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VOLUME 4.

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VOL. XV.

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- No. 38d. Return to Order; Showing the names of the persons who made the Census of 1881, in the County of Rimouski, and the amount received by each for fees, &c. (*Not printed.*)
- No. 39... COAL LANDS:—Copy of the Regulations for the disposal of the Coal Lands.
- No. 40... FUGITIVE OFFENDERS' BILL:—Certain correspondence between the Imperial and Canadian Governments relating to the proposed Fugitive Offenders' Bill. (*Senate.*)
- No. 41... SUB-MARINE TELEGRAPH:—Return to Address (*Senate*); Correspondence, &c., in reference to Mr. Sandford Fleming's scheme for connecting with Asia by sub-marine telegraph, with the documents relating to the same.
- No. 41a. Return to Address (*Senate*); Correspondence since the 19th March, 1881, between the Government of Canada and Mr. Sandford Fleming respecting a submarine telegraph between the Western coast of Canada and Asia.
- No. 42... MILLS AND FACTORIES:—Report of the Commissioners appointed to enquire into the working of Mills and Factories of the Dominion, and the labor employed therein.
- No. 43... GOVERNMENT SAVINGS BANKS:—Return to Order; Number of depositors in the Government Savings Bank of sums under \$10 during the last financial year.

- No. 43a. GOVERNMENT SAVINGS BANKS:—
Cost of Branches:—
Return to Order; Showing the cost of the Savings Bank Branches of the Finance and Post Office Departments, also the total cost of maintaining the several Savings Banks under the control of the Government throughout Canada.
- No. 43b. Agents' Instructions:—
Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 24th March, 1881, respecting instructions to Agents for the management of the Dominion Government Savings Banks.
- No. 43c. Money sent out:—
Return to Order; Showing the amount of moneys sent from Canada by Post Office Money Order to all countries during the year 1881, and the cost. (*Not printed.*)
- No. 44... INTEREST ON PUBLIC DEBT:—Return to Address; Correspondence between the Government of Canada and Messrs. Glyn and Baring, in reference to any alteration in the arrangements for the payment of interest on the Public Debt, &c.
- No. 45... RECEIPTS AND EXPENDITURES, CONSOLIDATED FUND:—Return to Order; Receipts and Expenditures chargeable to Consolidated Fund, from 1st July, 1881, to 20th February, 1882. (*Not printed.*)
- No. 45a. Return to Order; Receipts and Expenditures chargeable to Consolidated Fund, from the 1st July to the 1st February, in the fiscal years terminating on the 30th day of June, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881 and 1882 respectively. (*Not printed.*)
- No. 46... MONEY ON DEPOSIT:—Return to Order; Statement showing the amount of money on deposit on the 1st of February, 1882, whether in Canada or elsewhere, with the names of the banks where so deposited, also the amount of interest, &c.
- No. 46a. Return to Order; Statement of the total amount on deposit with banks in Canada upon the last days in each month in the fiscal year 1880-81. (*Not printed.*)
- No. 47... RIVER RESTIGOUCHE:—Return to Order; Report of H. F. Perley, Esquire, and C. F. Roy, Esquire, respecting the channel in the traverse of the River Restigouche. (*Not printed.*)
- No. 48... CANADIAN PACIFIC RAILWAY:—Return to Address; Specifications, tenders, correspondence, &c., relative to the letting of the railway work between Emory's and Port Moody, B.C.
- No. 48a. Supplementary ditto.
- No. 48b. Agreement entered into between John Paterson and Her Majesty Queen Victoria, to erect section houses, &c., on the line of the Canadian Pacific Railway between Yale and Kamloops Lake, B.C. (*Not printed.*)
Also, between Andrew Onderdonk and Her Majesty Queen Victoria, for the construction of the section of the Canadian Pacific Railway from Emory's Bar to Port Moody, B.C. (*Not printed.*)
Also, between Andrew Onderdonk and Her Majesty Queen Victoria, for a steel or iron bridge over Fraser River at Lytton, B.C. (*Not printed.*)
Also, between Walter Oliver and Her Majesty Queen Victoria, to construct a passenger and freight station at Rat Portage, on the Canadian Pacific Railway, for \$1,925, and the outhouse for \$125, total \$2,050, before the 15th August, 1881. (*Not printed.*)
Also, contract for freighting Engineers supplies from end of Section 15 to Section 42, Canadian Pacific Railway, with Robert Ferres, Peter Paul, and George Millwar, contractors. (*Not printed.*)
- No. 48c. Return to Order; Letters and Reports from the Engineer in Chief to the Minister of Railways, also from the District Engineer of Manitoba District to the Engineer in Chief in connection with the increase of quantities on Contract 15, Pacific Railway. (*Not printed.*)
Also, Copies of Instructions given to Mr. Haney, and also what changes have been made in the grades and curvature since the winter of 1879-80. (*Not printed.*)
- No. 48j. Return to Order; Correspondence, &c., on the subject of the rates to be charged on Canadian Pacific Railway.

- No. 48e. CANADIAN PACIFIC RAILWAY:—Return to Address; Order in Council respecting the charter for the construction of the Canadian Pacific Railway, the charter itself, the deposit of a million, and the definition of the word "capital."
- No. 48f.. Return to Address; Correspondence since the 22nd December, 1880, with Smith, Ripley & Co., upon the subject of the Georgian Bay Branch of the Pacific Railway contract. (*Not printed.*)
- No. 48g. Return to Address; Correspondence relating to the rates for passengers and freight on any railway operated by the Canadian Pacific Railway Company, and of all Reports and Orders in Council affecting the same, and also of any special rates.
- No. 48h. Return to Order; Correspondence on the subject of any railway, or projected railway, claimed by the Canadian Pacific Railway Company to be in derogation of their contract rights.
- No. 48i.. Return to Order; Showing the approximate quantities of the several classes of work for the construction of the railway between Port Moody and Yale. (*Not printed.*)
- No. 48j.. Return to Order; Copy of the cheque deposited by Andrew Onderdonk with his tender, which was accepted for the construction of the railway from Port Moody to Emory's Bar. (*Not printed.*)
- No. 48k. Return to Order of 21st February, 1881; Copies of contract between one Ham McMicken, acting for himself or as an agent, and T. J. Lynskey, Superintendent of the line of the Canadian Pacific Railway from Emerson to St. Boniface, in relation to the carrying and delivery of freight in Winnipeg, &c. (*Not printed.*)
- No. 48l.. Return to Order of the 21st February, 1881; Letters, documents, &c., in relation to difficulties between one Ham McMicken, or T. J. Lynskey and Robert Tait, with reference to the ferry between St. Boniface and Winnipeg. (*Not printed.*)
- No. 48m. Return to Order of 11th February, 1881; Showing the cost of the surveys and location of the second one hundred miles west of Red River of the Canadian Pacific Railway, from 1st January, 1879, to 1st February, 1881. (*Not printed.*)
- No. 48n. Return to Address; Correspondence with the C.P.R. Company, on the subject of the route of any part or branch thereof, and a statement of the expenditure by the Government on the line to the westward of Winnipeg.
- No. 48o. Return to Address; Correspondence, &c., in relation to any payments of money to the Canadian Pacific Railway Company, with a detailed statement of all such payments. (*Not printed.*)
- No. 48p. Return to Address; Correspondence, &c., in relation to the acceptance of the Land Grant Bonds of the Canadian Pacific Railway Company by the Government for any public purpose.
- No. 48q. Return to Address; Correspondence, &c., in relation to any grants or reservations of land for the Canadian Pacific Railway Company. (*Not printed.*)
- No. 48r. Return to Order; Correspondence with the Canadian Pacific Railway Company, respecting all claims made by said Company for stone, &c., used for the construction of the said road. (*Not printed.*)
- No. 48s.. Return to Order; Detailed Statement of all deposits of money made by the Canadian Pacific Railway Company with the Government, also of any purchases made by the Company from the Government. (*Not printed.*)
- No. 48t.. Report of the Royal Commission on the Canadian Pacific Railway, being Vols. 1, 2 and 3 of the evidence taken before them. (*Not reprinted for Sessional Papers.*)
- No. 48u. Return to Order; Statement of the sums expended in connection with the Canadian Pacific Railway Commission, and correspondence, &c., as to the printing of the evidence or Report. (*Not printed.*)
- No. 48v. Further Supplementary Return to Address; For advertisements, specifications, &c., relating to the letting of the railway work between Emory's Bar and Port Moody, B.C.

- No. 48w. CANADIAN PACIFIC RAILWAY:—Return to Order; Copies of all contracts for the construction of any part of the Canadian Pacific Railway, made by the Company with any firm, since the date of the previous order.
- No. 48x. Return to Order; Correspondence, &c., relating to the allowances proposed to be paid to Canadian Manufacturers of certain goods required by the Canadian Pacific Railway Company. (*Not printed.*)
- No. 48y. Return to Order; Correspondence, &c., in respect to measures being taken to ensure to the Maritime Provinces, the winter terminus of the Canadian Pacific Railway. (*Not printed.*)
- No. 48z. Communication from the Secretary of the Canadian Pacific Railway Company, dated Montreal, 30th March, 1882, applying to have the location of the line between the western terminal point of the subsidized portion of the Canada Central Railway (now Canadian Pacific) and Algoma Mills, already alluded to, the Sault Ste. Marie Branch approved. (*Not printed.*)
- No. 48aa. Return to Address; Correspondence between the Canadian Pacific Railway Company and the Government, relating to the Company or its affairs (*Not printed.*)
- No. 48bb. Return to Order; Detailed Statement of the particulars of the charges made against the Canadian Pacific Railway Company for work performed on the first hundred miles west of Red River. (*Not printed.*)
- No. 48cc. Return to Address (*Senate*); Communications addressed by Mr. Sandford Fleming to the Secretary of State on the subject of the Report of the recent Railway Commission as laid before both Houses of Parliament.

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- No. 49... PORT DANIEL HARBOR:—Return to Order; Report of the Engineer who made the survey of the Harbor of Port Daniel, in 1881. (*Not printed.*)
- No. 50... EXPORTS AND IMPORTS:—Return to Order; Return of the Exports and Imports from the 1st July to the 1st January, in each of the years 1877, 1878, 1879, 1880, 1881 and 1882, respectively. (*Not printed.*)
- No. 51... WOOD EXPORTED FROM CHICOUTIMI AND SAGUENAY:—Return to Order; Statement showing the total value of Wood manufactured or unmanufactured exported from the United Counties of Chicoutimi and Saguenay, during the year ending 30th June last. (*Not printed.*)
- No. 52... FISH EXPORTED FROM CHICOUTIMI AND SAGUENAY:—Return to Order; Statement showing the total value of Fish, Fish Oils, Furs and Skins of Marine Animals exported from the United Counties of Chicoutimi and Saguenay, during the year ended 30th June last. (*Not printed.*)
- No. 53... MOOSE, YORK AND CHURCHILL CUSTOMS DUTIES:—Return to Order; Showing the amount received for duties at the Ports of Moose, York and Churchill, during the years from 1876 to 1881, inclusive; also the amount paid to Customs Officers at the several ports. (*Not printed.*)
- No. 54... HUDSON BAY, RAILWAY TO:—Return to Address; Correspondence between the Government of Canada and any other parties in reference to the proposed Railway from Manitoba to Hudson Bay. (*Not printed.*)
- No. 55... BANKS, CIRCULARS SENT TO:—Return to Order; Copies of three Circulars asking for information recently directed, under instructions of the Minister of Finance, to several of the Banks, with the names of the Banks to which they were directed.
- No. 56... PASPEBIAC HARBOR:—Return to Order; Report of the Engineer who made the Survey of the Harbor of Paspebiac in 1874 and 1875. (*Not printed.*)
- No. 57... DOMINION STATUTES:—Official Return of the Distribution of the Dominion Statutes of Canada, being 44 Victoria, 3rd Session, 4th Parliament, 1880-81. (*Not printed.*)
- No. 58... BONDS AND SECURITIES:—Statement of all Bonds and Securities registered in the Department of the Secretary of State of Canada, under the Act 31 Victoria, chapter 37, section 15. (*Not printed.*)

- No. 59... **CANADIAN TOBACCO**:—Return to Order; Statement showing the amount in detail, for each county, of the Revenue produced by the duty on Canadian Tobacco, the cost of collecting, and the amount of Fines levied between the 1st January and 31st December, 1881.
- No. 59a... Return to Order; Statement showing amount of duties collected on Canadian Tobacco, the costs of Stamps used, &c., and of all or any expenses defrayed out of the public chest. (*Not printed.*)
- No. 59b... Return to Order; Return of all Canadian grown Tobacco seized by officers of the Department of Inland Revenue within the Province of Quebec, during the years 1875, 1876, 1877 and 1878. (*Not printed.*)
- No. 59c... Return to Order; List of all persons appointed as Tobacco Inspectors, under Act 42 Victoria, chapter 19. (*Not printed.*)
- No. 59d... Return to Order; Statement showing the names of the persons in the second Registration District of the County of Rimouski who have paid the tax on tobacco of their own growth sold by them. (*Not printed.*)
- No. 60... **KINGSVILLE HARBOR**:—Return to Order; Reports of H. F. Perley, Esq., Chief Engineer, Department of Public Works, respecting Kingsville Harbor. (*Not printed.*)
- No. 61... **SEIZURES AND FINES**:—Return to Order; Showing the number of seizures made at each Port of Entry of the Dominion, during the fiscal year ending 30th June, 1881; the fines exacted and how disposed of. (*Not printed.*)
- No. 61a... Return to Order; Showing the number and nature of the several seizures made at the different Ports of Entry of the Dominion from the 30th day of June, 1881, to the 1st day of January, 1882, and the amount of fines exacted in each case disposed of. (*Not printed.*)
- No. 62... **STEAMBOATS, INSPECTION OF**:—Return to Order; Copy of all Rules and Regulations for the Inspection of Steamboats in force in the years 1879 and 1880, also a copy of any Inspector's certificate, granted to the steamer *Waubuno* navigating the waters of the Georgian Bay, Lake Huron in 1879, &c. (*Not printed.*)
- No. 63... **NAPOLEON III., STEAMER**:—Return to Order; Reports respecting the condition of the engines and boilers of the Government Steamer *Napoleon III.*, since 1st January, 1878, with copies of tenders for new engines and boilers, &c. (*Not printed.*)
- No. 64... **VESSELS, U.S., REGISTERED IN CANADA**:—Return to Order; Statement showing the number of vessels propelled by wind or steam which were built in the United States and registered in Canada between the 1st January, 1878, and the 1st January, 1880. (*Not printed.*)
- No. 64a... Return to Order; Showing the name and number of all boats or sailing vessels lost on Canadian inland waters, since 1870, with the value of property and number of lives lost and the causes of the losses. (*Not printed.*)
- No. 64b... Return to Address; Correspondence in reference to loss of vessels on our inland waters in consequence of overloading or shifting of cargoes.—(*Not printed.*)
- No. 65... **MARINERS' SICK FUND**:—Return to Order; Statement of the annual amounts collected on ships frequenting the River Saguenay, from 1st July, 1867, to 1st July last, for the Sick and Disabled Mariners' Fund. (*Not printed.*)
- No. 66... **DRUID, STEAMER**:—Return to Order; Return of all tenders forwarded to the Department of Marine and Fisheries for the construction of new feathering wheels, &c., to the engine of the Government steamer *Druid*, Engineer's reports, &c. (*Not printed.*)
- No. 67... **A. S. McEDWARDS, DISMISSAL OF**:—Return to Order; Papers in connection with the dismissal of A. S. McEdwards, late postmaster at Neustadt. (*Not printed.*)
- No. 68... **POINT AUX TREMBLES, WHARF AT**:—Return to Order; Report of the Engineer appointed by the Government to ascertain the possibility of constructing a wharf at Point aux Trembles, in the County of Portneuf, with the plans, &c. (*Not printed.*)
- No. 69... **RAILWAY CO. RETURNS, N.S.**:—Returns furnished by railway companies in Nova Scotia, under 38 Victoria, chapter 25. (*Not printed.*)

- No. 70... LOUISE BRIDGE:—Return to Order; Correspondence between the Department of Railways and the Council of the City of Winnipeg on the subject of the Louise Bridge. (*Not printed.*)
- No. 71... EEL FISHERY, RIVER RICHELIEU:—Return to Address (*Senate*); Documents bearing dates between January, 1874, and 18th March, 1881, in the possession of the Department of Marine and Fisheries, relating to the rights of Joseph Goyette, Pierre Dionne and Toussaint Huot, in an eel fishery situate in the bed of the River Richelieu. (*Not printed.*)
- No. 72... LAYAL UNIVERSITY:—Return to Address; Relating to the Act passed by the Quebec Legislature, at its last Session respecting Laval University, and the petitions asking for the disallowance of the said Act. (*Not printed.*)
- No. 73... CANADIAN SHIPS AND FRENCH PRODUCTS:—Return to Address (*Senate*); Respecting the sale of Canadian built ships in France on the same favorable terms as are enjoyed by vessels of British construction; also as to the admission of French products into this country on more favorable terms. (*Not printed.*)
- No. 74... TELEGRAPH, CAPE SABLE:—Return to Order; Correspondence with the Department of Public Works, asking the Government to provide for telegraphic communication between Cape Sable Island and the mainland, in the County of Shelburne. (*Not printed.*)
- No. 75... MINING ACT, QUEBEC:—Return to Address; Copies of the Act passed by the Quebec Legislature in the Session of 1830 respecting mines; of the petitions praying for the disallowance of the said Act, and the Report of the Minister of Justice. (*Not printed.*)
- No. 76... INDIANS, ARREARS DUE TO:—Return to Address; Correspondence between the Government of the Dominion and the Government of Ontario in reference to the arrears due to the Indians of Lakes Huron and Superior under the Robinson Treaty.
- No. 77... ST. MICHEL WHARF:—Reports in relation to improvements, &c., to be made on the Wharf at St. Michel, County of Bellechasse. (*Not printed.*)
- No. 78... ACADIA STEAMSHIP COMPANY'S PIERS:—Return to Order; Correspondence relating to the construction of the Acadia Steamship Company's Pier at Annapolis, and any estimates of the cost. (*Not printed.*)
- No. 79... WINTER COMMUNICATION, P.E.I.:—Return to Order; Correspondence in reference to the improvement of winter communication between Prince Edward Island and the mainland.
- No. 79a. Supplementary do do do
- No. 80... NORTH-WEST MOUNTED POLICE SUPPLIES:—Return to Order; Copy of the Contract entered into by the Government, in 1880, with J. G. Baker & Company, of Fort Benton, for furnishing supplies for the North-West Mounted Police.
- No. 81... INTERCOLONIAL RAILWAY:—Return to Order; Copies of all tariffs of rates for freight or passengers on the Intercolonial and Prince Edward Island Railways; and Statement of all special rates. (*Not printed.*)
- No. 81a. Return to Order; Account of stock taken in the stores or shops of the Intercolonial Railway at Moncton, during the years 1879 and 1880. (*Not printed.*)
- No. 81b. Return to Order; Showing the average number of miles of the Intercolonial Railway worked each year; the cost per mile of running the road, and the average quantity of freight carried, and the average earnings per mile each year.
- No. 81c. Return to Order; Showing the working expenses and revenue of the Intercolonial Railway in each of the years 1877, 1878, 1879, 1880 and 1881; the number of employes and their salaries, and the number of miles run.
- No. 81d. Return to Order; Showing the number of locomotives and cars, &c., at the several workshops of the Intercolonial Railway now undergoing or awaiting repairs. (*Not printed.*)
- No. 81e. Return, and Supplementary Return, to Order; Tenders, Correspondence, &c., respecting the purchase of second hand coal hoppers from or through B. Burland.

- No. 81f. INTERCOLONIAL RAILWAY:—Return to Order; Statement and complaint of J. St. Laurent in relation to the killing of a horse by the cars on the branch of the Intercolonial Railway at Rimouski, and Report of Mr. Rennie annexed. (*Not printed.*)
- No. 81g. Return to Order; Reports made by Frank Shanly on claims made by contractors or others on the Intercolonial.
- No. 81h. Return to Order; Showing what branches or sidings of the Intercolonial Railway were built or commenced during the year 1881, the length and cost of each, &c.
- No. 81i. Return to Order; Showing, in detail, the expenditure of \$24,372.54 described in the Minister of Railway's Report, Appendix No. 3, for completion of the Intercolonial. (*Not printed.*)
- No. 81j. Return to Order; Showing the total cost to date of the portion of the Intercolonial Railway between River du Loup and the terminus at Hadlow, or Chaudière Junction.
- No. 81k. Comparative Statement of the operations, Intercolonial Railway, from 1st July, 1876 to 1880-81.
- No. 81l. Capital account, Intercolonial Railway, of the quantity of rolling stock delivered and to be delivered, and of the expenditure thereon, from 1st July, 1874, to 1st July, 1883.
- No. 81m. Memorandum of the steel rails renewals, Intercolonial Railway, during the years 1874-75 to 1878-79.
- No. 81n. Return to Order; Statement showing the quantities of Spring Hill coal, delivered at St. John and intermediate stations by the Intercolonial Railroad during the year ending 31st December, 1881; also rates of freight, &c. (*Not printed.*)
- No. 81o. Return to Order; Copies all of documents relating to the claim of Félix Caron and Henriette Chouinard, both of St. Jean Port Joli, against the Intercolonial Railway. (*Not printed.*)
- No. 81p. Return to Order; Showing what number of locomotives, passenger freight and coal cars, and other rolling stock, were purchased or contracted for or built at the Government workshops during the year ending 31st December, 1881.
- No. 81q. Return Order; Report of the section men, in relation to damages caused by fire from the locomotives to the property of Mr. Ferdinand Bellevance. (*Not printed.*)
- No. 81r. Return to Order; for advertisements, or circulars asking for tenders for the supply of iron and iron manufactures, &c., required for the use of the Intercolonial Railway, during the period from 30th June, 1880, to 31st December, 1881.
- No. 82... MANITOBA BOUNDARIES:—Return to Address; Copy of the Proclamation bringing into force the Act extending the Boundaries of the Province of Manitoba. (*Not printed.*)
- No. 82a. Return to Address; Despatches between the Governments of Canada and Manitoba, in reference to the extension of the Boundaries of Manitoba, and also in reference to further grants of money to that Province.
- No. 83... FACTORIES, COMMISSIONERS:—Return to Order; Instructions to, and correspondence with the Commissioners on Factories, including instructions and correspondence as to information on other points than those contained in the Report laid on the Table, with certain detailed Statements in the possession of the Government, &c.
- No. 84... COTTONS, CANADIAN AND FOREIGN:—Return to Order; Statements in the possession of the Government showing the cost of the specified brands of like qualities of Canadian and Foreign Brown and White Cottons. (*Not printed.*)
- No. 85... FABRE, SENATOR:—Return to Address (*Senate*); Correspondence between the Government and Senator Fabre, together with the amount of compensation paid him for travelling and other expenses. (*Not printed.*)

- No. 86... METEOROLOGICAL SERVICE:—Return to Order; Statement showing the amounts paid for the Meteorological Service of Canada during the years 1877, 1878, 1879, 1880 and 1881. (*Not printed.*)
- No. 87... BRITISH CANADIAN LOAN AND INVESTMENT COMPANY:—List of the Shareholders of, with Statement of its affairs. (*Not printed.*)
- No. 88... LONDON POST OFFICE:—Return (in part) to Address; Report made by Post Office Inspector Dewe about 1880, on the defaults and irregularities in the London Post Office. (*Not printed.*)
- No. 88a. Supplementary Return to Address; Report made by Post Office Inspector Dewe about 1880, on the default and irregularities in the London Post Office. (*Not printed.*)
- No. 88b. Return to Address; Correspondence, &c., relating to J. J. Ross and G. Gordon, late Clerks in the London Post Office, and to their superannuation. (*Not printed.*)
- No. 89... VANCOUVER ISLAND, TELEGRAPH ON:—Return to Order; For Papers asking that the Telegraph Line on the east coast of Vancouver's Island be extended to Comox. (*Not printed.*)
- No. 90... ANNIE STEWART, TUG BOAT:—Return to Order; Statement of Services performed for the Government by the Tugboat *Annie Stewart*, during the past three years, and copies of contracts entered into with the owners. (*Not printed.*)
- No. 91... GRINDING IN BOND:—Return to Address; Correspondence, regulations, &c., on the subject of Grinding in Bond, with a Statement of all Bonds given under the regulations, and of any action taken thereon, and of the present condition of things in respect of each such Bond, &c. (*Not printed.*)
- No. 92... FLOUR, MEAL, &c., IN NOVA SCOTIA:—Return to Order; Statement of Flour, Meal and Corn entered for consumption at the different Ports of Entry, in all the Counties of the Province of Nova Scotia, from 15th March, 1879, to the 30th September, 1881.
- No. 93... ST. HYACINTHE IMPORTS, &c.:—Return to Order; Statement of the Imports at the Port of St. Hyacinthe, from the 1st July, 1881, up to the 1st February, 1882; also of the Receipts and Expenditure at the same Port during the same period. (*Not printed.*)
- No. 94... FLOUR BARRELS, EVASION OF DRAWBACK:—Return to Order; Correspondence in possession of the Government, as to the use of barrels or parts of barrels in which American flour had been imported for the purpose of exporting Canadian flour in evasion of regulations as to drawback. (*Not printed.*)
- No. 95... DIXON, JAMES D., SUPERANNUATION OF:—Return to Order; Relating to the Superannuation of James D. Dixon, Collector of Customs, Sackville, and the appointment of his successor, Wm. C. Milner. (*Not printed.*)
- No. 96... FOREIGN LIFE ASSURANCE COMPANIES, LIST OF:—Return to Order; List of the names of Foreign Life Assurance Companies who have made deposits with the Government for the sole benefit of Canadian policyholders. (*Not printed.*)
- No. 97... SAGUENAY COUNTY, POSTAL COMMUNICATION:—Return to Order; Petitions and Correspondence addressed to the Government respecting postal communication on that part of the north shore of the River St. Lawrence, comprised in the County of Saguenay. (*Not printed.*)
- No. 98... MANITOBA LAKE, LEVEL OF:—Return to Order; Reports of Engineers and Correspondence respecting the lowering of the present level of the water in Lake Manitoba. (*Not printed.*)
- No. 98a. Supplementary Return to Order; Reports of Engineers and Correspondence respecting the lowering of the present level of the water in Lake Manitoba. (*Not printed.*)
- No. 99... WOOL IMPORTED:—Return to Order; Showing the number of pounds of wool imported into the Dominion since the 30th June, 1881, and the amount collected therefor. (*Not printed.*)
- No. 100. SELKIRK, TELEGRAPH OPERATION:—Return to Order; Statement of the receipts and expenses in connection with the maintenance and operation of the telegraph line from Selkirk to Fort Edmonton and from Selkirk to Winnipeg. (*Not printed.*)

- No. 101. QUARANTINE STATIONS FOR CATTLE:—Return to Order; List of Quarantine Stations authorized under the Regulations for the importation of cattle for breeding purposes. (*Not printed.*)
- No. 102. ANDERSON, JAMES, CROWN TIMBER AGENT, WINNIPEG:—Return to Order; Letters of Instructions from Lindsay Russell, Esq., Deputy Minister of the Interior, to James Anderson, Crown Timber Agent at Winnipeg, relating to disposal of timber for lumber, railway ties or cordwood, since 1st March, 1881. (*Not printed.*)
- No. 103. PROVINCIAL RAILWAYS:—Return to Address; Copy of any Resolution of any Provincial Legislative body transmitted to His Excellency on the subject of the exercise by the Parliament of Canada of the power to declare Provincial Railways to be for the general advantage of Canada. (*Not printed.*)
- No. 104. THOMAS RYAN, APPOINTMENT OF:—Return to Order; Correspondence in relation to the appointment of Mr. Thomas Ryan as Engineer of the Custom House at Montreal. (*Not printed.*)
- No. 105. PICTOU DRY DOCK:—Return to Order; Correspondence in connection with the Dry Dock at Pictou. (*Not printed.*)
- No. 106. WOOD, E. B., C.J., MANITOBA:—Return to Address; Answer of the Honorable Edmund Burke Wood, Chief Justice of Manitoba, to the Petition of Henry J. Clarke, Q. C., of Winnipeg, and others, presented to the House of Commons, 4th March, 1881.
- No. 107. TORONTO RAILWAY CROSSINGS:—Return to Order; Reports of Government Engineers relative to the different Railway Crossings at Queen and Dufferin Streets, in the City of Toronto. (*Not printed.*)
- No. 108. BANK OF UPPER CANADA:—Memorandum; On the Estate of the late Bank of Upper Canada.
- No. 108a. Statement of the indebtedness of the Bank of Upper Canada to the Government, amounting to \$1,150,000, up to date.
- No. 109. ROYAL MILITARY COLLEGE:—Return to Order; Showing the various changes in the organization of the Royal Military College, since its establishment to 1st February, 1882. (*Not printed.*)
- No. 109a. Return to Order; Detailed list of Cadets of the Royal Military College, past and present, who were born in the United States. (*Not printed.*)
- No. 109b. Return to Order; Showing the number of Cadets who have been admitted to the Royal Military College since its opening; the number graduated, the number left without graduating, and the number now on the strength of the College, &c. (*Not printed.*)
- No. 109c. Return to Order; Return of Graduates holding commissions in the Militia, who have attended the training of Battalions to which they are attached, since July last. (*Not printed.*)
- No. 109d. Return to Order; Showing the salary paid to Professor Ferguson, the number of Cadets attending his classes, and the number of lectures given by him, from 1st November, 1881, to 1st February, 1882. (*Not printed.*)
- No. 109e. Return to Order; Names of the staff and employés in connection with the Royal Military College, with their salaries, allowances and duties. (*Not printed.*)
- No. 109f. Return to Order; Correspondence between the Commandant of the Royal Military College and the Militia Department in reference to the appointment of a Captain of Cadets, in place of Major Ridout. (*Not printed.*)
- No. 109g. Return to Order; Correspondence between the Commandant of Royal Military College at Kingston, the Major General Commanding and the Minister of Militia relating to the removal of Major Ridout from the Royal Military College Staff. (*Not printed.*)
- No. 110. RED RIVER EXPEDITION:—Return to Address; Showing the names of the Officers who took part in the Red River Expedition of 1870-71, those of the "Ontario Rifles" as those of the "Quebec Rifles." (*Not printed.*)

- No. 111. FLETCHER, LIEUT.-COL.:—Return to Order; Correspondence with the Department of Militia and Defence, in relation to the retirement of Lieut.-Col. John Fletcher, late Assistant Adjutant-General, Military District No. 5, and the bonus granted him. (*Not printed.*)
- No. 112. SUPREME COURT:—General Order No. 80 of the Supreme Court of Canada (in compliance with the provisions of sec. 79 of the Supreme and Exchequer Court Act.) (*Not printed.*)
- No. 113. EXPENSES TO ENGLAND:—Return to Order; Showing the expenses incurred by the several Members of the Government, or of any persons in the service of the Government, sent to England or elsewhere, from the 10th February, 1880, to date.
- No. 114. GALT, SIR A. T.:—Return to Order; Showing all sums paid to Sir A. T. Galt, as High Commissioner. Also, amount paid for rent and outfit of his residence in London, also travelling expenses, since July, 1878.
- No. 115. MATANE, WHARF AT:—Return to Order; Engineer's Report respecting the repairs made to the Wharf of Matane, and the improvements necessary to be made. (*Not printed.*)
- No. 116. COURTNEY RIVER:—Return to Order; Copy of the Dominion Agent's Report on Courtney River, in Comox District. (*Not printed.*)
- No. 117. GRAIN, &C., DUTY PAID ON:—Return to Order; Showing the quantity, value and duty paid on the Imports entered for consumption of "Grain and Products of Grain," also of "Animals," also of "Fruits and Provisions," for the years 1878, 1879, 1880 and 1881.
- No. 118. COAL EXPORTED:—Return to Order; Showing the quantity of Coal exported from the Ports of Nova Scotia in 1877-78, 1878-79 and 1880-81, and to what countries. Also, the quantity of Coal carried upwards through the St. Lawrence Canals, &c.
- No. 119. CUSTOMS BOATMEN AT QUEBEC:—Return to Order; Copies of Petitions from the Customs Boatmen of the City of Quebec, applying to be supplied with uniforms, and the replies thereto. (*Not printed.*)
- No. 120. GOODS MANUFACTURED IN QUEBEC:—Return to Order; Statement of the Goods which were manufactured in the Province of Quebec, and exported to British Columbia, between 1st January, 1880, and 1st January, 1882, and their value. (*Not printed.*)
- No. 121. MILITIA:—Return to Order; Statement of the Expenditure on account of the Militia in Canada, from 1st July, 1874, to 1st July, 1879, and since 1st July, 1879, to date. (*Not printed.*)
- No. 121a. Return to Order; Reports from General Luard or any other officer or Court, relating to the command or discipline observed in the 27th Battalion of Volunteer Militia, or any complaints from any officer of the Battalion. (*Not printed.*)
- No. 122. MR. JUSTICE JETTÉ:—Return to Order; Copy of the opinion or judgment of Mr. Justice Jetté, in a recent case affecting the validity of a marriage in the Province of Quebec, in which certain questions were referred to an ecclesiastical authority. (*Not printed.*)
- No. 123. CAPTAIN ALLAN:—Return to Address; Correspondence, &c., relating to the dismissal or resignation of Captain Allan from the Public Service. (*Not printed.*)
- No. 124. HALF-BREED MINORS' CLAIMS:—Return to Order; Copies of all Claims made under the Manitoba Act, by Half-breed Minors and others, who were temporarily absent on the 15th July, 1880. (*Not printed.*)
- No. 125. GEORGIAN BAY:—Return to Order; Correspondence concerning the Boat Licensing System and its operation as it affects the Georgian Bay, Ontario; and with regard to the formation of a company to become licensees of the fishing grounds. (*Not printed.*)
- No. 126. SOURIS HARBOR, P.E.I.:—Return to Order; Correspondence, &c., relating to the Harbor Improvements at Souris West, in Prince Edward Island. (*Not printed.*)
- No. 127. HAMILTON CUSTOM HOUSE:—Return to Order; Petition of the citizens of Hamilton for the purchase of a site and erection thereon of a new Custom House, &c. (*Not printed.*)

- No. 128. PUBLIC PRINTING WITHOUT CONTRACT :—Return to Address; Showing the amount paid for printing by Order of the Government to any person other than the contractor for Parliamentary Printing.
- No. 129. ADVERTISING :—Return to Order; Showing the amount paid for advertising in the various newspapers, with a list of the same. (*Not printed.*)
- No. 130. BRIDGE OVER ST. JOHN RIVER :—Return to Address (*Senate*); Correspondence between the Government of Canada and any parties interested or offering to construct a bridge across the Falls of the St. John River at St. John, N.B.
- No. 131. WINDSOR AND ANNAPOLIS RAILWAY :—Return to Order; Statement showing separately the gross earnings on local and through traffic on the lines of railway worked by the Windsor and Annapolis Railway Company, and the mode of division by which the sum of \$21,216 is arrived at as payable to the Government. (*Not printed.*)
- No. 132. VANCOUVER ISLAND RAILWAY :—Return to Address; Correspondence, &c., relating to the construction of a railway on Vancouver Island. (*Not printed.*)
- No. 133. CASCUMPEC HARBOR, P.E.I. :—Return to Order; Correspondence with the Department of Public Works having reference to improvement of Cascumpec Harbor, Prince County, P.E.I. (*Not printed.*)
- No. 134. FISH INSPECTION :—Return to Order; Statement showing the quantity of each kind of Fish inspected in each district in which an inspector has been appointed, the fees charged in each case, and the gross amount received in the year 1881. (*Not printed.*)
- No. 134a. Return to Order; Papers relating to the importation of pickled herring, &c., from Newfoundland or the Labrador Coast, and the inspection of such fish in Newfoundland, &c. (*Not printed.*)
- No. 135. FERRIES BETWEEN CANADA AND UNITED STATES :—Return to Address; Orders in Council regulating ferries between points in Canada and the United States. (*Not printed.*)
- No. 136. CUSTOMS CIRCULARS :—Return to Order; Circulars, &c., issued by the Customs relating to the interpretation of the several classes of goods imported, and the duties to be levied thereon from the 1st January, 1874, to 14th March, 1879. (*Not printed.*)
- No. 136a. Return to Order; Circulars, &c, issued by the Customs relating to the interpretation of the several classes of goods imported, and the duties to be levied thereon since March 14, 1879, to 1st February, 1882. (*Not printed.*)
- No. 137. MORSE, D. J., DISMISSAL OF :—Return to Order; Correspondence in reference to the dismissal of D. J. Morse, as sub-Collector of Customs, at Bear River, in the County of Annapolis. (*Not printed.*)
- No. 138. MALT LIQUORS, DUTIES ON :—Return to Order, of the various modes which have hitherto been adopted for collecting duties from malt and malt liquors; also any information as to the mode in vogue in the United States and Great Britain. (*Not printed.*)
- No. 139. TRAMWAY AT GRAND RAPIDS, SASKATCHEWAN :—Return to Order; Concerning the granting of a Charter to the Hudson's Bay Company to construct a tramway around the North Shore of the Grand Rapids of the Saskatchewan.
- No. 140. ARISAIG AND CAPE GEORGE PIERS, AND BAYFIELD BREAKWATER, N.S. :—Return to Order; Reports of Engineers and Petitions respecting Arisaig Pier, Cape George Pier, and Bayfield Breakwater, N.S., since 30th September, 1878. (*Not printed.*)
- No. 141. PROVINCIAL LEGISLATURES, ACTS OF :—Return to Address; Return of all Provincial Acts passed by the several Local Legislatures, and disallowed by the Government of the Dominion since July, 1867; also those that have been amended in conformity with the request of the Dominion Government, and also of those which have been declared *ultra vires* by Her Majesty's Privy Council, &c.
- No. 141c. Return to Address; Correspondence, &c., relating to Acts or reserved Bills of Provincial Legislatures not already asked for by Address or Order of the House.

- No. 141b. **PROVINCIAL LEGISLATURES, ACTS OF:**—Return to Address (*Senate*); Correspondence, &c., relating to Acts of Provincial Legislatures passed since 1st January, 1880, or reserved for the signification of Her Majesty's pleasure thereon.
- No. 142. **PUBLIC BUILDINGS, MANITOBA:**—Report of a Committee of the Hon. the Privy Council, approved by His Excellency the Governor General on the 8th April, 1880, respecting a Memorandum, dated 20th March, 1880, of the Delegates of the Province of Manitoba, appointed to confer with the Privy Council in relation to the erection of Public Buildings, &c. (*Not printed.*)
- No. 143. **HEALTH OFFICERS, HALIFAX AND ST. JOHN:**—Return to Order; Circulars and instructions issued to the Health Officers at Halifax and St. John, N.B., in regard to vessels arriving at those Ports and having contagious diseases on board. (*Not printed.*)
- No. 144. **TORONTO HARBOR:**—Memorandum with Plan relating to the past and present state of the Harbor of Toronto, Ontario, prepared by direction of the Hon. Sir Hector Langevin, C.B., Minister of Public Works, and Report by James B. Eads, Esq., C.E.
- No. 145. **COWICHAN RIVER:**—Return to Order; Statement showing the money expended on Cowichan River and the Surveyor's Report as to the completion of the work as per contract. (*Not printed.*)
- No. 146. **PRINCE EDWARD ISLAND RAILWAY:**—Return to Order; Statement showing list of articles on which Freight rates have been lowered on the Prince Edward Island Railway since 1878, also, relating to further lowering of rates, including Passengers' Fares. (*Not printed.*)
- No. 146a. Comparative Statement of operations, Prince Edward Island Railway, from 30th June, 1875, to 30th June, 1881.
- No. 146b. Return to Order; Correspondence, &c., relating to the construction of a Branch Railway between Harmony Station, on Prince Edward Island Railway, and East Point.
- No. 147. **EXPORTS AND IMPORTS:**—Return to Order; Summary Statement for the six months ending December 31st, 1881, of the quantity and value of the exports of each Province and for the Dominion, of the Produce of the Mine, Fisheries and Forest, &c. Also, Statement of the Imports of the same articles for the same period.
- No. 148. **DRAWBACKS ON GOODS:**—Return to Order; Return of all claims presented for Drawbacks on goods manufactured for export since January 22nd, 1881, showing the names of all applicants, &c. (*Not printed.*)
- No. 149. **McLAREN vs. CALDWELL, AND STREAMS BILL:**—Return to Address; Copy of the Judgment of the Court of Chancery and the Court of Appeal of Ontario in the case of McLaren vs. Caldwell *et al.* Also correspondence relating to the disallowance of the Streams' Bill. (*Not printed.*)
- No. 149a. Return to Address; Correspondence, &c., relating to an Act of the Legislature of the Province of Ontario, intitled; "An Act for protecting the Public Interests in Rivers, Streams and Creeks," disallowed by His Excellency in Council.
- No. 150. **FLETCHER, THOMAS:**—Return to Address; Correspondence and all other documents connected with the Petition to be set at liberty, made by Thomas Fletcher, sentenced 8th June, 1881, by the Court of General Sessions of the Peace for the District of Montreal. (*Not printed.*)
- No. 151. **NEW BRUNSWICK, CONVICTIONS IN COUNTY COURTS:**—Return to Order; Return of persons convicted in the Circuit and County Courts of New Brunswick during the past three years; the sentences imposed, and also of the Prisoners in the Penitentiary under the commitment of the Police Magistrates of the City of St. John, and Town of Portland. (*Not printed.*)
- No. 152. **FISHING LICENSES, ST. VALIER:**—Return to Order; Reports, &c., respecting the Fisheries and Fishing Licenses granted to François Ruelland and Jean B. Langlois, of St. Valier, &c. (*Not printed.*)
- No. 153. **VOLUNTEER COMPANIES, ALGOMA:**—Return to Order; Applications made to the Department of Militia and Defence to be allowed to form Volunteer Companies in the District of Algoma. (*Not printed.*)

- No. 154. MANITOBA, ADMINISTRATION OF JUSTICE :—Return to Address ; Correspondence with reference to any commission issued by the Local Government of Manitoba, affecting the mode of administering justice in that Province. (*Not printed.*)
- No. 155. CASTLE GARDEN PROPERTY, QUEBEC :—Supplementary Return to Order (20th December, 1880) for papers which have been furnished the Government in support of the claim of Henry A. P. Holland, to the Castle Garden Property, Quebec. (*Not printed.*)
- No. 156. ST. ANACLET RAILWAY STATION :—Return to Order ; Correspondence between the Government and interested persons of St. Anaclet and of Point au Péres, respecting the erection of a Railway Station in the Parish of St. Anaclet. (*Not printed.*)
- No. 157. KINGSTON AND PEMBROKE RAILWAY :—Return to Order ; Correspondence, &c., respecting complaints against the location and manner of working of the Kingston and Pembroke Railway in the City of Kingston. (*Not printed.*)
- No. 158. PEMBROKE AND CANADA CENTRAL RAILWAY :—Return to Address ; Copy of a Petition presented to His Excellency by the Corporation of the Town of Pembroke, in the County of Renfrew, dated 30th January, 1879, praying that the said Town may be relieved from the payment of a bonus of \$75,000.00 granted to the Canada Central Railway to secure the extension of the said Railway. (*Not printed.*)
- No. 159. COUNTY COURT JUDGES :—Return to Address ; Correspondence in relation to the tenure of office of the County Court Judges in any of the Provinces. (*Not printed.*)
- No. 160. EXTRADITION :—Return to Address ; Correspondence as to Extradition and as to the last Canadian Extradition Act. (*Not printed.*)
- No. 161. RAINY RIVER, WATER POWERS :—Return to Order ; Showing the Report and Survey of Mr. McLatchie, D.L.S., on the water powers on the Rainy River, at or near Rat Portage. (*Not printed.*)
- No. 162. CUSTOMS' SEIZURES, HUDSON'S BAY :—Return to Order ; Return of all Customs' Seizures, made at Moose, York, Churchill and all other Ports in Hudson Bay during the past seven years. (*Not printed.*)
- No. 163. CANADA TEMPERANCE ACT :—Return to Order ; Annual Returns made by the Licensed Druggists or vendors of Liquors under the Canada Temperance Act of 1878, where the law has been adopted. (*Not printed.*)
- No. 164. RAILWAYS IN MANITOBA :—Return to Address ; Correspondence affecting any Railway Companies chartered either by the Legislature of Manitoba or by the Parliament of Canada, in Manitoba or the North-West, relating either to grants or reservations of lands or questions of route. (*Not printed.*)
- No. 165. MAGEE'S, MR., REMOVAL FROM OFFICE :—Return to Order ; Correspondence, &c., respecting the removal from office of Mr. Magee, lately Postmaster at Greenwood, N.S., and the appointment of Marsden Foster. (*Not printed.*)
- No. 166. WINNIPEG [SOUTH EASTERN RAILWAY :—Return to Address (*Senate*) ; Correspondence, &c., relating to an Act of the Legislature of the Province of Manitoba, intitled : "An Act to incorporate the Winnipeg South Eastern Railway "Company," disallowed by His Excellency in Council.
- No. 167. JUDICIAL APPOINTMENTS IN QUEBEC :—Return to Address ; Representations made during the last twelve months by either of the sections of the Bar of the Province of Quebec with reference to judicial appointments in that Province. (*Not printed.*)
- No. 168. FISH-BREEDING ESTABLISHMENT :—Return to Order ; Showing the number and situation of Fish-breeding Establishments throughout the Dominion.
- No. 169. POST OFFICE, ALMA, N.B., ROBBERY AT :—Return to Order ; Correspondence, &c., in connection with the robbery of the Post Office, kept by Nathan Cleveland, at Alma, Albert County, N.B. (*Not printed.*)
- No. 170. MARRIAGE LICENSES, NEW BRUNSWICK :—Return to Address (*Senate*) ; Correspondence between the Government of Canada and that of New Brunswick, concerning certain Acts passed by the Legislature of New Brunswick in 1869, as to Marriage Licenses, the publication of banns, and the proper persons. (*Not printed.*)

- No. 171. **IMPORT DUTIES, MANITOBA AND ROCKY MOUNTAINS**:—Return to Order; Return of all import duties collected at or near the boundary line between the Province of Manitoba and the Rocky Mountains. (*Not printed.*)
- No. 172. **PROVISIONAL DISTRICTS, N. W. T.**—Message transmitting copy of a minute of the Privy Council of Canada, dated 8th May, instant, on the subject of the establishment of the Provisional Districts in the North-West Territories. (*Not printed.*)
- No. 173. **HERON AND ONTARIO SHIP CANAL**:—Return to Order; Correspondence, &c., by the Huron and Ontario Ship Canal Company or by other parties, on the subject of the construction of a Ship Canal to connect the waters of Georgian Bay with those of Lake Ontario. (*Not printed.*)
- No. 174. **CORNWALL CANAL, LOCK GATES**:—Return to Order; Copy of advertisements and tenders in connection with the contract for new Lock Gates for the Cornwall Canal given last summer. (*Not printed.*)
- No. 175. **GRENVILLE CANAL, TOLLS ON LUMBER, &c.**:—Return to Order; Showing the number of feet, board measure, of lumber, and the number of thousands of shingles and laths, which passed through the Grenville Canal, during the years 1879, 1880 and 1881, on which tolls were paid. (*Not printed.*)
- No. 176. **ENGINEERS AND FIREMEN, PUBLIC BUILDINGS**:—List of names, address, and rate of pay of the Engineers and Firemen employed in the Public Buildings, Canada, and the amount required to pay the same, when transferred to the Public Works Department. (*Not printed.*)
- No. 177. **ROSS, LIEUT.-COL. WALTER**:—Return to Address; For copies of all charges made against Lieutenant-Colonel Walter Ross, of the 16th Battalion Volunteer Militia, while in command of the camp at Picton. (*Not printed.*)
- No. 178. **LUMBER, KINGSTON, BROCKVILLE AND PRESCOTT, SHIPPED FROM**:—Return to Order; Showing the number of square feet of Lumber, of different kinds, shipped from the Ports of Kingston, Brockville and Prescott, during the years 1879, 1880 and 1881, together with the total value of each description. (*Not printed.*)
- No. 179. **GASPÉ, APPOINTMENT OF A JUDGE**:—Return to Order; Documents respecting the appointment of a Judge in the County of Gaspé, and the system of judicial decentralization in Canada. (*Not printed.*)
- No. 180. **POTTS, THOMAS, MISSING LETTERS**:—Return to Order; Correspondence between Thomas Potts, of St. John, N.B., and the Honorable the Finance Minister, the Honorable the Postmaster General, and the Honorable the Minister of Agriculture, or any officers in their Departments, regarding the destruction or abstraction of letters addressed to him from the Department of Agriculture. (*Not printed.*)
- No. 181. **HOPEWELL CORNER POST OFFICE**:—Return to Order; For correspondence, &c., forwarded to the Government or any Department thereof, relating to the change of name of the "Hopewell Corner" Post Office to that of "Albert," in the County of Albert, N.B. (*Not printed.*)
- No. 182. **M. C. UPPER**:—Relating to damages sustained by the *M. C. Upper* in the Welland Canal by the breaking of the lock-gates.
- No. 183. **PORT WARDEN ACTS**:—Return to Order; Correspondence between the Department of Marine and Fisheries and persons in Montreal relative to the taxation and expenditure under the Port Warden Acts. (*Not printed.*)
- No. 184. **MONTREAL HARBOR COMMISSIONERS**:—Return to Order; Last regulations of the Montreal Harbor Commissioners and the Petition of the Boatmen of St. Francis, &c., complaining of the said regulations. (*Not printed.*)

FOURTEENTH
ANNUAL REPORT

OF THE

DEPARTMENT

OF

MARINE AND FISHERIES

BEING FOR THE

FISCAL YEAR ENDED 30TH JUNE,

1881.

Printed by Order of Parliament.



OTTAWA:
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.
1882.

To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell,
(commonly called the Marquis of Lorne), one of Her Majesty's Most Honourable
Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle,
Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George,
etc., etc., etc., Governor General of Canada and Vice Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Fourteenth Annual Report of the Department of Marine and Fisheries, and the financial statements connected therewith, being for the fiscal year ended 30th June, 1881.

I have the honour to be,

Your Excellency's most obedient servant,

A. W. McLELAN,

Acting Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 1st January, 1882.

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FOURTEENTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

BEING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1881.

REPORT
OF THE
DEPUTY MINISTER.

To the Honourable

ARCHIBALD WOODBURY McLELAN,

Acting Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of this Department for the fiscal year ended 30th June, last, and to give an account of a considerable portion of the business up to 31st December, 1881. Two supplements will be issued with this report, one comprising the reports of the Chairmen of the Boards of Steamboat Inspection and Examiners of Masters and Mates, the reports of the Toronto, Montreal, Quebec and Pictou Harbour Commissioners, the Pilotage Authorities, the Harbour Masters, the Shipping Masters, the Port Wardens and the Harbour Police of Montreal and Quebec, together with statement of wrecks and casualties, and list of rewards for saving life, and a second supplement embracing the Fisheries Reports.

The total amount expended on the various branches of the public service administered by this Department, including the salaries of the Establishment Staff, during the fiscal year ended 30th June last, was \$899,164.85, while the total amount voted was \$932,992.29, which last named amount includes the Departmental salaries.

The whole number of persons engaged in the Outside Service of the Department at the close of the calendar year was 1,859.

The Lighthouse Service of the Dominion is divided as follows, viz. :—The Ontario Division, embracing lights above Montreal; the Quebec Division extending below Montreal and including the River and Gulf of St. Lawrence; the New Brunswick Division; the Nova Scotia Division; the Prince Edward Island Division, and the British Columbia Division. The total number of light stations in the Dominion on the 31st December last, was 462, and of lights shown 553; the number of steam fog-whistles and automatic fog-horns 32, and the number of light-keepers, engineers of fog-whistles and other assistants, with crews of lightships, was 616.

The following are the number of light stations, the number of lights shown, of fog-whistles and of automatic fog-horns in the several Provinces in the Dominion at 31st December of each year from 1868 to 1881, inclusive. In these numbers are 3 light stations on the Coast of Newfoundland, maintained by the Dominion, one light from each of which is shown:—

	Light Stations.	Light-houses.	Fog Whistles.	Automatic Fog-horns.
31st December, 1868.....	198	227	2	.....
do 1869.....	219	233	2	.....
do 1870... ..	240	278	4	.....
do 1871	264	297	8	.....
do 1872.....	280	314	13	.....
do 1873.....	316	363	17	.....
do 1874.....	342	384	18	.....
do 1875.....	377	444	22	.....
do 1876.....	407	488	24	.....
do 1877.....	416	509	25	2
do 1878.....	427	518	25	4
do 1879.....	443	542	23	6
do 1880.....	452	551	22	7
do 1881.....	462	553	23	9

ONTARIO LIGHTHOUSE DIVISION.

This Division includes the lighthouses and lightships in that part of the Province of Quebec lying between Montreal and the boundary line between the Provinces of Ontario and Quebec, as also all the lights and lightships in the Province of Ontario, embracing the lights on the Ottawa River, the St. Lawrence River above Montreal, the Thames River and Lakes Ontario, Simcoe, Erie and Huron, the Georgian Bay and Lake Superior.

The number of lights in the Ontario Division, inclusive of one at Manitoba, at the close of navigation was 150. This number comprises lighthouses and light-beacons, 4 lightships maintained by the Dominion, and one lightship maintained under contract by the Dominion. There are 143 buoys and 16 beacons.

The number of light-keepers in this Division paid directly by the Government was 118, but in several cases assistants were employed by keepers and paid by them out of the allowance made by the Government for the purpose.

The lights in this division, with the exception of those on the Ottawa River, were inspected during the months of July and August by Mr. Patrick Harty, the Superintendent of Lights, and supplied with the necessary stores, the steamer "Dominion"

being chartered for the purpose for the sum of \$2,700. From the report received it appears that the lighthouses are, on the whole, well cared for by the keepers, and their general condition satisfactory.

The following new lighthouses have been built and put in operation during the past season:—

A lighthouse at Kincardine Harbour, Lake Huron, to serve as a Lake Coast Light, and also as a back range light to guide in entering the harbour. This light is of the fixed white catoptric class, and is varied by red flashes every 15 seconds. It is elevated 76 feet above the lake and should be seen 14 miles from all points seaward. The building is of wood, with stone foundation, and consists of an octagonal tower 63 feet high, with keeper's dwelling attached. The sum of \$2,965.58 was expended on this lighthouse during the past fiscal year, making, with previous expenditure, a sum of \$7,094.31.

A lighthouse in Belleville Harbour, Bay of Quinté, to replace that formerly maintained by the City Corporation which was destroyed by fire in 1879. The light is fixed white, from a small dioptric apparatus, and shows around the whole horizon. It is elevated 38 feet above water mark, and should be seen 11 miles in clear weather. The tower is a square wooden one, 36 feet high, and stands upon an octagonal pier built upon the south-east edge of the shoal at the entrance of the harbour. The sum of \$388.67 was expended on this lighthouse during the past fiscal year, and the further cost will be shown in the accounts of the present year.

A lighthouse upon the extremity of South Bay Point or Point Traverse, on Lake Ontario, in the County of Prince Edward. This light is a fixed red catoptric, elevated 36 feet above water mark, and should be visible 10 miles from all points seaward. The building consists of a square wooden tower, 36 feet high, with keeper's dwelling attached. The sum of \$1,349.57 was expended in the construction of this lighthouse during the past fiscal year, and further expenditure will appear in the accounts of the present year.

A new lighthouse upon the northernmost point of Strawberry Island, off the north coast of the Great Manitoulin Island, Georgian Bay, was satisfactorily completed and put in operation in September last. A fixed white catoptric light is shown, elevated 40 feet above water mark, and should be visible 11 miles from all points seaward. The building consists of a square wooden tower, 44 feet high, with keeper's dwelling attached. The expenditure for this lighthouse will appear in the accounts of the current fiscal year.

The new lighthouse on Red Rock, at the entrance to Parry Sound, to which reference was made in the report of last year has been completed and put in operation, and the light formerly shown on Mink Island discontinued. The light is a fixed white catoptric, elevated 63 feet above water mark, and is visible in clear weather 13

miles from seaward: The lighthouse is of wood, 44 feet high, octagonal in shape, and stands upon a wooden pier situated about two-thirds of a mile from the old lighthouse. The sum of \$1,613.32 was expended on this lighthouse during the past fiscal year, and the balance of the expenditure will appear in the accounts of the current fiscal year.

Reference was made in the Report of last year to the proposed erection of a lighthouse at Port Stanley, Lake Erie, to replace the present lighthouse. Tenders were invited for this lighthouse during the past season and the contract has been awarded to Mr. John Ellison, of Port Stanley, for \$1,250.

During the past season a fog-horn, operated with compressed air, was established at the Mississauga Straits Light Station, Lake Huron, in the District of Algoma, and put in operation on 10th October last. During fogs and snow storms blasts are sounded of ten seconds duration with an interval of 50 seconds between each blast. The fog-alarm building stands 65 feet south-westerly from the lighthouse tower. The cost of this fog-horn will appear in the accounts of the present fiscal year.

Tenders having been invited for the construction of a small lighthouse on Whisky or Dodd Island, at the entrance to Penetanguishene Harbour, the contract was awarded to Messrs. F. H. Corbeau & Bro., of Penetanguishene, for \$550, and the work is progressing.

Tenders have also been invited for the erection of a small wooden lighthouse upon the Government pier at Prince Arthur's Landing, Thunder Bay, Lake Superior, and the contract for the work awarded to Mr. Edmund Ingalls of Fort William, for \$497.

Tenders were also invited for the construction of a timber block and lighthouse-tower at the outer end of the North Breakwater pier, Port Credit, Lake Ontario, but owing to the amount appropriated not being sufficient for the carrying out of the work, it has been deemed advisable to delay proceedings in the meantime.

Reference was made in the Report of last year to the construction of a pier on Colchester Reef, Lake Erie, and the erection thereon of a lighthouse in order to avoid the necessity of maintaining a lightship. The plans for this work are now ready and tenders will shortly be invited. During the past season a light vessel has been maintained on the reef by Mr. George Campbell, of Windsor, under contract with the Department. The price agreed to be paid is \$1,440.

During the past season the lighthouse on the north side of the channel, at Jack Straw Shoal, in the River St. Lawrence, near Gananoque, was moved a distance of 31 feet north from its previous position to a new pier and raised 3 feet above its former level. The beacon pier on the shoal on the south side of the channel, distant 700 feet

from the lighthouse, was also rebuilt and surmounted by a mast and drum. This work was performed under contract by Mr. John Askwith, at a cost of \$1,445, as will appear by reference to the accounts of the past fiscal year.

During the present year extensive repairs and improvements have been carried out at the following lighthouse stations, viz.:—Dorval and Point Claire, Lake St. Louis; Point aux Anglais, Ottawa River; Port Lewis, Lake St. Francis; Snake Island and Pigeon Island, Lake Ontario; West End Long Point, Pelée Island and Pelée Point, Lake Erie, Mississagua Straits, and the cost of these repairs will appear in the accounts of the present fiscal year.

The following changes have occurred in the list of keepers of lights in this Division since the date of last Report, viz.:—

By Order in Council of the 28th February last, Mr. Isaie Taillefer was appointed keeper of Lightship No. 2, Lake St. Louis, at a salary of \$300 per annum, in the room of Mr. Olivier Madore, superannuated.

By Order in Council of the 28th February last, Mr. Toussaint de Repentigny was appointed keeper of the lights at north-west end of pier and south-east of new channel, St. Anne's Locks, at a salary of \$100 per annum, in the room of Mr. Antoine Deschamps removed from the place, and Joseph Pilon, superseded.

By Order in Council of the 27th April last, Mr. Garret Washington Patterson was appointed keeper of the light at Griffith Island, at a salary of \$350 per annum, in the room of Mr. Vesey C. Hill, superannuated.

By Order in Council of the 19th May last, Mr. Hyacinthe Davieau was appointed keeper of the lights and fog-bell at Michipicoten Island, Lake Superior, at a salary of \$400 per annum, in the room of Mr. Peter McIntyre, deceased.

By Order in Council of the 6th June last, Mr. John Gerrard Wallace was appointed keeper of the light at Lindoe Island, at a salary of \$200 per annum, in the room of Mr. John Wallace, superannuated.

By Order in Council of the 1st July last, Mr. Samuel Robert Scarlot was appointed keeper of the light at Windmill Point, Prescott, at a salary of \$150 per annum, in the room of Mr. Bernard Kean, resigned.

By Order in Council of the 31st October last, Mr. William Bishop was appointed keeper of the lights at Collingwood Harbour, at a salary of \$200, in the room of Mr. Robert Doherty, deceased.

By Order in Council of the 1st November last, Mr. Adam Alexander Lawson was appointed keeper of the lighthouse at Red Rock, Parry Sound, at a salary of \$400, in the room of Mr. Wm. McGowan, resigned.

By Departmental letter of the 28th January last, Mr. Charles Earl is allowed \$100 per annum for keeping a light at Tobermoray Harbour.

By Departmental letter of the 9th May, 1881, Mr. Richard Singleton was placed in temporary charge of the light at Victoria Island, Lake Superior, at a salary of \$150 per annum.

By Order in Council of the 20th May last, Mr. John Covert was appointed keeper of the new lighthouse erected at Belleville, at a salary of \$200 per annum.

By Order in Council of the 16th September last, Mr. Daniel McIntosh was appointed keeper of the new lighthouse at South Marysburgh, Prince Edward County, at a salary of \$150.

By Order in Council of the 26th October last, Mr. Bryan McKay was appointed keeper of the new lighthouse on Strawberry Island, Lake Huron, at a salary of \$300.

The total cost of maintaining the lights, light-vessels, fog-bells, buoys and beacons in the Ontario Division for the last fiscal year was \$67,541.21; and the expenditure for construction of lights during the same period was \$12,798.87.

QUEBEC LIGHTHOUSE DIVISION.

This Division comprises the lighthouses and lightships at and below Montreal, on the River St. Lawrence, and on the Richelieu River and Lake Memphremagog, as well as all the lighthouses, lightships, steam fog-whistles, buoys and beacons in the River and Gulf of St. Lawrence, Straits of Belle Isle and north-west coast of Newfoundland.

At the close of navigation there were in this Division 143 fixed and revolving lights, 8 lightships, 3 of which are supplied with steam fog-whistles, 9 steam fog-whistles, 8 fog-guns, 87 buoys, 59 beacons, 8 provision depôts, and 9 life-canoes for service amongst ice.

This important Division is under the charge of Mr. J. U. Gregory as Agent at Quebec, who, in addition to the lighthouses, has also under his superintendence several of the Dominion steamers, the Quebec River Police Force and the Fisheries Protection Service.

The light service between Montreal and Quebec, and in the River St. Lawrence, between Quebec and Pointe des Monts, was performed during the past season by the steamer "Druid," under command of Captain Marmen. The work of laying down, taking up and keeping in position, during navigation, the large number of buoys below Quebec was also attended to by Captain Marmen.

The supplies and provisions for the lights, fog-whistles and provision depôts in the lower portion of this Division, from Pointe des Monts down the Gulf of St. Law-

rence and in the Straits of Belle Isle, were delivered by Mr. William Barbour, the Superintendent of Lights, in the steamship "Napoleon III," under the command of Captain E. Larochelle, two trips having been made for the purpose, one in the spring and the other in the autumn. Captain A. Baquet, who commanded the steamer "Napoleon III" during the first part of the last fiscal year, resigned and was replaced by Captain Larochelle.

The agent at Quebec reports that he visited several stations in his Division during the past fiscal year, and found everything in good working order.

As mentioned in last Report, owing to the age of many lighthouses in this Division, and particularly of those of wooden structure, the Department will be called upon annually for greater expenditure for repairs than formerly.

Arrangements were made by the Government of Canada, with the co-operation of the French authorities at St. Pierre Miquelon, by which signals were shown daily during the month of April last from the semaphore established at the lighthouse station on Point Galantry, St. Pierre Miquelon. By this means masters of vessels bound for ports in the Gulf and River St. Lawrence were advised as to the condition of the ice in the gulf, the winds, the temperature and weather indications. Daily despatches were received at St. Pierre, *via* Sydney, N.S., from the telegraph and signal stations established by the Government of Canada last season, at South-West Point, Anticosti, Cape Rosier, Cape Magdalen, Grosse Isle and House Harbour, Magdalen Islands, and shipmasters desiring information as to the state of the ice and weather in the gulf could obtain it free of cost by lying to, off Point Galantry, St. Pierre, and signalling.

Since the opening of navigation this year, all the buoys in the River St. Lawrence below Quebec have been marked in conformity with the published "rules for colouring and numbering buoys at ports in the Dominion of Canada."

On or about the 1st August last the colours of the lighthouse towers in the Island of Anticosti and the north and south shores of the River St. Lawrence, between Fame Point and Father Point, were changed so as to make them more conspicuous as day marks, and to distinguish them from one another. Changes have also been made in the number and colour of the buoys in the Lower St. Lawrence, with a view of systematizing and improving these aids to navigation in this important locality.

On the 15th of August last a fog-trumpet was established at Lark Islet, in the mouth of the Saguenay River, to sound in thick weather, fogs or snowstorms, blasts of twenty seconds' duration, with intervals of forty seconds between the blasts. The cost of fog-trumpet, with the necessary buildings, will appear in the accounts of the present fiscal year.

A fog-horn, operated by compressed air, was put in operation upon Point Ste. Anne, County of Gaspé, on the south shore of the Gulf of St. Lawrence, and about 11 miles easterly from Cape Chatte Lighthouse. In thick weather, fogs and snow-storms, the horn will sound a blast of eight seconds' duration in every minute. The cost of this fog-horn will appear in the accounts of the present year.

The signal guns established at the following light stations [in the Gulf of St. Lawrence, viz. : Belle Isle, Cape Rosier, West Point of Anticosti, Pointe des Monts and Biquet Island, were, from the 3rd October last, arranged to be fired once every half hour instead of hourly as formerly.

A fog-gun, to fire once every half hour, was established on the 3rd October last at Heath Point Light Station, Anticosti Island.

A contract having been entered into for the erection of a new back range light tower at Lavaltrie, in the County of Berthier, referred to in last year's Annual Report, the work was duly completed by the contractor, Mr. J. Sheridan, of Montreal, to the satisfaction of the Department; the contract price was \$496. Repairs to the platform around the large tower and to the oil shed have also been made.

Mr. Sheridan also erected, to the satisfaction of the Department, two range light towers to replace those formerly standing upon the Richelieu Company's wharf at Sorel, the contract price being \$980.

The tower at Paspebiac referred to in last year's Report has been moved and a new lantern erected. The cost of this work is shown in the accounts of the past fiscal year.

Tenders having been invited for the erection of a framed lighthouse tower, with keeper's dwelling attached and outbuildings, together with a fog-alarm building, all at Cape Bauld, the contract has been entered into with Mr. John Askwith to perform the work for the sum of \$4,775.

Repairs, where needed, have been made at the light stations generally.

The following changes have taken place in the keepers, etc., of the lights, etc., of this Division since the date of last Report, viz. :—

By Order in Council of the 24th March last, Mr. David Robert, of Verchères, was appointed keeper of the lighthouse at Isle aux Prunes, at a salary of \$120 per annum, in the room of Mr. J. B. C. Larose, superannuated.

By Order in Council of the 12th July last, Mr. Joseph Rhéaume, of Lacolle, was appointed keeper of the lighthouse at Lacolle, at a salary of \$150 per annum, in the room of Mr. W. H. Van Vliet, deceased.

By Order in Council of the 11th May last, Mr. Laurent Beaudet was appointed keeper of the range light at Lotbinière, at a salary of \$80 per annum, in the room of Mr. Onésime Beaudet, deceased.

By Order in Council of the 16th September last, Mr. Telesphore Turbide, of Magdalen Islands, master mariner, was appointed keeper of the light on Bird Rocks in the room of Mr. Charles Chiasson, deceased. Mr. Turbide receives a salary of \$600 per annum, with an allowance of \$700 per annum to enable him to keep two assistants. The death of Mr. Chiasson occurred under very melancholy circumstances. While firing the fog-gun a keg of powder near by was imprudently left open and the result was an explosion, by which Mr. Chiasson, his young son and an assistant were instantly killed.

By Order in Council of the 17th June last, Mr. Samuel Dion was appointed engineer of the fog-whistle recently erected at Cape Chatte, at a salary of \$350 per annum.

By Order in Council of the 1st April last, Mr. David Desjardins was appointed keeper of the lighthouse at Pilgrims, at a salary of \$340, in the room of Mr. Jean C. *dit* Marquis, superseded.

By Order in Council of 28th October last, Mr. Ferdinand Lemieux was appointed keeper of the lighthouse and fog-gun at Point Rich, Newfoundland, at a salary of \$400 per annum, in the room of Mr. Eugene Roy, deceased.

The total amount expended for the maintenance of lights, lightships, provision depots, buoys and beacons, and fog-whistles in this Division, during the year ended 30th June last, amounted to \$104,107.65.

The sum of \$5,240.76 was expended on construction of lights during the same period.

NEW BRUNSWICK LIGHTHOUSE DIVISION.

This Division comprises all the lighthouses, fog-whistles, buoys and beacons on the coasts of the Province of New Brunswick, on the River St. John, the Straits of Northumberland and Baie des Chaleurs, and is under the charge of Mr. J. H. Harding, the Agent of this Department at St. John, New Brunswick. In this Division at the close of navigation there were 90 lights (including one lightship) and 10 fog-whistles under the charge of 80 lighthouse keepers.

An appropriation of \$800 having been voted at last session of Parliament for the erection of a light at Belyea's Point, on the River St. John, tenders were duly called for, and the contract has been awarded to Mr. Saunders Clark, of Carleton, for the sum of \$395.

Reference was made in last year's report as to provision having been made for the erection of beacon lights at Buctouche, Pokesudie, Fox Island, and Hay Island. A contract was entered into with Mr. John Ward, builder, Shediac, for the construction of two wooden range light towers at Buctouche, and was satisfactorily executed by him, the contract price being \$730. These lights stand on Dixon's Point, on the south side of Buctouche Harbour, and guide vessels into the Harbour. The front building is situated on the point near the old beacon, and consists of a square wooden tower 30 feet high. The light is fixed, white, catopric, elevated 36 feet above high water mark, and should be visible 11 miles in the direction of the range.

The back range light is distant 1,050 feet north-west by north from the other, the building is similar and a light of the same description is shown, elevated 41 feet above high water, and visible 12 miles.

These lights were put in operation on the 9th June last.

A contract was entered into with Mr. George Young, of Caraquet, for the construction of a wooden tower on the north-east point of Pokesudie Island, for the sum of \$1,399, and he performed the work to the satisfaction of the Department.

This lighthouse stands on the most north-easterly point of Pokesudie Island, and consists of a square wooden tower, 34 feet high, showing a fixed white catopric light, elevated 41 feet above high water, and visible 11 miles from all points seaward.

The light was first shown on the 1st August last.

During the past season a small range light building was erected by Mr. George Ingram on the north-west end of Fox Island, at the contract price of \$154, and several changes made in the position of the other beacons, which were carried into effect on the opening of navigation. One of the lights stands within 100 feet of the most northerly point of the island; the second is distant 1,051 feet south-east half south from this light, and the third is distant 954 feet south-west from the first named. Fixed white lights are shown from all the beacons, visible at a distance of 8 miles.

Two range light buildings were also erected during the past season on Hay Island, in Miramichi Bay, by Mr. George Ingram, at the contract price of \$320. These lights are for the purpose of enabling vessels in seeking shelter to clear the point of the shoal, off the east end of the Island. The front light is fixed white catopric, exhibited from a lantern hoisted on a mast 15 feet high. It is elevated 23 feet above high water, and visible 10 miles. The back light is distant 210 feet from the front. The light is also fixed white catopric, elevated 30 feet, and should be visible 11 miles. The building is a square wooden tower 21 feet high and painted white.

A dwelling house has been erected at L'Etete Passage for the accommodation of the engineer of the fog-trumpet. This work was performed under contract by Mr. Angus Fisher, at a cost of \$644.

An appropriation of \$1,000 has been made for the erection of a light at Bay du Vin, Northumberland County, but it is now under consideration whether the purposes of navigation would not be better served by the erection of two range lights.

The lighthouse, situated on the dangerous reef of rocks extending out from the West Head on the western side of Quaco Harbour and known, as Quaco Lighthouse, was destroyed by fire on the 17th June last. The fire originated in a defective flue of the dwelling, between the ceiling and the roof, and all the buildings were completely destroyed. The light was a revolving white catoptric one, and the machinery was rendered useless. A temporary light was erected on the pitch of the Cape at West Head Quaco, to replace the one destroyed by fire, and was put in operation on the 9th July. A fixed white light is shown by means of a lantern suspended from a pole, 20 feet high, and is visible about 6 miles.

Five acres of land have been secured on the Point, at the rate of \$40 per acre, for the erection of a lighthouse, and the place is also favourable should it be decided to erect a fog-whistle, and a good supply of water can be obtained for the boiler at a moderate expense.

The Agent reports that the lighthouse at Point Lepreaux, which is about fifty years old, requires renovation, and believes that the cheapest way in the end would be to take down or remove the old tower and build a new tower on the present stone wall foundation—meanwhile exhibiting a temporary light.

The Agent reports that repairs and improvements have been carried out at the lighthouse stations at South-West Head Grand Manan, Grand Harbour, Gannet Rock, South Wolf, and particularly at Machias Seal Island, where two large lighthouses and a fog-whistle are located. A new boiler was also supplied to the fog-whistle during the past season, and put in operation in August last, and the sound of the whistle is reported as being much more powerful than formerly.

At Swallow Tail Light Station considerable repairs, including the renewal of the race for hauling up supplies and of the bridge which connects the rock with the mainland, have been carried out, and several improvements made, including an addition to the keeper's dwelling.

The lighthouses in Northumberland Straits were duly inspected by the Superintendent of Lights during the past season, and supplied with oil and other stores.

A new pier has been built and an oil shed erected at each of the light stations at Neguac and Tabusintac, and at the latter station a new beacon has also been erected to replace that carried away by the storms of the previous year. A new pier has also been erected and necessary repairs made out at Tracadie Lighthouse Station.

Reference was made in the Report of the past year to the automatic buoy placed at Split Rock, at the entrance to Musquash Harbour. During the past season it was deemed advisable to remove it and to place it nearer shore, and it now lies $1\frac{1}{2}$ mile from the East Head Lighthouse at Musquash. In this position it serves as a guide into Musquash Harbour, and also thus better suits the requirements of steamers navigating the Bay of Fundy. Our Agent reports that it works admirably in its new position, and is considered an invaluable guide to the Port of St. John, as well as Musquash Harbour, and in defining the position of Split Rock on which so many vessels have been lost.

The following changes have occurred in the keepership of the lights in this Division since the date of my last Report, viz. :—

By Order in Council of the 31st January last, Mr. Wm. McLeod was appointed keeper of the lighthouse at Oak Point, St. John River, at a salary of \$80 per annum, in the room of Mr. Charles Theal, removed from the locality.

By Order in Council of the 24th March last, Mr. Jeremiah Drake was appointed keeper of the St. John Signal Station, at a salary of \$550 per annum, in the room of Mr. John B. Longley, deceased.

By Order in Council of the 12th April last, Mr. Duncan Robertson was appointed keeper of the lighthouse on Portage Island, at a salary of \$200 per annum, in the room of Hugh Murray, superannuated.

By Order in Council of the 3rd June last, Mr. James Stymest was appointed keeper of the lighthouse on Portage Island, at a salary of \$200 per annum, in the room of Mr. Duncan Robertson, deceased.

By Order in Council of the 3rd June last, Mr. Thaddée B. Robichau was appointed keeper of the range lights recently erected at Buctouche, at a salary of \$150 per annum.

By Order in Council of the 25th June last, Mr. Joseph McKnight was appointed keeper of the beacon light, erected at Hay Island, at a salary of \$150 per annum.

By Order in Council of the 12th July last, Mr. Octave Hachey was appointed keeper of the lighthouse erected at Pokesudie, at a salary of \$150 per annum.

The total cost of maintaining the lights, fog-whistles, buoys and beacons in the Province of New Brunswick for the last fiscal year amounted to \$63,921.90; and the amount expended during the same period on construction of lights, was \$4,578.52.

NOVA SCOTIA LIGHTHOUSE DIVISION.

The Nova Scotia Division in charge of Mr. H. W. Johnston, Agent of the Department for the Province, includes at this date 122 light stations, having 124 lighthouses and exhibiting 136 lights, 1 light vessel, 11 steam fog-alarms, 1 fog-bell, 3 signal-gun stations, 4 automatic signal buoys in position and 1 spare buoy, 6 iron bell buoys in position and 1 under construction, 60 can buoys, about 300 spar and other buoys, 6 stationary beacons and 7 life boat stations.

The new light at Jeddore, particulars of which will be given hereafter, is included in the above.

Tenders have already been received for three additional lighthouses, viz.:—One at Crow Harbour, Guysboro County; one at Merigomish, Pictou County, and one on Westhaver Island, Lunenburg County, and contracts awarded for the lighthouses at Crow Harbour and Westhaver Island. In addition to these the estimates for the present year also provide for a lighthouse on Jerome Point, Richmond County, and one at Ingonish Harbour, Victoria County, both in Cape Breton.

All the light and fog-alarm stations were inspected during the season by Mr. D. M. Browne, R.N., Superintendent of Lights, and each station received the usual supply of oil and necessary stores.

The fog-alarm stations were also coaled.

It having been deemed advisable to replace the lighthouse tower and dwelling on Cranberry Island with new buildings, tenders were invited and the contract awarded to Mr. Philson Kempton, of Milton, Queen's County, for the sum of \$3,800. Mr. Kempton proceeded with his contract, and the work was approaching completion, when on the night of the 13th October, a fire occurred in the new tower, which, with the exception of the new oil store and a store house, completely destroyed all the buildings on the Island, including the new lighting apparatus and lantern, the furniture, provisions and supplies of the lightkeeper and assistants, and damaged to a large extent the fog-whistle machinery.

The destruction of the lights and fog-alarm at this important station was extensively advertised, and prompt measures were adopted for exhibiting provisional lights. A skeleton tower 50 feet high was erected, surmounted by a temporary wooden lantern, in which was placed a small dioptric apparatus. A rough lantern was also made 20 feet below the upper one for the lower light.

These lights were ready and put into operation on the 8th November, and have proved most satisfactory.

The light at the entrance to St. Ann's Harbour, Victoria County, Cape Breton, had, for a number of years, been exhibited from a small lantern placed on a stable

situated at the end of the beach on the west side of entrance. In December last, tenders were invited for the construction of a lighthouse tower and oil store, to be erected close to and to replace the old building, and the contract was awarded to Mr. John Willard of Liverpool, N. S., for the sum of \$845.

On account of the beach being low, a small pier was constructed for the tower to stand on. The tower itself is a square wooden structure 37 feet high from its base to vane of lantern, and is painted white.

The character of the light remains fixed white. It is elevated 41 feet above the level of the sea and should be seen from a distance of 11 miles.

Tenders were invited in the month of May last for the construction of a lighthouse, with dwelling, barn, oil store and out-houses on Jeddore Rock, situated 22 miles to the eastward of Halifax Harbour, and the contract was awarded to Mr. Jacob Bowser, of Halifax, for the sum of \$3,362.

The buildings are nearly completed, and the lights, which are fixed red, were put in operation on the 15th December last.

The lighthouse, with the dwelling attached, stands on the centre of the rock. It is 50 feet high from base of tower to vane of lantern, and is painted white. It shows a fixed red light elevated 86 feet above high water mark, and should be seen from a distance of 12 miles all round the horizon.

A want long felt has been supplied by the erection of a steam fog-whistle at the light station east end of Scatterie Island, which was put into operation on the 15th November last. It sounds two blasts of 5 seconds in each minute with an interval of 10 seconds between the two blasts.

The boiler is one of four made under contract by Mr. John Patterson, of Halifax, for the sum of \$800 each. The machinery which had been formerly in use on Sable Island was thoroughly overhauled and fitted by W. S. Symonds & Co.

A coal shed of sufficient capacity to hold 200 tons of coal is attached to the engine-house, and a brick reservoir to contain 20,000 gallons of fresh water, as a supply for the alarm, has been built. The buildings were erected by the Department, under the superintendence of Mr. Patrick O'Toole, of Louisburg.

As the number of vessels frequenting Cow Bay has greatly increased within the last two years, consequent on the increase of the coal trade, it has been thought advisable to exhibit a red light from the end of the breakwater. This is done by means of a lantern suspended from a derrick erected at the end of the pier.

The light is elevated 25 feet above the pier and should be seen about 5 miles.

The buoyage of the coast has been much improved during the last year. An automatic whistle buoy having been placed off Louisburg, an iron bell buoy off Fourchu Head, Richmond County, and can buoys substituted for spar buoys on the following dangerous shoals, viz: The Man-of-War Rock, at Cape Canso; Carpenter Rock, at Barrington; Blonde Rock, off Seal Island, and the Roaring Bull, off Yarmouth. Can buoys have also been placed on the south-west side of the Horse Head shoal, at the entrance to St. Peter's Bay, and off Dartmouth Point, Grand Passage. In addition to the can buoy on the Horse Head all the other dangers in St. Peter's Bay, as well as in St. Peter's Inlet and Lennox Passage, have been marked by spar buoys—the number of buoys in these three places being 29. In the different harbours of the Province, where the quantity of shipping appeared to justify the expense, spar buoys have been placed to mark the different obstructions, and where buoys formerly existed they have in most instances been replaced by others of a larger size.

The automatic buoy off Louisburg is colored red and sounds a ten-inch whistle. It was moored in July last, in thirty fathoms of water, south-east $\frac{1}{2}$, east $1\frac{1}{2}$ mile from the lighthouse.

The Broad shoal in this vicinity is marked on the Admiralty as having thirty feet on it, but much shoaler water has been found and it will be marked by a spar buoy.

The bell buoy, colored red, placed in the month of August, off Fourchu Head, Richmond County, is moored in nine fathoms of water, immediately outside the shoals of Fourchu Inlet, and is for the purpose of leading the boat fishermen to the entrance of that inlet in foggy weather.

References has frequently been made to the great difficulty experienced in keeping our bell buoys in position, owing to the rugged nature of the bottom in the vicinity of the Ledges, and more particularly in the case of the buoy formerly placed at the North-West Ledge, off Brier Island.

Experience showed that no matter what description of mooring was used the chain could not be prevented from fouling the bottom and being cut through. The North-West Ledge is a dangerous shoal, and as fogs are of frequent occurrence in that vicinity it is of great importance that there should be some sound signal to indicate its position, and the question of providing a suitable signal is at present under consideration of the Department.

The following is a synopsis of the repairs made at the different Lighthouse Stations during the past year:—

ST. PAUL'S LIGHTS AND FOG-ALARM.

In August last a fire occurred in the engine house, by the igniting of one of the joists passing under the bed of the boiler. Prompt measures were taken by Mr. S. C. Campbell, Superintendent of the Island, the brick work being immediately torn up and the smouldering wood cut away.

The steamer "Newfield" being at the time on the Cape Breton coast, a mason was engaged at Sydney, and with a quantity of brick and other material for repairs was taken to the Island in her. The wooden joists under the boiler bed were removed and the whole space filled in solidly with brick. The foundation was at the same time put in good order and other necessary masonry work done.

SABLE ISLAND.

A thorough inspection of the main station, two lighthouses and all the outpost on this Island, was made by me in July last, and I cannot but express satisfaction at the general state of efficiency in which everything was found.

The sand bank to the southward of the West-End Light is fast yielding to the encroachments of the sea during the winter gales, there being now but few feet from the base of the tower to the edge of the bank. It, therefore, becomes necessary to take some action in this matter, and before the removal of the lighthouse to another site is determined on it has been proposed to endeavour to arrest any further falling away by constructing a protection work for a distance of 100 feet along the face of the bank, and the subject will receive the consideration of the Department.

All the buildings on the island are in good order, except the dwelling-house at the old east end-station, the sills of which were found decayed, and will be renewed. Also one of the barns at the main station which is old and not worth repairing.

There has hitherto been no shelter provided for the wild horses on the island, as it has been generally considered that the proverbially wild nature of these animals would cause them to avoid any building that might be erected for their use.

With the view, however, of testing this point, and in order to ascertain if the condition of these horses, exposed as they now are to all the severity of the winter storms, can be in any way ameliorated, a stable has been erected at a spot on the island which they are accustomed to frequent, and if found a success, a number of such buildings of a permanent character might be erected on different parts of the island.

Fifty horses were brought to Halifax in October last, and sold by auction. The net amount realized was \$674.97.

Farming operations were carried on successfully during the past year under Mr. Duncan McDonald, the Superintendent.

PUGWASH.

This light has been very much improved by the erection of the new lantern referred to in the last Annual Report.

A new platform was fitted for the lantern and other necessary repairs made to the building at the same time.

AMET ISLAND.

About 22 feet of protection wall around the island had become undermined endangering that part of the wall. Masons were, therefore, sent to make repairs, and at the same time the foundation wall of the lighthouse, which was in a very bad condition, was put in proper order. The drainage of the building was also improved.

CARIBOO.

The protection work, formed of logs, in front of this lighthouse has been extended 60 feet in a south-easterly direction, and the old work repaired.

BIRD ISLAND.

A new lantern, 9 $\frac{3}{4}$ feet in diameter, has been erected on the tower at this station, and the new lighting apparatus has added very much to the efficiency of the light.

LOUISBURG.

This light has been much improved, a new lighting apparatus having been supplied.

CAPE LA RONDE.

The lighthouse, which occupies a very exposed position, was found to vibrate considerably, and it was, therefore, considered advisable to fit wire stays. The top of the tower was re-covered with canvas and some minor repairs made.

MEAGHER'S BEACH.

The pile breakwater referred to in my last report was built during the summer in accordance with plans and specifications received from the Department, the contract for this work being awarded to Messrs. Ellis & Hefler.

The total cost of the work was \$4,178.98.

The roof of the martello tower has been re-shingled, the board-walk renewed, and other small repairs made.

SAMBRO ISLAND LIGHT AND FOG-WHISTLES.

This important station was visited by me in July last, when Mr. Alfred Gilkie, the lightkeeper, was placed in charge of both the light and fog-alarm, at a salary of \$1,000 per annum, with the understanding that he is to employ a competent engineer to work the alarm.

Such repairs are now being made to the two boilers as are absolutely necessary to make them serviceable for the winter months, and it has been suggested to the Department, on the recommendation of Mr. Wm. M. Smith, Steamboat Inspector, that two new boilers be constructed and placed in position in the spring. The old boilers to be then thoroughly repaired and kept as spare. This arrangement seems the

more to recommend itself, as the boilers at one or two of our stations are showing signs of weakness and will soon require extensive repairs, if not relieving altogether.

PEGGY'S POINT.

During a heavy gale from S.E. on the 15th April last, a heavy sea broke over the point on which this light is situated, doing considerable damage to the foundation and other parts of the main building, and completely sweeping away the oil store with its contents. Extensive repairs had, therefore, to be made, and a new oil store erected, entailing an expenditure of \$545.

CROSS ISLAND FOG-ALARM.

The boiler and machinery of the Neptune Fog-Alarm have undergone repairs several times during the year. The iron tubes in the boiler burn out very quickly and the steel reeds of the trumpet frequently break.

During the year oil stores were erected at Low Point, Flint Island, Scatterie, Egg Island, Mullin's Point, Boar's Head, Church Point, Margaretville, Cape Sable, Beaver Island and Kingsport.

BURNT COAT.

Very extensive repairs were found absolutely necessary at this station. The foundation wall had in several places split from top to bottom, and some parts of it had fallen away. It became necessary to remove a great deal of the masonry and re-build it from the bottom.

A brick tank to hold a supply of fresh water was built in the cellar, and the brick chimneys and fire places which were very much out of order were repaired.

APPLE RIVER.

The old 4½ feet lantern which had completely worn out has been replaced by an iron lantern 8 feet in diameter which was in store, and the lighting apparatus has been very much improved. A new deck was placed on the tower to receive the larger lantern; an addition built to the dwelling as a kitchen, and necessary repairs made. An oil store was also built.

YARMOUTH LIGHT AND FOG-WHISTLE.

Some repairs were made to the roof of the tower, and the stone foundation also underwent repairs and pointing.

The larger boiler that was placed at this station last year rendered some alterations necessary in the interior of the whistle house. In doing this work, the sills, trimmers, and cornerposts were found so decayed that they had to be renewed, and since it became necessary to break away the greater part of the plastering to make these repairs, the inside of the building was sheathed with tongued and grooved boards instead of being replastered.

The brick tank under the floor was repaired and also the foundation under the boiler re-laid and cemented.

In the dwelling-house one chimney was re-topped and another repaired, the walls painted outside, the floors repaired and minor jobs done.

A great difficulty had been experienced in procuring a sufficient supply of fresh water for the fog-alarm. It was found necessary to construct a tank near the whistle-house, and tenders being invited for this work the contract was awarded to Mr. Thomas Redding, of Yarmouth, for the sum of \$1,400.

The tank is made of brick, lined with cement, 10 feet deep, circular in shape with a circumference of 30 feet, and has a capacity of about 40,000 gallons. The tank will supply a want long felt at this station, but in order to make it a success it will have to be protected from the heavy sprays of salt water which heave over the western cliffs.

The most effectual mode of doing this seems to be by erecting a shed which would break the force of the spray and carry it off in another direction.

SEAL ISLAND LIGHT AND FOG-ALARM.

The boiler of the fog-alarm at this station having become unserviceable through constant wear, the whistle was advertised as stopped in August of last year, and in the month of November one of the new and larger boilers, made under contract by Mr. John Patterson, of Halifax, for the sum of \$800, was landed at the station and fitted up. A solid brick foundation was laid for it to rest on, and some alterations were made in the interior of the whistle-house, rendered necessary by the increased size of the boiler.

Small repairs were at the same time made to the light tower and an oil store erected.

BRIER ISLAND LIGHT AND FOG-ALARM.

A boiler of the same description as that sent to Seal Island was also fitted during the winter to the fog-whistle at Brier Island, and the same alterations were made in the engine house, in order to secure more room.

The coal shed at this station was at the same time enlarged and a store built for the lighthouse oil.

It is contemplated to erect a new $9\frac{3}{4}$ foot lantern, with improved lighting apparatus, at this important lighthouse in the spring.

CAPE D'OR FOG-ALARM.

The shingling on the roof of the engine house has been repaired and a fence erected around the edge of the steep cliff on which the building stands.

The engineer was authorized to spend the sum of \$70 in procuring assistance to improve the road leading from the landing place in Horse Shoe to the Station.

Repairs and improvements were also made at the lighthouse stations at Westport, Horton Bluff, Chebucto Head, Pictou Harbor, Cape St. George, North Canso, Kingsport, Low Point, Scatterie, Port Mouton, Port Hood, Cape North, Cape Sable light and fog-alarm and Point Prim light and fog-alarm.

The following changes have occurred in the keepership, &c., of the lights in this Division since the date of last Report, viz:—

By Order in Council of the 1st April last, Mr. George H. Snow was appointed keeper of Baccaro Lighthouse, at a salary of \$350 per annum, in the room of Mr. James S. Smith, superannuated.

By Order in Council of the 18th May last, Mr. John LeQuerne was appointed keeper of the lighthouse at Cheticamp, at a salary of \$300 per annum, in the room of Mr. E. Briard, left the locality.

By Order in Council of the 1st July last, Mr. James Wm. Hogg was appointed keeper of the lighthouse of Pictou Island, in the room of Mr. Andrew H. Hogg, superannuated.

By Order in Council of 1st of August last, Mr. Roderick McKenzie was appointed keeper of the light at Cariboo Island, in place of Mr. Alexander Munro, superannuated.

By Order in Council of the 16th September last, Mr. Malcolm Ferguson was appointed keeper of the fog-whistle at Scatterie Island, at a salary of \$400 per annum.

By Order in Council of the 27th September last, Mr. Albert Warnell was appointed keeper of the lighthouse recently erected on Jeddore Rock, at a salary of \$400 per annum.

By Order in Council of the 7th September last, Mr. W. W. Wrayton was transferred to Bon Portage Station from Stoddart Cove, and Mr. W. M. Wrayton took charge of the latter place.

The total cost of maintenance of the lights, steam fog-whistles, &c., in the Province of Nova Scotia, including humane establishments at Sable Island, St. Paul's and Scatterie, for the last fiscal year amounted to \$128,918.59, and the amount expended during the same period on construction of lights was \$7,758.36.

PRINCE EDWARD ISLAND LIGHTHOUSE DIVISION.

This Division is under the charge of Mr. Artemus Lord as Agent at Charlottetown. There are at present twenty-eight light stations under the care of the same number of keepers. In connection with these stations there are ten range lights.

making thirty-eight lights in all. Fourteen of these lights have dwellings attached, twenty-nine of them are harbour lights and eight are coast lights.

The new lighthouse at St. Peter's Island, referred to in last year's Report as under construction, was completed and the light put in operation at the opening of navigation. It is placed on the most westerly point of St. Peter's Island, in Hillsborough Bay. The tower is a square wooden building, 38 feet high, and shows a white fixed catoptric light, elevated 48 feet above high water and visible, for 12 miles in fair weather. As will be seen by the accounts of the past year, the sum of \$765.87 was expended on this building.

Indian Point Lighthouse, on the south side of the entrance to Summerside Port, referred to in last year's Report, was completed and put in operation on the opening of navigation last spring. The light is a fixed catoptric one, showing red between the bearings N. N.E. $\frac{1}{2}$ E. and N.E. $\frac{1}{2}$ E., and white from all points seaward.

It is elevated 48 feet above high water mark, and should be visible 13 miles. It is for the purpose of guiding into Summerside Harbour.

The building consists of an octagonal tower rising from the middle of the dwelling, which stands on a circular pier, having its foundation below low-water mark. The superstructure is 42 feet high. The sum of \$3,933.75 was expended on this lighthouse during the past fiscal year.

Since October last a streak of red light has been shown from the lighthouse at Knight's Point, Souris East, to indicate the anchorage ground under the shelter of the breakwater. A keeper's dwelling is also in course of erection at this station. The sum of \$500 was voted for this purpose.

A dwelling for the keeper has been provided at the light station at Sea Cow Head.

The lighthouse at Cape Bear, to which reference was made in last year's Report, was duly completed by Mr. John Whalen, the contractor; the price being \$1,374. It is erected upon the headland of Cape Bear, in the Straits of Northumberland, and is a revolving red catoptric light, attaining its greatest brilliancy every 30 seconds. It is elevated 74 feet above high water and should be visible 12 miles from all points seaward. The building is of wood and consists of a square tower 46 feet high, with dwelling attached. The sum of \$1,533.20 was expended on this lighthouse during the past fiscal year.

The temporary range lights at the mouth of Big Tignish River were discontinued and a lighthouse tower erected in their stead on the beach at the inner end of the north breakwater pier, which was put in operation on the opening of navigation.

A fixed white catoptric light is shown, elevated 35 feet above high water mark and visible 11 miles from all points seaward. The tower is a square building 33 feet

high. As will be seen by the accounts of the past fiscal year, the sum of \$1,102 was expended on this lighthouse.

An appropriation of £2,500 was made by Parliament for the erection of a lighthouse at Cape Egmont, and tenders will shortly be invited for the work.

Owing to difficulties which have occurred in arranging for the land upon which it was proposed to erect beacon lights at Savage Harbour, the question of their erection is still unsettled.

Tenders for the performance of the buoy service at the several ports in the Province were duly invited, and in the generality of cases contracts were entered into for the space of three years for its performance. In some cases, where the lowest tenders received were considered excessive, the Harbour Master was instructed to attend to the work as formerly.

The following changes have occurred in the keepership, &c., of the lights in this Division since the date of last report, viz:—

By Order in Council of the 26th April last, Mr. Charles Donahoe was appointed keeper of the lighthouse at Summerside, at a salary of \$100 per annum, in the room of Mr. Patrick McVeigh, resigned.

By Order in Council of the 15th November last, Mr. James Walsh was appointed keeper of the lighthouse on Indian Point, at a salary of \$300 per annum, in the room of Mr. Charles Peters, deceased.

By Order in Council of the 18th August last, Mr. Wm. Hewson was appointed keeper of the new lighthouse erected on St. Peter's Island, at a salary of \$100 per annum.

By Order in Council of the 11th November last, Mr. Thos. H. Munn was appointed keeper of the lighthouse recently erected at Cape Bear, at a salary of \$300 per annum.

The total cost of maintaining the lights in the Province of Prince Edward Island for the fiscal year was \$12,996.33, and the expenditure for construction of lights during same period was \$8,150.05.

BRITISH COLUMBIA LIGHTHOUSE DIVISION.

This Division is under the charge of Mr. Frederick Revely, Agent of this Department at Victoria. There are six light stations in the Province under the care of the same number of regularly appointed keepers who are given sufficient salary to provide the necessary assistance. Besides the six lighthouses, there was stationed up to September, 1879, a light vessel at South Sand Heads on Fraser River, which vessel being then found unfit for further service, was replaced by a temporary lightship last season, and the schooner "Eliza," Joseph Middleton, master, was employed for that purpose.

Reference was made in last year's report to the proposed erection of a light-house on iron screw piles on the Sand Heads near the mouth of Fraser River. Tenders were accordingly called for, and Mr. Thomas McKay, of New Westminster, was awarded the contract, the price being \$9,500. The timber work for the tower has been got out and framed, and the contractor has commenced work upon the foundation. The fog-bell at Race Rocks, which has been replaced by a steam fog-whistle, will be removed and put in position at the Sand Heads Light Station when the building is completed.

An appropriation of \$3,500 was made by Parliament at its last session for the erection of a fog-alarm at Race Rocks, Straits of Fuca. A powerful fog-whistle was supplied to the Department by Messrs. Hinckley, Spiers & Co., of San Francisco, for the sum of \$2,250, and the necessary buildings having been erected, the alarm was put into operation on the 18th August last and sounds blasts of five seconds' duration with an interval of one minute and twelve seconds between each blast. The Agent of this Department has reported that this fog-whistle is acknowledged by all seafaring men as very efficient, and one of the most important additions to the coast service of the Province; that it has been heard at Dungeness Lighthouse, distant 21 miles, and is heard in Victoria, distant nine miles, and is made a cause of great complaint by all light sleepers. The cost of this fog-whistle will appear in the accounts of the present fiscal year.

No changes have occurred in the keepership of the lights in this Division since the date of last report.

The total cost of maintaining the lights, buoys and beacons in this Division, for the year ended 30th June last, amounted to \$17,570.72, as will be seen by reference to Appendix No. 7. The amount expended for construction of lights was \$8,645.39.

OIL.

The contract with Messrs. F. A. Fitzgerald & Co., of London, Ontario, having expired, tenders were invited for the furnishing, during each of the years 1881, 1882 and 1883, of 100,000 gallons, more or less, as might be required by this Department. The successful tenderer was the Imperial Oil Company, Limited, of London, Ontario, and that company entered into a contract to supply and deliver the required quantity and quality of petroleum oil at Halifax, N.S., and St. John, N.B., at 26 cents per gallon, at Quebec at 25 cents per gallon, at Montreal at 24½ cents per gallon, and at Hamilton and Goderich, Ontario, at 23½ cents per gallon.

The quantity supplied to the lighthouses above Montreal during the past season was 19,265 gallons; to the lights in the Quebec district, 13,268 gallons; to the lights in the New Brunswick district, 19,856 gallons; to the lights in the Nova Scotia district, 46,619 gallons; and to the lights in the Prince Edward Island District, 6,612 gallons, making in all 105,620 gallons. The oil supplied is required, under the contract, to be of the best quality of double distilled standard white, extra refined

petroleum, to be free from acid or other impurity, to weigh at 62° Fahrenheit no less than 7.85 lbs., nor more than 8.02 lbs. per gallon, and to withstand a fire test of 130° Fahrenheit.

DOMINION STEAMERS.

The steamers under the control of this Department consist of the screw steamer "Napoleon III.," the "Druid," paddle-wheel; the "Newfield," screw; the "Glendon," screw; the "Sir James Douglas," screw; the "La Canadienne," screw; the "Northern Light," screw; the steam corvette, "Charybdis;" and the small steam launch, "Dolphin," employed at Quebec in connection with the River Police Service.

The steamship "Napoleon III." was employed during the past season in supplying the light stations in the lower portions of the Quebec District, the north shore of the River St. Lawrence, the Gulf of St. Lawrence, the Straits of Belle Isle and the north shores of New Brunswick and Prince Edward Island. During the past season two trips were made to all the principal stations in the Gulf, one in the early summer and the other in the fall. The repairs to boilers referred to in last year's report as being required to make the vessel reliable for service, were carried out, and the cost appears in Appendix No. 9 to this report.

The steamer "Druid" has been employed during the past season in supplying the lights from Point des Monts to Montreal, and in laying down and taking up and keeping in position the large number of buoys below Quebec. The repairs required to the hull and upper deck of this vessel, referred to in the last report, were carried out, and the cost appears in Appendix No. 9 to this report.

The steamer "Newfield" has been employed during the past season in attending to the light service in the Nova Scotia Division, and in attending to the laying and replacing of the telegraph cables, for which service she was fitted up when in England the previous year.

The steamer "Glendon" has been engaged during the greater portion of the past season in attending to the Nova Scotia buoy and light service, and the New Brunswick light service in the Bay of Fundy. The boiler of this vessel has been condemned by the Steamboat Inspector, her engines also are much out of order, and the hull in great need of repairs, and the question of putting her in efficient condition or disposing of her by public tender is at present under the consideration of the Department.

The steamer "Sir James Douglas," employed in British Columbia, has attended to the lighthouse and buoy service in that province, and has occasionally been employed in telegraph service in laying the new cable across the Gulf of Georgia, and replacing the old cables between James Island, Sydney Island, San Juan and Fidalgo Islands.

The steamer "La Canadienne," formerly called the "Foxhound," was purchased in England in the early part of the year, for the fisheries' protection service, for the

sum of £8,000 sterling. She is an iron screw steamer, built, in 1880, by Robert Duncan & Co., of Port Glasgow, and is of 60 horse power. Her dimensions are as follows, viz. : length, 154·3 feet; breadth, 22·7 feet; depth of hold, 10·9 feet; net tonnage, 227 tons; gross tonnage, 372 tons.

This vessel was purchased to replace the "Lady Head," lost three years ago near Fox River, and was employed during the past season in attending to the protection of the fisheries. She was unfortunately wrecked on White Island Reef in the lower St. Lawrence on the 4th November last, while in charge of a pilot, but was floated off and brought to Quebec in a very damaged condition. The expenses of floating off and repairs will probably cost from \$12,000 to \$15,000.

The winter steamer "Northern Light" is employed for the purpose of maintaining winter communication between Prince Edward Island and the mainland during the winter season. She commenced to ply between Georgetown and Pictou on the 3rd December, 1880, and performed the service until 21st January following, when she was caught in the ice and did not get back to Georgetown till the 14th February. She was then laid up till the 8th March, when an attempt was made to break her way out, but she did not get clear till the 25th March, from which time until 13th April she made three round trips per week. On the 18th April she resumed daily trips and continued to do so until 29th April, when the summer steamers commenced running.

The earnings of this vessel during the winter season amounted to \$5,849·92; and the cost of repairs and running expenses for the fiscal year ended 30th June last, amounted to \$15,139·95, as will be seen by reference to Appendix No. 9.

It has been found necessary, to fit the vessel for the work of the present winter, to provide her with a new screw propeller, and this has been supplied by Messrs. Symonds & Co., of Halifax, under contract for the sum of \$4,215.

The steam corvette "Charybdis" is a screw steamer of wood, 17 guns, with a tonnage—old measurement—of 1506 tons and 400 nominal horse power, and has been loaned by Her Majesty's Government to Canada to be used as a training ship. She is now lying in St. John Harbor.

The amount expended during the fiscal year ended 30th June last, as will be seen by reference to Appendix No. 9, for the maintenance of the "Napoleon III., was \$42,174·44; of the "Druid," \$22,799·01; of the "Newfield," \$22,945·60; of the "Glendon," \$11,755·68; of the "Northern Light," \$15,139·95; and of the "Sir James Douglas," \$11,788·09, making an entire expenditure of \$126,605·47.

HARBOUR POLICE.

At each of the harbours of Montreal and Quebec a Police Force is maintained by the Dominion, with a view to keeping order amongst the shipping, and restraining the practice of crimping at those ports. A tax of three cents per ton for the support of the force is imposed under the provisions of the Act 31 Vic., cap. 62, on all vessels

arriving at those ports—vessels of 100 tons and under being required to pay the tax once in each year, and vessels of over 100 tons twice in each year.

QUEBEC.

In the Annual Report for last year of Mr. Benjamin Trudel, the Chief Constable of the Quebec Harbour Police, a statement is given showing the number of arrests made by the force during the season of navigation, with a description of the offences and the nationality of the offenders. The force resumed its duties on the 1st of May last, with the following staff:—The Chief Constable, who is also Shipping Master, at a salary of \$1,200 per annum for the joint offices; a Deputy Chief Constable, at \$2.15 per diem; seven coxswains (one of whom acts as detective and clerk in the shipping office), each at \$1.75 per diem; thirty constables each at \$1.25 per diem; and two engineers at \$1.40 per diem each, making the total number of the force forty-one, all of whom were duly sworn for duty before His Honour the Judge of the Sessions.

To the above rate of wages each man, with the exception of the Chief Constable, received on the 1st October last, a gratuity of 25 cents per diem for the whole season.

The Chief Constable reports that desertions increased largely in number during the past season, owing, in a great measure, to the defects in the Seaman's Act, 1873, referred to in last year's report.

At the very opening of navigation the crimps, emboldened by the decision of the Court in October, 1880, commenced their operations with increased vigour, foreign and colonial ships being specially subject to their depredations, and in many instances ships were left with their officers only. The force made every possible effort to capture the deserters, descents being made upon boarding houses, the plains, and the surrounding country, where the crimps usually secreted their victims. In many instances over twenty deserters were taken from their hiding places in one single patrol. The prisoners so arrested were taken before the Judge, who, in the case of either foreign or colonial ships, had to order the prisoners to be put on board their respective ships; and the very next day, in nine cases out of ten, these men again deserted their ships. It appears that in some cases the same men have been captured and re-captured as often as three times. From the statement the Chief Constable forwards, it seems that the increase consists in the offences of desertion, refusal of duty and refusal to proceed to sea. The offenders belonged to Sweden, Norway, Germany, Newfoundland and Canada. As a consequence of these desertions, wages have been very high during the whole season, viz.: £8 per month, and in several instances as high as £10 per month.

An amendment to the law during the approaching Session of Parliament to remedy the defect referred to in last report, would be advisable.

It was found necessary to detach the Chief and a portion of the force, and send them to Montreal on the occasion of the ship labourers' riots, which occurred in June and July last, and the services of the Chief and men were found very efficient.

The Report of the Chief Constable appears in Supplement No. 1 to this Report. 722 arrests were made, and 1,952 seamen received the services and care of the Harbour Police at the port of Quebec during the past season.

The total amount expended in connection with this service for the fiscal year ended 30th June last, was \$21,953.26, while the dues collected during the fiscal year amounted to \$18,355.35, showing a deficiency of \$3,597.91.

A detailed statement of the expenditure of the Quebec Harbour Police, showing the amounts disbursed for pay and clothing, maintenance of the police steamers, and the contingencies, will be found in Appendix No. 15 to this Report.

MONTREAL.

The Report of Mr. H. St. A. Ormond, the Inspector of the Harbour Police of Montreal (who also holds the position of agent of the Department), shows that the force under him was increased by five in number, making a total of one chief constable three sergeants and thirty constables. The Inspector, who is Agent, receives a salary of \$1,400 for the combined offices; the chief constable during the past season received three dollars per diem; each of the sergeants one dollar and ninety cents, and each of the constables one dollar and twenty-five cents per diem.

A bonus of 25 cents for good conduct, for the whole season from 1st May to 1st November, was allowed to each of the constables.

On the 30th November the force was disbanded, the chief, the three sergeants and two constables only being retained for the winter.

From the return for the last fiscal year accompanying the Inspector's report, which will be found in Supplement No. 1, it appears that the number of persons arrested was 375, and the number who sought refuge at the police station was 87. These numbers do not include seamen temporarily cared for, and who were, when in a fit state for duty, placed on board their respective vessels at the request of their officers.

The Inspector also reports that during the month of May last the ship labourers began to exhibit dissatisfaction as to the rates paid by ship owners and their agents. Early in June this dissatisfaction had increased to such a degree that meetings and processions were held and threats of violence and intimidation made. Ship owners, agents, masters of vessels and merchants became alarmed and made pressing applications for guards of police to protect vessels and property. Orders having been given by the Department to the chief constable of the Harbour Police of Quebec to proceed to Montreal with a detachment of his force to render assistance, Chief Constable Trudel and twenty constables arrived at Montreal on the 23rd June last, and, having no knowledge of locality, were assigned, with a few of the Montreal constables, the duty of protecting the vessels' sheds, then full of cargo for the Allan line of steamers. The balance of the regular force, five supernumeraries and two men of the

Public Works looked after the remainder of the harbour. On the night of the 7th July the "strike" of the labourers culminated in a large organized assemblage attempting to clear the shipping and wharves of all persons working. This body and the police came into collision at the Dominion sheds, where an attempt was made by the mal-contented to board the steamships "Scotland" and "Teutonia," but which was resisted successfully after a hand-to-hand contest. The police were then fired upon and stoned. The Riot Act was thereupon read by Mr. F. W. Henshaw, J.P., at the request of the Inspector, and the fire returned, which resulted in the dispersion of the rioters. Fortunately no lives were lost, which is in a great measure due to the coolness and discipline of the constables. Chief Murphy and several constables were, however, hurt, and most of them were struck by stones. Two constables were very severely hurt, and one of them has since died, his death being accelerated by the injuries received during the whole time of the riot.

The total expenditure on account of the Montreal Harbour Police for the past fiscal year, as will be seen by referring to Appendix No. 15, was \$13,497.81, while the amount of Harbour Police dues collected at Montreal during the same period was \$9,019.74, showing an excess of expenditure over receipts of \$4,478.07.

The total amount expended during the past fiscal year at Quebec and Montreal on account of Harbour Police services, was \$35,457.07, and the amount voted for the service was \$35,000.

The total amount collected at Montreal and Quebec during the year ended 30th June last, was \$27,375.09, being \$5,864.94 in excess of the amount collected the previous year, and the expenditure of the past year was \$225.53 in excess of that of the previous year. The excess of expenditure over receipts for the past fiscal year amounted to \$8,075.98.

The receipts and expenditure on account of this service during the past twelve years are as follows, viz:—

	Receipts.	Disbursements.
For fiscal year ended 30th June, 1870.....	\$ 23,996 68	\$ 18,461 83
“ “ “ 1871.....	21,235 06	17,400 73
“ “ “ 1872.....	27,215 80	20,348 00
“ “ “ 1873.....	26,613 50	32,653 87
“ “ “ 1874.....	28,650 39	38,897 52
“ “ “ 1875.....	25,620 09	37,895 00
“ “ “ 1876.....	26,499 09	41,222 68
“ “ “ 1877.....	28,598 10	35,006 37
“ “ “ 1878.....	26,702 43	37,560 14
“ “ “ 1879.....	21,464 97	36,486 50
“ “ “ 1880.....	21,510 15	35,225 54
“ “ “ 1881.....	27,375 09	35,451 07
	\$305,486 35	\$386,609 25
Deduct receipts from expenditure.....		305,486 35
Excess of expenditure over receipts.....		\$ 81,122 90

SICK AND DISTRESSED MARINERS.

Under the provisions of the Act 38 Victoria, chapter 31, amending the Act respecting the treatment and relief of sick and distressed mariners, vessels of greater burthen than 100 tons register are liable to pay a duty of two cents per ton three times in each calendar year instead of twice as formerly; vessels of 100 tons and under paying the duty once in each year.

The receipts for the fiscal year ended 30th June last, amounted to \$49,779.72, being an increase as compared with the receipts of the preceding year of \$7,256.52.

The Sick Mariners' Act does not apply to the Province of Ontario, and consequently no dues are collected from vessels in that Province, and no expenditure incurred on account of sick seamen. For a number of years past, however, a grant has been made by Parliament of \$500, to the General Hospital at Kingston, and a similar amount to the General and Marine Hospital at St. Catharines, for the care of such seamen as may be received in these institutions. In the Province of Quebec the expenditure on account of sick and distressed seamen, including the total expenditure for the Marine and Immigrant Hospital at Quebec, amounted to \$24,073.58, as will be seen by reference to Appendix No. 18. Of this sum, \$682.72 was expended on account of shipwrecked and distressed seamen, and \$1,110.43 for sick seamen at ports other than those of Montreal and Quebec.

At the port of Montreal, sick seamen are cared for at the General Hospital, under an arrangement made by the Department, by which 90 cents per diem is paid for the board and medical attendance of each seaman. The expenditure for seamen treated in this hospital, during the past fiscal year, amounted to \$2,321.10. The amount of sick mariners' dues collected at the Port of Montreal during the same period, was \$3,919.64.

At the Port of Quebec sick seamen are provided for at the Marine and Immigrant Hospital. The sum of \$20,000 was appropriated by Parliament for the maintenance of this hospital, and the amount expended for the last fiscal year, as shown by Appendix No. 17, was \$19,964.33. The usual grant of \$2,666.67 was received from the Government of Quebec, and \$285 from board of patients, rent of beach lots, &c., making the total amount deposited to the credit of the Receiver-General, \$2,951.67; thus reducing the cost of maintenance to the Government of the Dominion to \$17,012.66. In this sum the cost of maintaining sick immigrants, as well as seamen, is included; and estimating the cost of immigrants, of whom there were 33 in the hospital, having 623 days' treatment, at \$395.42, the cost of sick seamen would amount to \$16,617.24. By reference, however, to the report of the Resident Physician, it appears that during the past fiscal year, out of 1,017 patients admitted, 651 were sea-

men having 11,343 days' treatment, 33 were immigrants having 623 days' treatment, and 333 residents of Quebec having 14,838 days' treatment in the hospital, thus showing, as mentioned in previous reports, that the amount contributed by the Government of Quebec towards the maintenance of this institution, viz., \$2,666.67 is quite insufficient for the support of residents in the hospital. A fair proportion of the costs of the institution for the last fiscal year would be as follows:—For seamen, \$8,448.56; for immigrants, \$464.02; and for residents, \$11,051.73. Taking into consideration the total number of days spent in the hospital by seamen, immigrants and residents of Quebec, viz., 26,804, the cost per diem, of maintaining each patient, is about 74½ cents.

The amount of sick mariners' dues collected at the Port of Quebec, during the last fiscal year, was \$12,766.68, being \$2,666.86 in excess of that of the preceding year; and the total amount collected in the Province of Quebec, for the same period, was \$19,255.51, instead of \$15,891.61 collected in the previous year. The expenditure for sick and distressed seamen at the different ports in the Province for the last fiscal year, estimating the actual charge to the Fund for the Marine Hospital at Quebec, at \$17,012.66, as above stated, amounts to \$21,126.91, showing an excess of expenditure over receipts of \$1,871.40.

The expenditure on account of sick and disabled seamen, in the Province of New Brunswick, amounted, during the last fiscal year, to \$7,928.95, and for shipwrecked and distressed seamen to \$286.43, making a total expenditure of \$8,215.38, while the receipts for the same period amounted to \$10,459.58, showing an excess of receipts over expenditure of \$2,244.20. Marine hospitals are established in New Brunswick, at the Ports of St. John, St. Andrews, Miramichi, Richibucto, Bathurst and Sackville, and returns are received weekly from the physicians in charge as to the number of patients. From these returns it would appear that the average weekly number of patients at the different hospitals is as follows, viz.:—St. John Marine Hospital, 12; Miramichi, 5; St. Andrews, 1; Richibucto, 1, and Sackville, 1. In Appendix No. 18 will be found details of expenditure at the different hospitals.

The Sick Mariners' dues collected at the Port of St. John during the last fiscal year, amounted to \$4,964.56, and the cost of maintenance of the Marine Hospital at that place to \$3,672.81.

In the Province of Nova Scotia marine hospitals have been established at the Ports of Yarmouth, Sydney, Lunenburg, and Port Mulgrave. At Halifax provision is made for sick seamen at the Provincial and City Hospital, under special arrangements made with the managers of that institution. The sum of 90 cents per diem is at present allowed for board and medical attendance. The sum of \$6,723.78

was collected at Halifax during the past fiscal year, as Sick Mariners' dues, and the sum paid the Provincial and City Hospital, for the same period, was \$3,281.20. At the other ports in the Province, where no hospital exists, sick seamen are cared for under the direction of the chief officers of Customs. By referring to Appendix No. 18, details will be found of the expenditure at the various ports. The total expenditure for sick and disabled seamen in Nova Scotia, during the past fiscal year, amounted to \$10,328.37, and for shipwrecked and distressed seamen to \$946.36, making the total expenditure \$11,274.73, being \$33.30 in excess of that of the preceding year. The total receipts amounted to \$16,916.70, showing an excess of receipts over expenditure of \$5,641.97.

In the Province of Prince Edward Island, the expenditure on account of sick, disabled and shipwrecked seamen, during the last fiscal year, amounted to \$2,085.35, and the receipts of sick mariners dues to \$893.18. Marine hospitals have been established at the Ports of Charlottetown and Souris. An appropriation has been made by Parliament for the erection of a marine hospital at Charlottetown, the present building being quite unsuitable, and arrangements will shortly be made for its erection by the Department of Public Works.

In the Province of British Columbia the sum of \$3,053.17 was expended during the past year for sick and disabled seamen, and the receipts of the Sick Mariners' Fund amounted to \$2,249.75.

A marine hospital has been established at Victoria for some years past.

During the past fiscal year the sum of \$2,476.06 was paid to Her Majesty's Government to re-imburse expenses incurred in caring for shipwrecked and distressed Canadian seamen at foreign ports.

The total expenditure by this Department on account of sick, disabled, shipwrecked and destitute seamen during the past fiscal year, including the grant of \$500 to each of the hospitals at St. Catharines and Kingston, and the entire expenditure on account of the Marine Hospital at Quebec, amounted to \$52,183.27, being \$2,847.96 less than that of the preceding year and \$11,816.73 less than the amount appropriated by Parliament for the service. It will be seen, however, that, as the entire collection of Sick Mariners' dues amounted only to \$49,779.72, the excess of expenditure over receipts amounted to \$2,403.55. Should a deduction, however, be made of the fair proportion of expense of maintaining residents and immigrants in the Marine Hospital at Quebec, which amounts, as above stated, to \$11,515.75, the expenditure would amount only to \$40,657.52, and there would be an excess of receipts over expenditure of \$9,112.20.

The receipts and disbursements in connection with this service, during the last thirteen fiscal years, are as follows:—

	Receipts.	Disbursements.
For fiscal year ended 30th June, 1869 ..	\$31,353 78	\$26,987 64
“ “ “ 1870 ..	31,410 46	27,029 34
“ “ “ 1871 ..	29,683 41	28,971 22
“ “ “ 1872 ..	34,911 64	38,947 60
“ “ “ 1873 ..	37,136 10	41,016 43
“ “ “ 1874 ..	41,500 16	59,778 90
“ “ “ 1875 ..	37,801 46	50,684 76
“ “ “ 1876 ..	41,287 66	48,828 49
“ “ “ 1877 ..	43,739 21	51,647 94
“ “ “ 1878 ..	44,665 07	43,780 99
“ “ “ 1879 ..	37,779 57	42,729 36
“ “ “ 1880 ..	42,523 20	42,160 91
“ “ “ 1881 ..	49,779 72	40,667 52
	\$503,571 44	\$541,231 10
Deduct receipts from expenditure		503,571 44
Balance to debit of Fund		\$37,659 66

IMPROVEMENT OF HARBOURS.

Under the provisions of the Act 32 and 33 Vic., cap. 40, a tax of ten cents per ton was formerly imposed, for the improvement of harbours, on all vessels arriving at the ports of Bathurst and Richibucto, N.B., Amherst and House Harbor, Magdalen Islands, and Cape Chatte, Quebec, these ports having been proclaimed to be under the operation of the Act referred to. By Order in Council of the 7th May, 1877, the tonnage duty was reduced to four cents for every ton of the registered measurement of vessels entering the ports in question. As stated in the report of last year, the Port of Bathurst was exempted by Order in Council of 12th April, 1880, from the provisions of the proclamation referred to, and the tonnage duty has not been collected since that date.

By Order in Council of 1st May, 1877, the Port of Southern Bay, Ingonish, N.S., was proclaimed under the operation of the Act, and a tonnage duty of six cents a ton imposed.

The amount collected at the different ports, under the operations of the Act, for the year ended 30th June last, was as follows:—

Cape Chatte, Gaspé.....	Nil.
Amherst and House Harbour, Magdalen Islands.....	\$147 44
Richibucto, N.B.....	665 12
Southern Bay, Ingonish.....	29 67
	\$842 23

The amount collected for the year ended 30th June, 1850, was \$1,091.

The sum of \$1,200 was expended by the Department of Public Works at Richibucto, and \$608 at Southern Bay, Ingonish.

STEAMBOAT INSPECTION.

The Report of the Chairman of the Board of Steamboat Inspection for the year ended 31st December last, will be found in Supplement No. 1 to this Report, together with statements showing the names of engineers examined and to whom certificates have been granted and renewed, the amount of fees paid for such certificates, the steamboats inspected, and the amount of duties and fees collected; also statements showing the steamboats added to the number in the Dominion and those broken up, lost or rendered unfit for service during the year. From the report and statements it will appear that during the last calendar year there have been issued 1,452 certificates to engineers, being 188 more than issued in the preceding year. The certificates granted are classed as follows:—First, second and third-class engineers, 528; first, second and third-class assistant engineers, 680; limited and confined to special steamers, 241. The sum of \$3,652 was received by the Chairman as fees for certificates and deposited to the credit of the Steamboat Inspection Fund, being an increase of \$706 over the amount received during the preceding year.

The total number of steamboats in the Dominion, as given by returns of the Chairman, is 821, having a gross tonnage of 162,928 tons and 100,646 tons registered. Of this number 208 belonged to the West Ontario, Huron and Lake Superior Division; 118 to the East Ontario Division; 131 to the Montreal Division; 64 to the Three Rivers Division; 109 to the Quebec Division; 123 to the Maritime Provinces; 44 to British Columbia and 24 to Manitoba. Of the whole number 291 were paddle, 530 screw, 352 passenger steamers, 84 freight and 385 tugs. The Registry Books of the Dominion show the number of steamers as 954, with a gross tonnage of 192,890 tons and a net tonnage of 119,158 tons. This number, however, includes steamers laid up and not in active use but which remain on the Books of the Registrars.

During the last calendar year 62 new steamers were added to the list, having a gross tonnage of 5,652 tons and 3,648 tons register. During the same period 32 steamers were lost or put out of service, having a gross tonnage of 7,536 tons and 4,670 tons register. This shows a gain in steamers of 30, but a loss in gross tonnage of 1,884 tons and 1,022 tons register.

The tonnage of four steamers in the Manitoba Division, built during the past year, but which were not measured, is not included.

The amount received during the last fiscal year on account of tonnage dues, inspection of steamboats and certificates to engineers, was \$16,905.49, of which sum \$13,959.49 was for tonnage dues and inspection fees, and \$2,946 for certificates to engineers. This shows an increase in receipts, as compared with the preceding year, of \$1,197.47 in tonnage dues and inspection fees, and a decrease of \$284 in fees for certificates, or an increase on the whole of \$1,481.47.

The expenditure for steamboat inspection during the past fiscal year, as will be seen by reference to Appendix No. 11, amounted to \$12,211.65, and as the receipts amounted \$16,905.49, there is a surplus for the past year of \$4,693.84

The Chairman in his Annual Report, which will appear in Supplement No. 1, calls attention to the various casualties which had occurred to steamers during the past season and the necessity for the appointment of duly qualified Inspectors of Hulls, who could determine as to whether the vessels are staunch and seaworthy. At the late annual meeting of the Board of Steamboat Inspection it was recommended that the law be so amended that the duties of the present Inspectors be confined to the survey of the boiler and machinery only, and that the hull, boats and sailing equipment be placed under the inspection of Inspectors of Hulls. This recommendation is at present under the consideration of the Department.

The Chairman of the Board has also referred in his report to the lamentable loss of life on the 24th May last, caused by the upsetting of the pleasure steamer "Victoria" on the River Thames, near London, and which casualty he attributes to the over-crowding of the boat beyond her capacity. Since the occurrence of this lamentable accident steps have been taken, under the provisions of the 31st section of the Steamboat Inspection Act, to prescribe and regulate, by Order in Council, the number of passengers to be carried in the case of several steamers, and it is proposed, for the safety of human life, before the opening of navigation next season, to prescribe and limit the number to be carried by other steamers under the provisions of the section of the Act referred to.

It is also proposed by the Department to introduce a measure to Parliament at its approaching Session consolidating the various laws relating to steamboat inspection.

It will be seen by the following comparative statement of receipts and expenditure on account of Steamboat Inspection Fund for the past twelve fiscal years, that during that period the entire receipts, \$167,392.10, have exceeded the expenditure, \$134,442.71, by the sum of \$32,949.39, which remains as a balance to the credit of the fund.

	Receipts.	Expenditure.
For fiscal year ended 30th June, 1870.....	\$ 12,521 29	\$ 7,399 18
“ “ “ 1871.....	10,369 96	8,321 00
“ “ “ 1872.....	11,710 43	8,500 00
“ “ “ 1873.....	15,412 75	11,205 54
“ “ “ 1874.....	15,603 19	10,291 58
“ “ “ 1875.....	15,011 90	12,199 81
“ “ “ 1876.....	13,811 24	13,081 86
“ “ “ 1877.....	15,859 42	13,073 01
“ “ “ 1878.....	12,431 25	13,228 28
“ “ “ 1879.....	12,331 16	13,076 46
“ “ “ 1880.....	15,424 02	11,854 34
“ “ “ 1881.....	16,905 49	12,211 65
	\$167,392 10	\$134,442 71
Deduct expenditure from receipts....	134,442 71	
	Excess of receipts over expenditure. \$32,949 39	

CERTIFICATES TO MASTERS AND MATES.

The Report of the Chairman of the Board of Examiners of Masters and Mates for the calendar year ended 31st December, 1881, will be found in Supplement No. 1 to this Report.

During the past calendar year, as will be seen by reference to the report, the Board of Examiners have held meetings for the examination of candidates at the ports of Halifax, N.S., St. John, N.B., Charlottetown, P.E.I., Quebec, and Yarmouth, N.S. At the Port of Halifax eleven meetings were held, eleven at St. John, two at Charlottetown, three at Quebec, and ten at Yarmouth. At Halifax the number of masters who succeeded in passing and obtaining certificates of competency was 19, and the number of mates 22, and the number of second mates 2, while 6 candidates failed as master, and ten as mate. At the Port of St. John 19 candidates passed for the grade of master, and 18 as mate, and 6 as second mate, while 14 failed as master and 18 as mate, and 1 as second mate. At the Port of Yarmouth 21 candidates passed for the grade of master, and 14 as mate, and 2 as second mate, while 3 failed as master and 4 as mate. At the Port of Charlottetown 4 candidates passed for the grade of master and 1 as mate, while 1 failed as master and 2 as mate. At the Port of Quebec 3 candidates passed for the grade of master, 1 as yacht master, and 5 as mate. It will thus be seen that during the past year out of 91 candidates that presented themselves at the ports named for examination as masters, 67 succeeded in

passing, and 24 failed; and that out of 94 that applied for examination as mates, 60 passed and 34 failed; and out of 13 that applied for examination as second mate, 12 passed and 1 failed.

The number of candidates who have passed and obtained master's certificates of competency since the Act went into operation, viz., 16th September, 1871, to the 31st December, 1881, is 1,190, and the amount paid for these certificates, at the rate of \$10 each, \$11,900. During the same period 577 candidates received certificates of competency as mates, and the amount paid, at the rate of \$5 each, was \$2,885. In the supplement referred to, a list will be found of all who have obtained certificates of competency and service, either as master or mate, during the year ended 31st December, 1881. During the calendar year 5 certificates of service for the grade of master, and 5 for that of mate, have been granted. The total number of certificates of service issued since the Act came into operation is 863 for the grade of master, and 305 for that of mate, making a total of 1,168 certificates granted. These certificates, as stated in previous reports, are granted to masters and mates who are unable or unwilling to undergo examination for certificates of competency, and who have held situations as masters and mates previous to 1st January, 1870, and can produce certificates of experience and general good conduct. The fee charged for certificates of service is at the rate of \$5 for master and \$3 for mate.

The fees received on account of certificates of competency and service during the fiscal year ended 30th June last, was \$1,333.50; and the amount, in detail, expended on account of this service, as will be seen by reference to Appendix No. 1 to this Report, was \$3,888.41. The amount voted by Parliament for this service was \$4,250, leaving an unexpended balance of \$361.59, which reverted to the Treasury. A list of certificates cancelled during the last calendar year will also be found in Supplement No. 1 to this Report. In the month of June last, Lieut. E. Deville, one of the Examiners at the Port of Quebec, tendered his resignation, which was accepted. It frequently happened that candidates for certificates of competency in Canada, whose sea service ended some months before the date of their examinations, omitted to render a full account of themselves up to their examinations. The Department decided that in future all candidates for certificates of competency in Canada shall be required to produce testimonials as to character, sobriety and general good conduct up to the date of their examinations. If these testimonials are not forthcoming, an applicant may be put to great inconvenience, and in the event of his failing to satisfy the Board of Examiners, his certificate may be refused altogether. Notices to this effect were printed and distributed throughout the Dominion, for the information of candidates for certificates of competency.

The following statement shows the receipts and expenditure on account of this service since the Act came into operation, viz. :—

	Expenditure.	Receipts.
For fiscal year ended 30th June, 1871.....	\$ 1,410 45	\$
“ “ 1872.....	4,312 07	1,344 00
“ “ 1873.....	6,466 18	4,963 00
“ “ 1874.....	4,520 19	2,995 00
“ “ 1875.....	5,696 62	2,715 00
“ “ 1876.....	4,672 08	2,021 87
“ “ 1877.....	4,050 00	1,740 50
“ “ 1878.....	4,249 76	1,296 50
“ “ 1879.....	4,250 12	1,334 50
“ “ 1880.....	4,253 43	1,547 00
“ “ 1881.....	3,888 41	1,333 50
	\$47,769 31	\$21,290 87
	21,290 87	

Excess of expenditure over receipts.... \$26,478 44

At a Naval Court held at the British Consulate, Rio Grande de Sul, on the 29th December, 1880, for the purpose of investigating certain charges preferred against Charles Alexander Borden (who held a Canadian certificate of competency), master of the schooner "John F. Chandler," of Parrsboro, Nova Scotia; the Court, after going carefully through the charges against Captain Borden, found him guilty of gross misconduct and incompetency, and ordered that his certificate of competency, No. 1,135, be suspended for a term of six months, which was done accordingly. The certificate was restored to Captain Borden when the term of suspension expired.

At a formal investigation held at Westminster on the 21st March, 1881, before H. C. Rothery, Wreck Commissioner, assisted by Captain Parfitt and Captain Ronaldson as assessors, into the circumstances attending the stranding of the British sailing ship "Mary Stewart," of St. John, New Brunswick, on the Shingles Sand in the Princes Channel, on the 2nd February, 1881, whilst on a voyage from North Shields to Baltimore; the Court, having carefully inquired into the circumstances of the case, found that the stranding of the said vessel, "Mary Stewart," was due to the negligent navigation thereof by George McKenzie McIntosh, the master, who held a Canadian certificate of competency, which the Court ordered should be suspended for a period of six months, which was done; but at the same time the Court recommended that during the suspension of his master's certificate he be allowed a first mate's certificate. Mr. McIntosh having, on the 23rd March, 1881, applied to the Board of Trade, London, for a mate's certificate as recommended, that Board forwarded his application to the Department of Marine for its consideration, and after due consideration the Minister of Marine ordered that a mate's certificate be

granted to Mr. McIntosh, to be used during the said suspension, which was done on the 25th April. At the expiration of the suspension, Mr. McIntosh returned the mate's certificate granted to him temporarily, and received back his master's certificate of competency.

The certificate of competency as master, No. 988, of Abner Lewis, was delivered to Her Majesty's Consul at New Orleans, by one Thomas P. Hawthorne, a seamen's boarding-house keeper there, with a report that it had been found in a room in the house previously occupied by Mr. Lewis. The certificate was received from the Board of Trade, London, on the 15th November last, and has been placed on file in Department.

WRECKS AND CASUALTIES.

The total number of casualties to British, Canadian and foreign sea-going vessels reported to the Department as having occurred in Canadian waters, and to Canadian sea-going vessels in waters other than those of Canada, during the year ended 31st December, 1881, was 284, representing a tonnage of 143,789 tons register, and the amount of loss, both total and partial, to the vessels so far as ascertained, was \$2,257,460. The amount of loss in connection with the cargoes, so far as ascertained, was \$712,963.

The number of lives lost in connection with these casualties was 65, viz.: 24 in Canadian waters, and 41 in waters other than those of Canada.

The disasters reported to this Department as having occurred to vessels on the inland waters of Canada, and to Canadian vessels in American inland waters, during the last calendar year, were 49, and the tonnage involved was 13,796 tons register. The number of lives lost was 249. The amount of loss and damage to the vessels is estimated at \$240,055, and the amount of loss in connection with the cargoes is estimated at \$120,682.

When the wreck register was closed for publication at the close of 1880, there were a number of casualties reported, of which the Department had not sufficient particulars to enable it to publish them in the list for that year. Returns were subsequently received for many of these casualties, and a list of them will be found in Supplement No. 1 to this Report. These casualties have been added to the number of disasters previously reported, and have largely increased the amount of loss and damage sustained by the mercantile marine in 1880. The total number of casualties reported for 1880, after the wreck register was closed for publication, was 122, involving a tonnage of 40,951, and 43 lives were reported lost in connection with them. The total amount of loss, so far as was ascertained, was \$741,836, making the total number of casualties for 1880 to be 445, the number of tons involved 179,993; the number of lives lost 217, and the amount of loss and damage \$3,820,652.

The Norwegian bark "Motte Margarethe," was totally wrecked on St. Paul's Island on the morning of the 5th of June last, while on a voyage from London to Miramichi in ballast. The vessel struck a few yards north-east from the fog-whistle, between one and two o'clock in the morning, and when daylight appeared only a few fragments of her were seen. The master, first mate and three of the crew were drowned. The second mate and the remainder of the crew, five in number, succeeded in gaining a footing on shore and reached the top of the rocks, bruised and exhausted. They were well cared for by the Superintendent and supplied with clothing from the Humane Establishment store, and when sufficiently recovered were sent to Sydney and placed in the care of the Norwegian Consul at that place. It appears that the south-west light was seen and the fog-whistle heard some time before the disaster, but the wind having suddenly fallen, leaving a heavy sea, which, with a strong current set directly on the island, the unfortunate vessel was hurried to destruction, and all efforts to clear the island were of no avail. The ship was 429 tons register, 68 years old, and was valued at \$4,000.

There was only one wreck on Sable Island during last year, and fortunately it was not attended with loss of life. The schooner "Lord Bury" left Halifax on the 29th of October last, bound for Arichat, and was blown off shore by a heavy north-west gale. The vessel made water so fast that the master ran her ashore on the island to save life. The crew were cared for at the Humane Establishment, and were subsequently sent to Halifax.

The wooden bark "Bella Mudge," of Yarmouth, seven years old and 639 tons register, sailed from Boston for Queenstown, with a cargo of corn, in January, 1880. The vessel met with heavy weather and had to jettison part of her cargo. The pumps became choked and the ship had to put into Bermuda for repairs, and afterwards proceeded on her voyage. The vessel was damaged to the extent of \$6,000. The damage to the cargo is unknown. The vessel was classed in English Lloyds and was owned by Mr. D. McPherson, of Halifax. No lives were lost by this casualty.

The wooden bark "Mavis," of Maitland, N.S., 869 tons register, sailed from New York for Amsterdam, in October, 1880, with a cargo of grain, and was stranded on the coast of Holland, on the 31st November following, during a thick fog, and became a total loss. The vessel was valued at \$34,000. The cargo was valued at \$30,000. The ship was three years old; classed in French Lloyds, and was owned by Mr. Osmond O'Brien, of Noel, Hants County, N.S. No lives were lost by this disaster. The crew were taken off by steam tugs.

The bark "Henrietta," of St. John, N.B., 562 tons register, built of wood and owned by Mr. A. Lockhart, of St. John, sailed from New York with a cargo of wheat in October, 1880, bound for Antwerp, and has not since been heard from. The

vessel was nine years old, and was classed in French Lloyds. By the casualty ten lives were lost. The vessel was valued at \$12,000 and the cargo at \$19,000.

The fine new bark "Nellie G. Troop," of St. John, N.B., was stranded, during foggy weather, at Ameland, Netherlands, on the 23rd of December, 1880, while on a voyage from Baltimore to Bremen, with a cargo of grain, and become a total loss. By this casualty four lives were lost. The vessel was built of wood and was owned by Messrs. Troop & Son, of St. John, and was classed in French Lloyds. She was valued at \$45,000, and became a total loss. The cargo was valued at \$40,000.

The iron steamship "Bothal," of Newcastle, England, collided with the bark "Nelson," at midnight on the 17th of September last, below Crane Island, in the River St. Lawrence, while on a voyage from Montreal to Sydney, C.B., for orders, with a cargo of wheat. The vessel was damaged to the extent of \$10,000. The damage to the cargo, if any, is not known. The "Bothal" was three years old; classed in English Lloyds and owned by Mr. Robert Bell, of Blyth, England. The "Nelson" is a wooden vessel, eighty-one years old, 238 tons register, owned by Mr. Robert Ritson, Mayport, England, and registered there, and was damaged to the extent of \$3,000. No lives were lost by this accident.

The fine new iron steamship "Corean," of the Allan line, 2,258 tons register, stranded at Point St. Michel in the River St. Lawrence on the 8th October last while on a voyage from Montreal to Glasgow with a general cargo of Canadian produce. The vessel was damaged to the extent of \$200,000, and was subsequently got off and wintered at Quebec. The cargo was damaged to the extent of \$160,000. The casualty was attributed to the carelessness of the pilot, who was tried and suspended by the Harbour Commissioners of Quebec for a period of 12 months from the 31st October last.

The wooden steamer "Jane Miller," 143 tons register, was lost on Friday night, 25th November last, between Big Bay and Spencer's wood dock, about five miles from Big Bay. It appears that she left Meaford in the Georgian Bay about one o'clock p.m., on the 25th of November, with a general cargo which she carried on deck, bound for Manitoulin Island. She arrived at Big Bay and took on some wood, and left for Spencer's dock to complete her quantity of wood for the voyage, and was lost on the way there. A light supposed to be hers was seen from the shore about two miles from Big Bay. The wreck is said to have been discovered about 200 yards from Spencer's wood dock, which she was trying to make, in about 25 fathoms of water. It would appear that she had almost reached her point of destination, and is supposed to have capsized in turning to make the dock, the wind being then on her broadside and blowing a gale, having her cargo on deck and nothing in her hold. It is also stated that she listed considerable, and had water in her hold, which the mate wished to have pumped out before leaving, but was told by the master to wait until they arrived

at Spencer's dock, and relieve her of the water then and fill up with wood which would also act as ballast. The vessel was two years old and was registered at Collingwood, and was valued at \$10,700. She was owned by Richard D. Port, of Wiarton, Ontario, who was mate of the vessel. 25 lives were lost by this casualty. The value of the cargo is unknown.

The wooden steamer "Victoria," 27 tons register, of Port Stanley, was wrecked in the River Thames near London, Ontario, on the 24th of May last, while returning to London with a load of excursionists. The primary cause of this accident was no doubt overcrowding her with passengers beyond her capacity. The passengers moving from side to side caused her to lurch, and with each lurch came a movement of passengers to the opposite side each time in greater numbers until the final lurch came which nearly upset her. When the last lurch came the supports of the upper deck, on which were probably over 300 passengers, gave way and it came down on those who were on the main deck imprisoning them under it. Over the upper or promenade deck there was a light woollen awning, called a hurricane deck, which fell upon those who were underneath it on the promenade deck. In the meantime the boiler had turned over on its side and slid overboard, and the vessel being freed of its weight righted and sank, leaving the upper deck floating and covering those underneath it in the water. By this casualty 182 lives were lost. The vessel was valued at \$3,000, and was owned by Mr. George Parish, of London.

The steamer "City of Winnipeg," 823 tons register, belonging to Collingwood, was totally destroyed by fire at Duluth on the 19th of July last. She arrived at Duluth on Lake Superior, U.S.A., from Collingwood at half-past one o'clock on the morning of the 19th July, and at three o'clock, one hour and a-half after, the second engineer discovered fire issuing from the fire hold. The passengers escaped, but four of the crew lost their lives. The origin of the fire is unknown. The vessel was ten years old and valued at \$50,000. The cargo was valued at \$20,000. The vessel was classed in Inland Lloyds, and was owned by Messrs. Smith & Riley, of Toronto.

The steamer "Columbia," of Montreal, eight years old and 408 tons register, foundered in Lake Michigan on the 10th September last, while on a voyage from Chicago to Collingwood with a cargo of corn. By this casualty 16 lives were lost. The vessel was classed in Inland Lloyds, and was valued at \$24,000. She was owned by Mr. John E. Fairgrieve, of Hamilton; the cargo was valued at \$14,000.

The fine schooner "Northman," of Hamilton, four years old and 326 tons register, owned by Mr. A. M. Robertson, of Hamilton, left Port Dalhousie, Ontario, on the 15th April, 1880, for Kingston, partially loaded with wheat. On the next day she was seen from Port Credit trying to make Toronto point in a gale of wind and heavy sea. She was seen to broach to, having lost her foresail, and rolled heavily for some time, and then disappear entirely, since then nothing has been heard of her. It

is supposed that she shifted her cargo in rolling and foundered. The vessel was valued at \$16,000. The cargo was valued at \$24,000.

The brigantine "Annie Bogart," 143 tons register, five years old and registered at Digby, N.S., was totally wrecked on the reef on the south-west side of Grindstone Island, in the Bay of Fundy, on the 22nd of December last, while on a voyage from Dorchester, N.B., to Newburyport, Mass., with a cargo of coal. By this casualty three lives were lost. The vessel was valued at \$7,000, and the cargo at \$896. The vessel was owned by Mr. George F. Miller, of Digby, N.S. It appears that after the vessel struck she listed over on her side and fell off in that position into deeper water with the flood tide. The crew took refuge on the main topmast, which from the position in which the hull lay was only a few feet out of water. Mr. John R. Stiles, the Lighthouse keeper on the Island having observed the wreck, which occurred at 6 o'clock p.m., and supposing that the crew would come ashore in their own boat, not knowing that it was destroyed, lit and placed two lanterns so as to indicate a channel for them by which they could reach the land; but hearing them continue to cry for help he at once proceeded to the upper end of the Island and procured and launched a larger boat than his own, belonging to the stone quarries at that place, and called on Captain Parks, of the schooner "Eliza Bachelder," then lying at that place, for assistance. Captain Parks immediately volunteered himself and brought one of his men with him, and Mr. Allan Fales, a workman at the quarries, also volunteered, making a crew of four in the rescuing boat. After rowing back to the lighthouse they set out for the wreck, the sea at the time running very high and breaking heavily on the shore. They were guided by the cries of the shipwrecked crew, and just as they arrived at the wreck the topmast on which the crew were gave away throwing them all into the sea, three of whom were drowned. The rest, three in number, were saved, one of which was the master, and were taken to the lighthouse by Mr. Stiles and cared for. Mr. Stiles is of the opinion that the three seamen who were lost never came to the surface after being thrown into the water.

The iron steamship "Moravian," of the Allan line of steamers, stranded on Mud Island, which is northward of Seal Island, on the Nova Scotia coast, on the 30th of December last, while on her way from Portland to Halifax. It is thought that the vessel will be a total loss. The particulars of this casualty will appear in the supplement to the list of wrecks for 1881. The "Moravian" was built in 1864, and is registered at Glasgow, and measures 2,014 tons register tonnage.

The wooden steamer "Lake Erie," of Hamilton, Ontario, 464 tons register, was run into by the steamer "Northern Queen," of Collingwood, while on a voyage from Chicago to Collingwood, with a cargo of corn and pork, on the 24th of November last. It appears that the two vessels left Chicago at the same time, on the 22nd of November, with the intention of keeping together during the voyage for the purpose of rendering assistance in case either should need it. Nothing of note occurred until the 24th of

the month, at six o'clock in the morning, when the "Lake Erie" changed her course, both vessels being off Poverty Island, in Lake Michigan. The change in the course of the "Lake Erie" was not perceived in time by the look-out on board the "Northern Queen" to prevent the vessels from colliding. The "Northern Queen" struck the "Lake Erie" about ten feet forward of the after gangway, injuring her so badly that she went down in less than two hours after the accident. One of the crew of the "Lake Erie" was scalded to death by the breaking of a steam pipe. The remainder of the crew were safely got on board the "Northern Queen." The "Lake Erie" was valued at \$30,000, and was owned by the Lake and River Steamship Co., Hamilton, and was eight years old. The "Northern Queen" was so badly damaged that she was only kept afloat by the pumps, and after thirty hours the master was obliged to make for one of the bays on the coast. In doing so the vessel struck a reef and became a total loss, the people on board escaping by the boats. The "Northern Queen" was 318 tons register, classed in Inland Lloyds, ten years old, and was valued at \$10,000. She was owned by the Georgian Bay Transportation Co. Her cargo was valued at \$8,000. The value of the cargo of the "Lake Erie" is unknown.

The iron steamship "Hadji," of Sunderland, G.B., struck on Blond Rock, two miles south of Seal Island, Bay of Fundy, on the 25th of August last, at 11 o'clock a.m., and became a total loss. She was on a voyage from Cow Bay, C.B., to Portland, U.S., with a cargo of coal. The vessel was 659 tons register, eight years old, was classed at English Lloyds, and is said to have been valued at \$90,000. The cargo was valued at \$2,509. The ship was owned by the Quebec and Gulf Ports Steamship Co.

The fine iron steamship "Howards," of Sunderland, Great Britain, one year old and 696 tons register, collided with the brigantine "Emma," of Lunenburg, at 2 o'clock on the morning of the 15th November last, about 22 miles south-west from Sambro Light, while on a voyage from Sydney, C.B., to Portland, U.S., with a cargo of coal. Both vessels sank shortly after the collision, and the crews were picked up by the brigantine "Henry Copel" and were subsequently transferred to pilot boat "Rival," No. 3, and taken to Halifax. No lives were lost by this casualty. The "Howards" was valued at \$80,000 and her cargo at \$2,500. She was owned in Sunderland and was classed in English Lloyds. The "Emma" was three years old and 167 tons register. She was valued at \$8,000 and was owned in Lunenburg. Her cargo, which consisted of coal, was valued at \$1,330. She was on a voyage from Philadelphia to Halifax. A formal investigation into the circumstances which caused this casualty was held at Halifax, under an Order in Council, by Capt. P. A. Scott, R.N. The court found that no blame attached to the master of the "Emma," and suspended the certificate of competency of the second mate of the "Howards" for six months, he being the officer of the watch on board of that vessel at the time of the collision, as the court did not consider that he took such prompt measures to prevent the collision as the circumstances of the case required.

The wooden ship "Maritime Union," of St. John, N.B., 1,500 tons register, five years old and classed in French Lloyds, was totally destroyed by fire on 11th October last, while on a voyage from Hull to San Francisco with a cargo of coal. The destruction of the vessel was caused by spontaneous combustion, and occurred in the North Pacific Ocean. The vessel was owned by Messrs. Nevins, Welsh & Co., of Liverpool, England, and was valued at \$63,000. The cargo was valued at \$1,500. No lives were lost by this casualty.

The Spanish bark "Juanito," 425 tons register, nine years old, was stranded at the Brandy Pots, River St. Lawrence, 6th October last, and became a total loss, while on a voyage from Montreal to Rotterdam with a cargo of peas. The vessel was valued at \$22,000 and the cargo was valued at \$16,000. No lives were lost by this casualty.

The wooden bark "Imperial," of Port Glasgow, 1,354 tons register and 29 years old, foundered off Bird Rocks, in the Gulf of St. Lawrence, through stress of weather, on the 29th October last, while on a voyage from Quebec to Liverpool, with a cargo of lumber. No lives were lost by this casualty. The crew were saved by a schooner. The vessel was valued at \$27,000. The value of the cargo was estimated at \$21,000. The vessel was owned by Messrs. B. French & Son, Liverpool, G.B.

The fine iron steamship "Lartington," of London, two years old, 1,136 tons register, was stranded on Anticosti Island in the Gulf of St. Lawrence, on the 4th of November last, about 10 miles from the S. W. Point Lighthouse, during a dense fog and heavy gale, and became a total loss. She was bound from Quebec to London with a cargo of deals. The keeper of the S. W. Point Lighthouse, Mr. E. Pope, is of the opinion that the vessel was taken out of her course by a current which often occurs at springtides and strong south winds and which to his knowledge has stranded several vessels in the vicinity of the S. W. point. This set of the current does not appear to be generally known. The vessel was valued at \$165,000, and the cargo at \$20,000. The vessel was owned by Mr. J. S. Barwick, of Sunderland, G. B. A preliminary examination into the causes which led to the stranding of this vessel was held at Quebec, by Capt. P. A. Scott, R.N. The crew having left Quebec before their evidence was taken, the master's evidence only was obtained and it was transmitted to Her Majesty's Board of Trade for whatever action they may deem advisable.

The Government steamship "La Canadionne," 227 tons register tonnage, was stranded at White Island Reef in the St. Lawrence, on her way from Gaspé to Quebec, on the 3rd of November last, and sustained serious damage. She was subsequently got off and taken to Quebec for repairs. A preliminary inquiry into the causes which led to the casualty was held by Capt. Scott, R.N., at Quebec, and he came to the conclusion that the pilot did not make due allowance for the strength of

the flood tide which set him out of his course, and as the weather was thick the lights were not observed until within a few minutes of the casualty.

The bark "Mary Stewart," of St. John, N.B., 468 tons register, was stranded on the Shingles Sand in the Prince's Channel on the English coast, on the 2nd February last, while on a voyage from North Shields to Baltimore with a cargo of soda. The vessel was subsequently got off after about 200 tons of the cargo was jettisoned, and taken to London for repairs. The damage to the vessel has not yet been ascertained. The particulars of the casualty will be published in the supplement to the list for 1881, which will be published in 1882. The Board of Trade, London, held a formal investigation into the circumstances attending the stranding of the vessel, and suspended the master's certificate for six months, from the 21st March, 1881, as the court found that the casualty was due to the negligent navigation of the master, George McKenzie McIntosh. Capt. McIntosh held a Canadian master's certificate of competency, No. 366.

The following Canadian vessels are reported missing, and particulars of their loss will appear in the supplement to the list of casualties for 1881, if they do not eventually arrive at some port, viz. :—

- "Kate Crosby," of Yarmouth.
- "W. H. Brookfield," of Port Medway.
- "John Read," of Halifax.
- "Young Brothers," of Halifax.
- "Minnie Brown," of Maitland.
- "Ella," of St. John.
- "Parisian," of Quebec.

The British sailing ship "Princess Royal," of Greenock, official No. 42,615, built in Boston in 1858, and owned by Mr. John Hendry and others, of Greenock, was abandoned at sea on or about the 10th November last, while on a voyage from Quebec to Glasgow, with a cargo of deals. A formal investigation was held in Great Britain to enquire into the circumstances attending the abandonment of the vessel and the court found that neither the master nor mate were in default, and that the vessel was in good and seaworthy condition when she left Quebec. When the vessel sailed from Quebec on the 21st October last, she had, in addition to her hold cargo, a deck cargo of deals extending from the poop to the fore-castle, eleven heights of deals, stowed flat; the height being 2 feet 10 inches to 2 feet 11 inches. This deck load was wedged at Quebec, and was further secured by battens and wedges while going down the St. Lawrence. The vessel had a list to port of one strake when she sailed, and it was found when at sea, that the main pumps kept the vessel dry by ten minutes pumping every two hours. On the 7th November a gale was encountered which gradually increased, and on the

8th the vessel was laid to. At 7 p.m., of the 8th, the vessel was pumped dry; but soon after a heavy sea broke over her, the wind having increased to a hurricane, and started the deck load amidships, all hands were called to throw it overboard, and they worked till 10 p.m. of the same day, when they had to desist, as nine of their number were injured by the deals washing about. At 10 p.m. the pumps were tried but it was impossible to work them, owing to the deck load washing about, and at 11 p.m. there was from 7 to 8 feet of water in the hold. At 6 a.m., on the 9th, the hatch was taken off and the vessel was found to be full of water. From that date until the 10th, when the crew were rescued by the "St. Petersburg," of Tonsburg, the vessel lost her jibboom, all her boats, the front of her poop and had her deck torn up and lost her bulwarks. The court were of the opinion that the vessel's deck load was not too heavy, and that it broke adrift through stress of weather. The court also considered that the deck load was secured in what was stated in the evidence to be the customary way; but were of the opinion that in order to be efficiently secured, deck cargoes of lumber should be also lashed down. The estimated value of the vessel was \$24,000; and the estimated value of the cargo was \$12,000.

The law makes no provision for requiring deck cargoes to be lashed down; but printed circulars will be issued to the collectors at the different ports in the Maritime Provinces, requesting that the shippers and masters of vessels be advised of the foregoing loss, and recommending that in future deck cargoes be lashed down for the purpose of ensuring greater safety to the vessels and crews.

In Supplement No. 1, to this Report, will be found a list of the casualties above referred to.

The total number of casualties reported to the Department, as having occurred in Canadian waters and to Canadian vessels in waters other than those of Canada, during the last calendar year, was 333; involving a total tonnage of 157,585 tons register. The total number of lives lost in connection with these disasters was 314; and the total amount of loss to vessels and cargoes is estimated at \$3,331,160.

COMPARATIVE STATEMENT of the Losses reported to the Department since 1870.
This Statement includes both total and partial loss to Vessels and Cargoes.

	Casualties	Tonnage.	Lives Lost	Damage.
				\$
For the Year ending 31st December, 1870.....	335	82,008	210	901,000
do do 1871.....	274	81,035	81	2,100,000
do do 1872.....	290	99,109	237	2,507,338
do do 1873.....	350	99,523	*813	2,844,133
do do 1874.....	308	106,862	109	2,029,965
do do 1875.....	286	99,427	78	2,468,521
do do 1876.....	452	153,368	404	2,942,955
do do 1877.....	468	177,896	153	2,952,582
do do 1878.....	414	161,760	187	3,444,875
do do 1879.....	533	198,364	339	4,119,233
do do 1880.....	445	179,993	217	3,820,652
do do 1881.....	333	157,585	314	3,331,160

* Of this number 545 persons were lost by the wreck of the steamship "Atlantic" on the 1st April, 1873.

SHIPPING MASTERS AND SHIPPING OF SEAMEN.

In Supplement No. 1 to this Report will be found a statement showing the returns received from the Shipping Masters appointed under the Act relating to the shipping of seamen for the half years ended 30th June and 31st December last, and of the fees received under the Act.

The following change has occurred in the list of Shipping Masters, since 1st January last, viz: The appointment of Seth Smith as Shipping Master at Cape Sable Island, N.S., on the 1st April, 1881.

The following is a summary of the Reports received from the Shipping Masters at some of the principal ports in the Dominion.

The Shipping Master at St. John shipped during the year 4,314 seamen, discharged 2,531, and received as fees at the rate of 50 cents for each seaman shipped, and 30 cents for each seaman discharged, \$2,916.30, out of which he paid for assistant and incidental expenses, \$799.43, leaving the net income of his office \$2,116.87.

The Shipping Master at Halifax shipped during the year 3,579 seamen, discharged 2,897, for which he received \$2,058.60, out of which, after deducting expenses, he had as remuneration \$1,480.60.

The Shipping Master at Montreal shipped during the year 676 seamen, discharged 896, and received as fees \$813.60.

At the Port of Quebec, the total number of seamen shipped from the 1st January to 31st December last, was 1,030, of which number 549 belonged to British, 400 to Dominion, and 81 to foreign vessels. 134 seamen were discharged during the same period, of whom 82 belonged to British, and 52 to Dominion vessels. The total amount of fees received during the calendar year was \$555.20, being \$215.40 less than the preceding year, and deducting the sum of \$464.58, being the amount of incidental expenses, the balance, \$90.62, reverted to the Treasury.

At the Port of Charlottetown, P.E.I., 521 seamen were shipped, 352 discharged, and fees to the amount of \$366.10 received by the Shipping Master.

At the Port of North Sydney, N.S., 367 seamen were shipped, 157 discharged and fees to the amount of \$230.60 received.

At the Port of Pictou, N.S., 306 seamen were shipped, 184 discharged, and fees received to the amount of \$208.20.

At the Port of Liverpool, N.S., 438 seamen were shipped, 237 discharged, and fees to the amount of \$290.10 received.

At the Port of Lunenburg, N.S., 592 seamen were shipped, 603 discharged, and fees to the amount of \$476.90 received.

At the Port of Yarmouth, N.S., 780 seamen were shipped, 626 discharged, and fees to the amount of \$577.80 received.

PILOTAGE AUTHORITIES.

The Report of the Harbour Commissioners of the Port of Quebec, who are by law the Pilotage Authority for the Port of Quebec, will be found in Supplement No. 1. The annual statement of the Decayed Pilot Fund, which is under the conduct and management of the Corporation of Pilots, will be found in Appendix No. 42 to this Report. From this statement it appears that on the 31st December last, the Decayed Pilot Fund stood as follows:—

Money invested.....	\$53,352 71
“ in Savings Bank.....	2,346 23
“ in Treasurer’s hands.....	21 28
	\$55,720 82
Deduct arrears due on pensions.....	306 12
	\$55,414 70

The number of pilots on the active list, on the 31st December last, was 186, being one more than reported last year, and the number of apprentice pilots was 34, being

four less than last reported. Thirty-eight pilots having attained the age of 65 and upwards, were examined before the opening of navigation, and being found qualified were licensed for one year. Four pilots were pensioned, five died and two were suspended during the past year. Of pilots on the active list 26 were in employ of Steamship Companies, and in charge of Dominion steamers and light vessels. Ten apprentice pilots on the list of 1880 were licensed as pilots during the year, and these were replaced by ten others. The number of decayed pilots on the list is 48, and the pensions range from \$80 to \$120; 87 widows receive a pension of \$70, 11 widows \$56, 7 widows \$44, 15 widows \$40, and 18 children pensions ranging from \$10 to \$20. The amount paid for pensions during the year was \$11,664.10, and the percentage on contributions of pilots to the fund amounted to \$3,190, and the sum of \$3,128 was received for interest. The total receipts on account of the fund for the year, including a balance from the preceding year, amounted to \$14,726.87, and the expenses amounted to \$12,358.76. The total receipts of the Corporation of Pilots for the past season, as given by the Secretary, amounted to \$115,141.31, and the net dividend paid to each pilot on the active list amounted to \$504.

The Commissioners report that six trials were held during the season on complaints lodged by shipmasters, and one on a complaint preferred by the Corporation of Pilots for infringement of their regulations. In three of these cases the pilots were found guilty and fined, in two the pilots were acquitted, and in the other two cases the pilots were suspended,—one for the remainder of the season, and the other for twelve calendar months.

MONTREAL.

The Report of the Harbour Commissioners of Montreal, who are by law constituted the Pilotage Authority for this district, and possess the powers formerly vested in the Montreal Trinity House, will be found in Supplement No. 1. A statement of the Decayed Pilot Fund will be found in Appendix No. 43 to this Report.

The Commissioners report that no examination of apprentice pilots to be licensed as branch pilots was held during the year, the number on the list, viz., 51, which is the same as last year, being considered sufficient for all the requirements of the trade. A temporary license was granted to one pilot, in accordance with the 36th section of the Act 36 Vic., chap. 54. The number of apprentices is 24. The total earnings of the pilots amounted to \$38,741.71, being \$9,143.24 less than the preceding year. Of this amount \$34,733.84 was received from British vessels. The Decayed Pilot Fund continues in a satisfactory state, the amount received for poundage, interest on investments, &c., being \$3,985.26, while the disbursements for pensions to old and infirm pilots amounted to \$2,682. There are 25 pensioners on the fund, viz.: 20 women and 5 men.

This fund now amounts to \$36,516.65, and \$24,000 of this is invested in Harbour Bonds, \$2,000 in Water Works Bonds, \$1,600 in Dominion Stock, \$5,000 in City of Montreal and Consolidated Fund, \$3,841.34 in City and District Savings Bank, and \$75.31 in the hands of the Treasurer.

The Commissioners report that, in view of the large surplus of revenue over expenditure, it was resolved to make an increase in pensions of about 25 per cent. in all cases, which took effect from the 1st May last.

No casualties of any consequence occurred during the past season to vessels within this pilotage district, and no complaints were made against any of the pilots.

HALIFAX, N.S.

The returns received from the Halifax Pilotage Authority, for the year ended 31st December last, show that the sum of \$17,496.03 was received as pilotage dues outwards and inwards, of which \$14,378.16 was received from British, and \$3,117.87 from foreign vessels. The receipts from commission on pilotage collected, outward pilotage from ships going to sea without pilots, licenses, bonds, etc., amounted to \$2,026.70, while the expenditure for Secretary-Treasurer's salary, office rent, taxes, printing, stationery, etc., amounted to \$902.77, leaving a balance on hand of \$1,123.93. There are seventeen licensed pilots in this district.

ST. JOHN, N.B.

The returns received from St. John Pilotage Authority, for the year ended 31st December last, show that the sum of \$25,813.31 was received as pilotage dues, outwards and inwards, of which \$18,147.06 was from British vessels and \$7,666.25 from foreign vessels. These dues were received from 602 vessels, of which number 408 were British and 194 foreign. There are 39 licensed pilots and seven licensed pilot-boats in this district. From the statement given of receipts and expenditure, it appears that the receipts from licenses granted to pilots and pilot-boats, outward pilotage, interest on investments, and examination fees of pilots, amounted to \$2,705.01, while the expenditure, including pensions to superannuated pilots, and to widows and children, salary of Secretary, fees for examining and auditing, fuel, rent, &c., amounted to \$2,474.15, leaving a balance to the credit of the Pilot Fund of \$230.86.

MIRAMICHI, N.B.

In this district there are 33 licensed pilots and 10 licensed pilot boats. The number of vessels reported inwards during the last calendar year was 270, of which 65 were British and 205 foreign. The number reported outwards was 258, of which 63 were British and 195 foreign. The total amount received for pilotage was \$15,454.83, of which \$7,206.92 was for inward pilotage, and \$8,247.91 for outward

pilotage. Of the inward pilotage \$1,653.10 was from British vessels, and \$5,553.82 was from foreign. Of the outward pilotage \$1,966.95 was from British vessels, and \$6,280.96 from foreign. For conducting the affairs of the Board \$182 was received, which amount was expended in paying the Secretary for his services, and certain persons for examining candidates, and inspecting and reporting upon pilot-boats, &c.

PICOU, N.S.

There are 14 licensed pilots in this district and 1 certificated ship-master. The sum of \$3,486.40 of pilotage dues was received during past season, of which \$2,777.40 was from British ships and \$709 from foreign ships. Of the same amount \$1,568.78 was from sailing ships and \$1,917.62 from steamships. The financial statement shows that after payment to the pilots of \$3,226.40, \$100 as salary to the Secretary, and \$50 to the Commissioners for attending meetings, a balance of \$175 on hand.

VICTORIA AND ESQUIMALT, B.C.

There are 11 licensed pilots in this district, and six certificated masters and mates. The total amount of fees received in this district during the past calendar year was \$6,667.24, of which \$1,434.25 was from British and \$5,232.99 from foreign vessels. Fees for certificates, examinations and surveys added to this amount, with balances from previous years, made a total received of \$7,046.54; while the expenditure amounted to \$6,950.51, leaving a balance to the credit of the Pilotage account of \$96.03.

NANAIMO, B.C.

The returns for last year from this district show that \$9,975.75 was received as pilotage dues: \$4,693.75 was from British vessels, \$5,036 from American vessels, \$131.75 from German vessels, \$61.75 from French vessels, and \$52.50 from Bolivian vessels. The statement of receipts and expenditure shows that the entire receipts for the year amounted to \$10,412.61, and the expenditure to \$10,120.58. There were seven pilots licensed, one of whom subsequently resigned, and one died.

SYDNEY, N.S.

This district comprehends five ports, viz:—Sydney, North Sydney, Lingan, Little Glace Bay and Port Caledonia. There were 864 vessels, of a total tonnage of 431,409 tons in all, piloted during last year, and the total pilotage dues amounted to \$12,924. Of this amount \$1,746 was received from 55 vessels piloted to and from Sydney, \$8,155 from 525 vessels to and from North Sydney, \$912 from 86 vessels to and from Lingan, \$647.50 from 70 vessels to and from Little Glace Bay, and \$1,463.50 from 128 vessels to and from Port Caledonia. There are 26 pilots licensed for Sydney and North Sydney, seven pilots licensed for Lingan, and seven pilots licensed for

Little Glace Bay and Port Caledonia, making 40 licensed pilots in all. In addition to these, eight masters have received during the year certificates to pilot their own vessels. The statement of receipts and expenditure shows that with the above sum of \$12,924, \$263 was received for licenses, making the receipts amount to \$13,187. From this amount \$12,277.80 was paid to the pilots, \$646.20 as commission to five collectors, \$150 paid to the Commissioners for attending meetings, \$100 paid to the Secretary and Treasurer, \$12.75 for printing—which, with a balance from last year of \$40.87, makes the entire expenditure \$13,227.62, leaving a balance of \$40.62 in the hands of the Treasurer.

In addition to the pilotage districts above mentioned, returns have been received from Yale and New Westminster, B.C., Charlotte County, N.B., Bathurst, N.B., Buctouche, N.B., Wallace, N.S., Louisburg, N.S., St. Mary and Liscomb, N.S., and Crapaud, P.E.I. The districts of Restigouche, Richibucto, Shediac, Cocagne, Sackville, Caraquet, and Moncton, all in the Province of New Brunswick; Bras d'Or, Richmond, Pugwash, Hants, Tatamagouche and Brulé, and Parrsboro' in Nova Scotia; Prince County, Summerside, and New London, in Prince Edward Island, have yet to be heard from.

HARBOUR COMMISSIONERS AND HARBOUR MASTERS.

In Supplement No. 1 to this Report will be found Reports of the Harbour Commissioners at Toronto, Montreal, Quebec, Pictou, and North Sydney, for the calendar year ended 31st December last.

The Report presented by the Harbour Master at Toronto to the Harbour Commissioners, shows that the total receipts from harbour tolls amounted to \$8,830.67, an increase, as compared with 1880, of \$2,379.35. The total revenue for the year amounted to \$11,163.60, making, with the balance to the credit of the trust on the 1st January, 1881, a total of \$16,690.59, and the expenditure amounted to \$16,603.58. The number of vessels that arrived at the port during the season was 1815. During the season, dredging was carried on by the Government at the sand bar in the Western Channel, and 43,170 yards of material removed, but the Harbour Master reports that complaints have been frequent of vessels passing through, striking bottom.

The Report of the Harbour Commissioners, Montreal, embracing the Reports of the Harbour Master and Harbour Engineer, will be found in full in Supplement No. 1. From the Report of the Harbour Master it appears that 569 sea-going vessels arrived in port during the past season of the aggregate tonnage of 531,929; 329 of which were built of iron, of the aggregate tonnage of 456,834 tons, and 240 were of wood, of the aggregate tonnage of 75,095 tons, showing a decrease of 141 vessels, and 96,242 tons in tonnage as compared with the preceding season. 6,030 inland vessels with an aggregate tonnage of 949,380 arrived in port, being a decrease of 459 vessels and 95,000 tons as compared with the previous year.

The receipts of the Harbour Commissioners from all sources during the past year amounted to \$345,089.17. The net revenue from wharfage, tonnage, harbour dues, &c., amounted to \$238,140.31, while for the previous year it amounted to \$326,424.69, showing a decrease of \$88,284.38. This was occasioned by the reduction in the number of vessels visiting the port, and the small amount of outward freight offering. An average reduction of 25 per cent was made in the tariff of rates and dues during the past year. The sum of \$100,000 was received from the Dominion Government on account of new channel operations. During the year, the sum of \$172,403.82 was expended in new channel operations, \$36,795.47 in dredging, \$16,421.26 in harbour repairs, \$114,468.55 interest on harbour debt, \$52,240 Dominion Government interest, and \$103,490.39 in works, repairs and incidental expenses, making the total expenditure \$495,819.49.

The Commissioners report that the work of deepening the ship channel to Quebec is in a very advanced state, and it is expected that by the time of low water next season, a depth of 25 feet will be obtained.

The Report of the Harbour Commissioners for the Port of Quebec, with accompanying statements, will be found in Supplement No. 1. It will be seen from these statements that the total revenue of the Commissioners during the past year, arising from tonnage dues, harbour dues, revenues from property, interest, &c., amounted to \$68,933.68, while for the preceding year it amounted to \$76,705.07, showing a decrease of \$7,771.39 for the past year. Of the revenue received \$29,106.87 was for tonnage dues, \$16,233.09 for export, import and harbour dues, \$20,260.64 for revenue from property, and the balance for interest and sundries. The expenditure, including salaries of officials, interest and sinking fund on \$723,000, debentures and sundries amounted to \$66,258.46, showing an excess of revenue over expenditure of \$2,675.52. The total value of the assets of the Corporation is given as \$1,907,540.51, including wharves and other properties, harbour improvements, and graving dock; and the liabilities as \$1,718,125.

The Commissioners report that the contract for the harbour improvements is now considered as virtually closed, but that much remains to be done to complete the scheme of the wet dock and tidal basin as originally contemplated, and that the construction of the cross wall alone, to connect Dalhousie Street with the main works, will necessitate an expenditure of \$250,000. From the report made by the Resident Engineer, it appears that the construction of the Lorne Graving Dock at St. Joseph de Lévis has made satisfactory progress during the past season. The Commissioners report that the lifting barge has been busily engaged during the past season in removing boulders, anchors and other obstructions to navigation in the harbour.

The Report of the Harbour Commissioners for the Port of Pictou, N.S., for the calendar year ended 31st December last, will be found in Supplement No. 1, together

with an account of their receipts and disbursements. The receipts from harbour dues, wharfage, &c., amounted to \$1,851.90, and the expenditure to \$1,668.81, leaving a balance on hand, with amount remaining from previous year, of \$2,353.46. The Commissioners report that 1,531 vessels, having an aggregate tonnage of 222,214 tons, entered the harbour during the past year.

The Report of the North Sydney Harbour Commissioners for the year ended 31st December, 1880, was not received in season to appear in the Report of the past year. It will appear in Supplement No. 1 of this year's Report, together with the Report for the year ended 31st December last. The Commissioners report that during the past year the coal shipments amounted to 258,961 tons, the largest ever had, and that the tonnage entering the port was also in excess of any previous year, amounting to 401,082 tons. During the past year wharf extension was made in the harbour for a distance of 688 feet, and a block under Government supervision 64 feet in length. During the past year 1,017 vessels reported, of which 520 paid harbour dues under the regulations. The total expenditure of the Commissioners for the year amounted to \$4,572.91, and the receipts for tonnage, wharfage dues, &c., to \$2,447.31. In Supplement No. 1 will be found Reports from a number of Harbour Masters at the more important ports under the Acts 35 Vic., Chap. 42; 36 Vic., Chap 9 and 63, and 37 Vic., Chap. 34, with a statement of the fees collected by the Harbour Masters during the year ended 31st December last, and also a list of all the Harbour Masters appointed under these Acts.

The following Harbour Masters have been appointed by Order in Council during the past year, viz. :—

W. W. Handlay, for St. Peter's, Richmond County, N.S., on the 24th January, at a salary not to exceed \$200 of the fees collected.

Donald Campbell, for Tracadie, P.E.I., on the 31st January, at a salary not to exceed \$200 of the fees collected, in the room of Hugh Campbell, who has left the country.

James Andrew, for Bathurst, N.B., on the 23rd March, at a salary not to exceed \$200 of the fees collected, in the room of P. J. Hachey, superseded.

W. R. Clarke, for Victoria and Esquimault, B.C., on the 23rd March, at a salary not to exceed \$600 of the fees collected, in the room of Jeremiah Nagle, resigned.

William Thompson, for North Bay of Ingonish, N.S., on the 24th March, at a salary not to exceed \$200 of the fees collected.

John Kelly, for Hillsborough, N.S., on the 24th March, at a salary not to exceed \$200 of the fees collected.

Ephraim Newell, for Barrington, N.S., on the 1st April, at a salary not to exceed \$200 of the fees collected.

G. W. McKay, for Rustico, P.E.I., on the 12th April, at a salary not to exceed 200 of the fees collected, in the room of Wm. McNeill, junior, who declined the appointment.

William Nickerson, for Port La Tour, N.S., on the 14th April, at a salary not to exceed \$200 of the fees collected.

Peter McLean, for St. Ann's, including Fuche's Cove, N.S., on the 20th April, at a salary not to exceed \$200 of the fees collected.

E. A. Capstick, for Lockeport, N.S., on the 18th May, at a salary not to exceed \$200 of the fees collected.

A. D. Perry, for Cape Negro, Shelburne County, N.S., on the 18th May, at a salary not to exceed \$200 of the fees collected.

George Crooks, for Liscombe, N.S., on the 18th May, at a salary not to exceed \$200 of the fees collected.

James G. Pride, for St. Mary's River, N.S., on the 18th May, at a salary not to exceed \$200 of the fees collected.

O. N. Feltmate, for Torbay and Whitehaven, N.S., on the 18th May, at a salary not to exceed \$200 of the fees collected.

J. B. Brannen, for Clarke's Harbour, N.S., on the 1st June, at a salary not to exceed \$200 of the fees collected.

Francis Densome, for Penetanguishene, Ont., on the 3rd June, at a salary not to exceed \$200 of the fees collected, in the room of Louis Columbus, resigned.

George Pettendreigh, for New Westminster, B.C., on the 12th July, at a salary not to exceed \$400 of the fees collected, in the room of J. A. Halliday, resigned.

Thomas Laffin, for Lingan, N.S., on the 12th July, at a salary not to exceed \$200 of the fees collected

Washington Irving, for Tatamagouche, N.S., on the 18th August, at a salary not to exceed \$200 of the fees collected, in the room of J. W. Weatherly, who left the locality.

Joseph H. Landry, for Carleton, P.Q., on the 8th December, at a salary not to exceed \$200 of the fees collected.

 WHARVES, PIERS AND BREAKWATERS.

The Piers under the control and management of this Department are the following:—The Piers at Goderich, Rondeau and Inverhuron, in the Province of Ontario; Rimouski, Rivière du Loup, Rivière Ouelle, Malbaie, Eboulements, L'Islet and Berthier, in the Province of Quebec; Maitland, Oak Point, Digby, Delap's Cove and Port Greville, in the Province of Nova Scotia; and Clifton, in the Province of New Brunswick. At the Port of Cow Bay, Cape Breton, N.S., the Pier or Breakwater purchased under the provisions of the Act 37 Vic., chap. 18, is also under the management of this Department, but the tonnage dues imposed on vessels calling at the Pier, and tolls for goods landed thereon, which were formerly collected by the Chief Officer of Customs at the port, are now collected by Mr. Archibald McKinnon, Wharfinger.

By referring to Appendix No. 27, a statement will be found of the amounts collected from the Wharves and Piers under the charge of the Department. The total amount collected was \$5,182.68.

By Order in Council of the 4th January last, Mr. Jas. E. Hatfield was appointed Wharfinger of the Wharf at Port Greville, N.S., to receive as remuneration for his services 25 per centum of the amount collected.

METEOROLOGICAL SERVICE.

In Appendix No. 28 will be found the annual Report of the Meteorological Service of Canada, for the year ended 31st December last, by the Superintendent, Mr. Carpmæl. As stated in the Report of the previous year, an increase has again occurred in the number of volunteer observers, and new stations have been established.

The storm warnings during the past year have risen to a greater degree of accuracy than ever, the percentage verified being 85.1. 854 were issued during the year, and 727 verified. The Superintendent reports that in July last a new code signals was instituted at all stations on the lakes, by which not only the fact that a storm is approaching is indicated, but also the force of the wind, and the direction from which it will come. This new system has met with much approval, and it is proposed to extend it to the Maritime Provinces. The total number of weather predictions issued was 5,156, and the percentage of verification has not only been maintained, but slightly improved. During the past year the number of stations, at which the daily predictions are posted, has considerably increased.

The sum of \$37,000 was appropriated by Parliament for the Meteorological Service, and by reference to Appendix No. 20 it will be seen that this amount has been expended as follows, viz.: for salaries, Central office, \$6,595.04; chief stations,

\$4,800.00; telegraph, reserve telegraph and drum stations, \$6,499.83; instruments, stationery and books, \$4,198.98; telegraphing, \$12,235.77; expenses of stations, &c., \$656.74; miscellaneous, \$1,610.83.

OBSERVATORIES.

In Appendix No. 29 will be found the report of the Magnetic Observatory at Toronto, for the year ended 31st December last. The sum of \$4,800 was voted by Parliament for the purposes of this Observatory; and in Appendix No. 24 will be found a statement of the expenditure for the fiscal year ended 30th June last.

An appropriation of \$2,400 was made by Parliament for the Observatory at Quebec; \$1,200 for the Observatory at St. John; \$500 each for the Observatories at Montreal and Kingston; and the Reports of the Directors of these institutions will be found with the appendices to this Report.

An allowance of \$100 is made to Mr. Robert H. Cogswell, who gives the true time at noon to the public at Halifax, by means of a ball dropped at his establishment.

PORT WARDENS.

MONTREAL.

The office of Port Warden of Montreal was established in the year 1863, under the provisions of the Act 26 Vic., cap. 52, the appointment being made by the Governor in Council, on the recommendation of the Board of Trade of Montreal. The Council of that Board was empowered to appoint a Board of Examiners, five in number, to examine all candidates for the office of Port Warden, and such number of Deputy Port Wardens as the Council might deem necessary for the business of the harbour. The Port Warden is bound, at his own expense, to keep his office always open during certain hours on lawful days; to have a seal of office and the necessary books in which to record his fees and matters pertaining to the office. The Act does not appear to have contemplated the accumulation of any money—the fees being made payable to the Port Warden for services performed by him and his deputies; but an amended Act, 29 Vic., cap. 59, allowed the Board of Trade, if they saw fit, to fix a salary to the Port Warden, to include the remuneration his deputies, and the expenses of the office, or otherwise, as might be arranged; and any balance which might appear from his certified annual return was to be paid over by the Port Warden to such person as the Board of Trade should depute to receive the same. The Act of 1874 further, in amendment, requires the Port Warden to transmit yearly, within seven days after the 1st of January, to the Minister of Marine and Fisheries, a report of the business done in his office, and of the receipts and expenditure thereof, in such manner and form as the Minister may direct.

The duties of the Port Warden consist *inter alia* in examining the condition and stowage of cargoes on board vessels, and, if any goods are damaged, in ascertaining the cause and making a record of the same in his books of office. He is also, when required, to proceed to any vessel, warehouse, dwelling or wharf, and examine and make a similar record of any goods alleged to be damaged on board any vessel. In like manner he shall, when required, be surveyor on any vessel which may have suffered wreck or damage, or which shall be deemed unfit to proceed on her voyage; he shall also be surveyor of the repairs necessary to render the vessel seaworthy, and his certificate that these repairs have been properly made shall be evidence that the vessel is seaworthy. He is also to have cognizance of all matters relating to the survey of vessels and their cargoes arriving in port damaged, and, when required, shall give certificates of such surveys. He is likewise, when required, to estimate the value and measurement of any vessel, when the same is in dispute or otherwise needed, and hear and arbitrate upon any difficulty or matter in dispute between the master or consignee and any proprietor or consignee of the cargo; and on the demand of any person interested, the Port Warden shall furnish certificates of any matters of record in his office.

Under the principal Act fees were established by Order in Council, payable to the Port Warden for making surveys and granting certificates, for the valuation and inspection of vessels and for settling disputes; but the amended Act, 29 Vic., cap. 59, provides for additional fees being made payable by shippers on grain, flour, ashes and other articles shipped from the Port of Montreal.

From the passing of the original Act to the date (1866) when the amendment referred to was passed, the office of Port Warden appears to have been self-supporting; but from 1866 to the end of the year 1877, as will be seen from the statement given on page xxviii of Supplement No. 2 to the Tenth Annual Report of this Department, the sum of \$28,319.37 had been accumulated, \$26,419.45 of which was invested in stocks shown. For the year 1878 there was a revenue of \$6,897.38, an expenditure of \$5,085.55, with a balance to credit of \$1,811.83. For the year 1879 there was a revenue of \$8,281.14, an expenditure of \$5,274.59, with a balance of \$3,006.55. Up to 30th November, 1880, the revenue was \$7,904.87, the expenditure \$6,714.04, with a balance of \$1,190.83. For the year 1881 there was a revenue of \$6,582.84, the expenditure was \$6,489.92, with a balance of \$92.92.

Previous to 1873, the law was not sufficiently stringent to prevent accidents to vessels carrying grain to Europe, as it was found that the masters of some of them would rather pay the penalty of forty dollars than comply with the law which prohibited their proceeding to sea without the Port Warden's certificate. The result during the year 1872 of this violation of the law was the loss of several sea-going vessels laden with grain from Montreal to Europe. In 1873, however, an Act was passed prohibiting grain-laden vessels proceeding to sea or obtaining a clearance

without the Port Warden's certificate, with a penalty of eight hundred dollars instead of forty dollars, as formerly, and this law, which applies also to the Port of Quebec, has been found to work very satisfactorily, and has, no doubt, been of much service in saving both life and property.

From the Report for last year of the Port Warden it appears that navigation opened last spring somewhat earlier than usual, viz., on the 19th of April. The first arrival from sea was the Allan steamship "Buenos Ayrean," from Glasgow, on the 2nd of May. The first sailing ship from sea, viz., the "St. Patrick," from Glasgow, arrived on the 7th of May. The steamer "Waldensian," of the Allan line, was the last vessel which left the port of Montreal for sea, having taken her departure on the 20th of November last.

The tonnage at this port last year shows a slight falling off as compared with that of the previous year, although it is in excess of the tonnage for 1879. The carrying trade of the port appears to be passing from ships of moderate tonnage to those of large carrying capacity, and that steamers as compared with sailing vessels are increasing in number.

The unusually dry summer and consequent low state of the water in the river during the summer and autumn months prevented many ships from completing their loading in dock, and necessitated the ligherage of a portion of their cargoes. When the deepening of the ship channel, now being pushed forward, shall have been completed, this state of things may not again occur.

The Port Warden states that there has been an increase in the business of the office arising from the large number of surveys on cargoes, improper stowage, damage from shifting of cargoes, damage to ships, and also on account of all ships loading cargoes for foreign ports now coming under the Port Warden's rules and by-laws.

QUEBEC.

The office of Port Warden for the Port of Quebec, was created in the year 1871, under the Act 34 Vic. chap. 33. The appointment to the office is made by the Governor-General in Council, on the recommendation of the Board of Trade of Quebec, and the control of the office is placed in the Council of that Board, who are vested with similar powers to those conferred on the Montreal Board of Trade in relation to the Montreal Port Warden—in short, the Act above-named is simply a transcript, *mutatis mutandis*, of the Act constituting the Montreal Port Warden's office and its amendment in 1865, with the exception of the clauses in the amendment in 1865, authorizing the imposition of additional fees, which are not included.

The office is worked on the principle that it shall be no more than self-supporting, as will be seen from the following statement of receipts and expenditure since its inauguration:—

	Receipts.	Expenditure.	Net proceeds reverting to Port Warden.
1872.—April 30	\$1,209 52	\$ 97 95	\$1,111 57
1873. do 30	1,524 15	286 00	1,238 15
1874. do 30	2,270 50	620 50	1,650 00
1875. do 30	2,432 50	574 00	1,858 00
1876. do 30	2,666 32	857 59	1,808 75
1877. do 30	2,170 00	526 84	1,643 16
1877.—Dec. 31	2,029 00	566 25	1,465 75
1878. do 31	1,648 00	489 36	1,159 14
1879. do 31	1,880 00	644 00	1,236 00
1880.—Nov. 30	2,252 50	586 00	1,666 50
1881.—Dec. 31	2,000 00	683 28	1,816 72

From the Port Warden's Report it appears the export of cattle at the port of Quebec has increased beyond what it was the previous year. Great care, both before and after shipment, is exercised, which is of much service to the carrying trade.

Under "The General Port Wardens' Act, 1874," the following Port Wardens' offices have been established:—

By Order in Council of the 29th March, 1875, the Port of Halifax, Nova Scotia, was determined a port to which the provisions of the Act should apply, and Captain David Hunter was appointed Port Warden. A tariff of fees was established by Order in Council of the 14th June, 1875.

The following is a statement of the receipts and expenditure of the office since its inauguration:—

	Receipts.	Expenditure.	Reverting to Port Warden.
31st December, 1875.....	\$ 991 85	\$510 33	\$481 52
do 1876.....	1,295 13	522 45	772 68
do 1877.....	1,262 25	493 58	768 67
do 1878.....	1,122 00	376 54	745 46
do 1879.....	2,052 67	818 48	1,234 19
30th November, 1880.....	2,274 35	902 79	1,371 56
31st December, 1881.....	2,494 50	1,226 20	1,368 30

At the Port of Halifax there were 42 damaged vessels upon which surveys were held during the year.

By Order in Council of the 8th March, 1875, the Ports of Victoria and Esquimalt, in the Province of British Columbia, were determined as ports under the Act named, and Captain Jeremiah Nagle appointed Port Warden. A tariff was established by Order in Council of the 26th April, 1876.

	Receipts.	Expenditure.	Reverting to Port Warden.
31st December, 1876.....	\$331 00	\$40 00	\$291 00
do 1877.....	349 00	.....	349 00
do 1878.....	477 00	.....	477 00
do 1879.....	242 00	.....	242 00
30th November, 1880.....	.....	.....	.....
31st December, 1881.....	261 00	.....	261 00

At the ports of Victoria and Esquimalt surveys on 18 damaged vessels were held during the year.

By Order in Council of the 16th June, 1875, Port Hawkesbury, in the County of Inverness, in the Province of Nova Scotia, was determined such a port, and Mr. Daniel White Henessy was appointed Port Warden. A tariff was established by Order in Council on 4th January, 1881.

	Receipts.	Expenditure.	Reverting to Port Warden.
31st December, 1881.....	\$139 00	\$39 00	\$100 00

Surveys were held on nine damaged vessels at Port Hawkesbury during last year.

By Order in Council of the 22nd July, 1875, Port Mulgrave, in Guysboro' County, Nova Scotia, was determined such a port, and Mr. George B. Hadley appointed Port Warden. A tariff was established by Order in Council on 12th July, 1881.

	Receipts.	Expenditure.	Reverting to Port Warden.
31st December, 1881.....	\$460 00	\$135 00	\$325 00

During the past year the Port Warden at North Sydney granted certificates in the following cases:—37 bunker steamships, 6 steamships requiring repairs, 8 sailing vessels requiring repairs, 4 surveys on hatches and 12 certificates of seaworthiness. He also held 4 surveys on cargo damaged, making in all 71 surveys.

By Order in Council of the 19th February, 1877, North Sydney, in the County of Cape Breton, Nova Scotia, was determined such a port, and Mr. D. McKay is at present Port Warden. No tariff has yet been submitted by the Port Warden for approval.

By Order in Council of the 14th December, 1877, Louisburg, in Cape Breton County, Nova Scotia, was determined such a port, and Mr. Alexander McCuish is at present appointed Port Warden. No tariff has yet been submitted by the Port Warden for approval.

By Order in Council of the 11th January, 1878, Sydney, in Cape Breton, Nova Scotia, was determined such a port, and Mr. John Lorway appointed Port Warden. A tariff was established by Order in Council on 11th May, 1881.

	Receipts.	Expenditure.	Reverting to Port Warden.
31st December, 1881.....	\$178 00	\$68 00	\$110 00

By Order in Council of the 12th April, 1878, Pictou, in Nova Scotia, was determined such a port, and Captain Daniel McDonald appointed Port Warden. A tariff was established by Order in Council on 24th January, 1881.

	Receipts.	Expenditure.	Reverting to Port Warden.
31st December, 1881.....	\$83 00	\$10 00	\$73 00

By Order in Council of the 15th April, 1880, Cow Bay, in the County of Cape Breton, Nova Scotia, was determined such a port, and Mr. Jos. McPherson appointed Port Warden. A tariff was established by Order in Council on 15th March, 1881.

By Order in Council of the 13th May, 1880, all the Ports in the Province of Prince Edward Island were determined such ports, and Mr. Henry Pope Welsh appointed Port Warden for all these ports. A tariff of fees was established by Order in Council of the 7th July, 1880.

The following is a statement of the receipts and expenditure of the office since its inauguration :—

1880—Receipts, \$154.60; expenditure, \$166.45; reverting to Port Warden, \$288.15			
1881— do 514.34; do 142.00; do 372.34			

By Order in Council of the 25th April, 1881, the Port of Moncton, in the Province of New Brunswick, was determined such a port, and Mr. James Hamilton appointed Port Warden. A tariff of fees was established by Order in Council on the 25th June, 1881.

	Receipts.	Expenditure.	Reverting to Port Warden.
31st December, 1881.....	\$23 00	\$8 15	\$14 85

By Order in Council of the 18th June, 1881, the Port of St. Andrew's, in the Province of New Brunswick, was determined such a port, and Mr. John Wren appointed

Port Warden. A tariff of fees was established by Order in Council on the 28th October, 1881.

	Receipts.	Expenditure.	Reverting to Port Warden.
31st December, 1881.....	\$7 50	.....	\$7 50

MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1881, including old and new vessels, sailing vessels, steamers and barges, was 7,394, measuring 1,310,896 tons register tonnage, being an increase of 17 vessels and a decrease in tonnage of 322 tons register, as compared with 1880. The number of steamers on the registry books on the same date was 954, with a gross tonnage of 192,890 tons, and a net tonnage of 119,158 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada on the 31st December last, would be \$39,326,880 or £7,865,376 sterling.

A statement is appended which has been compiled from the *Repertoire Général* for 1881 and 1882, from which it appears that the tonnage upon the registry books of the British Empire, including Canada and the other colonies, is 8,569,304 tons register. The United States of America come next with a tonnage of 2,463,583 tons; followed by Norway with a tonnage of 1,449,629. Canada stands next with a tonnage of 1,310,896 tons, followed by Germany with a tonnage of 1,180,356 tons. From this statement it appears that Canada is fourth on the list of the ship-owning countries of the world; but these figures do not include the tonnage of inland sailing vessels, or of steamers under 100 tons register, except in the case of Canada. The Canadian figures include registered vessels of every description, and registered steamers of every tonnage. The total register tonnage of the world is given by the *Repertoire Général* as 18,792,473. This is exclusive (except in the case of Canada) of the tonnage of inland sailing vessels and of steamers under 100 tons register.

The number of new vessels built and registered in the Dominion of Canada during the last year was 336, measuring 74,060 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$3,332,700 or £666,540 sterling for new vessels.

A statement follows showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion on the 31st December last, along with a comparative statement of the tonnage from 1873 to 1881. A statement is also published of the number of new vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1881, both inclusive.

The following vessels have had their names changed during the last calendar year, by permission of His Excellency the Governor-in-Council, viz. :—

Steamer "Sanford Davis," of Collingwood, changed to "Beatrice."

Steamer "Calabria," of Hamilton, changed to "Glenfinlas."

Steamer "Stanley," of Port Stanley, changed to "Josephine Kidd."

Schooner "April Fool," of Sydney, changed to "Maggie F."

Steamship "Fox Hound," of Ottawa, changed to "La Canadienne."

Schooner "Lurea Emma," of Port Dover, changed to "Sarah."

Barque "James Bain," of Pictou, N.S., changed to "James G. Bain."

Steamer "Spray," of Winnipeg, changed to "New Brunswick."

The following persons were appointed Measuring Surveyors of Shipping during the last calendar year, viz. :—Mr. Daniel McDonald, for Pictou, N.S.; Mr. David Backhouse, for Port Burwell, and Mr. Joseph Geddes, jun., for Colchester County, N.S.

The following wrecked vessels were registered by authority of His Excellency the Governor-in-Council, after being thoroughly repaired and made seaworthy, during the last year, viz. :—

Schooner "Zaidee," O.N. 51,777, formerly of Yarmouth, registered at Liverpool, N.S.

Schooner "J. J. Bill," O.N. 61,582, formerly of Shelburne, registered at Charlottetown.

Schooner "Norway," O.N. 72,583, formerly of Kingston, registered at Kingston.

Brigantine "Feodore," O.N. 77,647, formerly of Swansea, registered at Charlottetown.

Brig "Ann," O.N. 54,182, formerly of Liverpool, G.B., registered at Halifax.

Barque "Alice Roy," O.N. 54,116, formerly of Halifax, registered at Quebec.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1881.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Sailing Ships and Steamers.	Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage.
Chatham	167	15	1,097	17,944
Dorchester	24			19,257
Moncton	7			3,345
Richibucto	7			1,711
St. John	684	50	9,129	270,186
St. Andrews	187	1	25	17,067
Sackville	11			3,705
Total	1,087	66	10,251	333,215

PROVINCE OF NOVA SCOTIA.

Amherst	17	1	14	5,774
Annapolis	78	2	53	21,830
Arichat	126	1	44	6,208
Barrington	30			1,913
Baddeck	9			536
Digby	159	1	91	15,174
Guysboro'	46	1	35	2,539
Halifax	1,012	35	4,000	96,615
Liverpool	95			9,273
Londonderry	5			2,396
Lunenburg	238	1	48	15,271
Maitland	40			36,940
Pugwash	15			905
Parrsboro'	83	1	12	14,437
Pictou	105	9	630	31,424
Port Hawkesbury	39			1,703
Port Medway	27			1,373
Sydney	107	4	264	6,120
Shelburne	131			11,778
Truro	4			2,226
Windsor	201	3	82	108,130
Weymouth	29			7,537
Yarmouth	429	6	933	155,809
Total	3,025	65	6,206	556,911

PROVINCE OF QUEBEC.

Amherst	33			1,266
Gaspé	47	2	1,344	3,060
Montreal	840	197	63,134	112,350
New Carlisle	32			1,962
Percé	3			230
Quebec	875	142	24,609	106,068
St. Johns				
Total	1,830	341	89,087	221,936

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—Continued.

PROVINCE OF ONTARIO.

Name of Port.	Sailing Ships and Steamers.	Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage.
Amherstburg	10	4	249	384
Belleville	15	5	452	1,170
Brockville	29	26	727	751
Collingwood	13	12	2,044	1,706
Chippewa	3	2	263	153
Cramahe	4			447
Chatham	23	14	1,966	2,093
Cobourg	9	4	254	727
Cornwall	2	2	68	46
Darlington	2			253
Dunnville	18	5	451	1,927
Dundas	1			163
Fort Erie	1	1	850	559
Goderich	22	8	287	1,233
Hamilton	33	18	6,333	7,018
Kingston	211	58	11,337	28,709
Niagara	1	1	898	512
Napanee	23	6	427	2,929
Newcastle	1			158
Oshawa	2			538
Ottawa	144	51	7,508	15,587
Owen Sound	15	11	3,566	2,431
Oakville	5			384
Port Burwell	22			5,283
Port Dover	18	3	191	1,223
Port Colborne	7	3	125	710
Port Hope	41	23	2,220	4,281
Port Rowan	11	1	14	1,360
Port Stanley	10	7	1,526	1,601
Picton	37	8	1,428	4,843
Saugeen	2			75
Sarnia	20	10	5,128	4,513
Sault Ste. Marie	6	6	394	264
St. Catharines	125	47	11,506	26,483
Toronto	101	46	5,197	10,037
Windsor	50	13	7,007	6,049
Whitby	1			218
Wallaceburg	39	13	812	2,792
Morrisburg	3	1	68	382
Prescott	1	1	9	6
Total	1,081	410	73,303	139,998

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown	273	14	4,323	45,410
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PROVINCE OF BRITISH COLUMBIA.

Victoria	68	35	5,925	5,471
New Westminster	6	6	1,237	825
Total	74	41	7,162	6,296

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Continued.*

PROVINCE OF MANITOBA.

Name of Port.	Sailing Ships and Steamers.	Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage.
Winnipeg	24	17	2,558	2,130

SUMMARY.

New Brunswick.....	1,087	66	10,251	333,215
Nova Scotia.....	3,025	65	6,266	558,911
Quebec.....	1,830	341	89,087	224,936
Ontario.....	1,081	410	73,303	139,998
Prince Edward Island.....	273	14	4,323	45,410
British Columbia.....	74	41	7,162	6,296
Manitoba	24	17	2,558	2,130
Total.....	7,394	954	192,890	1,310,896

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each year from 1873 to 1881.

Provinces.	1873.		1874.		1875.		1876.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	1,147	277,850	1,144	294,741	1,133	307,926	1,154	324,513
Nova Scotia.....	2,803	449,701	2,787	479,669	2,786	505,144	2,867	529,252
Quebec.....	1,842	214,043	1,837	218,946	1,831	222,965	1,902	228,502
Ontario.....	681	89,111	815	113,008	825	114,990	869	123,947
Prince Edward Island.....	280	38,918	312	48,388	335	50,677	338	50,692
British Columbia.....	30	4,095	35	3,611	40	3,685	40	3,869
Manitoba.....	.....	.....	.....	.....	2	178	2	178
Total.....	6,783	1,073,718	6,830	1,158,363	6,952	1,205,565	7,192	1,260,893

Provinces.	1877.		1878.		1879.		1880.		1881.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	1,133	329,457	1,142	335,965	1,135	340,491	1,097	336,976	1,087	333,215
Nova Scotia.....	2,961	541,579	3,003	553,368	2,975	552,159	2,977	550,448	3,025	558,911
Quebec.....	1,951	248,399	1,976	248,349	1,975	246,025	1,889	233,341	1,830	224,936
Ontario.....	926	131,761	958	135,440	1,006	136,987	1,042	137,481	1,081	138,998
Prince Edward Island.....	342	55,547	322	54,250	298	49,807	288	45,931	273	45,410
British Columbia.....	43	3,479	51	4,482	60	4,701	63	5,049	74	6,296
Manitoba.....	6	246	17	1,161	22	1,924	21	1,892	24	2,130
Total.....	7,362	1,310,468	7,469	1,333,015	7,471	1,333,094	7,377	1,311,218	7,394	1,310,896

List of Ports at which Vessels may be Registered, showing the Number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended 31st December, 1881.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Vessels.	Total Net Tonnage.
Chatham.....	2	887
Dorchester.....	4	1,882
Moncton.....	2	1,341
Richibucto.....	4	897
St. John.....	41	13,156
St. Andrews.....	4	96
Sackville.....		
Total.....	57	18,259

PROVINCE OF NOVA SCOTIA.

Amherst.....	2	40
Annapolis.....	2	113
Arichat.....	3	82
Barrington.....	2	249
Digby.....	5	561
Guysboro'.....	3	295
Halifax.....	20	4,187
Liverpool.....	4	554
Lunenburg.....	20	1,267
Maitland.....	5	5,074
Parrsboro'.....	17	2,102
Pictou.....	7	2,172
Port Medway.....	3	193
Port Hawkesbury.....	3	156
Shelburne.....	8	831
Sydney.....	7	152
Truro.....	1	1,023
Weymouth.....	4	236
Windsor.....	19	11,288
Yarmouth.....	15	9,890
Total.....	150	49,465

PROVINCE OF QUEBEC.

Gaspé.....	2	93
Montreal.....	25	3,457
Magdalen Islands (Amherst).....	4	165
New Carlisle.....		
Quebec.....	25	1,958
St. Johns.....		
Total.....	56	5,673

PROVINCE OF ONTARIO.

Amherstburg.....		
Brockville.....	2	14
Belleville.....	2	86
Burwell.....		
Chatham.....	2	26

LIST of Ports at which Vessels may be Registered, showing the Number of New Vessels Built and Registered, &c.—Continued.

PROVINCE OF ONTARIO—Continued.

Name of Port.	Vessels.	Total Net Tonnage.
Cobourg.....	1	13
Collingwood.....	1	24
Cornwall.....		
Darlington.....		
Dover.....		
Goderich.....	1	16
Hamilton.....	2	298
Hope.....	2	82
Kingston.....	5	756
Napanee.....	1	149
Owen Sound.....	1	1
Ottawa.....	21	2,199
Pictou.....	1	119
Rowan.....		
Sarnia.....	1	17
Sault Ste. Marie.....		
Stanley.....		
St. Catharines.....	2	502
Toronto.....	4	187
Windsor.....	1	191
Whitby.....		
Wallaceburg.....	4	431
Prescott.....		
Total.....	54	5,111

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown.....	15	4,351
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PROVINCE OF BRITISH COLUMBIA.

Victoria.....	2	85
New Westminster.....		

PROVINCE OF MANITOBA.

Winnipeg.....	2	116
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SUMMARY.

New Brunswick.....	57	18,259
Nova Scotia.....	150	40,465
Quebec.....	56	5,673
Ontario.....	54	5,111
Prince Edward Island.....	15	4,351
British Columbia.....	2	85
Manitoba.....	2	116
Total.....	336	74,060

COMPARATIVE STATEMENT OF New Vessels Built and Registered in the Dominion of Canada during the Years ended 31st December, 1874 to 1881.

Provinces.	1874.		1875.		1876.		1877.		1878.		1879.		1880.		1881.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	99	42,027	65	33,483	61	31,040	54	31,158	53	27,368	43	19,087	63	18,896	57	18,269
Nova Scotia.....	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784	126	39,208	109	31,257	150	40,465
Quebec	73	20,796	102	22,825	51	17,800	62	19,253	46	10,870	29	7,421	33	8,219	56	5,673
Ontario	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409	42	2,464	44	3,610	54	5,111
Prince Edward Island.....	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382	20	5,279	21	3,359	15	4,351
British Columbia.....	5	276	.....	.....	1	121	2	204	2	45	5	788	.....	.....	2	85
Manitoba.....	.....	.....	.....	.....	.....	.....	3	48	1	15	.....	.....	1	100	2	116
Add new vessels built in Canada, which proceeded to the United Kingdom under a Governor's pass without being registered..	490	183,010	480	151,012	416	127,700	430	118,985	339	100,873	265	74,227	271	65,441	336	74,060
Add new vessels which left Quebec for registration in Germany.....	6	7,746	.....	.....	3	2,721	2	1,913	1	633	.....	.....	.....	.....	.....	.....
Totals	496	190,756	480	151,012	420	130,901	432	120,918	340	101,506	265	74,227	271	65,441	336	74,060

STATEMENT showing the Sea-going Tonnage, and Tonnage of Steamers, over 100 tons register, of each of the Maritime States of the World, taken from *Répertoire général*, for 1881-82.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
British (including Canada and Colonies).....	4,106	4,823,043	3,133,453	18,403	5,435,851	8,569,304
American.....	569	666,737	408,496	6,045	2,055,087	2,463,583
Norwegian.....	44	76,768	53,340	4,178	1,396,289	1,449,629
Canadian*.....	954	192,890	119,158	6,440	1,191,738	1,310,896
German.....	304	332,033	234,660	3,011	945,696	1,180,356
Italian.....	108	111,055	75,646	3,018	930,576	1,006,222
French.....	361	464,179	302,432	2,678	514,101	816,533
Russian.....	179	134,550	87,997	2,113	470,342	558,339
Swedish.....	249	95,429	66,204	1,985	404,958	471,162
Spanish.....	237	220,085	144,691	1,568	322,441	467,133
Dutch.....	112	119,021	81,048	1,149	342,545	423,593
Greek.....	18	16,373	11,019	1,770	341,770	352,789
Austrian.....	86	91,157	66,352	597	229,435	295,787
Danish.....	115	79,888	51,189	1,165	178,799	229,988
Portuguese.....	19	19,170	12,513	434	99,841	112,354
South American.....	89	62,296	40,822	262	89,387	130,209
Turkish.....	10	8,866	5,579	390	63,729	69,308
Belgian.....	163	74,119	53,811	30	12,121	65,932
Central American.....	14	6,116	3,760	157	50,243	54,009
Asiatic.....	35	40,162	24,823	57	22,881	47,704
Egyptian.....	33	25,316	16,887	.....	.....	16,887
Unknown.....	3	7,131	4,279	2	1,159	5,438
Roumanian.....	1	166	111	19	3,184	3,296
Liberian.....	.....	.....	.....	3	999	999
Tunisian.....	1	1,067	726	2	188	914
Zanzibar.....	1	1,124	720	.....	.....	720
Jerusalem.....	.....	.....	.....	1	293	293
Totals.....	6,857	7,475,851	4,880,558	49,037	13,911,915	18,792,473

* The figures for Canada are not added in the columns, as Canada's tonnage is included in the tonnage of Great Britain.

COASTING TRADE OF CANADA.

By the provisions of the Act 33 Vic., cap. 14, respecting the Coasting Trade of Canada, no goods or passengers can be carried by water from one port in Canada to another except in British ships, but the Governor in Council may from time to time declare that the Act shall not apply to the ships or vessels of any foreign country in which British ships are admitted to the coasting trade of such country. The Parliament of Canada was empowered to pass the Act alluded to under the provisions of the Imperial Act 32 Vic., cap. 11, intituled: "An Act for amending the law relating to the Coasting Trade and Merchant Shipping in British Possessions," which came into operation in this country on its proclamation by the Governor General, on the 23rd October, 1869

It having been ascertained that the following countries, viz.: Italy, Germany, Netherlands, Sweden and Norway, Austro-Hungary, Denmark and Belgium, allowed British ships or vessels to participate in their coasting trade on the same footing as their own national vessels, the ships of Italy, by Order in Council of the 13th August, 1873, those of Germany, by Order in Council of the 14th May, 1874, those of the Netherlands, by Order in Council of the 9th September, 1874, those of Sweden and Norway, by Order in Council of the 5th November, 1874, those of Austro-Hungary, by Order in Council of the 1st June, 1876, those of Denmark, by Order in Council of the 25th January, 1877, those of Belgium, by Order in Council of the 30th September, 1879, and those of the Argentine Republic, by Order in Council of the 18th May, 1881, were admitted to the coasting trade of Canada.

REWARDS FOR SAVING LIFE.

In Supplement No. 1 will be found a list of persons to whom rewards or testimonials have been granted by the Government of Canada for humane exertions in saving life from Canadian vessels, and for generous services in caring for shipwrecked crews, and also of rewards given for saving life on the shores of Canada.

ESTABLISHMENT STAFF AT OTTAWA.

In Appendix No. 40 a statement is given showing the names of the members on the Establishment Staff of the Department at Ottawa, the rank held by each, and the amount of salary they severally received during the fiscal year ended 30th June, 1881.

OUTSIDE SERVICE.

The number of persons employed on the Outside Service on the 31st December, 1881, was as follows:—

Superintendent of Lights and Light-keepers, &c., in Ontario, and above Montreal.....	118
Officers of Agency in City of Quebec, and Light-keepers Fog-whistle Keepers, &c., at and below Montreal, in the Province of Quebec	203
Agent, Clerk, Messenger, Superintendent of Lights, Light-keepers, Fog-whistle Keepers, &c., in New Brunswick...	77
Agent, Clerk, Messenger, Superintendent of Lights, Light-keepers, Fog-whistle Keepers, Attendants at Humane Establishments, &c., in Nova Scotia	189
Agent and Light-keepers in Prince Edward Island	29
Agent and Light-keepers in British Columbia.....	15
Officers and Crews of Dominion Steamers and Vessels.....	167

Inspectors of Steamboats	8
Examiners of Masters and Mates, and Clerk to Chairman of Board	12
Harbour Police, Montreal and Quebec	76
Officers and Servants in Marine Hospitals	75
Shipping Masters	24
Harbour Masters	137
Officers of Observatories, Meteorological Observers, &c., receiving pay.....	84
Receivers of Wreck.	28
Wharfingers	10
Inspectors of Fisheries, Overseers, Wardens, Officers in charge of Fish-breeding Establishments, &c., in the Dominion..	609
—————	
Making a total of	1,859

For the previous year the number was 1,794. In addition to the 1,859 mentioned above, there are 65 Registrars of Shipping, who act under the direction and control of this Department, but are at the same time Collectors of Customs at the various Ports of Registration, and receive no salary or fees in their capacity as Registrars. There are 77 Measurers and Surveyors of Shipping at certain ports throughout the Dominion, who act as officers of this Department, and are remunerated from their fees of office, although in addition to such office many of them hold a position in the Customs Service. Also, in addition to the above, by Orders in Council of the 21st April and 2nd December, 1874, the Chief Officer of Customs at each port in the Provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, where no separate Shipping Office has been established, is to be held and deemed a Shipping Master, is to receive the fees, make half-yearly returns to this Department, and act in that capacity under its instructions.

From the above statement it will be seen that there are 84 Officers of Observatories, &c., who receive pay for the performance of their duties, but in addition thereto, there are a large number of Meteorological Observers throughout the Dominion who give their services gratuitously.

I have the honour to be, Sir,

Your most obedient servant,

WM. SMITH,

Deputy of the Minister of Marine and Fisheries

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, 1st January, 1882.

APPENDIX No. I.

To the Fourteenth Annual Report of the Department of Marine and Fisheries
being Statement of Expenditure on account of Maintenance of Lights
above Montreal, for the Fiscal Year ending 30th June, 1881.

GENERAL ACCOUNT.		\$	cts.	cts.
H. A. Nelson & Sons	12 cases matches, at \$3.75—\$45; cartage 25c	45	25	
C. S. Shaw & Co.	Burners, chimneys, etc.	14	38	
Morland, Watson & Co.	Oakum, chains, box vice, etc.	77	68	
Wm. Smith	On account advances to Inspectors and Engineers. \$200 00			
do	Travelling expenses locating and inspecting Lights, etc. 37 00			
E. G. Laverdure	Coal oil, drip-pans, trays, tanks, polish, &c.	237	00	
Kenneth, Campbell & Co.	Sponges, oil, chamois, etc.	624	85	
P. Harty	Travelling expenses, \$190.00; cartage of supplies, etc., \$4.60	112	57	
do	Advances to meet contingencies, \$50.00; allowance for removal from Kingston to Ottawa, \$100.00	\$194	60	
Ramsey, Drake & Dodds.	Linseed oil, red lead, soap, etc.	344	60	
Gault Bros. & Co.	Towels, flannel, cotton, etc.	1,566	02	
James Swift	Coal bags, sacks, etc.	234	94	
T. McMahon	Wall paper	100	25	
J. McCommon	Electric oil, pain killer, etc.	19	20	
<i>The Shareholder</i>	Advertising tenders for Lighthouse supplies.	12	56	
Gazette Printing Co.	do do	22	20	
Dansereau & Co.	do do	2	40	
Fenwick & Slater.	Rope, life buoys, etc.	3	40	
<i>Le Courrier</i>	Advertising tender for paint, oil, etc.	140	51	
W. P. Anderson	Travelling expenses, \$31.17; inspecting, surveying, Colchester Reef, etc., \$23.30	2	40	
do	Reimbursement for freight and cartage ..	\$54	47	
Post Printing & Publish- ing Co.	Advertising tenders for oil, \$8.20; do for charter of supply steamer, etc., \$12.70	2	06	
F. A. Fitzgerald & Co.	Petroleum oil— Delivered at Montreal, 8,943 gallons. at 22c	56	53	
	do Hamilton, 7,391 gallons. at 21½c	20	90	
	do Sarnia, 5,647 gallons, at 21c	\$1,967	46	
Shannon & Meek	Advertising tenders for supplies.	1,589	06	
V. H. Steele	365 days services compiling Lighthouse accounts, at 1.50 per day	1,185	87	
Montreal Star	Advertising tenders for supplies.	4,742	39	
S. Malcolmson	Amount of charter of steamer for delivering Light- house supplies.	4	40	
Berlin Weekly	Advertising for tenders for supplies.	547	59	
Burland Lithographic Co.	Printing and perforating 2,000 cheques.	2	40	
Times Printing Co.	Advertising tenders for supplies.	2,700	00	
Bayard Smith	Services on board, supply steamer, 51 days, at \$2 per day	13	00	
do	10 days' services as Clerk to Supt. of Lights, at \$1.00, \$10.00; paid for label and packages, 45c	35	00	
		9	45	
		102	00	
		10	45	
	Carried forward	11,894	23	

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc. — *Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	11,804	23
GENERAL ACCOUNT— <i>Continued.</i>			
G. & J. Esplin.....	Padlocks, books, etc.....	8	60
E. Chanteloup.....	Flat wick tubes, oil, burners and freight.....	1,581	51
Wheeler Bros.....	13 empty barrels.....	1	30
P. Baskerville & Bros.....	14 biscuit boxes.....	3	50
Montreal and Ottawa Forwarding Co.....	Freight on Lighthouse supplies.....	33	00
M. Whelan.....	Cartage of 12 loads of Lighthouse supplies.....	5	40
S. E. & F. Stevenson.....	Advertising for supply steamer.....	3	40
D. J. Smith.....	Taking inventory of storehouse at Kingston, etc.....	11	00
<i>The Visitor</i> , St. Catharines.....	Advertising tenders for supply steamer, etc.....	5	40
R. G. Campbell.....	Wharfage and cartage on glass, etc.....	1	15
M. Graburn.....	Travelling expenses on Lighthouse service.....	30	00
John Makinson.....	Compiling Lighthouse returns and annual statement, etc.....	50	00
H. S. A. Ormond.....	Travelling expenses, etc., to Lachine, etc.....	7	05
A. & H. Hackett.....	Maintenance of Colchester Lightship during season of 1880.....	700	00
Richelieu and Ontario Navigation Co.....	Freight on Lighthouse supplies from Kingston to Montreal.....	13	50
<i>La Minerve</i>	Advertising tenders for supply steamer.....	2	40
Henry Skinner.....	5 months storage on 11 brls. oil.....	6	05
T. Taylor & Bros.....	4 pneumatic fire extinguishers and pumps.....	188	00
Port Darlington Harbour Co.....	Maintenance of Light on pier, for year ended 30th April, 1880.....	100	00
do	do do do 1881.....	100	00
Brantford Telegram.....	Advertising tenders for supply steamer.....	6	80
Goderich Star.....	do do etc.....	8	80
Nationale.....	do do and Colchester Lightship.....	11	30
<i>Grip</i>	Advertising tenders for supply steamer, etc.....	8	80
London Herald.....	do do.....	8	80
Port Hope Times.....	do do.....	8	80
Intelligencer Printing Co.....	do do.....	8	80
Guelph Herald.....	do do.....	11	30
Evening Telegram.....	do do.....	8	80
Toronto Sentinel.....	do do.....	8	80
Petroleum Advertiser.....	do do.....	13	44
Courier Steam Printing Co.....	do do.....	7	04
Sarnia Canadian.....	do do.....	5	44
Pictou Gazette.....	do do.....	5	44
Woodstock Times.....	do do.....	7	04
London Free Press.....	do do.....	18	40
Spectator Printing Co.....	do do.....	13	60
Mail do.....	do do.....	31	40
Gazette do.....	do do.....	11	56
do do.....	do maintenance Colchester Light supply steamer.....	2	50
Independent.....	do do etc.....	11	30
Windsor Review.....	do do.....	2	00
Pictou Gazette.....	Advertising extension of time for oil and charter of steamer.....	1	60
Iroquois Times.....	do do.....	1	40
Kincardine Standard.....	do do.....	2	00
Journal of Commerce.....	do do.....	11	00
Peterboro Review.....	do do.....	2	00
A. Grignard.....	100 copies of sketch, to show distinguishing colors of lights.....	14	00
A. & H. Hackett.....	Compensation for loss of Colchester Reef Lightship.....	700	00
Chatham Planet.....	Advertising for tenders for supplies and supply steamer.....	18	34
Dominion Bazaar.....	do do do.....	4	40
Canadian Lumberman.....	do do do.....	2	00
	Carried forward.....	15,632	39

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....		15,632	39		
GENERAL ACCOUNT— <i>Concluded,</i>					
<i>Western Despatch</i>	Advertising for tenders for supplies and supply steamer.....		5 60		
Joseph King.....	Towing Amherstburg Lightship to Detroit.....		37 00		
<i>Daily Telegraph</i>	Advertising tenders for oil, etc.....		5 00		
<i>Provincial</i>	do do.....		2 00		
Hassenzdal, Daudt & Co.....	Oil tank.....		11 00		
Canadian Express Co.....	Freight on samples of oil.....		7 05		
Exeter Times.....	Advertising tenders for supply steamer.....		14 40		
<i>Journal Printing Co</i>	do do.....		4 00		
<i>Daily News</i>	do do.....		17 36		
Canadian Printing Co.....	do do.....		3 60		
J. R. Esmonde.....	Oil tanks and ice pick.....		28 00		
John Brown.....	Inspecting samples of soap.....		3 00		
G. Perry.....	Cabinet for oil.....		11 20		
Guelph Standard Oil Co.....	Sample of oil.....		2 25		
<i>Le Mon le</i>	Advertising for oil and Lighthouse supplies.....		13 82		
M. & O. Forwarding Co.....	Freight on 2 cases glass and tinware.....		1 50		
S. E. Gregory.....	Commission on charter of Prop. "Dominion" to deliver Lighthouse supplies, \$2,700 at 2½ p. c.....		67 50		
L. C. Barney.....	Oil cabinet and pump.....		16 50		
Felthousen & Russell.....	Lamps, chimneys, etc.....		51 70		
F. St. Jacques.....	Altering boxes for Superintendent of Lights.....		10 47		
F. J. Chadwick.....	5 gallons oil.....		2 25		
Capt. A. Foster.....	Freight of supplies to Lights on Ottawa River.....		27 75		
G. Campbell.....	Lamp burners.....		11 53		
Kingston Corporation.....	Lighting City Clock from 1st Jan, 1880 to 31st Dec., 1880:—Keeper's salary, \$100.00; share of gas, \$288.13.....		388 13		
Wm. Howe.....	Putty and brushes.....		9 50		
John Corbett.....	Services as Engineer.....		100 00		
Patrick Harty.....	12 months salary as Superintendent of Lights.....	\$980	00		
do.....	do Superannuation tax.....	2	00		
			1,000		
					17,484 50
<i>Bar Point Lightship.</i>					
John Manson.....	12 months salary as Light-keeper.....	\$495	63		
do.....	do superannuation tax.....		4 37		
do.....			500		
F. B. Hackett.....	Paid for chimneys, freight and repairs to capstan.....		75 43		
do.....	Replacing Lightship and lifting anchors.....		75 00		
do.....	Hire of tug to recover anchor and chains.....		80 00		
Odette & Wherry.....	Towage in and use of line.....		200 00		
Chance, Bros. & Co.....	1 ship's dioptric anchor light, £28 7s. 6d.....		138 09		
S. G. Mullin.....	Towage of Lightship to Amherstburg.....		10 00		
Tug "Pacific".....	do do.....		25 00		
Springwell's Dry Dock Co.....	Repairs and dockage.....		231 30		
Keவில் & Co.....	Use of boom.....		10 00		
D. L. Wigle.....	Hardware.....		10 04		
J. H. Barnes.....	Dockage during winter 1880-81.....		20 00		
					1,374 86
<i>Batchewana Bay.</i>					
D. Crawford.....	12 months salary as Light-keeper.....	\$345	63		
do.....	do superannuation tax.....		4 37		
					350 00
Carried forward.....					19,209 36

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				19,209	36
<i>Buttle Island.</i>					
C. S. McKay.....	12 months salary as Light-keeper	\$493	75		
do	do superannuation tax.....	6	25		
				500	00
Hudson Bay Co.....	Freight on glass, storage, etc.....			75	83
					575 83
<i>Beauharnois.</i>					
Joseph Meloche.....	12 months salary as Light-keeper	\$222	19		
do	do superannuation tax.....	2	81		
				225	00
do	Painting Lighthouse.....			20	00
					245 00
<i>Belleville.</i>					
John Covert.....	Salary for June, 1881.....	\$16	46		
do	1 month's superannuation tax	0	21		
					16 67
<i>Bois Blanc.</i>					
Andrew Hackett..	12 months salary as Light-keeper	\$829	56		
do	do superannuation tax.....	5	44		
				835	00
do	Burners and iron bar.....			8	55
Windsor Review	Advertising tenders for breakwater			7	10
A. Réaume.....	Making and replacing buoys.....			38	00
S. L. Lawler.....	Iron and chain for do			9	45
J. Waddell.....	On account repairs.....			700	00
John Corbett.....	Travelling expenses.....			100	00
					1,698 10
<i>Brown or Knapp's Point.</i>					
P. McAvoy	12 months salary as Light-keeper	\$148	13		
do	do superannuation tax.....	1	87		
					150 00
<i>Burlington Beach.</i>					
T. Campbell.....	12 months salary as Light-keeper	\$296	25		
do	do superannuation tax.....	3	75		
				300	00
do	Hire of men to bring in buoys.....			3	00
W. W. Grant.....	Covering deck with sail cloth.....			7	00
W. J. Douglas.....	Lumber, removing partition, etc.....			125	52
A. Cadenhead.....	Laths, teaming, etc.....			15	88
W. Kerns & Co	Nails, screws and shingles.....			5	56
P. Heney.....	Building addition to Lighthouse.....			15	75
S. Dynes.....	Hauling gravel, etc.....			14	25
John Thomas.....	do clay, etc.....			22	00
W. Partow.....	do shingles, &c.			4	00
R. Guyder.....	Whitewashing.....			14	00
					526 96
<i>Burnt Island.</i>					
C. Turcotte.....	12 months salary as Light-keeper.....	\$246	88		
do	do superannuation tax.....	3	12		
					250 00
Carried forward.....				22,671	92

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				22,671	92
<i>Byng Inlet.</i>					
Maganatewan Lumber Co.	Attending Light and putting out buoys for year 1880.....			250	00
<i>Campbell Island.</i>					
Alex. Wilson.....	12 months salary as Light-keeper.....	\$148	13		
do	do superannuation tax.....	1	87		
				150	00
<i>Chantry Island.</i>					
D. McG. Lambert.....	3 months salary as Light-keeper.....	\$160	93		
do	do superannuation tax.....	1	57		
				162	50
W. McG. Lambert.....	9 months salary as Light-keeper.....	\$333	28		
do	do superannuation tax.....	4	22		
do	Wood, painting and varnish.....			337	50
F. N. Lambert.....	Repairs to beacon and whitewashing tower.....			19	12
				50	00
				569	12
<i>Cherry Island.</i>					
E. S. Johnson.....	12 months salary as Light-keeper.....	\$441	69		
do	do superannuation tax.....	5	31		
				447	00
do	Painting beacon, etc.....			8	50
				455	50
<i>Christian Island.</i>					
John Hoar.....	12 months salary as Light-keeper.....	\$429	69		
do	do superannuation tax.....	5	31		
				435	00
<i>Clapperton Island.</i>					
B. B. Baker.....	12 months salary as Light-keeper.....	\$345	63		
do	do superannuation tax.....	4	37		
				350	00
do	Building platforms, repairs to dwelling.....			41	00
				391	00
<i>Cole Shoal.</i>					
R. Elliott.....	12 months salary as Light-keeper.....	\$246	88		
do	do superannuation tax.....	3	12		
				250	00
L. Lachapelle.....	Boat.....			35	00
				285	00
<i>Collingwood.</i>					
R. Doherty.....	12 months salary as Light-keeper.....	\$197	50		
do	do superannuation tax.....	2	50		
				200	00
do	Sails and boat, and painting Light.....			37	40
George Collins.....	2 oil tanks.....			11	00
Capt. A. Port.....	Placing buoys.....			26	50
Wm. Watts.....	do			31	00
				305	90
Carried forward.....				25,513	44

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			25,513	44
<i>Côteau Landing.</i>					
E. B. Prieur.....	12 months salary as Light-keeper.....				140 00
<i>Deep River Island.</i>					
Owen Smith.....	12 months salary as Light-keeper.....	\$	100 00		
do	Repairing door and key, \$4.75; freight and wharfage, \$2.54.....		7 29		107 29
<i>Dorval Light.</i>					
Benj. Gloude.....	12 months salary as Light-keeper.....	\$	296 25		
do	do superannuation tax.....		3 75		
			300 00		
Pare Bros.....	Lamp, chimneys, rope, tinware.....		4 81		304 81
<i>False Ducks.</i>					
F. Swetman.....	12 months salary as Light-keeper.....	\$	429 69		
do	do superannuation tax.....		5 31		
			435 00		
do	Chimneys.....		5 40		
Robert Pugh.....	One iron tank.....		7 50		
R. M. Horsey.....	Galvanized iron chains.....		2 40		450 20
<i>Fort William Range Lights.</i>					
D. Morrison.....	12 months salary as Light-keeper.....	\$	197 50		
do	do superannuation tax.....		2 50		
			200 00		
J. Davidson.....	Lumber, hardware, etc.....		164 43		
C. McDonald.....	Building addition to Light.....		51 00		
G. N. Black.....	Placing buoys during 1879-80.....		14 00		429 43
<i>French River.</i>					
Edward Borron, jun.....	12 months salary as Light-keeper.....	\$	493 75		
do	do superannuation tax.....		6 25		
			500 00		
William Watt.....	Boat and freight.....		70 00		570 00
<i>Frenchman's Bay.</i>					
John Leng.....	12 months salary as Light-keeper.....		100 00		
E. Chanteloup.....	6 panes green glass.....		12 50		112 50
<i>Gananoque Narrows.</i>					
Cornelius Cook.....	12 months salary as Light-keeper.....	\$	395 00		
do	do superannuation tax.....		5 00		
			400 00		
do	Lumber, hardware, etc.....		4 90		
John Turcotte.....	2 cords wood.....		6 00		
H. J. Macdonald.....	Professional services, Regina vs. McDonald.....		18 40		
	Carried forward.....		429 30		27,627 77

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	429 30	27,627 77
<i>Gananoque Narrows—Concluded.</i>			
<i>Citizen Printing and Publishing Co.</i>	Advertising tenders for repairs.....	3 00	
<i>Ottawa Herald</i>	do do.....	3 00	
<i>Prescott Messenger</i>	do do.....	2 40	
<i>Iroquois Times</i>	do do.....	2 10	
<i>Cornwall Reporter</i>	do do.....	3 00	
W. P. Anderson.....	Inspecting repairs.....	10 60	
J. E. Askwith.....	Repairs to pier and light.....	1,445 00	
J. Legge.....	Inspecting repairs from 25th Feb. to 10th June, 1881.....	146 00	2,044 40
<i>Gin Rock.</i>			
Israel Mundy.....	12 months salary as Light-keeper.....	\$296 25	
do.....	do superannuation tax.....	3 75	
		300 00	
do.....	Ladder, turpentine, &c., \$26.90; hire of boat for year 1880, \$10.00.....	36 90	336 90
<i>Gibraltar Point.</i>			
Geo. Durnan.....	12 months salary as Light-keeper.....	\$529 69	
do.....	do superannuation tax.....	5 31	
		535 00	
do.....	Paid for repairs to reflector oil tanks, wire rope, etc.....	30 96	
E. Chanteloup.....	Repairing and cleaning reflectors.....	1 25	
E. M. Morphy.....	do fog-bell.....	8 00	575 21
<i>Glengarry.</i>			
Mrs. K. McLachlin.....	12 months salary as acting Light-keeper.....		200 00
<i>Goderich Light.</i>			
G. N. McDonald.....	12 months salary as Light-keeper.....	\$395 00	
do.....	do superannuation tax.....	5 00	
		400 00	
Mortimer Bros.....	Advertising tenders, Kincardine <i>Standard</i>	2 56	
George Graham.....	Building new range light and removing old one.....	351 00	
G. N. Davis.....	Oil, water, lime and freight.....	20 94	
James Saunders.....	Repairing lamps, oil, paint and blacksmith's work.....	37 39	
Henry Marlton.....	Repairs to breakwater.....	6 00	
E. Chanteloup.....	Silber burners and wicks, \$64.50; blinds, glass, etc., \$128.50.....	193 00	
James Mitchell.....	Advertising tenders <i>Goderich Star</i>	2 00	
T. Perrott.....	Building kitchen, oil shed, etc.....	537 25	
J. Strachan.....	Launching apparatus.....	80 00	1,630 14
<i>Green Shoal.</i>			
A. Laberge.....	12 months salary as Light-keeper.....	\$247 00	
do.....	do superannuation tax.....	3 00	
		250 00	
do.....	Placing and painting buoys, painting Lighthouse... ..	23 50	
do.....	Lifting, sounding and replacing buoy, glass, etc....	15 00	288 50
	Carried forward.....		32,702 92

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc. — Continued.**

		\$	cts.	\$	cts.
Brought forward.....				32,702	92
<i>Great Duck Island.</i>					
Wm. Purvis.....	12 months salary as Light-ke per.....	\$493	75		
do	do superannuation tax.....	6	25		
				500	00
E. Chanteloup.....	½ dozen oil cups with burners.....			90	00
<i>Grenadier Island.</i>					
Albert Root.....	12 months salary as Light-keeper.....	\$246	88		
do	do superannuation tax.....	3	12		
				250	00
do	Placing buoys, \$29.50; repairs to dwelling, \$188.03.			217	53
					467 53
<i>Griffith Island.</i>					
Vesey C. Hill.....	Salary as Light-keeper, from 1st July, 1880, to 17th May, 1881.....	\$377	59		
do	Superannuation tax, from 1st July, 1880, to 17th May, 1881.....	4	67		
				382	26
G. W. Patterson.....	Salary as Light-keeper, from 18th May to 30th June, 1881.....	47	62		
do	Superannuation tax, from 18th May to 30th June, 1881.....	0	60		
				48	22
Vesey C. Hill.....	Lumber, \$10; fuel, \$5.....			15	00
					445 45
<i>Grosse Point.</i>					
William Shannon	12 months salary as Light-keeper.....	\$429	69		
do	do superannuation tax	5	31		
				435	00
George Shannon	do salary as Asst. Light-keeper.....	172	81		
do	do superannuation tax.....	2	19		
				175	00
William Shanno	Replacing buoys, \$8; on account of repairs to Light, \$100.....			108	00
do	Balance of account of repairs to Light.....			291	93
James Clark.....	2 cords of wood			8	00
E. Willing.....	New top for Light			4	00
					1,021 93
<i>Gull Island.</i>					
R. Roddick.....	12 months salary as Light keeper.....	\$493	75		
do	do superannuation tax.....	6	25		
				500	00
do	Teaming, lantern, etc., \$200.80; freight on glass and lamps \$34.54			235	34
J. S. Leverich.....	Lumber			18	95
George Black.....	18 days work, at \$1.25			22	50
J. F. Murty.....	Lumber.....			101	65
J. W. Wallace & Co.....	do			0	75
Mulholland & Brown.....	Hardware.....			137	89
George Roddick.....	50 days' work, at \$1.25.....			62	50
J. Roddick.....	18 do at 1.25.....			22	50
P. O'Connel.....	50 do at 1.25.....			62	50
C. Carruthers.....	2 men, 45 days, at \$1.75 each			157	50
J. & R. O'Neill.....	162½ yds. canvas.....			44	75
T. Hayden & Co.....	4 tons of coal, at \$6.....			24	00
J. Brundrett.....	Lamp, oil can, etc.....			5	13
					1,395 96
Carried forward.....					36,623 82

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				36,623	82
<i>Gore Bay.</i>					
R. Boyter.....	12 months salary as Light-keeper.....	\$246	88		
do	do superannuation tax.....		3 12		
P. Doherty.....	Boat and oars.....			250	00
R. Thorburn.....	Freight on boat, etc.....			36	00
				3	25
					289 25
<i>Hamilton's Island.</i>					
John Hamilton	12 months salary as Light-keeper.....				120 00
<i>Head of Deschene Rapids.</i>					
M. Murphy.....	12 months salary as Light-keeper.....			100	00
do	Labor, iron, lumber, etc., repairing Light.....			15	23
do	Cartage, paint, pitch do			7	42
					122 65
<i>Isle of Coves.</i>					
George Currie.....	12 months salary as Light-keeper.....	\$637	00		
do	do superannuation tax.....		13 00		
do	Wall paper, etc			650	00
				9	22
					659 22
<i>Isle Perrot.</i>					
Henri Robillard	9 months salary as Light-keeper.....			45	00
do	Paid for rope, lamp, oil, etc.			6	45
					51 45
<i>Killarney.</i>					
Charles Proulx.....	3 months salary as Acting Light-keeper.....			125	00*
P. R. de Lamorandière..	9 do as Light-keeper.....	\$259	23		
do	9 months superannuation tax.....		3 27		
Philémon Proulx.....	Erecting sheds, repairing tanks, boats, freight, etc..			262	50
				25	40
					412 90
<i>Kincardine.</i>					
William Kay.....	12 months salary as Light-keeper.....	\$222	17		
do	do superannuation tax.....		2 83		
do	Cotton freight and curtains, ladder, etc.....			225	00
George Sturgeon.....	Chimneys, pail and ventilator.....			6	37
				3	05
					234 42
<i>Lachine Pier and Lake St. Louis Lightship No. 1.</i>					
C. L. de Parisien	12 months salary as Light-keeper of Pier.	\$197	50		
do	do superannuation tax.....		2 50		
S. Meloche.....	do salary as keeper of Lightship.	\$246	88	200	00
do	do superannuation tax.....		3 12		
do	Fuel.....			250	00
C. L. de Parisien.....	Boat.....			12	00
E. Chanteloup.....	Wicks, chimneys, etc.....			10	00
				14	70
	Carried forward.....			486	70
					38,513 71

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	486 70	38,513 71
	<i>Lachine Pier and Lake St. Louis Lightship No. 1—</i> Concluded.		
J. K. Ward.....	Lumber.....	15 12	
C. Chapman.....	Blacksmith work.....	2 30	
O. P. Robert.....	Nails, whitelead, matches, etc.....	6 51	
J. B. Beaudoin.....	11 days work on Lightship at \$1.50.....	16 50	
B. Crevier.....	Cooking stove.....	51 70	
Capt. E. Monarque.....	Placing anchors.....	35 00	
M. Graburn.....	Travelling expenses taking in Lightship.....	20 00	
Capt. J. Blondin.....	Bringing in Lightship.....	348 50	
T. Chapman.....	Rope, chisel and repairs to anchor.....	47 70	
S. St. Denis.....	Placing Lightship.....	33 34	
H. S. A. Ormond.....	Expenses incurred placing Lightship.....	22 21	
do.....	Paid for carpenter, \$17.50; blacksmith work, \$9; hardware, \$12.63; lumber, \$35.25.....	74 38	
			1,160 05
	<i>Lake St. Louis Lightship No. 2.</i>		
O. Madore.....	9 months salary as Light-keeper.....	\$222 18	
do.....	do superannuation tax.....	2 82	
			225 00
Isaie Taillefer.....	3 months salary as Light-keeper.....	\$74 07	
do.....	do superannuation tax.....	0 93	
			75 00
Capt. J. Blondin.....	Placing, etc., Lightship in winter quarters.....	348 58	
S. St. Denis.....	do do.....	33 33	
Ross, Bros. & Co.....	Blocks, ropes, etc.....	12 75	
O. Pelletier.....	Boat oars and freight.....	10 50	
H. S. A. Ormond.....	Expenses incurred placing Lightship.....	22 21	
			727 37
	<i>Lake St. Louis Lightship No. 3.</i>		
Olivier Veaudry.....	12 months salary as Light-keeper.....	\$296 25	
do.....	do superannuation tax.....	3 75	
			300 00
Capt. J. Blondin.....	Bringing in Lightship.....	348 58	
S. St. Denis.....	Placing Lightship.....	33 33	
H. S. A. Ormond.....	Expenses incurred placing Lightship.....	22 21	
Olivier Veaudry.....	Canvas, etc.....	7 90	
			712 02
	<i>Lamb Island.</i>		
John Michaelson.....	12 months salary as Light-keeper.....	\$296 25	
do.....	do superannuation tax.....	3 75	
			300 00
	<i>Lindoe Island.</i>		
John Wallace.....	12 months salary as Light-keeper.....	\$246 88	
do.....	do superannuation tax.....	3 12	
			250 00
do.....	2 ladders.....	5 90	
			255 90
	<i>Long Point.</i>		
H. H. Woodward.....	12 months salary as Light-keeper.....	\$429 69	
do.....	do superannuation tax.....	5 31	
			435 00
do.....	Extra labour at break water, \$54.50; 5 cords stone, \$40	94 50	
			41,669 05
	Carried forward.....	529 50	

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	529 50	41,669 05
	<i>Long Point—Concluded.</i>		
A. Dedrick	Coal stove.....	12 00	
S. P. Mabee.....	Repairs to machinery.....	5 00	
John Corbett.....	On account pay list for repairs.....	60 00	606 50
	<i>Little Current.</i>		
D. McKenzie	12 months salary as Light-keeper.....	\$345 63	
do	do superannuation tax.....	4 37	350 00
	<i>Lancaster Bar.</i>		
G. H. Johnson.....	12 months salary as Light-keeper.....	\$321 88	
do	do superannuation tax.....	3 12	325 00
	<i>Lancaster Pier.</i>		
T. H. Hill	12 months salary as Light-keeper.....	\$296 25	
do	do superannuation tax.....	3 75	
do	Wrench, file, etc.....	300 00	
		2 45	302 45
	<i>Leamington.</i>		
J. Lamarsh.....	7 months and 13 days salary as Light-keeper.....	\$92 17	
do	7 months and 13 days superannuation tax.....	1 16	
Windsor Review.....	Advertising.....	93 33	
		3 90	97 23
	<i>Lonely Island.</i>		
Dominique Solomon.....	12 months salary as Light-keeper.....	\$444 37	
do	do superannuation tax.....	5 63	450 00
	<i>L'Original.</i>		
R. G. Campbell.....	12 months salary as Light-keeper.....	100 00	
do	Painting and repairs to Light.....	35 30	135 30
	<i>Long Point, W. E., Port Rowan.</i>		
W. E. Dickinson.....	12 months salary as Light-keeper.....	\$397 50	
do	do superannuation tax.....	5 00	402 50
	<i>Manitoulin Island.</i>		
William Cullis.....	12 months salary as Light-keeper.....	\$395 00	
do	do superannuation tax.....	5 00	400 00
	<i>Meaford Light.</i>		
Samuel Dutcher.....	12 months salary as Light-keeper.....		125 00
	Carried forward.....		44,863 03

STATEMENT of Expenditure on account of Maintenance of Lights above Montreal, etc.—Continued.

		\$	cts.	\$	cts.
		Brought forward.....			44,863 03
<i>McKie's Point.</i>					
A. McDonald.....	12 months salary as Light-keeper.....	\$172	81		
do	do superannuation tax.....		2 19		
E. Chanteloup.....	Constant level reservoir.....		175 00		
			41 75		216 75
<i>Michael's Point.</i>					
R. A. Lyon & Co.	12 months allowance for keeping Light.....				250 00
<i>Middle Island Light.</i>					
L. S. Brown	12 months salary as Light-keeper.....	\$148	13		
do	do superannuation tax.....		1 87		
					150 00
<i>McKillop's Point (Port Lewis.)</i>					
Damase Caza.....	12 months salary as Light-keeper.....		115 00		
do	Stovepipe, elbows, glazing, etc.....		4 10		
					119 10
<i>McTavish Point.</i>					
Joseph Geegan.....	12 months salary as Light-keeper.....		100 00		
do	Repairs to lamp, freight of oil, etc.....		6 45		
Wm. Howe	Putty, brush, glass, etc.....		4 66		
					111 11
<i>Michipicoten Island.</i>					
Peter McIntyre.....	11 months salary as Light-keeper.....	\$577	10		
do	do superannuation tax.....		4 99		
do	Brooms, freight, repairs to Light.....		582 09		
			12 79		594 88
<i>Mohawk Island.</i>					
R. H. Smithers.....	12 months salary as Light-keeper.....	\$405	00		
do	do superannuation tax.....		5 00		
do	Lumber and spikes for platform.....		410 00		
			10 91		420 91
<i>Muskoka or Fox Island.</i>					
J. C. Darke.....	12 months salary as Light-keeper.....	\$246	88		
do	do superannuation tax.....		3 12		
do	Freight, fuel, hardware, etc.....		250 00		
			65 28		315 28
<i>Nine Mile Point.</i>					
Albert Dunlop.....	12 months salary as Light-keeper.....	\$395	63		
do	do superannuation tax.....		4 37		
do	Board of laborers during repairs.....		400 00		
W. B. & S. Anglin.....	Lumber for repairs.....		12 00		
Rathburn & Son.....	do		5 25		
T. Eccles	do		66 10		
Muckleston & Co.....	Painting, etc.....		15 00		
R. M. Horsey	Lime, hardware, etc.....		7 05		
	Hardware.....		2 54		
					507 94
Carried forward.....					47,549 00

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.

			\$ cts.	\$ cts.
	Brought forward			47,549 00
	<i>Nottawasaga.</i>			
George Collins.....	12 months salary as Light-keeper.....	\$588 00		
do	do superannuation tax.....	12 00		
do	Fuel, \$10.50; and repairs to life buoy, \$4.67.....		600 00	
T. Long & Bro.....	Brush, lime and lumber.....		15 17	
Wm. Hughes.....	Ladder.....		50 23	
E. Stewart, D.L.S.....	Measuring breakwater.....		3 00	
			10 00	678 40
	<i>Oakville Pier.</i>			
R. K. Chisholm.....	12 months salary as Light-keeper.....	\$197 50		
do	do superannuation tax.....	2 50		
				200 00
	<i>Owen Sound Presqu' Isle.</i>			
John McKenzie.....	12 months salary as Light-keeper.....			100 00
	<i>Owen Sound.</i>			
G. S. Miller.....	12 months salary as Light-keeper.....			100 00
	<i>Parry Sound.</i>			
Wm. McGown	12 months salary as Light-keeper.....	\$296 25		
do	do superannuation tax.....	3 75		
J. Ostler.....	Rebuilding beacon on Black Rock.....		300 00	
T. W. Huff.....	Painting beacons and buoys.....		40 00	
			70 00	410 00
	<i>Pelé Island.</i>			
James Cummins.....	12 months salary as Light-keeper.....	\$429 69		
do	do superannuation tax.....	5 31		
E. Chanteloup.....	Lanterns, lighting apparatus, blinds, pulleys, etc....		435 00	
			1,347 99	1,782 99
	<i>Penetanguishene.</i>			
Peter Kilrairie.....	12 months salary as Light-keeper.....	\$148 13		
do	do superannuation tax.....	1 87		
				150 00
	<i>Point Claire Light Ship No. 1.</i>			
Moise Leclerc.....	12 months salary as Light-keeper.....	\$296 25		
do	do superannuation tax.....	3 75		
do	2 cords wood, \$10.00; covering lantern with canvas, \$9.20.....		300 00	
			19 20	319 20
	<i>Point aux Anglais.</i>			
E. Charlebois.....	12 months salary as Light-keeper.....	\$197 50		
do	do superannuation tax.....	2 50		
do	Oars, and repairs to stairs.....		200 00	
			7 56	207 56
	Carried forward.....			51,497 15

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				51,497	15
<i>Point Peter.</i>					
James Burlingham.....	12 months salary as Light-keeper.....	\$395	00		
do.....	do superannuation tax.....	5	00		
			400		
do.....	Lead, copper, stovepipe, repairs, etc.....		17	20	
John Richards.....	Lead, lumber and cement.....		43	30	
				460	50
<i>Point aux Pins.</i>					
W. G. Foote.....	12 months salary as Light-keeper.....	\$148	13		
do.....	do superannuation tax.....	1	87		
			150		
Henry Wood.....	Painting Light.....		15	00	
				165	00
<i>Point Pelée Reef.</i>					
W. A. Grubb.....	12 months salary as Light-keeper.....	\$493	75		
do.....	do superannuation tax.....	6	25		
			500		
James Cummins.....	Repairs to roof, lantern, etc.....		12	00	
John Corbett.....	On account of pay list for repairs.....		250	00	
J. E. Snider.....	Oak timber for bulwark.....		76	03	
T. Robson & A. Oper.....	Freight of materials from Leamington.....		31	00	
S. Wigle & Son.....	Bolts, oil, etc.....		128	03	
				997	06
<i>Port Dalhousie.</i>					
David Hunter.....	12 months salary as Light-keeper.....	\$296	25		
do.....	do superannuation tax.....	3	75		
			300		
do.....	2 cords of wood.....		10	00	
A. Abey & Sons.....	Repairing boat.....		3	75	
J. O. Cadham.....	Lamp, stove, etc.....		9	40	
				323	15
<i>Port Maitland.</i>					
F. Schofield.....	12 months salary as Light-keeper.....	\$345	63		
do.....	do superannuation tax.....	4	37		
			350		
do.....	Timber, iron, etc.....		34	11	
				384	11
<i>Port Colborne.</i>					
D. H. A. Fortier.....	12 months salary as Light-keeper.....	\$495	00		
do.....	do superannuation tax.....	5	00		
			500		
E. Chanteloup.....	4 doz. brass spreaders for silver burners.....		6	00	
Hauu & Matthews.....	2 tons of coal, \$13.50; 3 cords of wood, \$15; hardware and repairs, \$3.30.....		31	89	
				537	89
<i>Port Dover.</i>					
Henry Morgan.....	12 months salary as Light-keeper.....	\$256	75		
do.....	do superannuation tax.....	3	25		
			260		
do.....	Lumber, nails, door, etc.....		3	75	
				263	75
Carried forward.....				54,628	61

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			54,628	61
	<i>Port Stanley.</i>				
Charles Ead.....	12 months salary as Light-keeper.....	\$296	25		
do	do superannuation tax	3	75		
					300 00
	<i>Pigeon Island.</i>				
Mrs. J. W. Davis.....	12 months salary as Acting Light-keeper			300	00
do	Wood, mast, rope, etc			12	59
Oldrieve & Horn.....	Sails, rope, etc.....			17	88
J. McAvoy.....	Hire of scow.....			17	00
James Redden	Groceries, etc., for workmen during repairs, etc.....			27	76
W. B. & S. Anglin.....	Lumber for repairs.....			236	36
Mary Davis.....	15 days as cook during repairs			5	00
					616 59
	<i>Porphyry Point.</i>				
John Ross	3 months salary as Acting Light-keeper			100	00
Andrew Dick.....	9 do do Light-keeper.....	\$296	25		
do	9 do superannuation tax.....	3	75		
					300 00
					400 00
	<i>Port Burwell.</i>				
A. Sutherland	12 months salary as Light-keeper.....	\$222	50		
do	do superannuation tax	2	50		
					225 00
	<i>Presqu' Isle, Main Light.</i>				
W. H. Sherwood.....	12 months salary as Light-keeper.....	\$370	31		
do	do superannuation tax.....	4	69		
					375 00
Allison & Alcorn.....	Balance of costs in suit.....			169	81
S. P. Weaver.....	Stone, 55 cords at \$4.00.....			220	00
W. H. Jacobs.....	Ventilator and pump.....			7	25
J. H. Jacobs.....	Repairing oil can.....			0	65
G. B. Simpson.....	Timber for protection wall.....			17	80
H. W. Simpson.....	Carpenters works on protection wall.....			12	00
G. B. Simpson.....	Buoy service, \$9.55; buoys, \$6.00; anchor and chain, \$10.00.....			25	55
H. W. Simpson.....	Carting boat from Brighton.....			3	00
Grand Trunk Railway.....	Freight on boat.....			18	00
H. H. Tomlinson.....	Boat.....			85	00
Gilmour & Co.....	Lumber.....			21	00
A. R. Simpson.....	Drawing lumber for posts, etc.....			20	50
					975 56
	<i>Pointe à Cadieux.</i>				
Felix Valois.....	12 months salary as Light-keeper.....	\$197	50		
do	do superannuation tax.....	2	50		
					200 00
do	Soap, paint, coal oil, etc.....			2	65
					202 65
	<i>Point Clark.</i>				
John Young.....	12 months salary as Light keeper.....	\$429	69		
do	do superannuation tax.....	5	31		
					435 00
do	Freight on buoy, \$6.50; buoy, etc., \$8.00.....			14	50
					449 50
	Carried forward.....				57,797 91

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—*Continued.*

		\$	cts.	\$	cts.
		Brought forward.....			57,797 91
<i>Point Pleasant.</i>					
John Prinyer.....	12 months salary as Light-keeper.....	\$296	25		
do	do superannuation tax.....	3	75		
				300	00
S. M. Conger & Bros.....	Advertising for fence in <i>Pictou Gazette</i>			2	32
J. M. Denike.....	Building wire fence 247 rods long.....			354	30
					656 62
<i>Range Lights and Buoys, Presqu' Isle.</i>					
G. B. Simpson.....	12 months salary as Light-keeper.....	\$370	31		
do	do superannuation tax.....	4	69		
					375 00
<i>River Thames.</i>					
Thomas Cartier.....	3 months salary as Light-keeper.....	\$107	42		
do	do superannuation tax.....	1	33		
				108	75
Widow Thomas Cartier..	9 months salary as Acting Keeper.....			326	25
					435 00
<i>Rondeau Harbor.</i>					
Thos. Harrison.....	12 months salary as Light-keeper.....	\$395	00		
do	do superannuation tax.....	5	00		
				400	00
do	Work at breakwater, \$76.29; painting, etc., \$21.78.			98	07
do	To pay for putting stone in breakwater.....			63	35
do	Building chimney, \$11.50; painting, lumber, etc., \$87.19.....			98	69
E. Chanteloup.....	Lantern, lead, chimneys, etc.....			60	36
Jos. White.....	In full of all claims for building breakwater, etc., as per award of J. E. Boyd, C.E.....			507	49
					1,227 96
<i>Ste. Anne Bout de l'Isle, Caron's Point.</i>					
A. Caron	12 months salary as Light-keeper.....				60 00
<i>Ste. Anne Bout de l'Isle, S.E. and N.W. Passage.</i>					
A. Deschamps	9 months salary as Light-keeper.....			75	00
T. de Repentigny.....	3 do do			25	00
					100 00
<i>Scotch Bonnet.</i>					
Robert Pye.....	12 months salary as Light-keeper.....	\$395	00		
do	do superannuation tax.....	5	00		
				400	00
do	2 cords wood.....			6	00
					406 00
<i>Ste. Placide.</i>					
C. Gauthier.....	1 months salary as Light-keeper.....				100 00
		Carried forward.....			61,158 49

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			61,158	49
<i>Salmon Point.</i>					
Lewis Hudgins	12 months salary as Light-keeper.....	\$296	25		
do	do superannuation tax.....	3	75		
				300	00
do	Posts for fence, \$12.00; repairing roof, digging well, etc., \$22.05.....			34	05
					334 05
<i>Snake Island.</i>					
N. T. Orr.....	12 months salary as Light-keeper.....	\$489	69		
do	do superannuation tax.....	5	31		
				495	00
do	2 cords wood, \$8.00; boarding work men, \$14.00..			22	00
R. M. Horsey.....	Galvanized iron, chains, tinsmiths repairs, etc.....			89	47
James Knapp.....	Carpenters work repairing Lighthouse.....			23	00
Louis Ferory.....	do do			23	00
C. Chavonstie	do do			40	00
McMahon Bros.....	Iron, oil, spikes, etc.....			52	37
J. Matheson.....	Placing buoy on shore.....			8	00
					752 84
<i>Sulphur Island.</i>					
Wm. Shepherd.....	12 months salary as Light-keeper.....	\$321	25		
do	do superannuation tax.....	3	75		
				325	00
do	Repairs to dock, boat, etc			12	13
do	Carpenters work, shingles and nails.....			30	55
					367 68
<i>Southampton Range.</i>					
D. Cascaden	12 months salary as Light-keeper.....	\$148	13		
do	do superannuation tax.....	1	87		
					150 00
<i>Spectacle Shoal.</i>					
John Buck.....	Salary as Light-keeper, July and Aug., '80	\$92	17		
do	2 months superannuation tax.....	1	17		
				93	34
William Jackson.....	Salary as Light-keeper from 1st Sept., 1880, to 30th June, 1881.....	\$329	17		
do	Superannuation tax do do	4	17		
				333	34
					426 68
<i>South Bay Point.</i>					
John Prinyer.....	Freight, wharfage, and transport of lantern				37 00
<i>Thunder Cape.</i>					
D. McEachen.....	12 months salary as Light-keeper.....	\$493	75		
do	do superannuation tax.....	6	25		
				500	00
do	Freight on smoke-stack			1	00
W. H. Furlong.....	Survey of land, plans, travelling expenses, etc.....			118	50
J. Davidson.....	400 feet flooring.....			8	00
Silver Islet Consolidated Mining and Land Co.....	Bricks, etc.....			12	00
					639 50
	Carried forward.....			63,866	24

STATEMENT of Expenditure on account of Maintenance of Lights above Montreal, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			63,866 24
<i>Telegraph Island.</i>			
John Mason.....	12 months salary as Light-keeper.....	\$197 50	
do	do superannuation tax.....	2 50	
do	Painting.....	200 00	
		5 90	205 90
<i>Victoria Island.</i>			
Francis Levan.....	12 months salary as Light-keeper.....	100 00	
Canada Central Railway Co.....	Freight and cartage on oil.....	3 00	
Felthousen & Russell.....	Lamps, chimneys, etc.....	52 08	155 08
<i>Weller's Bay.</i>			
Reuben Young.....	12 months salary as Light-keeper.....	\$148 13	
do	do superannuation tax.....	1 87	150 00
<i>Way Shoal, Ottawa River.</i>			
A. Mongeon.....	12 months salary as Light-keeper		100 00
<i>Windmill Point.</i>			
B. Kean.....	12 months salary as Light-keeper.....	\$148 13	
do	do superannuation tax.....	1 87	150 00
<i>Wolfe Island.</i>			
R. Gillespie.....	12 months salary as Light-keeper.....	\$246 88	
do	do superannuation tax.....	3 12	250 00
<i>Buoys ana Beacons.</i>			
Jos. Wilson.....	Buoy service. Sault Ste. Marie.....	268 76	
G. B. Simpson.....	Making and placing buoys.....	50 00	
Collingwood Foundry Co.....	Anchor castings.....	27 44	
Geo. Collins.....	Freight and cartage.....	2 25	
Wm. Shannon.....	Hire of scow, etc.....	20 00	
A. Hackett.....	Buoys, anchors, chains, etc.....	42 02	
J. C. Darke.....	Buoy service, Lake Simcoe.....	86 93	
Brouse Bros.....	Advertising tenders, Gallops Rapids.....	3 50	
Cornwall Reporter.....	do do	4 00	
A. G. Macdonald.....	Placing buoys	149 35	
Parry Sound Lumber Co.....	do Star Shoal.....	15 00	
Jos. Grenier.....	do Lake St. Francis.....	75 00	
P. McIntyre.....	do and repairing, Michipicoten Island.....	45 00	
John Wallace.....	do at Fiddler's Elbow, Lindoe Island.....	9 50	
R. Dey.....	Mountings, Collingwood.....	36 72	
A. Lockerbie.....	Placing do	115 29	
do	Replacing do	5 00	
R. Dey.....	Mounting do	24 75	
The Messenger.....	Advertising tenders, Georgian Bay.....	3 80	
W. Watts.....	Making buoys, Jackson Shoal.....	12 00	
T. Campbell.....	Placing buoys. Burlington Canal.....	3 00	999 31
Carried forward.....			65,867 53

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—*Concluded.*

		\$ cts.	\$ cts.
	Brought forward.....		65,867 53
	<i>Manitoba Lightship.</i>		
Joseph Monkman.....	9 months salary as Keeper.....	\$259 23	
do	do superannuation tax.....	3 26	
		262 49	
F. A. Fitzgerald & Co....	2 brls. oil, 89½ gallons, at 21c.....	18 79	
Manager Ontario Bank....	To pay H. Hackett's draft for freight on oil, etc.....	37 59	
do Merchant's Bank	do J. A. Ashdown's draft on account of Light- ship, Winnipeg.....	700 00	
J. A. Ashdown.....	Manilla rope, canvas, etc.....	37 29	
Jouassen & Fredrickson.	Bringing Lightship to east side of Red River.....	60 00	
Chance Bros. & Co.....	1 ship's dioptric anchor light. £28 7s. 6d.....	138 09	
Proprietor <i>Le Metis</i>	Advertising placing.....	3 09	
J. & C. Short.....	Extras on building Lightship.....	268 50	
James Weidman.....	Advertising tenders.....	2 50	
Grand Trunk Railway Co	Freight on case from Ottawa to St. Boniface.....	6 00	
A. H. Taylor.....	do of lantern.....	10 00	
			1,544 16
Queen's Printer.....	Stationery and printing.....		67,420 69
			385 52
			67,806 21
	<i>Refunds.</i>		
Receiver General.....	Amount deducted from Jos. Monkman's salary on account of damage to lantern.....	50 00	
	Amount drawn for contingent and travelling ex- penses of Engineer and Inspector of Lights.....	200 00	
	H. Robillard's salary owing to destruction of Lighthouse by fire.....	15 00	
			265 00
			\$67,541 21

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 2

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure on account of Maintenance of Lights between Montreal and Quebec, for the Fiscal Year ended 30th June, 1881.

		<i>Ash and Bloody Islands (Two Range Lights).</i>		\$	cts.	\$	cts.
J. W. Hammond.....	12 months salary as Light-keeper.....	\$197	48				
do	do superannuation tax.....	2	53				
				200	00		
do	Fuel, 1880-81.....			10	00		
do	Paid for coal oil and repairs.....			15	00		
do	Postages, etc.....			1	70		
do	Paid for repairs to boat			6	50		
Beaudet & Chénic	Nails, axe, etc.....			1	80		
						235	00
		<i>Batiscan (Two Range Lights).</i>					
L. Fugère.....	Salary as Light-keeper, No. 1.....			80	00		
J. Marchand.....	do No. 2.....			80	00		
do	Ground rent, 1880.....			6	00		
L. Fugère.....	do			6	00		
J. A. Marchand	Clearing ground, cutting down trees, etc.....			50	00		
C. Brunel	Lantern, etc.....			8	70		
						230	70
		<i>Cape Charles (Two Range Lights).</i>					
N. Boisvert.....	Salary as Light-keeper.....	\$148	12				
do	Superannuation tax.....	1	88				
				150	00		
do	Ground rent, 1880.....			10	00		
do	Postages and cartage.....			1	65		
						161	65
		<i>Cape Magdalen (Two Range Lights).</i>					
P. Manuel	Salary as Light-keeper, No. 1.....			100	00		
P. Montplaisir	do No. 2.....			100	00		
A. Montplaisir.....	Ground rent, 1880.....			12	00		
						212	00
		<i>Champlain.</i>					
N. Hardy	Salary as Light-keeper.....			107	50		
do	Taking charge of two extra Lights during season of 1880.....			30	00		
O. Thibaudeau.....	Purchase of land for Light.....			40	00		
F. Martineau.....	Ground rent, 1880.....			12	00		
P. Jobin.....	Carpenters' repairs to Lighthouse.....			14	10		
Renaud & Co.	Chimneys, etc.....			4	50		
J. U. Gregory.....	Travelling expenses, inspecting and arranging for purchase of land.....			12	00		
do	Paid for deed of sale, etc.....			6	68		
						226	78
		Carried forward.....				1,066	13

STATEMENT of Expenditure on account of Maintenance of Lights between Montreal and Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			1,066	13
<i>Contrecoeur (Two Range Lights).</i>					
A. Gervais.....	Salary as Light-keeper.....	100	00		
Noel Lacroix.....	do.....	75	00		
do.....	Building break water.....	54	50		
				229	50
<i>Gronvines (Two Range Lights).</i>					
Epi Trottier.....	Salary as Light-keeper, No. 2.....	100	00		
Widow J. Trottier.....	do No. 1.....	100	00		
do.....	Extra services for season of 1880, \$10; fuel, two years, 1879-80, & 9.....	19	00		
E. Trottier.....	Fuel, 1880-81.....	4	00		
Phy Trottier.....	Ground rent, 1880.....	10	00		
				233	00
<i>Isle à la Baque.</i>					
Jos. Ethier.....	Salary as Light-keeper.....	128	00		
do.....	Putting up and taking down tower.....	30	00		
P. Jobin.....	Carpenters' repairs to Lighthouse.....	33	14		
Beaudet & Chénic.....	Iron, etc.....	5	04		
				196	18
<i>Isle de Grâce.</i>					
Ed. Paul.....	Salary as Light-keeper.....	240	00		
do.....	Putting up and taking down tower.....	45	00		
				285	00
<i>Isle à la Pierre (Two Range Lights).</i>					
E. Matté.....	Salary as Light-keeper.....	\$217	21		
do.....	Superannuation tax.....	2	76		
		220	00		
P. Jobin.....	Carpenters' repairs to Lighthouse.....	164	02		
P. P. Pouliot.....	Boat.....	46	50		
E. Portelance.....	Repairs to Lighthouse.....	31	37		
R. Blakiston.....	Sails.....	12	80		
J. U. Gregory.....	Travelling expenses.....	15	50		
W. Matté.....	Fuel, 1880-81.....	10	00		
do.....	Clock and glass.....	7	00		
A. Labelle.....	Hardware.....	6	75		
Vve. A. Garceau.....	Tinware.....	4	81		
Garceau, fils et Cie.....	do.....	2	85		
				521	63
<i>Isle aux Prunes.</i>					
J. B. C. Larose.....	5 months salary as Light-keeper, from 1st July to 30th November, 1880.....	75	00		
D. Robert.....	2 months salary as Light-keeper, May and June, 1881.....	30	00		
J. B. C. Larose.....	Fuel, \$8; putting up and taking down tower, \$10.....	48	00		
W. Matté.....	Repairs to Lighthouse.....	10	00		
P. Bellefeuille.....	Travelling expenses during repairs.....	8	00		
				171	00
<i>Isle aux Raisins (Two Range Lights.)</i>					
O. Letendre.....	Salary as Light-keeper.....	240	00		
do.....	Putting up and taking down tower.....	30	00		
do.....	Fuel, 1880-81.....	12	00		
E. Courchéne.....	Stovepipe.....	1	15		
				283	15
	Carried forward.....			2,985	59

STATEMENT of Expenditure on account of Maintenance of Lights between
Montreal and Quebec, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				2,985	59
<i>Isle Ste. Thérèse (Two Range Lights.)</i>					
Sam. Reeves.....	Salary as Light-keeper No. 2	120	00		
Theo. Brodeur.....	do do No. 1.....	144	00		
do	Carpenters, repairs to Lights	10	00		
P. Jobin.....	do do	31	36		
				305	36
<i>Lacolle (Two Range Lights.)</i>					
W. H. Vanvliet.....	Salary as Light-keeper	\$148	12		
do	Superannuation tax.....	1	88		
				150	00
E. Chanteloup	Repairs to reflector.....		15	00	
				165	00
<i>Lavaltrie (Two Range Lights.)</i>					
D. Giguère.....	Salary as Light-keeper	\$296	24		
do	Superannuation tax.....	3	76		
				300	00
do	Fuel, 1880-81.....		20	00	
do	Putting up and taking down tower.....		60	00	
do	Painting and repairs.....		15	75	
C. Heurieux.....	Ground rent, 1880.....		30	00	
J. Sheridan.....	Building new tower.....	496	00		
P. P. Pouliot.....	Boat.....	55	00		
P. Jobin.....	Travelling expenses during repairs..	5	00		
Richelieu Co.....	Freight on boat.....	4	50		
Beaudet & Chénic.....	Axe and saw.....	2	51		
L. J. Demers & frère.....	Adv. tender for new Light in <i>Le Canadien</i>	7	00		
do	do do	3	50		
J. J. Foote.....	do do <i>The Chronicle</i>	3	50		
Post Publishing Co.....	do do	3	50		
H. Trepanier.....	do do <i>Le Courrier de Joliette</i> ...	3	50		
<i>Le Moniteur</i>	do do	3	00		
Shareholder.....	do do	7	00		
<i>Sorellois</i>	do do	3	64		
<i>Le Quotidien</i>	do do	2	80		
				1,026	20
<i>Lake Memphremagog.</i>					
N. A. Beach	Salary as Light-keeper during season.....	36	00		
H. Wheeler.....	do do	33	00		
J. C. Wadleigh.....	do do	33	00		
C. J. Williams.....	do do	28	50		
W. Shepherd.....	do do	19	50		
				150	00
<i>Light Ship No. 1.</i>					
A. Auger.....	Salary as Light-keeper	\$496	24		
do	Superannuation tax.....	3	76		
				500	00
E. Portelance.....	Screw, bolts, etc.....	101	39		
L. T. Trempe.....	Linseed oil.....	60	38		
G. A. Pontbriand.....	Repairs to ship.....	98	15		
Beauchemin et fils.....	Oak.....	53	35		
A. Labelle.....	Wrench, nails, etc.....	44	62		
H. C. Charland.....	Paint.....	26	30		
E. Courchène.....	Tinware.....	29	80		
Vve. A. Garceau.....	do	5	82		
P. Bellefeuille.....	Repairs, wintering and outfit.....	125	40		
do	Fuel, 1880	30	00		
				1,075	21
Carried forward.....				5,070	36

STATEMENT of Expenditure on account of Maintenance of Lights between
Montreal and Quebec, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				5,707	36
<i>Light Ship No. 2.</i>					
H. Fiset.....	Salary as Light-keeper.....	\$496	24		
do	Superannuation tax.....		3 76		
P. Bellefeuille.....	Repairs, wintering and outfit.....			500	00
do	Fuel, 1880.....			132	75
G. A. Pontbriand.....	Repairs to ship.....			30	00
A. Labelle.....	Paints and oil.....			40	21
E. Portelance.....	Bolts.....			23	80
Sheppard & Pangburn.....	Pine.....			12	76
Daquet & Co.....	Clock.....			5	76
Garceau, fils et Cie.....	Repairs to ship.....			3	50
				2	20
				750	98
<i>Lightship No. 3.</i>					
A. Magnan.....	Salary as Light-keeper.....	\$496	24		
do	Superannuation tax.....		3 76		
E. Portelance.....	Screw, bolts, etc.....			500	00
L. J. Trempe.....	Paints and oil.....			108	44
A. Labelle.....	Nails and cable.....			58	16
G. A. Pontbriand.....	Repairs to Lightship.....			74	34
P. Bellefeuille.....	Repairs, wintering and outfit.....			118	56
Beauchemin et fils.....	Oak.....			139	00
H. C. Charland.....	Paint.....			38	31
Audet & Robitaille.....	Chain, 1,540 lbs. at 5c.....	\$77	00		
	Less 2½ per cent.....		1 93		
				75	07
E. Courchène.....	Tinware.....			10	95
Vve. A. Garceau.....	do			7	79
P. Bellefeuille.....	6 cords of wood at \$5.....			30	00
A. Labelle.....	Oakum, paint, etc.....			8	67
Sheppard & Pangborn.....	Pine.....			7	20
G. Lamontagne.....	Clock.....			5	00
Garceau, fils et Cie.....	Repairs to Lightship.....			2	00
				1,209	71
<i>l'Islet, Richelieu.</i>					
C. Blais.....	Salary as Light-keeper.....			160	00
do	Fuel, \$15.00; boat hire, \$7.75.....			22	75
Beaudet & Chinic.....	Nails, etc.....			11	01
A. Pelletier et fils.....	Lime.....			3	00
				196	76
<i>Lotbinière (Two Range Lights).</i>					
O. Beaudet.....	Salary as Light-keeper, No. 1.....			73	33
O. E. de la Chevrotière.....	do do 2.....			80	00
Laurent Beaudet.....	1 month's salary as Light-keeper, No. 1.....			6	67
				160	00
<i>Montreal Harbour (Two Range Lights).</i>					
W. Jeffs.....	Salary as Light-keeper.....			200	00
do	Putting up and taking down towers.....			70	01
do	Storage of towers, \$40.00; repairs, \$15.00.....			55	00
do	Fuel, 1880-81.....			6	50
La Minerve.....	Advertising opening of navigation, etc.....			14	76
				346	26
Carried forward.....				8,371	07

STATEMENT of Expenditure on account of Maintenance of Lights between
Montreal and Quebec, etc.—*Continued.*

		\$	cts.	\$	cts.
	Brought forward.....			8,371	07
<i>North Half-Way Point (Two Range Lights).</i>					
D. Menard	Salary as Light-keeper.....	\$167	88		
do	Superannuation tax.....		2 12		
				170	00
<i>Platon (Two Range Lights).</i>					
P. Beaudet	Salary as Light-keeper.....		120 00		
do	Cartage and postages.....		2 90		
				122	90
<i>Pointe aux Trembles (Two Lights.)</i>					
A. Lamoureux	Salary as Light-keeper.....			130	00
<i>Pointe du Lac.</i>					
M. Paquin	Salary as Light keeper.....		100 00		
do	Repairing fence and road.....		27 25		
				127	25
<i>Port St. Francis (Three Range Lights).</i>					
Ernest Duval	Salary as Light-keeper.....		160 00		
do	Repairing roof, etc.....		12 50		
do	Boat and oars.....		9 50		
H. Brassard.....	Putting up and taking down towers.....		60 00		
Capt. J. Duval.....	Storage of towers, etc.....		10 00		
				252	00
<i>Pointe aux Citrouilles.</i>					
C. Brunelle	Salary as Light-keeper.....		200 00		
do	Fuel, 1880-81, \$5.00; cartage, \$3.00.....		8 00		
F. Marchand.....	Right of way and house rent.....		8 00		
J. H. Marchiloin.....	Ground rent, 1880.....		12 00		
				228	00
<i>Portneuf.</i>					
F. Rodrigue.....	Salary as Light-keeper.....	\$246	88		
do	Superannuation tax.....		3 12		
do	Fuel, 1880-81, \$10.50; ladders and post, \$3.50.....		250 00		
O. Giguère.....	Stove.....		14 00		
G. Germain.....	Ground rent, 1880.....		10 50		
J. Germain.....	Cartage, etc.....		5 50		
Beaudet & Chinic.....	Paint.....		2 38		
			1 50		
				283	88
<i>Repentigny (Two Range Lights).</i>					
C. Rivet.....	Salary as Light-keeper.....		56 00		
J. B. Lachapelle	do do.....		56 00		
P. Jobin.....	Carpenters, etc., repairs to Lighthouses.....		86 05		
J. Ethier.....	Stone for repairs.....		36 00		
				234	05
<i>Rivière du Chêne.</i>					
Widow J. Langlois.....	Salary as Light-keeper.....			75	00
	Carried forward.....			9,994	15

STATEMENT of Expenditure on account of Maintenance of Lights between
Montreal and Quebec, etc.—Continued.

		\$	cts.	\$	cts.
		Brought forward.....		9,994	15
<i>St. Antoine.</i>					
L. Lafleur.....	Salary as Light-keeper.....	\$148	12		
do.....	Superannuation tax.....	1	88		
				150	00
do.....	Fuel, 1880-81.....			5	00
					155 00
<i>Ste. Croix.</i>					
W. Thurber.....	Salary as Light-keeper.....	\$172	80		
do.....	Superannuation tax.....	2	20		
				173	00
do.....	Fuel, 1880-81, \$10; making stairs, \$7.....			17	00
S. Peters.....	Lumber.....			15	88
M. Desrochers.....	Ground rent, 1880.....			6	00
S. Bedard.....	Repairing lantern.....			2	50
Beaudet & Chinic.....	Nails.....			0	96
					217 34
<i>St. Pierre les Becquets.</i>					
J. C. Francoeur.....	Salary as Light-keeper.....				70 00
<i>St. Valentine (Two Range Lights).</i>					
P. Martin.....	Salary as Light-keeper.....	\$148	12		
do.....	Superannuation tax.....	1	88		
				150	00
do.....	Painting, etc.....			10	00
					160 00
<i>Ste. Emélie.</i>					
T. Routier.....	Travelling expenses.....			3	40
Beaudet & Chinic.....	Screws, etc.....			4	50
					7 90
<i>Sorel Harbour.</i>					
E. Chanteloup.....	Lanterns.....			295	82
Imprimerie Joliette.....	Advertising opening of navigation, etc.....			2	70
La Minerve.....	do do.....			2	70
Post Publishing Co.....	do do.....			2	70
Sorelois.....	do do.....			2	70
Sorel News.....	do do.....			2	70
Journal of Commerce.....	do do.....			2	70
Constitutionnel.....	do do.....			2	70
Shareholder.....	do do.....			2	70
Le Monde.....	do do.....			2	70
Richelieu Co.....	Keeping Light during season 1880-81.....			85	00
					405 12
<i>Buoys.</i>					
C. Veznia.....	Shackles, strop and bolts.....			23	80
T. Routier.....	Cedar.....			7	32
L. Lafleur.....	Salvage.....			7	00
					38 12
Carried forward.....				11,048	63

STATEMENT of Expenditure on account of Maintenance of Lights between
Montreal and Quebec, etc.—*Concluded.*

		\$ cts.	\$ cts.
	Brought forward.....		11,048 63
	GENERAL ACCOUNT.		
Fitzgerald & Co.....	4,300 galls. petroleum, at 23½c.....	1,010 50	
Beaudet & Chinic.....	White lead, dusters, putty, etc.....	326 02	
O. Simard.....	Canisters, tanks, brushes, etc.....	325 00	
S. Bedard.....	Lanterns, buckets, pumps, etc.....	115 50	
Queen's Store.....	Storage of oil.....	165 74	
E. Chanteloup.....	Lamps, chimneys and wicks.....	513 50	
P. Rajotte.....	Placing Lightships.....	150 00	
A. J. Turcotte.....	Linseed oil, turpentine, brooms.....	155 90	
T. Routier.....	Carpenters' repairs.....	43 25	
J. Marmen.....	Cartage, etc.....	74 80	
J. Hamel et frères.....	Glass cloth, chamois, cotton, etc.....	59 83	
T. Gagnon.....	10 cords wood, at \$4.....	40 00	
J. Dunn.....	Soap.....	36 00	
T. Berrigan.....	Clearing snow.....	35 00	
J. Mullins.....	Watching premises during January—31 days at \$1.....	31 00	
P. Bellefeuille.....	Travelling expenses in connection with repairs.....	20 00	
Dominion Telegraph Co..	Messages.....	25 07	
J. B. Pruneau.....	Postages, etc.....	30 50	
C. E. Holiwell.....	Stationery.....	21 20	
Renaud & Co.....	Lamps and chimneys.....	16 80	
Montreal Telegraph Co..	Messages.....	55 39	
W. Barbour.....	Paid for cartage, etc.....	6 75	
J. Dionne.....	Sawing wood.....	6 00	
T. Tremblay.....	5 days labour, at \$1.....	5 00	
Audet & Robitaille.....	Rope.....	3 90	
S. J. Shaw & Co.....	Tap, wrench, etc.....	2 40	
			3,275 05
	Queen's Printer and stationery.....		14,322 68
			3 68
	Total.....		14,326 36

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 3

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure on account of Maintenance of Lights below Quebec, for the Fiscal Year ended 30th June, 1881.

			\$	cts.	\$	cts.
<i>Algernon Rocks.</i>						
D. Babin.....	12 months allowance to Light-keeper.....		150	00		
do	Fuel, 1880-81.....		24	00		
P. P. Pouliot.....	Repairing boat.....		39	00		
T. Routier.....	Ladder.....		12	50		
S. J. Shaw & Co.....	Glass saw, etc.....		6	40		
Duquet & Co.....	Clock.....		5	50		
Beaudet & Chinic.....	Hardware.....		5	16		
J. Hamel et frères.....	Glass cloth.....		0	95		
						243 51
<i>Amherst Island.</i>						
W. Cormier.....	12 months salary as Light-keeper.....	\$296	24			
do	do superannuation tax.....		3	76		
do	Fuel, 1880-81.....		300	00		
Chinic & Beaudet.....	Hardware.....		20	00		
J. Hamel et frères.....	Glass cloth, curtains, etc.....		11	15		
Renaud & Co.....	Chimneys, burners, etc.....		14	56		
S. Bedard.....	Oil cans and measures.....		4	20		
						352 51
<i>Anticosti, West Point.</i>						
A. Malouin.....	12 months salary as Light-keeper.....	\$395	00			
do	do superannuation tax.....		5	00		
do	Allowance for an Assistant.....		400	00		
S. Peters.....	Lumber.....		200	00		
T. Routier.....	Carpenters' repairs.....		242	85		
Beaudet & Chinic.....	Hardware.....		298	50		
G. Tanguay.....	Oats, bran, etc.....		81	12		
A. Malouin.....	Joiners' repairs to Lighthouse.....		35	25		
J. Hamel et frères.....	Glass cloth.....		57	40		
L. Leclerc.....	Junk.....		17	86		
P. Jones.....	Lumber and putty.....		13	50		
Audet & Robitaille.....	Rope, pulleys, etc.....		10	63		
F. Turgeon.....	Board and travelling expenses during repairs.....		7	67		
S. Bédard.....	Stove-pipes.....		27	50		
T. Houghton.....	Horse shoes.....		6	20		
A. Pelletier et fils.....	Lime.....		3	60		
Fisher & Blouin.....	Brush.....		2	00		
						1,405 93
<i>Anticosti, East Point.</i>						
T. Gagné.....	12 months salary as Light-keeper.....	\$395	00			
do	do superannuation tax.....		5	00		
do	Allowance for 2 Assistants.....		400	00		
T. Routier.....	Carpenters' repairs.....		400	00		
E. Cazeau.....	Wheels and axles.....		169	50		
G. T. Phillips.....	Pump.....		65	00		
Audet & Robitaille.....	Rope and blocks.....		12	30		
J. Hamel et frères.....	Glass cloth.....		12	13		
						11 02
Carried forward.....			1,069	95		2,001 95

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....		1,069	95	2,001	95
<i>Anticosti, East Point—Concluded.</i>					
Chinic, Beaudet & Co....	Hardware.....		7 82		
Renaud & Co.....	Lamps.....		7 00		
Fisher & Blouin.....	Saddle.....		4 00		
				1,088	77
<i>Anticosti, South Point</i>					
D. H. Tétu.....	3 months salary as Light-keeper.....	\$147	00		
do.....	do superannuation tax.....	3	00		
				150	00
W. Carter.....	9 months salary as Light-keeper.....	\$477	75		
do.....	do superannuation tax.....	9	75		
				487	50
Audet & Robitaille.....	Twine.....		23 20		
J. Hamel et frères.....	Glass cloth.....		8 86		
O. Giguère.....	Stove-pipe.....		19 95		
E. Cazeau.....	Truck.....		32 00		
Beaudet & Chinic.....	Hardware.....		33 86		
G. Tanguay.....	Oats, bran, &c.....		19 10		
M. McLaughlin.....	Rope.....		3 90		
T. Houghton.....	Horse shoes.....		7 30		
E. Chanteloup.....	Repairs to lamps.....		37 50		
E. Giroux et frères.....	Medicines.....		18 00		
				841	17
<i>Fog-Whistle.</i>					
D. H. Tétu.....	3 months allowance for Engineer.....		130 00		
W. Carter.....	9 do do.....		187 50		
G. T. Philips.....	New steam fog-whistle.....		168 00		
J. Dunn.....	Tallow.....		14 32		
Bisset Bros.....	Spindles for steam whistle.....		4 80		
				504	62
<i>Anticosti South-West Point.</i>					
E. Pope.....	12 months salary as Light-keeper.....	\$395	00		
do.....	do superannuation tax.....	5	00		
				400	00
do.....	Allowance for two Assistants.....		400 00		
do.....	Repairs to boat.....		19 50		
C. Touchette.....	Carpenter repairs to Lighthouse.....		160 50		
Beaudet & Chinic.....	Hardware.....		53 59		
S. Peters.....	Lumber.....		9 69		
G. Tanguay.....	Oats, bran, etc.....		22 10		
J. Hamel et frères.....	Glass cloth, etc.....		18 57		
Audet & Robitaille.....	Rope, blocks, etc.....		12 24		
E. Giroux.....	Medicines.....		19 23		
N. Crawford & Sons.....	Cement bricks.....		16 00		
A. Pelletier et fils.....	Lime.....		4 00		
S. Bédard.....	Oven door, etc.....		7 50		
				1,142	94
<i>Baie St. Paul.</i>					
H. Tremblay.....	12 months salary as Light-keeper.....	\$197	48		
do.....	do superannuation tax.....	2	52		
				200	00
do.....	Fuel, 1880-81, \$30; repairs to Lighthouse, \$12.....		42 00		
J. Hamel.....	Glass cloth, etc.....		3 02		
P. P. Pouliot.....	Boat.....		90 00		
C. Vezina.....	Grapples.....		13 50		
				348	52
Carried forward.....				5,579	45

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued

		¢	cts.	¢	cts.
	Brought forward.....	348	52	5,579	45
<i>Baie St. Paul—Concluded.</i>					
O. Giguère.....	Stove-pipes.....		4 75		
J. Lachance.....	Freight on boat.....		4 00		
O Simard.....	Axe, shovel, etc.....		3 09		
Beaudet & Chénic.....	Hardware.....		4 04		
Audet & Robitaille.....	Rope, etc.....		4 98		
				369	38
<i>Bellechasse.</i>					
J. B. Galibois.....	12 months salary as Light-keeper.....	\$ 316	00		
do.....	do superannuation tax.....		4 00		
do.....	Fuel, 1880-81, \$10; repairs to slip, \$9.50.....		320 00		
J. Levesque.....	Salary during sickness of Keeper.....		19 50		
Beaudet & Chénic.....	Hardware.....		37 00		
J. Hamel et frères.....	Glass cloth, etc.....		14 73		
S. Peters.....	Lumber, etc.....		6 77		
			35 19		
				433	19
<i>Belle Isle.</i>					
M. Colton.....	12 months salary as Light-keeper.....	\$ 588	00		
do.....	do superannuation tax.....		12 00		
do.....	Allowance for Assistant, \$260; for Gunner, \$200.....		600 00		
A. H. Murphy.....	Coal, 18 tons, at \$7.50.....		460 00		
W. H. Crawford.....	do $4\frac{3}{4}\%$ tons, at \$7.00, and cartage, \$33.52; cement, \$10.....		135 00		
M. McLaughlin.....	Rope.....		43 52		
J. B. Renaud.....	Hay.....		33 07		
G. Tanguay.....	Oats, bran, etc.....		38 84		
Audet & Robitaille.....	Flag, blocks, etc.....		35 81		
J. Hamel et frères.....	Glass cloth, etc.....		32 10		
Beaudet & Chénic.....	Hardware.....		27 22		
E. Giroux et frère.....	Medicines.....		71 09		
T. Routier.....	Carpenters repairs to Lighthouse.....		16 90		
C. Nezina.....	Blacksmiths do.....		26 50		
L. Leclerc.....	Wire rope.....		18 00		
T. Houghton.....	Horse shoes.....		6 25		
O. Giguère.....	Gaivanixed pipe, etc.....		6 39		
G. T. Phillips.....	Brass hinges.....		21 55		
J. M. Tardif.....	Spars.....		10 60		
N. Bédard.....	Stove-pipes.....		6 00		
S. Peters.....	Lumber.....		5 45		
Fisher & Blouin.....	Leather.....		4 80		
			0 65		
				1,599	64
<i>Bicquette.</i>					
T. Lebel.....	Salary as Light-keeper, from 1st July to 12th Aug., 1880.....	\$ 69	41		
do.....	Superannuation tax.....		0 58		
E. Parent.....	Salary as Light-keeper, from 13th August, 1880, to 30th June, 1881.....	\$ 526	70		
do.....	Superannuation tax.....		4 96		
T. Lebel.....	Fuel, 1880-81, \$24; repairs to boat and Lighthouse, \$45.23.....		69 99		
E. Parent.....	Boat.....		531 66		
W. D. Campbell.....	Ground rent, 1880-81.....		69 23		
L. Leclerc.....	Junk, etc.....		21 60		
E. Berubé.....	Blacksmiths repairs to boat.....		24 00		
			13 50		
			12 92		
	Carried forward.....	742	90	7,881	66

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....		742	90	7,981	66
<i>Bicquette—Concluded.</i>					
E. Giroux et frère.....	Medicines.....	15	70		
Chinic & Beaudet.....	Hardware.....	16	83		
J. Hamel et frères.....	Glass cloth.....	8	86		
Audet & Robitaille.....	Rope.....	3	27		
W. Crawford & Sous.....	Bricks.....	10	50		
S. Peters.....	Lumber.....	8	10		
A. Pelletier et fils.....	Lime.....	2	00		
				808	16
<i>Bird Rocks.</i>					
M. Whalen.....	Salary as Light-keeper, from 1st to 25th July, 1880.....	\$41	33		
do.....	Superannuation tax.....	0	84		
				42	17
do.....	Allowance for two Assistants.....		62	00	
C. Chiasson.....	Salary as Light-keeper, from 26th July, 1880, to 30th June, 1881.....	\$548	33		
do.....	Superannuation tax.....	11	16		
				559	49
do.....	Allowance for two Assistants.....		650	22	
A. H. Murphy.....	16 tons coal, at \$7.50.....		120	00	
O. Giguère.....	Stove, pans, etc.....		41	75	
E. Giroux et frère.....	Medicines.....		33	65	
Audet & Robitaille.....	Flag, rope, etc.....		17	12	
Beaudet & Chinic.....	Hardware.....		20	67	
T. Routier.....	Ladder and repairs to crane.....		25	50	
L. Leclerc.....	Wire, \$6.80; junk, \$27.....		33	80	
J. Hamel et frères.....	Curtains and glass cloth.....		10	75	
S. Peters.....	Lumber.....		19	37	
J. M. Tardif.....	Spars.....		5	50	
A. Pelletier et fils.....	Lime.....		1	00	
				1,642	99
<i>Brandy Pots.</i>					
A. Richard.....	12 months salary as Light-keeper.....	\$395	00		
do.....	do superannuation tax.....	5	00		
				400	00
do.....	Fuel, 1880-81, \$20; paid for repairs to Lighthouse, \$11.77.....		31	77	
T. Routier.....	Carpenters, repairs to Lighthouse.....		39	82	
G. Lamontagne.....	Clock.....		6	00	
Audet & Robitaille.....	Blocks and halyards.....		3	54	
Beaudet & Chinic.....	Hardware.....		2	50	
J. Hamel et frères.....	Glass cloth.....		2	42	
				486	05
<i>Cap aux Oies.</i>					
J. Savard.....	12 months salary as Light-keeper.....	\$197	48		
do.....	do superannuation tax.....	2	52		
				200	00
do.....	Fuel, 1880-81.....		20	00	
J. Hamel et frères.....	Glass cloth.....		6	22	
S. J. Shaw & Co.....	Rat traps.....		1	80	
Renaud & Co.....	Chimneys.....		1	70	
Beaudet & Chinic.....	Putty.....		1	16	
Audet & Robitaille.....	Halyards.....		1	00	
				231	88
Carried forward.....				11,150	74

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....		937	87	13,780	74
<i>Cape Magdalen—Concluded.</i>					
G. Lamontagne.....	Clock.....	6	00		
Audet & Robitaille.....	Halvard.....	1	60	945	47
<i>Cape Norman.</i>					
Hy. Lock.....	12 months salary as Light-keeper.....	\$493	72		
do.....	do superannuation tax.....	6	28		
		500	00		
Chinic & Beaudet.....	Hardware.....	20	44		
J. Hamel et frères.....	Glass cloth, curtains, etc.....	13	41		
Audet & Robitaille.....	Halvard.....	6	00		
O. Giguère.....	Pipes.....	3	75		
E. Giroux.....	Medicines.....	5	70	549	30
<i>Cape Ray (Lighthouse and Fog-Alarm.)</i>					
R. Rennie.....	12 months salary as Light-keeper.....	\$588	00		
do.....	do superannuation tax.....	12	00		
		600	00		
do.....	do allowance for Engineer.....	400	00		
do.....	Fuel, 1880-81.....	40	00		
Beaudet & Chinic.....	Hardware.....	29	65		
† J. Phillips.....	Pipe, hose, etc.....	14	95		
Fisset Bros.....	Rivets, bolts, etc.....	32	20		
J. Dunn.....	Tallow.....	13	92		
S. Peters.....	Lumber.....	24	64		
O. Giguère.....	Stove, pipe, etc.....	23	35		
G. Tanguay.....	Oats.....	22	10		
J. Hamel et frères.....	Glass cloth, curtains, etc.....	16	38		
Renaud & Co.....	Chimneys.....	6	00		
Duquet & Co.....	Clock.....	3	00		
J. Houghton.....	Horse shoes.....	2	60	1,228	79
<i>Cape Rosier.</i>					
A. Trudeau.....	12 months salary as Light-keeper.....	\$395	00		
do.....	do superannuation tax.....	5	00		
		400	00		
do.....	Allowance for 2 Assistants.....	400	00		
do.....	Fuel, 1880-81, \$30.00; cartage, \$3.50.....	33	50		
J. Hamel et frères.....	Curtains, glass cloth.....	19	83		
Beaudet & Chinic.....	Hardware.....	19	75		
S. Peters.....	Lumber.....	15	69		
L. Leclerc.....	Junk.....	13	50		
A. Fraser & Co.....	Freight on supplies.....	11	50		
S. Bedard.....	Repairing lamps.....	5	10		
Audet & Robitaille.....	Ensign.....	9	00		
W. Crawford & Sons.....	Bricks.....	4	25		
A. Pelletier et fils.....	Lime.....	2	00	934	12
<i>Carleton Point.</i>					
E. Landry.....	12 months salary as Light-keeper.....	\$296	24		
do.....	do superannuation tax.....	3	76		
		300	00		
do.....	Fuel, 1880-81.....	20	00		
J. Hamel et frères.....	Glass cloth.....	4	48		
A. Fraser & Co.....	Freight of supplies.....	4	70	329	18
Carried forward.....				17,767	60

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....				17,767 60
<i>Chicoutimi Lights and Buoys.</i>					
J. Marie.....	Salary for season of 1880.....	60	00		
A. Boudreault.....	do do.....	60	00		
X. Savard.....	do do.....	60	00		
Fra. Gauthier.....	do do.....	30	00		
Jos. Duperré.....	do do.....	30	00		
Jos. Gaudreau.....	do do.....	30	00		
H. Simard.....	do do.....	30	00		
Nap. Fortin.....	do 14 months, from 1st May, 1880, to 30th June, 1881.....	46	66		
Faustin Boivin.....	do 13 months, from 1st June, 1880, to 30th June, 1881.....	43	33		
A. Boudreault.....	Building Light as per contract.....	257	34		
P. Jobin.....	Repairs to Lights.....	284	83		
S. Bedard.....	Oil tanks.....	168	60		
E. Chanteloup.....	Head lamps.....	60	00		
St. Lawrence Steam Na- vigation Co.....	Freight of supplies.....	24	15		
Widow O. Tremblay.....	Supplies and repairs to Lights.....	92	83		
O. Giguère.....	Lantern.....	35	00		
S. J. Shaw & Co.....	Taps.....	6	25		
Audet & Robitaille.....	Rope.....	7	02		
Beaudet & Chinic.....	Glass.....	6	83		
M. McLaughlin.....	Rope, blocks, &c.....	10	41		
N. Fortin.....	Lantern and repairs.....	5	30		
J. M. Tardif.....	Spars.....	4	50		
J. Hamel et frères.....	Glass cloth.....	5	41		
F. Boivin.....	Expenses repairing Light.....	2	00		
A. Stenton.....	Placing buoys.....	113	20		
A. Riverin.....	do.....	35	00		
				1,508	66
<i>Chicoutimi Wharf.</i>					
C. Harvey.....	Salary for season of 1880.....	40	00		
J. U. Gregory.....	Travelling expenses, inspecting repairs.....	18	50		
J. Hamel et frères.....	Glass cloth.....	0	39		
				58	89
<i>Crane Island.</i>					
Jos. Painchaud.....	12 months salary as Light-keeper.....	\$316	00		
do.....	do superannuation tax.....	4	00		
do.....	Fuel, 1880-81, \$16; boat (27 feet long), \$100.....	320	00		
Audet & Robitaille.....	Rope, oars, etc.....	116	00		
J. Hamel et frères.....	Glass cloth.....	10	49		
Beaudet & Chinic.....	Hardware.....	5	94		
S. Bédard.....	Galvanized pipe.....	10	18		
Elzéar Fortier.....	Freight of supplies.....	7	00		
Renaud & Co.....	Chimneys.....	1	50		
J. M. Tardivel.....	Wall paper.....	1	70		
		2	43		
				475	24
<i>Egg Island.</i>					
P. Côté.....	12 months salary as Light-keeper.....	\$493	72		
do.....	do superannuation tax.....	6	28		
do.....	Fuel, 1880-81, \$34; repairs to Lighthouse, \$8.01.....	500	00		
do.....	Contract for building wharf, and repairs to Light- house.....	42	01		
T. Routier.....	Joiners repairs.....	296	30		
		13	25		
	Carried forward.....	851	56	19,810	39

STATEMENT of Expenditure on account of Maintenance of Lights below Quebec, etc. *Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	851 56	19,810 39
	<i>Egg Island—Concluded.</i>		
Beaudet & Chinic	Hardware	30 81	
S. Peters.....	Lumber.....	14 00	
J. Hamel et frères.....	Glass cloth.....	15 50	
E. Giroux.....	Medecines.....	7 35	
Audet & Robitaille.....	Oars.....	4 11	
G. T. Phillips.....	Hinges.....	5 50	928 83
	<i>Ellis Bay.</i>		
R. Setter.....	12 months salary as Light-keeper.....		197 48
	<i>Entry Island.</i>		
J. Cassidy.....	12 months salary as Light-keeper	\$296 24	
do	do superannuation tax.....	3 76	
do	Fuel, 1880-81	300 00	
J. Hamel et frères.....	Glass cloth.....	20 00	
O. Giguère.....	Stove and pipes.....	10 76	
E. Chanteloup.....	Stove and pipes.....	25 25	
Beaudet & Chinic.....	Ruby glass.....	15 00	
	Hardware.....	3 80	374 81
	<i>Etang du Nord.</i>		
T. O'Brien.....	12 months salary as acting Light-keeper	400 00	
N. Dickson.....	Ground rent, 1880-81	30 00	
Beaudet & Chinic.....	Hardware.....	43 61	
E. Cazeau.....	Wheels, axles, etc.....	17 50	
Renaud & Co.....	Lamps, chimneys, etc.....	12 50	
J. Hamel et frères.....	Glass cloth.....	5 20	
S. Peters.....	Lumber.....	7 50	
Audet & Robitaille.....	Twine.....	0 60	516 91
	<i>Fog Whistle.</i>		
T. O'Brien.....	12 months allowance as Engineer.....	400 00	
do	Fuel, 1880-81.....	100 00	
L. Leclerc.....	Brass tubes, 2,479 lbs., at 25c.....	619 75	
G. T. Phillips.....	Repairs, brass and copper smith	45 85	
S. J. Shaw & Co.....	Rubber	43 50	1,209 10
	<i>Fame Point.</i>		
J. Ascah.....	Salary as Light-keeper, from 2nd Sept., 1880, to 30th June, 1881.....	\$329 17	
do	Superannuation tax.....	4 16	
do	Clearing land	333 33	
do	Hauling supplies.....	44 00	
do	Joiners' repairs	9 10	
T. Routier.....	Joiners' repairs	49 77	
Beaudet & Chinic.....	Hardware.....	30 11	
M. McLaughlin.....	Rope.....	24 70	
R. Cameron.....	Stove, shingles, etc.....	24 70	
O. Giguère.....	Stove.....	80 75	
P. Jobin.....	Stove.....	20 05	
	Travelling expenses, \$30.41; 17 days inspecting Lights, \$42.50	72 91	
J. Lortie.....	Water barrel	9 00	
E. Giroux.....	Medicines.....	16 90	
	Carried forward.....	690 62	23,037 52

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....		690 62	23,037 52
<i>Fame Point—Concluded.</i>			
S. Peters	Lumber	8 00	
J. Hamel et frères.....	Glass cloth, curtains, etc.....	10 41	
Renaud & Co.....	Lamps	5 15	
J. M. Tardivel	Wall paper.....	3 60	
Duquet & Co.....	Clock	3 50	
A. Fraser & Co.....	Freight of supplies.....	2 50	
			723 78
<i>Father Point.</i>			
J. McWilliams	12 months salary as Light-keeper.....	\$337 48	
do	do superannuation tax.....	2 52	
		340 00	
do	Fuel, 1880-81, \$20; repairs to Lighthouse, \$26.87...	46 87	
Beaudet & Chinic.....	Hardware.....	31 89	
Audet & Robitaille.....	Canvas.....	14 80	
M. Nolan.....	Painting, etc.....	13 39	
L. Leclerc.....	Junk.....	13 50	
Renaud & Co.....	Chimneys, burners, etc.....	5 94	
J. Hamel et frères.....	Glass cloth.....	7 76	
S. Peters.....	Lumber.....	6 75	
A. Lavoie.....	Covering dome.....	4 00	
Quebec and Gulf Ports SS. Co.....	Freight of lamp and chimneys.....	1 50	
			486 40
<i>Forteau.</i>			
M. T. Wyatt.....	12 months salary as Light-keeper.....	\$493 72	
do	do superannuation tax.....	6 28	
		590 00	
do	Boat.....	50 00	
T. Bergan.....	Horse.....	90 00	
C. Vézina.....	Blacksmiths repairs.....	18 00	
Beaudet & Chinic.....	Hardware.....	105 85	
J. Bte. Renaud.....	Hay.....	28 71	
G. Tanguay.....	Oats, bran, etc.....	25 10	
S. Peters.....	Lumber.....	70 20	
T. Routier.....	Joiners repairs.....	33 40	
Audet & Robitaille.....	Rope.....	5 72	
J. Hamel et frères.....	Glass cloth.....	8 86	
E. Giroux.....	Medicines.....	37 90	
Fisher & Blouin.....	Collar and halter.....	7 90	
T. Houghton.....	Horse shoes.....	5 40	
S. Bédard.....	Stove grate.....	9 45	
A. Pelletier et fils.....	Lime.....	3 00	
Renaud & Co.....	Lamp shade.....	1 00	
<i>Fog-Whistle.</i>			
M. T. Wyatt.....	12 months allowance for Engineer.....	300 00	
F. W. Henshaw.....	132 tons coal, at \$1.90.....	250 80	
Noonan & Davies.....	Freight on 132 tons, at \$3.50.....	\$462 00	
		Commission.....	11 55
		\$473 55	
Less—Amount advanced.....		11 91	
		461 64	
M. T. Wyatt	Landing and carting coal.....	140 73	
J. Dunn.....	Tallow.....	14 32	
G. T. Phillips.....	Copper piping.....	30 20	
Carried forward.....		3,198 18	24,247 70

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....	2,198	18	24,247	70
	<i>Fog-Whistle—Concluded.</i>				
S. J. Shaw.....	Hardware.....	106	00		
L. Leclerc.....	Brass tubes, 2,479 lbs., at 25c.....	619	75	2,923	93
	<i>Gaspé Basin.</i>				
B. Eden.....	Salary as Light-keeper during season of 1880.....	42	00		
do.....	Contract for building store house.....	40	00		
J. Hamel et frères.....	Glass cloth.....	2	25	84	25
	<i>Gaspé Lightship.</i>				
John Ascah.....	12 months salary as Light-keeper.....	400	00		
O. Giguère.....	Lantern.....	30	00		
M. McLaughlin.....	Rope.....	12	50		
A. Fraser & Co.....	Freight of supplies.....	4	00		
J. Hamel et frères.....	Glass cloth.....	0	95	447	45
	<i>Greenly Island.</i>				
L. C. de Beaumont.....	12 months salary as Light-keeper.....	\$595	00		
do.....	do superannuation tax.....	5	00		
				600	00
A. H. Murphy.....	18½ chaldrons coal, at \$7.50.....			138	75
E. Cazeau.....	Wheels and axles.....			32	00
G. T. Phillips.....	Bolts and pipes.....			51	45
J. B. Renaud.....	Hay.....			37	70
Beaudet & Chicic.....	Hardware.....			58	10
L. Leclerc.....	Junk.....			27	00
S. Peters.....	Lumber.....			19	71
G. Tanguay.....	Oats, bran, etc.....			11	50
W. Crawford & Co.....	Bricks and cement.....			15	75
J. Lortie.....	Water barrels.....			12	00
O. Giguère.....	Pipes.....			5	15
J. Hamel et frères.....	Glass cloth.....			8	14
Audet & Robitaille.....	Rope.....			3	85
E. Giroux.....	Medicines.....			7	70
Fisher & Blouin.....	Ox collar.....			4	00
Renaud & Co.....	Lamps and burners.....			3	50
S. J. Shaw & Co.....	Lock.....			3	95
A. Pelletier et fils.....	Lime.....			3	00
	<i>Green Island.</i>				
G. W. Lindsay.....	12 months salary as Light-keeper.....	\$853	72		
do.....	do superannuation tax.....	6	28		
				860	00
do.....	Repairs to roof of Light-keeper's house.....			6	50
L. Leclerc.....	Junk.....			22	50
J. Hamel et frères.....	Glass cloth and curtains.....			13	48
Beaudet & Chicic.....	Hardware.....			12	58
E. Giroux et frère.....	Medicine.....			7	80
Renaud & Co.....	Lamps.....			4	70
Audet & Robitaille.....	Rope.....			0	52
	<i>Kamouaska.</i>				
T. R. Desjardins.....	12 months salary as Light-keeper.....	\$395	00		
do.....	do superannuation tax.....	5	00		
				400	00
	Carried forward.....	400	00	29,674	66

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued

		\$ cts.	£ cts.
	Brought forward.....	400 00	29,674 66
<i>Kamouraska—Concluded.</i>			
T. R. Desjardins	Fuel, 1880-81.....	25 00	
do	Repairing and painting boat.....	20 74	
E. Chanteloup.....	Oil cups, &c.....	50 00	
R. Blakiston.....	Sails and cotton duck.....	48 90	
Beaudet & Chinic.....	Hardware.....	12 87	
J. Hamel et frères.....	Glass cloth.....	5 56	
Audet & Robitaille.....	Halyard.....	1 00	
A. Pelletier et fils.....	Lime.....	1 00	
			565 07
<i>Lark Islet.</i>			
P. Boulianne.....	12 months salary as Light-keeper.....	\$197 48	
do	do superannuation tax.....	2 52	
do		200 00	
do	Fuel, 1880 81.....	30 00	
do	Repairing boat.....	7 00	
R. Blakiston.....	Boat sails.....	47 40	
Beaudet & Chinic.....	Hardware.....	88 24	
Bisset Bros.....	Castings for Fog-horn.....	23 60	
Audet & Robitaille.....	Chain, rope, etc.....	31 20	
C. Vézina.....	Iron work.....	12 80	
G. Fagot.....	On account of wages as Engineer.....	20 00	
J. Hamel et frères.....	Glass cloth.....	6 28	
T. Routier.....	Boat repaired.....	9 70	
S. Peters.....	Lumber.....	5 00	
J. M. Tardivel.....	Wall paper.....	4 50	
Renand & Co.....	Lamps.....	3 80	
			489 52
<i>Lower Traverse.</i>			
J. Gourdeau	Contract for 1880.....	2,300 00	
do	Expenses wintering ship, etc.....	58 77	
Beaudet & Chinic.....	Hardware.....	55 17	
R. Blakiston.....	Covering drum, including materials.....	59 20	
J. Hamel et frères.....	Glass cloth.....	5 89	
Crawford & Sons.....	Bricks.....	6 00	
J. Desgagné.....	Travelling expenses of Engineer.....	9 00	
J. Audet.....	Freight of supplies.....	3 00	
Z. Warren.....	do	28 80	
J. Jobin.....	Outfit and repairs to ship.....	131 12	
F. O. Vallerand.....	Chimneys.....	2 60	
L. Leclerc.....	Oakum.....	4 00	
G. Lemontagne.....	Repairing clock.....	1 50	
Audet & Robitaille.....	Rope.....	14 70	
Issie Levesque.....	Watching during winter, 1880.....	62 50	
E. Giroux.....	Medicines.....	0 75	
			2,743 00
<i>Fog Whistle.</i>			
T. Gagnon.....	Wood, 74 cords, at \$2.40.....	\$177 60	
do	do 47½ do \$2.50.....	118 75	
			296 35
L. Leclerc.....	Brass tubes, 1,533 lbs., at 20 cts.....	306 60	
S. J. Shaw & Co.....	Rubber joints.....	22 75	
G. T. Phillips.....	Guage, etc.....	30 26	
Whitehead & Turner.....	Tube brushes.....	20 00	
W. Crawford & Sons.....	Coal, 8 chaldrons, at \$5.50.....	44 00	
J. Dunn.....	Tallow.....	3 60	
A. Bernier.....	Outfitting engine.....	28 60	
			752 16
	Carried forward.....		34,224 41

STATEMENT of Expenditure on account of Maintenance of Lights below Quebec, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				34,224	41
<i>Martin River.</i>					
J. Gauthier.....	12 months salary as Light-keeper.....	\$296	24		
do	do superannuation tax.....	3	76		
			300		
do	Postages, etc.....		3	68	
do	Fuel, 1880-81.....		25	00	
A. Fraser & Co.....	Freight of supplies.....		10	85	
J. Hamel et frères.....	Glass cloth.....		12	56	
Beaudet & Chinic.....	Nails.....		0	85	
				352	34
<i>Macquereau Point.</i>					
A. Bertrand.....	12 months salary as Light-keeper.....	\$296	24		
do	do superannuation tax.....	3	76		
			300		
do	Fuel, 1880-81. \$20; freight, \$1.40.....		21	40	
E. Chanteloup.....	Ruby glass, etc.....		17	00	
A. Fraser & Co.....	Freight of supplies.....		10	55	
Renaud & Co.....	Lamps and chimneys.....		8	35	
E. Giroux et frères.....	Medicines.....		5	15	
J. Hamel et frères.....	Glass cloth.....		4	84	
Beaudet & Chinic.....	Hardware.....		8	11	
Duquet & Co.....	Clock.....		3	00	
A. Felleter et fils.....	Lime.....		1	00	
				379	40
<i>Manicouagan Lightship.</i>					
R. Leblanc.....	Contract for season of 1880.....		2,800	00	
Beaudet & Chinic.....	Hardware.....		95	31	
S. J. Shaw & Co.....	do		45	40	
A. Charrier.....	Painting and watching.....		90	00	
J. Hamel et frères.....	Glass cloth.....		5	89	
St. Lawrence Tow-boat Co.....	Towage.....		10	00	
Renaud & Co.....	Chimneys.....		3	00	
G. T. Davie.....	Repairing boiler and painting Lightship.....		917	19	
do	Use of patent slip for winter.....		200	00	
G. Lamontagne.....	Repairing clock.....		7	50	
C. Vézina.....	Blacksmiths' repairs.....		34	40	
J. Gandle.....	Towage.....		15	00	
E. Giroux.....	Medicines.....		3	60	
A. Fraser & Co.....	Freight of supplies.....		4	00	
S. Peters.....	Lumber.....		4	99	
Audet & Robitaille.....	Rope.....		29	67	
				4,693	97
<i>Fog Whistle.</i>					
R. Leblanc.....	58½ cords firewood, at \$2.20.....		128	15	
A. Bernier.....	Repairs to machinery.....		17	50	
R. Patterson.....	Labour coaling.....		8	00	
J. Marmen.....	2 cords firewood, at \$2.70.....		5	40	
G. T. Phillips.....	Brass and coppersmiths' repairs.....		214	72	
W. Crawford & Sons.....	8½ chaldrons of coal, at \$5.50.....		46	75	
H. Quinn.....	Repairing boiler.....		7	50	
				4,693	97
<i>Matane.</i>					
O. Desjardins.....	12 months salary as Light-keeper.....	\$246	88		
do	do superannuation tax.....	3	12		
			250		
Carried forward.....			250		
				39,650	12

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....	250	00	39,650	12
	<i>Matane—Concluded.</i>				
C. Desjardins	Fuel, 1880-81.....	20	00		
do	Pump.....	5	25		
do	Postages and repairs.....	3	37		
E. Giroux	Medicines.....	18	00		
O. Simard	Stove.....	16	35		
D. F. de St. Aubin	Lifting buoys.....	12	00		
do	Erecting posts.....	3	50		
A. Fraser & Co.	Freight of supplies.....	5	35		
J. Hamel et frères.	Glass cloth.....	5	26		
Duquet & Co.	Repairing clock.....	1	50		
A. Pelletier et fils	Lime.....	1	00		
Beaudet & Chinic	Dryer.....	0	68		
				342	26
	<i>Montée du Lac.</i>				
E. Simard	12 months salary as Light-keeper.....	\$345	60		
do	do superannuation tax.....	4	40		
do				350	00
J. B. Dutel	Fuel, 1880-81.....	30	00		
H. P. Pouliot	Boat.....	26	00		
J. Hamel et frères.	Heavy boat for landing supplies.....	55	00		
A. Néron	Glass cloth.....	4	79		
S. Bédard	Freight of boats.....	8	25		
A. Pelletier et fils	Stove plates.....	1	25		
Beaudet & Chinic	Lime.....	1	00		
	Iron.....	0	72		
				477	01
	<i>Mé is.</i>				
J. Martin	12 months salary as Light-keeper.....	\$296	24		
do	do superannuation tax.....	3	76		
do				300	00
S. Peters	Fuel, 1880, \$20; allowance for horse keep, \$20.....	40	00		
Beaudet & Chinic	Postages and telegrams.....	4	35		
J. Hamel et frères.	Lumber.....	14	94		
A. Fraser & Co	Hardware.....	6	84		
	Glass cloth.....	4	84		
	Freight of supplies.....	4	40		
				375	37
	<i>Oak Point.</i>				
M. Geraghty	12 months salary as Light-keeper.....	100	00		
A. Fraser & Co.	Fr- ight of supplies.....	7	30		
S. Bédard	Tinware repairs.....	3	50		
J. Hamel et frères.	Glass cloth.....	1	51		
				112	31
	<i>Paspébiac.</i>				
J. Loisel	12 months salary as Light-keeper.....	\$148	12		
do	do superannuation tax.....	1	88		
do				150	00
do	Fuel, 1880-81.....	20	00		
do	Allowance for blowing fog-horn for 1880-81.....	30	00		
do	Cartage of supplies.....	2	50		
do	Removing oil store.....	18	00		
P. D. Loisel	Stone and labour for repairing Light.....	40	45		
J. Corbett	Pay-list for labour, etc., on account removing Light-house.....	490	00		
				750	95
	Carried forward.....			40,957	07

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	750 95	40,957 07
<i>Paspebiac—Concluded.</i>			
Le Boutillier Bros.....	Canvas, nails, etc.....	17 75	
J. Hamel et frères.....	Glass cloth.....	4 84	
C. Robin & Co.....	Pickets, bolts, etc.....	27 78	
P. Jobin.....	Building temporary Light.....	92 75	
Chatham Star.....	Advertising tender for new Light.....	3 00	
S. Marcotte.....	do do in <i>l'Événement</i>	2 40	
J. J. Foote.....	do do <i>Chronicle</i>	3 00	
L. J. Demers et frères.....	do do <i>Canadien</i>	13 00	
J. Carrel.....	do do <i>Telegraph</i>	6 50	
<i>Nouveliste</i> , Rimouski.....	do do.....	6 50	
J. G. Gingras.....	do do in <i>Nouveliste</i>	6 50	
L. Brousseau.....	do do <i>Courrier du</i> <i>Canada</i>	3 50	
J. Dussault.....	do do <i>Le Provincial</i>	3 00	
Mercier & Co.....	do do <i>Quotidien</i>	2 40	
do.....	do do <i>L'École Pri-</i> <i>maire, Lévis</i>	2 48	
<i>Courrier Maskinongé</i>	do do.....	3 50	
W. & J. Anslow.....	do do in <i>Union Advocate</i>	1 88	
A. Fraser & Co.....	Freight of supplies.....	6 10	957 83
<i>Percé.</i>			
C. Bourget.....	12 months salary as Light-keeper.....	125 00	
do.....	Fuel, 1880-81, \$25; allowance for blowing fog-horn, 7 40.....	65 00	
do.....	Paid for painting Lighthouse.....	10 50	
do.....	Postages, etc.....	2 24	
A. Fraser & Co.....	Freight of supplies.....	7 05	
J. Hamel et frères.....	Glass cloth, etc.....	4 81	214 63
<i>Pilgrims.</i>			
J. C. Marquis.....	9 months salary as Light-keeper.....	\$251 82	
do.....	do superannuation tax.....	3 18	
D. Desjardins.....	3 do salary as Light-keeper.....	\$83 94	253 03
do.....	do superannuation tax.....	1 21	
J. C. Marquis.....	Fuel, 1880-81, \$48; allowance for water, 1880-81, \$20.....	85 16	
do.....	Repairing boat.....	68 00	
Beaudet & Chinic.....	Hardware.....	2 00	
J. Hamel et frères.....	Glass cloth.....	5 47	
Renaud & Co.....	Chimneys.....	7 84	
Audet & Robitaille.....	Rope.....	3 24	
		1 40	428 11
<i>Pillars.</i>			
D. Pabin.....	12 months salary as Light-keeper.....	\$444 40	
do.....	do superannuation tax.....	5 60	
do.....	Fuel, 1880-81, \$25; iron repairs and ladder, \$6.25.....	450 00	
N. Dumas.....	Canoe.....	31 25	
C. Vézina.....	Iron ladder, bolts, davits, etc.....	30 00	
Audet & Robitaille.....	Chain and bars.....	39 65	
J. Hamel et frères.....	Curtains and glass cloth.....	10 32	
Beaudet & Chinic.....	Hardware.....	20 26	
R. Blakiston.....	Cotton duck.....	11 72	
S. Peters.....	Lumber.....	4 65	
		3 98	691 83
	Carried forward.....		43,159 47

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			43,159	17
	<i>Pointe des Monts.</i>				
L. F. Faffard	12 months salary as Light-keeper.....	\$395	00		
do	do superannuation tax.....	5	00		
				400	00
do	Allowance for Gunner.....			300	00
do	do fuel and water.....			100	00
do	Repairs to boat, \$7; paid for conveying despatches, \$2.50.....			9	50
S. Peters	Lumber.....			163	50
Beaudet & Chinic	Hardware.....			50	52
W. Crawford & Co.	Cement and bricks.....			17	25
E. Giroux	Medicines, \$14.55; seed, \$8.40.....			22	95
J. Lortie	Water barrels.....			24	25
G. Tanguay	Oats, bran, etc.....			22	10
J. Hamel et frères	Cotton and glass cloth.....			30	16
L. Leclerc	Junk.....			13	50
J. B. Renaud	Hay.....			21	55
E. Cazeau	Shafts.....			10	50
Audet & Robitaille	Rope.....			8	70
Renaud & Co.	Lamps and chimneys.....			4	80
Fisher & Blouin	Blankets.....			5	50
A. Pelletier et fils	Line.....			6	00
O. Giguère	Stove-pipes.....			6	35
T. Houghton	Horse shoes.....			3	60
				1,060	73
	<i>Point Rich.</i>				
Eng. Roy	12 months salary as Light-keeper.....	\$588	00		
do	do superannuation tax.....	12	00		
				600	00
do	Fuel, 1880-81.....			60	00
do	Boat and repairs.....			29	50
S. Peters	Lumber.....			22	50
Beaudet & Chinic	Hardware.....			19	31
G. T. Phillips	Pump and pipe.....			18	55
M. McLaughlin	Rope.....			14	46
Renaud & Co.	Lamps and chimneys.....			14	40
T. Routier	Joiner's repairs.....			13	00
O. Giguère	Stove-pipe.....			12	30
J. Hamel et frères	Glass cloth.....			14	55
E. Giroux	Medicines.....			6	95
				925	52
	<i>Pointe aux Orignaux.</i>				
J. Beaulieu	12 months salary as Light-keeper.....	\$246	88		
do	do superannuation tax.....	3	12		
				220	00
do	Repairs to house, \$8; fuel, 1880-81, \$12.....			20	00
G. Lamontagne	Clock.....			6	00
L. Guay	Freight of boat.....			6	00
W. Crawford & Sons	Cement.....			5	00
J. Hamel et frères	Glass cloth.....			3	74
Beaudet & Chinic	Nails.....			0	75
				291	49
	<i>Point St. Laurent.</i>				
E. Chabot	12 months salary as Light-keeper.....	\$296	24		
do	do superannuation tax.....	3	76		
				300	00
J. Hamel et frères	Glass cloth.....			4	84
Beaudet & Chinic	Hardware.....			8	60
Audet & Robitaille	Rope.....			0	52
				313	96
	Carried forward.....			45,651	17

STATEMENT of Expenditure on account of Maintenance of Lights below Quebec, etc — *Continued.*

		\$	cts.	\$	cts.
Brought forward.....				45,651	17
<i>Point St. John.</i>					
C. Langlois.....	12 months salary as Light-keeper.....	\$296	24		
do	do superannuation tax.....	3	76		
do	Fuel, 1880-81, \$16; repairs to house, \$4.50			300	00
Audet & Robitaille.....	Canvas			20	50
J. Hamel et frères.....	Glass cloth.....			10	53
				3	38
				334	41
<i>Portneuf (Below).</i>					
D. Tremblay.....	12 months salary at Light-keeper.....	\$345	60		
do	do superannuation tax	4	40		
do	Fuel, 1880-81. \$30; allowance for horse keep, \$12... ..			350	00
L. Guay	Canoe			42	00
E. Giroux et frère	Medicines			20	00
J. Hamel et frères	Glass cloth.....			6	00
Beaudet & Chicnic	Nails, dryer, etc.			7	24
S. Bedard	Stove-pipe, etc.			3	01
Audet & Robitaille.....	Bunting, halyard, etc			5	30
Renaud & Co.	Lamps and chimneys			3	42
A. Pelletier et fils.....	Lime.....			1	06
				1	00
				439	03
<i>Red Island Lightship.</i>					
T. Delisle	Contract for season of 1880.	2,400	00		
Audet & Robitaille.....	Rope, blocks, &c.	134	59		
J. Hamel et frères.....	Glass cloth.....	5	84		
Weston Hunt	Cork wood	6	76		
E. Giroux.....	Medicines	17	35		
Beaudet & Chicnic	Hardware.....	70	26		
M. McLaughlin	Rope.....	64	16		
St. Lawrence Stearns Navigation Co.	Towage to Davie's Slip.....	50	00		
J. Gaudle	do Blais' booms.....	70	00		
J. Blais.....	Wintering, 1880.....	40	00		
S. J. Shaw & Co.....	Grindstone	2	45		
Renaud & Co.....	Lamps and chimneys.....	8	10		
T. Delisle	Telegrams and postage.....	9	17		
J. Battle	Watching during winter 1880.....	112	00		
T. Rontier	Joiner's repairs to ship	53	89		
C. Vézina.....	Tools for Engineer.....	9	80		
P. Whitty	Use of forge	5	00		
G. T. Davie	Dockage and use of patent slip for winter	209	00		
G. Lamontagne	Repairing clock.....	1	50		
S. Peters.....	Lumber.....	1	43		
J. M. Tardivel.....	Plate glass.....	6	00		
				3,268	21
<i>Fog Whistle.</i>					
Crawford & Sons.....	36½ chaldrons of coal, at \$5.50, \$200.75; cement, \$5.25; use of crane, 50c.....			206	50
T. Pelletier.....	Wood, 19 cords, at \$2.25, \$42.75; 84½ cords, at \$2.50, \$211.25.....			254	00
Whitehead & Turner.....	Tube brushes.....			10	00
Hy. Dinning & Co.....	Tubes.....			39	40
L. Couture.....	Repairs to engines.....			48	60
W. Barbour	Paid for repairs to boilers.....			259	55
R. Patterson.....	Coaling.....			12	00
J. Marmen.....	1 cord of wood, \$5; cartage, 40c.....			5	40
G. T. Phillips	Brass and coppersmith repairs.....			219	26
				1,054	71
Carried forward.....				50,747	53

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			50,747	53
<i>Red Island Lighthouse.</i>					
E. Fraser.....	12 months salary as Light-keeper.....	\$493	72		
do.....	do superannuation tax.....	6	28		
do.....	Allowance for fuel and water.....			500	00
do.....	Repairs to boat.....			160	00
J. Hamel et frères.....	Curtains and glass cloth.....			9	20
Audet & Robitaille.....	Compass.....			17	46
J. Lemieux.....	Repairs to shutters and doors.....			8	86
C. Bertrand & Co.....	Repairing boat.....			7	00
A. Pelletier et fils.....	Lime.....			4	20
B. Leonard.....	Wall paper.....			2	00
				1	92
					710 64
<i>St. Francis Range Lights.</i>					
J. Lepage.....	12 months salary as Light-keeper.....			75	00
do.....	Fuel, 1880-81.....			12	00
J. Marceau.....	12 months salary as Light-keeper.....			75	00
do.....	Fuel, 1880-81.....			12	00
J. Lepage.....	Repairs to Lighthouse and freight of supplies.....			4	96
S. Bédard.....	do lamps.....			2	50
					181 46
<i>Seven Islands.</i>					
F. Arcand.....	12 months salary as Light-keeper.....	\$495	00		
do.....	do superannuation tax.....	5	00		
				500	00
T. Routier.....	Shingling and repairs to Light-keeper's house.....			311	00
C. Vézina.....	Bolts and plates.....			12	70
G. Glassford.....	Wood screws.....			14	00
Beaudet & Chinic.....	Hardware.....			30	62
A. Fraser & Co.....	Freight of supplies.....			21	00
S. Peters.....	Lumber.....			92	74
W. Crawford & Co.....	Bricks and cement.....			8	00
G. T. Phillips.....	Brass hinges.....			5	60
E. Giroux.....	Medicines.....			5	10
Audet & Robitaille.....	Wire rope.....			4	00
O. Giguère.....	Pipe.....			4	55
J. Hamel et frères.....	Glass cloth.....			6	30
					1,015 61
<i>Upper Traverse.</i>					
E. Pelletier.....	Contract for season of 1880.....			1,400	00
F. Godbout.....	Boat, 21 ft.....			84	00
Beaudet & Chinic.....	Hardware.....			66	40
E. Pelletier.....	Assistance of 2 extra men during fall.....			60	00
do.....	Repairs to Lightship \$11.38 a d conveyance of crew from ship to Quebec, \$60.00.....			71	38
M. McLaughlin.....	Oakum, pitch, &c.....			6	64
Benaud & Co.....	Chimneys, burners, &c.....			1	90
J. Hamel et frères.....	Glass cloth.....			2	97
J. Levesque.....	Watching, wood and labour.....			77	55
P. Jobin.....	Carpenters' repairs.....			99	31
A. Gondreault.....	Storage of supplies.....			5	50
J. Pelletier.....	Labor wintering ship.....			12	00
E. Pelletier.....	Repairing damages through collision.....			137	61
S. Peters.....	Lumber.....			2	39
Audet & Robitaille.....	Rope, pitch, &c.....			62	73
F. O. Vallerand.....	Chimneys.....			2	60
C. Vézina.....	Iron work.....			19	90
T. Routier.....	Travelling expenses for repairs.....			6	60
A. Chamberland.....	Stenographer taking evidence.....			44	60
					2,164 08
	Carried forward.....			51,819	32

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts	\$	cts.
	Brought forward.....			54,819	32
	<i>Buoys on l Bea ons</i>				
H. Martin.....	anchors.....	861	31		
Riverin & Plante.....	Sinkers.....	199	62		
Bisset Bros.....	do.....	332	34		
C. Yezina.....	Chains and shackles.....	266	85		
J. Lortie.....	New buoys.....	300	00		
Beaudet & Chinié.....	Iron.....	208	66		
T. Parent.....	New buoys.....	444	00		
J. Cassidy.....	Placing and lifting, Amherst Island.....	50	00		
X. Cauchon.....	do North Channel.....	69	50		
Corporation Pilots.....	do South Channel.....	20	00		
J. Heppell.....	do Cock Point.....	12	00		
D. F. de St. Aubin.....	do Matane.....	16	00		
B. Eden.....	do Gaspé.....	33	50		
H. Leblanc.....	do New Richmond.....	38	43		
Le Boutellier Bros.....	do Paspebiac.....	11	30		
St. Lawrence Tow-boat Co.....	do as per contract.....	100	00		
J. H. Paton.....	do Griffin Cove.....	24	88		
J. Eden.....	Painting, Gaspé.....	8	00		
A. Fraser & Co.....	Freight.....	4	00		
D. F. de St. Aubin.....	Chaland for placing at Matane.....	50	00		
J. Dionne.....	Labour, scraping.....	6	50		
O. Simard.....	Paint.....	122	50		
Quebec and Gulf Ports Steamship Co.....	Freight.....	2	50		
J. J. Fox.....	do.....	8	00		
S. Peters.....	Lumber.....	7	20		
Inter-colonial Railway.....	Freight.....	9	70		
G. Warren.....	Salvage.....	30	00		
J. O'Dowd.....	Scraping.....	24	00		
J. Lortie.....	Repairs.....	73	55		
F. Parent.....	do.....	57	00		
V. Côté.....	Salvage.....	15	00		
Audet & Robitaille.....	Scrubber.....	3	71		
P. Belanger.....	New beacon, St. Val er.....	82	00		
J. Painchaud.....	Repairing beacon, Crane Island.....	16	00		
S. Peters.....	Lumber.....	66	81		
T. Routier.....	New beacon, St Francis.....	34	65		
T. Michaud.....	Repairing beacon.....	4	00		
J. Lepage.....	do.....	1	40		
O. Côté.....	4 years use of land for beacon, St. Anne's.....	20	00		
				3,634	91
	CONTINGENCIES.				
J. U. Gregory.....	12 months salary as Agent.....	\$1,959	96		
do.....	do superannuation tax.....	49	00		
				1,999	96
L. A. Blanchet.....	12 months salary as Clerk.....	\$882	00		
do.....	do superannuation tax.....	18	00		
				900	00
E. E. Buteau.....	12 months salary as Clerk.....	882	00		
do.....	do superannuation fund.....	18	00		
				900	00
W. Barbour.....	9 months salary as Superintendent of Lights.....	\$734	97		
do.....	9 months superannuation tax.....	15	00		
				749	97
L. A. Blanchet.....	Petty cash expenditure.....	585	81		
J. B. Pruneau.....	Postages.....	191	14		
T. Gagnon.....	Wood, 21 cords, at \$4, \$84; 3 cords at \$3.30, \$9.90.....	93	90		
S. Mohr.....	Telephone.....	42	50		
E. Chanteloup.....	Electric bells.....	64	75		
				5,528	03
	Carried forward.....			58,454	23

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	5,528 03	58,454 23
CONTINGENCIES— <i>Concluded.</i>			
British American Bank Note Co.....	Cheque books.....	40 75	
S. Bédard.....	Tin boxes.....	16 50	
Beaudet & Chénic.....	Hooks, etc.....	7 50	
J. Dionne.....	Sawing wood.....	36 00	
Mrs. A. Dufour.....	Washing.....	15 00	
Mrs. Selway.....	do.....	4 50	
F. A. Fitzgerald & Co.....	51 galls. petroleum, at 23½c.....	11 99	
Dawson & Co.....	Stationery.....	26 25	
G. T. Phillips.....	Repairs to water pipe.....	18 45	
Corporation of Quebec.....	Water tax.....	22 00	
A. Maddox.....	Ink.....	8 00	
J. Carrell.....	Subscription to <i>Telegraph</i>	4 00	
J. J. Foote.....	do <i>Chronicle</i>	6 00	
L. J. Demers et frères.....	do <i>La Canadienne</i>	5 00	
Cherrier & Co.....	Directory.....	3 00	
			5,752 97
GENERAL ACCOUNT. *			
Chénic & Beaudet.....	Powder, 10,000 lbs., at 21c.....	\$2,100 00	
do.....	do 15,000 " 22c.....	3,300 00	
do.....	Crossing.....	50 00	
do.....	Cartage.....	25 00	
do.....	Blankets.....	12 00	
do.....	Storage.....	100 00	
			5,587 00
do.....	Hardware, paint, etc.....	1,489 46	
Fitzgerald & Co.....	Petroleum, 20,213½ gallons, at 23½c.....	4,750 17	
E. Chanteloup.....	Lamps, chimneys, etc.....	1,141 70	
O. Simard.....	Canisters, lamps and tinware.....	833 05	
O. Giguère.....	Lanterns and apparatus.....	370 98	
J. Hamel et frères.....	Glass cloth, chamois, etc.....	306 53	
Department of Militia and Defence.....	Friction tubes.....	41 36	
J. P. Dery.....	Stationery.....	348 49	
T. Gagnon.....	10 cords wood, at \$4.....	40 00	
Bisset Bros.....	Punches and jackscrews.....	42 50	
J. Dunn.....	Soap, potash, etc.....	238 00	
A. J. Turcote.....	Linseed oil, turpentine, soap, brooms, etc.....	1,586 47	
E. Giroux.....	Medicines.....	19 95	
J. Sullivan.....	Oil tanks.....	96 00	
Dawson & Co.....	Stationery.....	61 06	
S. J. Shaw & Co.....	Hardware.....	81 97	
H. Dunning & Co.....	100 lbs. red lead, at 8c.....	80 00	
L. Villeneuve.....	Screws, etc.....	45 20	
W. Crawford & Sons.....	2 chaldrons coal, at \$6.....	12 00	
Renaud & Co.....	Lantern, chimneys, etc.....	74 00	
F. Vézina.....	Files, etc.....	25 85	
S. Bédard.....	Lamps, buckets, etc.....	124 50	
M. McLaughlin.....	Rope.....	23 18	
R. Blakiston.....	Boat sails and flags.....	17 40	
L. Arel.....	Ice.....	10 00	
Audet & Robitaille.....	Canvas.....	32 31	
J. Clint.....	Raft oars.....	16 40	
J. & W. Reid.....	Felt.....	2 11	
G. T. Philips.....	Screws, emery, etc.....	21 15	
J. M. Tardiff.....	Spars.....	3 75	
S. Peters.....	Lumber for general repairs.....	229 86	
G. Desgagné.....	Chimney cleaners.....	36 00	
	Carried forward.....	17,791 40	64,207 20

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	17,791 40	64,207 20
GENERAL ACCOUNT—Continued.			
J. A. Langlois.....	Printing forms, receipts, stores, etc.....	106 84	
O. Simard.....	Paint, brushes, etc.....	51 20	
J. M. Tardivel.....	Glass.....	42 50	
Canada Kindler Co.....	Kindling wood.....	66 50	
F. O. Vallerand.....	Chimneys and lamps.....	22 80	
L. Marois.....	Basket.....	1 50	
A. H. Murphy.....	15½ chaldrons coal, at \$7 50.....	113 75	
T. Routier.....	Pay-list of labour—joiners, general repairing, etc... 1,195 94		
W. Barbour.....	3 months salary.....	241 99	
do.....	do tax.....	5 00	
J. G. Bruneau.....	Office work, 365 days, at \$1 90.....	693 50	
G. D. O'Farrell.....	do 314 " at 1.50.....	471 00	
J. Eden.....	12 months salary as Sub-Agent at Gaspé.....	200 00	
J. J. Fox.....	do do M. Galen Isl ds.....	100 00	
J. U. Gregory.....	To pay labour for painting Lighthouses.....	405 00	
O. Gourdeau.....	Carpenters' repairs & do.....	141 00	
D. La'iberte.....	Repairing locks.....	9 13	
G. Lamontagne.....	do clocks.....	4 50	
Thos. Tremblay.....	Labour, packing, etc.....	7 50	
H. Quinn.....	Putting fog-born in order.....	43 75	
G. T. Phillips.....	Repairs (brass and copper smiths).....	42 05	
Bisset Bros.....	do (castings).....	34 04	
T. Parent.....	Cooperage.....	86 31	
J. Lortie.....	Barreling coals and cooperage.....	283 11	
City Corporation.....	Taxes on offices, etc.....	154 00	
J. G. Bruneau.....	Expenses of supplying lights.....	26 37	
J. U. Gregory.....	Travelling expenses.....	124 77	
W. Barbour.....	To pay for repairs to Lighthouses and landing supplies.....	818 31	
K. Nolan.....	Making bags for powder.....	9 87	
E. Fitzhenry.....	do do.....	82 45	
L. Scott.....	do do.....	40 35	
J. Marmen.....	Cartage.....	349 46	
Montreal Telegraph Co.....	Messages.....	449 13	
R. Blakiston.....	Cleaning and repairing flags.....	51 25	
Intercolonial Railway Co.....	Freight on oil.....	80 00	
A. Fraser & Co.....	do supplies.....	55 40	
N. Fitzhenry.....	do oil.....	70 00	
Quebec and Gulf Ports SS. Co.....	do supplies.....	34 85	
Queen's Wharf.....	Balance of storage of oil.....	200 00	
Dominion Telegraph Co.....	Messages.....	26 27	
Mrs. Fremont.....	Washing.....	6 00	
M. E. Fitzhenry.....	do and mending bags.....	20 50	
J. M. Tardivel.....	Lettering boxes and cutting glass.....	16 40	
J. Eden.....	Wharfage of coals as per contract.....	100 00	
Fisher & Blouin.....	Washers.....	3 00	
Forrest & Co.....	Storage of powder.....	6 00	
W. Barbour.....	12 months allowance for board.....	100 00	
T. Berrigan.....	Clearing snow.....	35 00	
J. Eden.....	Postage and telegrams, at Gaspé.....	29 06	
Pay List.....	2 men watching premises during winter.....	178 00	
Militia Storekeeper.....	Storage of powder.....	25 20	
J. Carrell.....	Advertising shipping intelligence.....	104 00	
J. Dussault.....	do tenders in <i>Le Provincial</i>	3 00	
Mercier & Co.....	do do <i>Le Quotidien</i>	4 60	
L. J. Demers et frères.....	do do <i>Le Canadien</i>	6 00	
J. G. Gingras.....	do do <i>Le Nouvelliste</i>	3 00	
S. Marcotte.....	do do <i>L'Evenement</i>	2 40	
J. J. Foote.....	do do and subscription.....	19 50	
	Carried forward.....	25,396 85	64,207 20

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Concluded.*

		\$ cts.	£ cts.
	Brought forward.....	25,396 85	64,207 20
	GENERAL ACCOUNT— <i>Concluded.</i>		
J. Leblanc.....	Travelling expenses to Lighthouses.....	9 50	
H. M. Paymaster-General	Commission and charges on purchase of friction tubes, £7 5s. 6d.....	35 40	
			25,441 75
	Total.....		\$89,648 95
	Queen's Printer and stationery.....		132 34
			£89,781 29

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 4

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure in connection with the Maintenance of Lighthouses, Fog-Whistles, &c., in New Brunswick, for the Fiscal Year ending 30th June, 1881.

GENERAL ACCOUNT		\$	cts.	\$	cts.
J. Mitchell	Paid sundry freight charges	54	57		
A. G. Bowes & Co.	Tin boxes	13	50		
Dominion Telegraph Co.	Telegraphing bill	19	53		
James Fish	Horse hire	21	00		
H. King	Boating, carting and labour	145	29		
Fitzgerald & Co.	Oil, 9,695½ galls., at 24c.	\$2,326	92		
	Less—Freight	407	56		
		\$1,919	36		
do	4,058½ galls., at 23½c.	953	75		
		2,873	11		
Sun Publishing Co.	Advertising	102	00		
Western Union Telegraph Co.	Telegraphing bill	113	18		
A. W. Patterson	Advertising in <i>Gleaner</i>	1	80		
J. H. Phinney	8 oil tanks, at \$14 each	112	00		
J. H. Harding	12 months travelling expenses as Agent	170	00		
S. J. King	Rent of post office box	4	00		
D. McAlpine	Directory	2	00		
Wm. Blizard	12 months rent of warehouse	200	00		
Thos. Adams	Baskets	14	40		
G. E. Bustin	Travelling expenses and painting Lighthouses	20	00		
Intercolonial Railway	Wharfage	11	25		
James Dunlop	Side wharfage	3	01		
J. Johnston	Inspector's postage account	25	68		
W. Watt	Stationery, Inspector's office	4	23		
R. C. Quigley	Inspector's telegraph bill	17	53		
David Main	Advertising in <i>St Croix Courier</i>	4	25		
H. W. Johnston	366½ gallons oil, at 24c.	87	96		
R. C. Frost	Wharfage	22	45		
G. W. Day	Printing	27	50		
John Bullock	Storage on 239 barrels oil	64	40		
Alfred Mills	Signal book	3	75		
Wm Lewis	23 galvanized oil tank, at \$22 each	506	09		
A. Thomas	12 months salary as Assistant Light-keeper and Telegraph Operator, Point Lepreaux	150	00		
T. D. Henderson	Wrapping paper	6	53		
John Leonard	Freight	5	00		
G. Hevenor	Lantern	45	00		
Joseph Millar	12 months salary as Janitor	\$329	57		
do	Superannuation tax	3	87		
		333	44		
R. R. Call	Rent of warehouse and freight	51	10		
John McGoldrick	Stove for Partridge Island Light	3	50		
R. B. Humphrey	Freight on oil to River Lights	7	70		
W. & J. Anslow	Printing and advertising	9	75		
Alex. McKillop	Contract for Floating Light, Le Garde Point	125	00		
Joseph Millar	Paid for carting and labour	12	88		
Wm Carson	Freight of supplies	5	40		
H. S. King & Co.	Nautical magazine	7	74		
W. H. Thorne & Co.	Locks, etc.	11	29		
E. Lee Street	Chamois and sponges	3	85		
F. Cronk	Freight of supplies	6	55		
Bank Note Co.	Cheque books	38	75		
Robt. Barbour	Painting boat	7	50		
	Carried forward	5,476	37		

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....	5,476	37		
<i>GENERAL ACCOUNT—Contract.</i>					
W. Sadler.....	Fire brick and wharfage.....		23 47		
Thos. McGowan.....	Yard arm.....		5 00		
Jas. Harris & Co.....	1 stove for Gannet Rock.....	\$12 00			
do.....	do Letete Fog Alarm.....	8 50			
do.....	do Bliss Island.....	11 00			
do.....	Piping, etc.....	4 00			
E. Chanteloup.....	Burners and machinery.....		35 50		
F. A. Robertson.....	Charts.....		9 50		
W. G. Robertson.....	Freight.....		3 00		
J. B. Longley.....	Labour.....		1 05		
T. B. Harrington.....	Postage stamps.....		0 75		
T. B. Barker & Sons.....	Polishing powder.....		30 00		
J. R. Smith.....	Coal baskets.....		16 85		
J. R. Cameron & Co.....	Burners, chimneys and wicks.....		81 00		
J. C. Collins.....	Advertising.....		250 00		
D. W. Clark.....	Carpenters' labour moving Lighthouse.....		3 40		
Wm. Robertson.....	Freight on oil.....		86 24		
J. U. Gregory.....	To pay for 409½ gallons oil, at 25c.....	\$102 37			
do.....	Cartage.....	0 75			
Harrison & Burbidge.....	Legal expenses searching titles, etc.....		163 12		
Imperial Oil Co.....	13,151¾ gallons oil.....		35 56		
			3,419 48		
<i>Agent's Office.</i>					
J. H. Harding.....	12 months salary as Agent.....	\$1,568 04			
Receiver-General.....	Superannuation tax on Agent's salary.....	32 04			
F. J. Harding.....	12 months salary as Clerk.....	\$588 00			
Receiver-General.....	Superannuation tax on Clerk's salary.....	12 00			
J. & A. McMillan.....	Stationery.....		600 00		
T. B. Harrington.....	Postage stamps.....		51 77		
Hugh Davidson.....	Rent of office.....		120 00		
Thos. Deblois.....	12 months subscription to News room, from 1st Oct., 1880, to 30th Sept., 1881.....		125 00		
Gas Light Co.....	Gas bill.....		10 00		
R. P. & W. F. Starr.....	Coal, 2 chaldrons, at \$5.75.....	\$11 50			
do.....	Cartage, etc.....	2 72			
do.....	Coal, 2 chaldrons, at \$6.....	12 00			
do.....	Cartage, etc.....	2 72			
A. G. Bowes.....	Fire pot.....		28 94		
T. McAvity & Sons.....	Twine, brushes, etc.....		5 32		
E. H. Jones.....	Stationery.....		6 44		
J. L. McCoskery.....	do.....		19 89		
F. Tufts.....	Coal, 1 chaldron.....	\$5 75			
do.....	Cartage, etc.....	1 36			
J. McDonald.....	Carpenter's work.....		7 11		
W. H. Thorne & Co.....	Brushes.....		11 69		
H. F. Iddials.....	Labour at vault.....		5 70		
H. King.....	Moving furniture.....		1 00		
J. & J. D. Howe.....	Repairing chart.....		3 00		
Jane Millar.....	Washing towels, 1 year.....		2 50		
Joseph Millar.....	Key of Post Office box.....		4 00		
A. & J. Lordly.....	Desk top.....		1 00		
			10 00		
<i>Inspector's Office.</i>					
J. Mitchell.....	12 months salary as Inspector of Lights.....	\$1,176 00			
Receiver-General.....	Superannuation tax on Inspector's salary.....	24 00			
			1,200 00		
Carried forward.....					
			1,200 00		
				12,237	42

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....		1,200 00	12,237	42
<i>Inspector's Office—Concluded.</i>					
J. Mitchell.....	12 months travelling expenses.....		190 85		
R. R. Call.....	Coal, 3 tons, at \$4.....	\$12	00		
do	Cartage, etc.....		1 40		
do	3 loads wood.....		3 00		
			16 40		
				1,407	25
<i>Beaver Harbour Light.</i>					
Ezra Munroe.....	12 months salary as Light-keeper.....	\$246	88		
Receiver-General.....	Superannuation tax on Keeper's salary..		3 12		
			250 00		
J. R. Cameron & Co.....	Chimneys and wicks.....		11 50		
T. B. Barker & Sons.....	Paint and oil.....		26 71		
Estey, Allwood & Co.....	Paint		1 19		
Ezra Munroe.....	Painting Lighthouse.....		13 35		
G. Hevenor.....	Repairs to lamps.....		5 75		
Ezra Munroe.....	Allowance for fuel, to 30th June, 1881.....		20 00		
				328	50
<i>Beacon Light.</i>					
Timothy Clark.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary..		5 00		
			400 00		
Harding & Hatheway.....	Lime.....		2 18		
J. B. Cameron & Co.....	Chimneys, wicks and oil.....		46 95		
Timothy Clark.....	Allowance for fuel, to 30th June, 1881.....		20 00		
Hutchinson & Co.....	Repairing clock.....		1 50		
F. A. Roberts.....	Oars, etc.....		8 75		
H. King.....	Boating, carting and labour.....		66 65		
G. Hevenor.....	Copper pipe, labour, etc.....		95 58		
W. W. Jordan.....	Cotton and flannel.....		46 70		
T. B. Barker & Sons.....	Paint and oil.....		53 18		
C. Mailman.....	Boat hire, 14 days, at 50c.....	\$ 7	00		
do	Repairs to dome, 22 days, at \$1.25.....		27 50		
do	Boat line.....		1 50		
			36 00		
R. P. & W. F. Starr.....	Coal, 3 chaldrons, at \$5.50.....	\$16	50		
do	Cartage.....		1 40		
do	13 barrels, at 10c.....		1 30		
			19 20		
Wm. Lewis.....	Iron work.....		8 95		
S. G. Blizard.....	Lumber.....		38 29		
John Woodley.....	Repairs to boat.....		8 00		
W. H. Thorne & Co.....	Glass and rope.....		11 55		
Edwin Clarke.....	Whitewashing.....		11 75		
J. W. Harrington.....	Room paper.....		4 95		
L. H. Vaughan & Bro.....	Wire rope.....		2 12		
				82	30
<i>Bliss Island Light.</i>					
Jarvis Clark.....	2 months salary as Light-keeper.....	\$49	38		
Receiver-General.....	Superannuation tax on Keeper's salary..		0 62		
			50 00		
Hugh Maloney.....	10 months salary as Light-keeper.....	\$246	90		
Receiver-General.....	Superannuation tax on Keeper's salary..		3 10		
			250 00		
J. R. Cameron & Co.....	Chimneys and wicks.....		9 25		
W. W. Jordan.....	Cotton and flannel.....		5 59		
T. B. Barker & Sons.....	Paint and oil.....		63 11		
	Carried forward.....		377 95	14,855	47

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
	Brought forward.....		377 95	14,855	47
<i>Bliss Island Light—Concluded.</i>					
W. H. Thorne & Co.....	Paint, oil, canvas, nails, &c.		43 38		
T. McAvity & Sons.....	Powder, etc.		6 50		
L. Clark.....	Building fence.....		30 75		
R. P. & W. F. Starr.....	4 tons coal, at \$3.50.....	\$14	00		
do	Cartage.....		0 72		
			14 72		
Joshua Seaman.....	Freight.....		2 50		
G. Hevenor.....	Repairs to oil tank.....		3 00		
Alex. Clark.....	Lumber and painting building.....		74 50		
Hugh Maloney.....	Boarding painters.....		20 00		
				573	30
<i>Bothurst Light.</i>					
John Connors.....	3 months salary as Light-keeper.....	\$37	03		
Receiver-General.....	Superannuation tax on Keeper's salary... ..		0 47		
				37	50
Estate John Connors.....	6 months salary.....	\$74	06		
Receiver-General.....	Superannuation tax.....		0 94		
				75	00
George Young.....	3 months salary as Light-keeper.....	\$37	03		
Receiver-General.....	Superannuation tax on Keeper's salary... ..		0 47		
				37	50
H. W. Baldwin.....	2 years rent of land to 30th June, 1881.....		16 00		
Wm. Masson.....	Soap, cotton and matches.....		16 21		
J. R. Cameron & Co.....	Chimneys and wicks.....		24 02		
T. Stewart & Co.....	Re-silvering reflectors.....		53 50		
George Young.....	Freight on oil.....		5 87		
John Connors.....	Freight.....		4 31		
				269	91
<i>Buctouche Light.</i>					
J. D. Weldon.....	Horse hire.....		9 00		
Geo. E. Irving.....	41 galls. oil, at 33c.....	\$13	53		
do	Flannel, etc.		4 95		
				18	48
					27 48
<i>Cape Enrage Light.</i>					
W. S. Starratt.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary... ..		5 00		
				400	00
W. W. Jordan.....	Cotton and flannel.....		10 82		
J. R. Cameron & Co.....	129½ galls. oil, at 30c.....	\$38	85		
do	3 barrels.....		1 80		
				40	65
Daniel Tingley.....	Carting oil.....		6 00		
					457 47
<i>Cape Jourimain Light.</i>					
A. W. Bent.....	12 months salary as Light-keeper.....	\$296	28		
Receiver-General.....	Superannuation tax on Keeper's salary... ..		3 72		
				300	00
J. R. Cameron & Co.....	Chimneys and wicks.....		23 60		
A. W. Bent.....	Repairs to boat and carting oil.....		11 50		
Wm. Watt.....	Cotton, flannel, etc.....		33 11		
					368 21
					16,551 84
	Carried forward.....				

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				16,551	84
<i>Caraquet Light.</i>					
Louis Portier.....	12 months salary as Light-keeper.....	\$197	52		
Receiver-General.....	Superannuation tax on Keeper's salary...	2	48		
				200	00
Wm. Watt.....	Cotton, flannel, etc.....			23	70
Thos. Hache.....	Labour, painting.....			55	60
Wm. Sinclair.....	Boat and oars.....			41	00
					320 30
<i>Coz's Point Light.</i>					
M. Y. Cox.....	12 months salary as Light-keeper.....			80	00
J. R. Cameron & Co.....	Chimneys and wicks.....			7	60
W. W. Jordan.....	Cotton and flannel.....			12	65
					100 25
<i>Cassie's Point Light.</i>					
Chas. Leblanc.....	12 months salary as Light-keeper.....	\$246	88		
Receiver-General.....	Superannuation tax on Keeper's salary...	3	12		
				250	00
Chas. Leblanc.....	Painting lighthouse.....			14	75
Wm. Watt.....	Cotton and flannel.....			23	38
T. Stewart & Co.....	Re-silvering reflectors.....			44	00
					332 13
<i>Cape Spencer Light.</i>					
G. C. Blacklock.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary...	5	00		
				400	00
G. Hevenor.....	Repairs to lamps.....			4	00
W. W. Jordan.....	Cotton and flannel.....			16	13
Job Stanley.....	Cutting wood, road work, etc.....			44	70
T. B. Barker & Sons.....	Soap, cotton, flannel and paint.....			49	92
Estey, Allwood & Co.....	Paint.....			1	50
G. C. Blacklock.....	Carting lumber.....			6	50
J. R. Cameron & Co.....	Chimneys, wicks, etc.....			114	50
J. W. Hersey.....	Painting Lighthouse.....			47	00
Fred. Blacklock.....	Boarding painters.....	\$19	84		
do.....	2 days' shingling.....	2	40		
				22	24
					706 49
<i>Dalhousie Light.</i>					
Louis Arseneaux.....	12 months salary as Light-keeper.....			100	00
Wm. Watt.....	Cotton and flannel.....			18	36
G. Hevenor.....	Repairs to lamps.....			1	40
J. R. Cameron & Co.....	Chimneys.....			1	25
					121 01
<i>Escuminac Light.</i>					
Thos. Philips.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary...	5	00		
				400	00
Wm. Watt.....	Cotton, flannel, etc.....			96	50
D. J. Ritchie.....	50 gallons extra lard oil, 80c. per gallon.....			40	00
Chas Bennett.....	Repairs to lantern.....			21	00
J. R. Cameron & Co.....	Chimneys.....			3	25
					560 75
Carried forward.....				18,692	77

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc, in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			18,692 77
<i>East Head Light.</i>			
C. P. Hamm.....	12 months salary as Light-keeper.....	\$296 28	
Receiver-General.....	Superannuation tax on Keeper's salary...	3 72	
		300 00	
Henry King.....	Boating oil.....		15 00
J. Shannon.....	Carting oil.....		3 00
G. Hevenor.....	Repairs to burners.....		1 00
Geo. Hutchinson.....	Telescope.....		14 00
C. P. Hamm.....	Wood, 10 cords, at \$2.....	\$21 00	
do.....	Making road.....	25 00	
		45 00	
J. R. Cameron & Co.....	Chimneys, wicks and oil.....		93 39
S. Maguire.....	Carting oil.....		2 10
			473 40
<i>Fox Island Light (Upper).</i>			
Wood Williston.....	12 months salary as Light-keeper.....	\$296 28	
Receiver-General.....	Superannuation tax on Keeper's salary...	3 72	
		300 00	
Wm. Masson.....	Soap, cotton and matches.....		9 12
W. & J. Anslow.....	Advertising tenders in <i>Union Advocate</i>		2 25
D. Crimmen.....	Contract for repairing and moving Keeper's house..		250 00
G. Hevenor.....	Lantern.....		45 00
J. McNaughton.....	1 year's rent of land to 1st July, 1880.....		20 00
H. C. Williston.....	Carting lantern.....		9 00
Chas. Bennett.....	Repairs to lantern.....		16 00
Wm. Sinclair.....	Boat and oars.....		41 00
			692 37
<i>Fox Island Light (Lower).</i>			
R. Reinsborrow.....	12 months salary as Light-keeper.....	\$197 52	
Receiver-General.....	Superannuation tax on Keeper's salary...	2 48	
		200 00	
Wm. Masson.....	Cotton, brooms and nails.....		12 56
J. R. Cameron & Co.....	Chimneys and wicks.....		10 13
R. Reinsborrow.....	6 cords wood.....	\$12 00	
do.....	Hauling.....	3 00	
		15 00	
Chas. Bennett.....	1 lamp, and repairs to lantern.....		15 00
			252 69
<i>Fanjoy's Point Light.</i>			
Wm. Fanjoy.....	12 months salary as Light-keeper.....		80 00
			80 00
<i>Grindstone Island Light.</i>			
J. R. Styles.....	12 months salary as Light-keeper.....	\$395 00	
Receiver-General.....	Superannuation tax on Keeper's salary...	5 00	
		400 00	
J. R. Cameron & Co.....	Chimneys and wicks.....		17 25
Mrs. J. Clark.....	Rent of land for boat-house.....		12 00
W. W. Jordan.....	Cotton and flannel.....		6 28
T. B. Barker & Sons.....	Paint and oil.....		19 73
W. H. Thorne & Co.....	do.....		25 88
J. S. Bacon.....	Nails and wicks.....		19 23
J. R. Styles.....	Labour and cartage.....		7 80
do.....	Allowance for fuel to 30th June, 1881.....		20 00
			528 17
Carried forward.....			20,719 40

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				20,719	40
<i>Gannet Rock Light.</i>					
O. A. Kent.....	12 months salary as Light-keeper.....	\$594	40		
Receiver-General.....	Superannuation tax on Keeper's salary...	5	60		
			600	00	
O. A. Kent.....	Boating wood and water, conveying and boarding workmen, anchor, etc.....		353	50	
J. R. Cameron & Co.....	Chimneys, wicks and burners.....		40	00	
W. McLaughlin.....	Supplying water and landing supplies.....		39	00	
W. W. Jordan.....	Cotton and flannel.....		18	15	
T. B. Barker & Sons.....	Pain and oil.....		66	83	
W. H. Thorne & Co.....	Lime, paint and oil.....		83	57	
Prichard & Son.....	Rope.....		24	75	
T. McAvity & Sons.....	Powder, etc.....		54	50	
R. P. & W. F. Starr.....	12 tons coal, at \$3.50.....	\$42	00		
do	Cartage.....		2	16	
			44	16	
Estey, Allwood & Co.....	Paint.....		8	00	
G. Hevenor.....	Coppersmith's repairs to machinery.....		69	20	
Wm. Russell.....	Boating coal.....		30	00	
					1,431 66
<i>Green Head Light.</i>					
J. N. Williams.....	12 months salary as Light-keeper.....		80	00	
J. R. Cameron.....	Chimneys and oil.....		21	35	
G. Hevenor.....	Reflectors and repairs.....		17	75	
J. Armstrong.....	Rent of land to 1st November, 1880.....		20	00	
					139 10
<i>Grant's Beach Light.</i>					
Geo. Grant.....	3 months salary as Light-keeper.....		25	00	
John Delaney.....	9 do do.....		75	00	
Wm. Masson.....	Soap, flannel and matches.....		8	11	
J. R. Cameron & Co.....	Chimneys and wicks.....		28	25	
John Ferguson.....	Paint and oil.....		23	50	
B. F. Laphan.....	Taking care of Light, 6 weeks, from 1st Sept., to 14th Oct, 1880.....		12	50	
Chas. Bennett.....	Repairs to lantern.....		16	00	
					188 36
<i>Goose Lake Light.</i>					
D. J. B. Robichaux.....	12 months salary as Light-keeper.....	\$246	88		
Receiver-General.....	Superannuation tax on Keeper's salary...	3	12		
			250	00	
Wm. Watt.....	Cotton, flannel, etc.....		19	41	
					269 41
<i>Grand Harbour Light.</i>					
H. McLaughlin.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary...	5	00		
			400	00	
H. McLaughlin.....	Labour, cartage and postage.....		21	55	
J. R. Cameron & Co.....	Chimneys, wicks and silver burners.....		62	00	
W. W. Jordan.....	Cotton and flannel.....		34	22	
W. H. Thorne & Co.....	Paint and oil.....		53	93	
S. G. Blizard.....	Lumber.....		115	00	
Prichard & Son.....	Rope.....		16	44	
B. H. Cronk.....	Carting oil.....		6	00	
Adam Young.....	Lead pipe.....		8	11	
			717	25	22,747 93
Carried forward.....					

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.—Continued.

		\$ cts	\$ cts.
Brought forward.....		717 25	22,747 93
<i>Grand Harbour Light—Concluded.</i>			
A. McLaughlin.....	Lumber.....	7 00	
C. E. Harding & Son.....	do.....	17 57	
B. Cronk.....	Carpenters' work, 20 days, at \$1.50 each.....	30 00	
James Sinclair.....	do do 1.25 ".....	25 00	
James Conley.....	Mason's work, 6 days, at \$2.....	12 00	
J. McLaughlin.....	Labour and team hire, 3 days, at \$2.50 each.....	7 50	
D. J. O'Dell.....	Oars and freight.....	2 75	
G. Hevenor.....	Repairs to lamps.....	27 00	
A. McDougall.....	Doors and sashes.....	7 50	
H. McLaughlin.....	Allowance for fuel to 30th June, 1881.....	25 00	
Estey, Allwood & Co.....	Paint.....	2 38	
J. W. Harrington.....	Room paper.....	8 20	989 15
<i>Hillsborough Pier Light.</i>			
Estate Abner Jones.....	3 months salary as Light-keeper.....	18 75	
J. Shaughnessy.....	2 do and 8 days salary as Light-keeper.....	13 60	
E. Steeves.....	Salary as Light-keeper, from 9th February, 1881, to 30th June, 1881.....	48 44	
Estate Abner Jones.....	Freight on oil, etc.....	3 50	
J. R. Cameron & Co.....	Wicks.....	1 50	
J. Shaughnessy.....	Freight.....	1 35	87 14
<i>Head Harbour Light.</i>			
Samuel Craig.....	12 months salary as Light-keeper.....	\$395 00	
Receiver-General.....	Superannuation tax on Keeper's salary.....	5 00	
		400 00	
J. R. Cameron & Co.....	Chimneys and wicks.....	10 50	
T. B. Barker & Sons.....	Paint and oil.....	39 63	
Pritchard & Son.....	Rope.....	8 10	
Geo. E. Bustin.....	Painting Lighthouse, travelling expenses, etc.....	72 59	
Samuel Craig.....	Boarding painters and freight.....	36 88	
Estey, Allwood & Co.....	Paint.....	32 90	
Nelson Gates.....	Repairs to boat.....	7 00	
W. H. Thorne & Co.....	Vice and chain.....	9 70	
D. J. Odell.....	Repairs to boat.....	27 97	645 18
<i>Heron Island Light.</i>			
John Dutch.....	12 months salary as Light-keeper.....	\$197 52	
Receiver-General.....	Superannuation tax on Keeper's salary.....	2 48	
		200 00	
Wm. Watt.....	Cotton, flannel, &c.....	18 82	218 82
<i>Hendry Point Light.</i>			
Joseph Hendry.....	1 month's salary as Light-keeper.....	6 66	
E. M. Hendry.....	11 do do.....	73 34	80 00
<i>Hay Island Light.</i>			
Joseph Breaux.....	Locating channel.....	8 00	
W. H. Thorne & Co.....	Chain.....	2 72	
Wm. Sinclair.....	Boat and oars.....	41 00	
J. R. Cameron & Co.....	Chimneys and wicks.....	2 50	54 22
Carried forward.....			24,822 44

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				24,822	44
<i>Lightship (Miramichi.)</i>					
T. Daley.....	12 months salary as Light-keeper.....	\$695	00		
Receiver-General.....	Superannuation tax on Keeper's salary...	5	00		
			700	00	
Wm. Masson.....	Cotton, soap and brooms.....		24	06	
J. R. Cameron & Co.....	Chimneys, wicks and oil.....		37	70	
J. H. Phinney.....	Repairs to lamp.....		12	50	
R. R. Call.....	Steamboat hire and towing.....	\$125	00		
do.....	2 tons coal, oakum, etc.....	9	60		
			134	60	
John Ferguson.....	Paint and oil.....		26	30	
Jas. Walls.....	Moving ship.....		20	00	
James Wright.....	Removing ballast and repairs.....		38	00	
D. J. Ritchie.....	Chain and rope.....		11	43	
T. Stewart & Co.....	Re-silvering reflectors.....		40	00	
Wm. Robinson.....	Repairs to lantern rods, irons, bolts, etc.....		10	42	
John Morrissey.....	Freight of glass, coal, oil, etc.....		4	00	
Moses Sargeant.....	Rope.....		2	09	
Thomas S. Adams.....	Copper paint.....		16	60	
J. S. Millar.....	Repairs, 4 days labour, at \$2.....		8	00	
Alexander Fair.....	Painting.....		18	00	
J. Mitchell.....	Paid labour on board.....		3	60	
				1,107	30
<i>Machias Seal Island Light.</i>					
David Webster.....	12 months salary as Light-keeper.....	\$493	72		
Receiver-General.....	Superannuation tax on Keeper's salary...	6	28		
			500	00	
W. W. Jordan.....	Cotton and flannel.....		19	00	
W. H. Thorne & Co.....	Powder and oil.....		42	19	
Prichard & Son.....	Rope.....		11	38	
J. R. Cameron & Co.....	Chimneys and wicks.....		24	25	
Estey, Allwood & Co.....	Paint.....		3	24	
A. J. Meloon.....	Boating.....		5	00	
D. J. O'Dell.....	Freight.....		1	40	
				597	46
<i>Midjic Bluff Light.</i>					
Mrs. J. McDiarmid.....	12 months salary as Light-keeper.....	\$197	52		
Receiver-General.....	Superannuation tax on Keeper's salary...	2	48		
			200	00	
W. W. Jordan.....	Cotton and flannel.....		8	48	
W. H. Thorne & Co.....	Paint and oil.....		26	55	
Estey, Allwood & Co.....	Chimneys, etc.....		17	70	
Angus Burgess.....	Boat, storing and carting oil.....		38	20	
J. R. Cameron & Co.....	Lamps, etc.....		15	50	
F. J. Harding.....	Paid freight on coal, piping, etc.....		1	25	
				307	68
<i>Miscou Light.</i>					
Robert Rivers.....	12 months salary as Light-keeper.....	\$493	72		
Receiver-General.....	Superannuation tax on Keeper's salary...	6	28		
			500	00	
J. R. Cameron & Co.....	Chimneys and wicks.....		83	00	
Wm. Watt.....	Cotton, flannel, etc.....		28	30	
				611	30
Carried forward.....				27,446	18

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				27,446	18
<i>Musquash Island Light.</i>					
Daniel Smith.....	12 months salary as Light-keeper.....	80	00		
J. R. Cameron & Co.....	Chimneys and wicks.....	9	75		
G. Hevenor.....	Repairs to burners.....	3	00		
				92	75
<i>Middle Island Light</i>					
D. McEwen.....	12 months salary as Light-keeper.....	\$296	28		
Receiver-General.....	Superannuation tax on Keeper's salary...	3	72		
				300	00
T. Stewart & Co.....	Re-silvering reflectors.....	35	25		
Charles Bennett.....	Repairs to lantern.....	10	50		
				345	75
<i>Marks Point Light.</i>					
P. Twomey.....	12 months salary as Light-keeper.....			80	00
<i>No Man's Friend Light.</i>					
Morris Scovill.....	12 months salary as Light-keeper.....	80	00		
J. R. Cameron & Co.....	Chimneys and wicks.....	13	00		
				93	00
<i>Neguae Light.</i>					
Wm. Morrison.....	12 months salary as Light-keeper.....	\$148	12		
Receiver-General.....	Superannuation tax on Keeper's salary...	1	88		
				150	00
Wm. Masson.....	Cotton, brooms and nails.....	23	07		
T. Stewart & Co.....	Re-silvering reflectors.....	6	00		
				179	07
<i>Negro Town Point Light.</i>					
E. Ross.....	12 months salary as Light-keeper.....	\$296	28		
Receiver-General.....	Superannuation tax on Keeper's salary...	3	72		
				300	00
J. R. Cameron & Co.....	Chimneys, wicks, oils, etc.....	33	00		
G. Hevenor.....	Lamps and repairs.....	23	80		
James E. Toole.....	Repairing boat.....	23	71		
F. A. Roberts.....	Rope.....	2	60		
				383	11
<i>McManus' Point Light.</i>					
R. McMann.....	12 months salary as Light-keeper.....	80	00		
J. R. Cameron & Co.....	Chimneys and wicks.....	2	82		
W. W. Jordan.....	Cotton and flannel.....	6	35		
T. B. Barker & Sons.....	Paint.....	8	58		
				97	75
<i>Oak Point Light, St. John River.</i>					
Chas. Theal.....	7 months salary as Light-keeper.....	46	68		
Wm. McLeod.....	do do.....	33	32		
G. Hevenor.....	Reflector, glass and repairs.....	40	72		
Chas. Theal.....	Cartage and freight.....	3	85		
J. R. Cameron & Co.....	Wicks.....	1	25		
				125	82
Carried forward.....				28,843	43

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.,—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				28,843	43
<i>Oromocto Shoals Light.</i>					
Mrs. E. Hazen.....	3 months salary as Light-keeper.....		20	00	
C. H. Gilmore.....	9 do do.....		60	00	
J. W. Harrington.....	Glass.....		13	65	
					93 65
<i>Oak Point Light, Miramichi.</i>					
Joseph Coughlan.....	12 months salary as Light-keeper.....		100	00	
Wm. Masson.....	Rope, cotton and nails.....		11	13	
T. Stewart & Co.....	Re-silvering reflectors.....		18	50	
J. R. Cameron & Co.....	Chimneys.....		6	00	
					135 63
<i>Partridge Island Light.</i>					
James Wilson.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary... 5 00				
			400	00	
J. R. Cameron & Co.....	Chimneys and wicks.....		55	50	
F. A. Roberts.....	Rope.....		13	85	
Henry King.....	Boating, delivering supplies, conveying workmen, and labour at oil, etc.....		144	00	
G. Hevenor.....	Repairs to lamps.....		11	60	
W. W. Jordan.....	Cotton and flannel.....		25	50	
W. H. Thorne & Co.....	Oil, alcohol, etc.....		37	53	
John Woodley.....	Boat.....		45	00	
Barbour & Staples.....	Painting Lighthouse.....		91	95	
James Wilson.....	Boarding painters.....		12	60	
T. B. Barker & Sons.....	Rouge.....		6	25	
Estey, Allwood & Co.....	Paint.....		7	78	
J. W. Harrington.....	Room paper and glass.....		14	97	
Wm. Lewis.....	Ironing boat.....		7	60	
					874 13
<i>Point Lepreaux Light.</i>					
George Thomas.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary... 5 00				
			400	00	
Charles Kelly.....	Road work.....		15	00	
J. R. Cameron & Co.....	Chimneys, wicks and lantern.....		19	00	
F. A. Roberts.....	Rope.....		2	06	
W. W. Jordan.....	Cotton, flannel, etc.....		36	63	
T. B. Barker & Sons.....	Paint and oil.....		40	47	
W. H. Thorne & Co.....	Copper, lime and nails.....		51	06	
Prichard & Son.....	Rope.....		21	89	
G. H. Thomas.....	Labour and lumber.....		18	00	
Estey, Allwood & Co.....	Paint.....		15	90	
G. Hevenor.....	Lamps.....		12	00	
Harris Allan.....	Stove lining.....		2	00	
					634 01
<i>Portage Island Light.</i>					
Hugh Murray.....	9 months salary as Light-keeper.....	\$148	14		
Receiver-General.....	Superannuation tax on Keeper's salary... 1 86				
			150	00	
D. Robertson.....	Salary as Light-keeper, to 30th June, 1881.....	\$41	15		
Receiver-General.....	Superannuation tax.....		0	52	
			41	67	
Carried forward.....			191	67	30,580 85

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	191 67	30,580 85
<i>Portage Island Light—Concluded.</i>			
Wm. Masson.....	Oil, matches and brooms.....	36 56	
James Carter	Carpenters' and Smiths' labour repairing Light-house, and materials for same.....	391 11	
John Ferguson.....	Paint and oil.....	40 99	
Wm. Sinclair	Boat and oars.....	41 00	701 33
<i>Pokemouche Light.</i>			
P. Robichaux.....	12 months salary as Light-keeper.....	\$197 52	
Receiver-General.....	Superannuation tax on Keeper's salary...	2 48	
		200 00	
J. R. Cameron & Co.....	Chimneys and wicks.....	32 23	
Wm. Watt.....	Cotton, flannel, etc.....	40 37	272 60
<i>Pea Point Light.</i>			
Alex. Davidson.....	12 months salary as Light-keeper.....	\$246 88	
Receiver-General.....	Superannuation tax on Keeper's salary...	3 12	
		250 00	
J. R. Cameron & Co.....	Chimneys, wicks and burners.....	54 50	
W. W. Jordan	Cotton and flannel.....	6 72	
T. B. Barker & Sons.....	Paint and oil.....	30 67	
Prichard & Son.....	Rope.....	19 24	
J. Drake.....	Blocks.....	2 60	
W. H. Thorne & Co.....	Paint.....	28 13	
Estey, Allwood & Co.....	do.....	1 19	
Joshua Seaman	Freight.....	1 25	
Wm. Lewis.....	Car wheel and ironing blocks.....	37 00	431 30
<i>Passamaquoddy Bay Light.</i>			
John Conley.....	12 months salary as Light-keeper.....	\$315 64	
Receiver-General.....	Superannuation tax on Keeper's salary...	4 36	
		350 00	
J. R. Cameron & Co.....	Chimneys and wicks.....	27 80	
T. B. Barker & Sons.....	Paint and oil.....	30 19	
J. McLachlan.....	Repairing boat, etc.....	22 00	
John Conley.....	Boarding painters, etc.....	33 95	
G. E. Bustin.....	Painting Lighthouse and travelling expenses.....	72 50	
Obadiah Conley.....	Labour and repairs to Lighthouse and boat.....	58 00	
John Glass.....	Cordwood, 6 cords, at \$4.25 per cord.....	25 50	
W. H. Thorne & Co.....	Paint and oil.....	30 42	
J. Linton.....	Iron.....	1 77	
Wm. Carson.....	Freight.....	2 20	654 33
<i>Preston's Beach Light.</i>			
Thomas Lewis.....	12 months salary as Light-keeper.....	100 00	
Wm. Masson.....	Soap, cotton and matches.....	10 46	
J. R. Cameron & Co.....	Chimneys and wicks.....	1 75	
M. Preston.....	Rent of land, 1880.....	20 00	
Thomas Lewis.....	Carting oil.....	5 00	
Daniel Lewis.....	Carting supplies.....	7 00	144 21
	Carried forward.....		32,784 62

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				32,784	62
<i>Point du Chene Light.</i>					
J. R. Cameron & Co.....	Chimneys and wicks.....		3 25		
Wm. Lewis.....	Repairs to iron work.....		29 30		
					32 55
<i>Petit Rocher Light.</i>					
Hilarion Roy.....	12 months salary as Light-keeper.....	\$148	12		
Receiver-General.....	Superannuation tax on Keeper's salary...	1	88		
				150	00
J. R. Cameron & Co.....	Chimneys and wicks.....		20	40	
Wm. Watt.....	Cotton, flannel, etc.....		17	95	
					188 35
<i>Quaco Light.</i>					
Wm. Love.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary...	5	00		
				400	00
R. H. McLean.....	Freight.....		2	30	
Walter Lane.....	Repairs to Lighthouse, bell tower, etc.....		37	23	
F. A. Roberts.....	Cotton duck, red paint and boiled oil.....		9	38	
T. Stewart & Co.....	Re-silvering reflectors.....		25	00	
Harris Allan.....	Stove, fittings and pipes.....		16	19	
J. Mosher.....	Lumber.....		1	25	
T. B. Barker & Sons.....	Paint and oil.....		24	15	
Wm. M. Forrest.....	Painting Lighthouse.....		75	10	
Wm. Love.....	Allowance for fuel, to 30th June, 1881.....		48	00	
W. H. Thorne & Co.....	Chain.....		2	29	
					640 89
<i>Robertson's Point Light.</i>					
S. Robertson.....	12 months salary as Light-keeper.....		80	00	
J. R. Cameron & Co.....	Chimneys.....		4	25	
					84 25
<i>Richibucto Light.</i>					
Fabien Richard.....	12 months salary as Light-keeper.....	\$182	68		
Receiver-General.....	Superannuation tax on Keeper's salary...	2	32		
				185	00
W. Watt.....	Cotton, flannel, etc.....		28	12	
					213 12
<i>Richibucto Beacon Light.</i>					
Pacifique Leger.....	12 months salary as Light-keeper.....	\$197	52		
Receiver-General.....	Superannuation tax on Keeper's salary...	2	48		
				200	00
Wm. Watt.....	Cotton, flannel, etc.....		22	97	
G. Hevenor.....	Repairs to burners.....		2	00	
					224 97
<i>Restigouche Beacons.</i>					
H. McNeil.....	18 months salary as Light-keeper.....		150	00	
Wm. Watt.....	Cotton, flannel, etc.....		37	54	
					187 54
Carried forward.....					34,356 29

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				34,356	29
<i>Railway Wharf Light.</i>					
Geo. Cumming.....	12 months salary as Light-keeper.....	100	00		
Wm. Watt.....	Cotton, flannel, etc.....	37	54		
				137	54
<i>South Tracadie Light.</i>					
Joseph Forbes.....	12 months salary as Light-keeper.....	\$148	12		
Receiver-General.....	Superannuation tax on Keeper's salary...	1	88		
				150	00
Wm. Ferguson.....	Moving Light.....		10	00	
Wm. Watt.....	Cotton, flannel, etc.....		18	77	
Alex. Le Brenton.....	Contract for repairs to Lighthouse.....		90	00	
T. Stewart & Co.....	Repairs to reflectors.....		25	00	
				293	77
<i>Swallow Tail Light.</i>					
J. W. Kent.....	12 months salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary...	5	00		
				400	00
J. R. Cameron & Co.....	Chimneys, wicks and burners.....		82	75	
W. W. Jordan.....	Cotton, flannel, etc.....		33	40	
T. B. Barker & Sons.....	Paint and oil.....		66	95	
W. H. Thorne & Co.....	Paint, oil, iron, waste, etc.....		492	97	
C. E. Harding & Son.....	Lumber, sashes, doors, shingles, etc.....		379	15	
Prichard & Son.....	Rope.....		66	89	
T. McAvery & Sons.....	Powder, etc.....		40	50	
J. H. Harding.....	Paid labour bill for landing supplies.....		12	00	
R. P. & W. F. Starr.....	12 tons coal, at \$3.50.....	\$42	00		
do.....	Cartage, etc.....	2	16		
				44	16
F. Cronk.....	Freight on hardware, lumber, etc.....		51	79	
C. B. Eaton.....	Lumber.....		9	50	
Estey, Allwood & Co.....	Paint.....		67	02	
H. C. Guptill.....	Lumber and nails.....		7	30	
G. Hevenor.....	Repairs to lamps.....		39	00	
James Small.....	Deed of right of way and property.....		100	00	
E. Gaskill.....	Lumber.....		13	70	
S. Harvey.....	Labour and repairs to Lighthouse, 28 days, at \$1.75.....		49	00	
E. Hughes.....	do do 27 do 1.75.....		47	25	
R. Barbour.....	Painting building.....		137	50	
J. W. Harrington.....	Room paper.....		13	29	
Wm. Sulis.....	Passage of painters.....		9	00	
				2,163	12
<i>St. Andrew's Light.</i>					
Geo. Pendlebury.....	12 months salary as Light-keeper.....	\$296	28		
Receiver-General.....	Superannuation tax on Keeper's salary...	3	72		
				300	00
J. R. Cameron & Co.....	Chimneys and wicks.....		9	75	
W. W. Jordan.....	Cotton and flannel.....		10	72	
W. H. Thorne & Co.....	Paint and oil.....		38	08	
John McLachlan.....	Window sashes.....		16	00	
Estey, Allwood & Co.....	Paint.....		3	34	
G. Hevenor.....	Repairing oil tank.....		2	25	
John Pendlebury.....	Plastering.....		12	00	
Wm. Carson.....	Freight.....		1	30	
Geo. Pendlebury.....	Allowance for fuel, to 30th June, 1881.....		20	00	
				413	
Carried forward.....				37,364	16

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				37,364	16
<i>Spruce Point Light.</i>					
John Boyd.....	12 months salary as Light-keeper.....	80	00		
J. R. Cameron & Co.....	Chimneys and wicks.....	8	75		
Estey, Allwood & Co.	Paint.....	1	19		
G. Hevenor.....	Lamps and burners.....	10	00		
John Boyd.....	Freight on oil.....	1	40		
				101	34
<i>Sand Point Light.</i>					
Robt. Clark.....	12 months salary as Light-keeper.....	80	00		
J. R. Cameron & Co.....	Chimneys, wicks and lamp.....	11	75		
T. B. Barker & Sons.....	Paint and oil.....	13	15		
				104	90
<i>Shediac Light.</i>					
M. Robinson.....	12 months salary as Light-keeper.....	\$246	88		
Receiver-General.....	Superannuation tax on Keeper's salary...	3	12		
		250	00		
J. R. Cameron & Co.....	Chimneys and wicks.....	8	25		
G. Hevenor.....	Lantern.....	95	75		
Wm. Watt.....	Cotton, flannel, etc.....	18	82		
T. B. Barker & Sons.....	Paint and oil.....	14	25		
				387	07
<i>Southern Wolf Light.</i>					
E. Snell.....	12 months salary as Light-keeper.....	\$493	72		
Receiver-General.....	Superannuation tax on Keeper's salary...	6	28		
		500	00		
J. R. Cameron & Co.....	Chimneys and wicks.....	17	00		
R. P. & W. F. Starr.....	Coal, 10 tons at \$3.50, \$35; 1 ton, \$5.75, \$40.75; cartage, etc., \$2.05.....	42	80		
W. W. Jordan.....	Cotton and flannel.....	32	13		
T. B. Barker & Sons.....	Paint and oil.....	28	83		
W. H. Thorne & Co.....	Blocks, etc.....	10	58		
S. G. Blizard.....	Lumber.....	56	84		
Prichard & Son.....	Rope.....	23	40		
T. McAvity & Sons.....	Powder.....	11	00		
Chas. Hamm.....	Labour landing supplies.....	14	00		
Estey, Allwood & Co.....	Paint.....	4	43		
D. J. O'Dell.....	Turpentine, nails and paint.....	12	10		
E. Pigeon.....	Repairs to boat.....	8	00		
				761	11
<i>Sheldrake Island Light.</i>					
D. Morrison.....	12 months salary as Light-keeper.....	\$296	28		
Receiver-General.....	Superannuation tax on Keeper's salary...	3	72		
		300	00		
Wm. Masson.....	Soap, cotton and matches.....	13	27		
J. R. Cameron & Co.....	Chimneys and wicks.....	26	25		
Daniel Crimmen.....	Cartage of and labour on lantern.....	40	00		
Wm. Watt.....	Cotton and flannel.....	26	40		
Wm. Sinclair.....	Repairs to boat.....	20	00		
				425	92
<i>South-West Head Light.</i>					
W. B. McLaughlin.....	12 months salary as Light-keeper.....	\$493	72		
Receiver-General.....	Superannuation tax on Keeper's salary...	6	28		
		500	00		
Carried forward.....		500	00	29,144	50

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....		500 00	29,144 50
<i>South-West Head Light—Concluded.</i>			
W. B. McLaughlin.....	Carting, sinking well and labour.....	171 56	
J. R. Cameron & Co.....	Chimneys, wicks and burners.....	74 51	
S. Harvey.....	Balance deed of land.....	50 00	
G. Hevenor.....	Repairs and chimney tops.....	62 54	
Wm. Lewis.....	3 oil tanks, at \$22 each.....	66 00	
W. W. Jordan.....	Cotton and flannel.....	17 88	
T. B. Barker & Sons.....	Paint and oil.....	71 76	
W. H. Thorne & Co.....	Iron, cement, paint and oil.....	179 36	
Prichard & Son.....	Rope.....	67 77	
G. E. Harding.....	Lumber.....	35 94	
R. P. & W. F. Starr.....	10 tons of coal, at *3.50, *35; cartage, \$1.80.....	36 80	
W. B. McLaughlin.....	Boating, labour and boarding workmen.....	46 75	
F. Cronk.....	Freight on hardware, etc.....	3 40	
			1,384 27
<i>Shippegan Light.</i>			
F. H. Dumaresq.....	12 months salary as Light-keeper.....	\$237 00	
Receiver-General.....	Superannuation tax on Keeper's salary... 3 00		
		240 00	
F. H. Dumaresq.....	Wood, etc., \$8.10; and digging well, \$8.....	16 10	
J. R. Cameron & Co.....	Chimneys and wicks.....	18 50	
J. H. Phinney.....	Galvanized pipe.....	8 25	
R. McIntosh.....	Repairing oil tanks.....	8 00	
G. Hevenor.....	New lantern.....	45 00	
M. Hayden.....	Balance contract repairs to Lighthouse.....	88 00	
Wm. Watt.....	Cotton, flannel, etc.....	27 71	
			451 56
<i>Tracadie Light.</i>			
Wm. Archer.....	12 months salary as Light-keeper.....	\$237 00	
Receiver-General.....	Superannuation tax on Keeper's salary... 3 00		
		240 00	
J. H. Phinney.....	Stove-pipes.....	1 50	
G. Hevenor.....	Reflector.....	4 00	
Wm. Watt.....	Cotton, flannel, etc.....	18 77	
James Fish.....	Horse hire and waggon from Newcastle to Shippegan Light.....	17 50	
Alex. Le Brenton.....	Contract for repairs to Lighthouse, etc.....	280 00	
John Ferguson.....	Stove-pipes.....	8 45	
Samuel Cormeo.....	Carting oil.....	1 20	
T. Stewart & Co.....	Re-silvering reflectors.....	92 00	
Wm. Archer.....	Allowance for fuel to 30th June, 1881.....	10 00	
			673 42
<i>Tabusintac Light.</i>			
Thos. Savoy.....	12 months salary as Light-keeper.....	\$197 52	
Receiver-General.....	Superannuation tax on Keeper's salary... 2 48		
		200 00	
Wm. Masson.....	Rope, cotton and nails.....	18 68	
J. R. Cameron & Co.....	Chimneys and wicks.....	27 25	
J. H. Phinney.....	Stovepipe.....	2 70	
G. Hevenor.....	New lantern.....	45 00	
Peter Breaux.....	Picking up oil tank.....	3 00	
Thos. Savoy.....	Carting oil.....	4 00	
			300 6
Carried forward.....			41,954 38

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		41,954 38
<i>Wilmot's Bluff Light.</i>			
J. D. Wilmot	12 months salary as Light-keeper	80 00	
do	Carting oil.....	5 00	
			85 00
<i>Cup Enragé Fog Alarm.</i>			
W. S. Starratt.....	12 months salary as Engineer.....	\$395 00	
Receiver-General.....	Superannuation tax on Engineer's salary.....	5 00	
		400 00	
W. H. Steeves.....	Freight on coal, 72 tons at \$1.75 per ton.....	126 00	
D. Fingley.....	Expenses landing coal and carting	64 80	
Geo. Smith.....	Repairs to Fog-Alarm.....	17 50	
J. B. Smith.....	do do	15 00	
T. B. Ritchie.....	Boarding Engineers.....	5 45	
R. P. & W. F. Starr.....	Coal, 72 tons, at \$2.50.....	180 00	
John Smith.....	Iron cap.....	0 50	
W. S. Starratt.....	Postage and blocks.....	11 95	
Robt. Tingley.....	12½ cords wood, at \$4.00 per cord.....	50 00	
			871 20
<i>Escuminac Fog-Alarm.</i>			
Thos. Phillips.....	12 months salary as Engineer.....	\$395 00	
Receiver-General.....	Superannuation tax on Engineer's salary.....	5 00	
		400 00	
Intercolonial Coal Co.....	58 tons of coal, at \$1 80 per ton.....	104 40	
Chas. Mason.....	Freight on coal, at \$1 10 per ton.....	63 80	
Thos. Phillips.....	Expenses landing coal	33 75	
Jas. McLean.....	Freight.....	10 00	
Chas. McLean.....	10 cords of wood, at \$3.50 per cord.....	35 00	
T. McAvity & Sons.....	Tube cleaner and tube expander	65 15	
			712 10
<i>Grindstone Island Fog-Alarm.</i>			
J. R. Styles	12 months salary as Engineer.....	\$296 28	
Receiver-General.....	Superannuation tax on Engineer's salary.....	3 72	
		300 00	
Geo. Smith.....	Repairs to Fog-Alarm.....	17 50	
J. B. Smith.....	do do	15 00	
J. R. Styles.....	Boarding Engineers, \$6.00; labor, \$7.10.....	13 10	
J. J. Gallagher.....	Repairing valve.....	4 00	
M. Robinsan.....	Cordwood, 3 cords, at \$5.50 per cord.....	16 50	
T. McAvity & Sons.....	Winch.....	2 65	
R. P. & W. F. Starr.....	Coal, 30 tons, at \$2.50 per ton.....	75 00	
W. H. Steeves.....	Freight on coal, 30 tons at \$1.50 per ton.....	45 00	
Eatey, Allwood & Co.....	Paint.....	58 86	
J. R. Styles.....	Carting coal.....	30 00	
Alex. Hoar.....	5 cords wood, at \$5.50 per cord.....	27 50	
			605 11
<i>Grand Manan Fog-Alarm.</i>			
Jas. Tatton	12 months salary as Engineer.....	\$693 72	
Receiver-General.....	Superannuation tax on Engineer's salary.....	6 28	
		700 00	
J. R. Cameron & Co.....	Chimneys and wicks.....	2 00	
Geo. Smith.....	Repairs, 20 days labour at Fog-Alarm, at \$2.50 per day, \$50.00; travelling expenses, \$20.00	70 00	
W. W. Jordan.....	Cotton, flannel, etc.....	8 88	
W. H. Thorne & Co.....	Paint and oil.....	68 20	
	Carried forward.....	849 08	44,227 79

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	849 08	44,227 79
<i>Grand Manan Fog-Alarm—Concluded.</i>			
C. E. Harding.....	Lumber.....	58 21	
Pritchard & Son.....	Rope.....	13 62	
T. McAvity & Sons.....	Valves, bolts, etc.....	158 00	
R. P. & W. F. Starr.....	114 tons of coal, at \$2.50 per ton.....	285 00	
John Powers.....	Repairs to boiler plates, etc.....	6 70	
J. B. Smith.....	do 20 days labour at Fog-Alarm, at \$2.00 per day.....	40 00	
Jas. Tatton.....	Labour storing coal, 42½ days, at \$2.50, \$105.59; 11½ cords wood, at \$3.00, \$35.25; boarding Engineers, \$37.00; 20 galls. porpoise oil, at 80c., \$16.00.....	193 84	
Geo. Tatton.....	Carting coal, 126 tons, at 80c., \$100.80; boating, \$3.00.....	103 80	
Allan Bros.....	Gear wheel.....	10 00	
Wm. Irving.....	Freight on coal, 168 tons, at \$2.75 per ton.....	462 00	
Estey, Allwood & Co.....	Packing and fittings.....	289 54	
Robt. Bell.....	Repairs, 5 days labour at Fog-bell, at \$2.50 per day.....	12 50	
John Smith.....	Iron crank.....	32 85	
Fred Nutter.....	Carting lumber.....	12 50	
E. Gashill.....	Lumber.....	31 36	
			2,559 00
<i>Head Harbour Fog-Alarm.</i>			
Samuel Craig.....	12 months salary as Engineer.....	300 00	
Spates Bros.....	Drip pans.....	12 53	
J. R. Cameron & Co.....	Chimneys and wicks.....	4 75	
Hugh Belmore.....	Wood and freight.....	30 00	
Carrier, Lane & Co.....	Valves.....	5 00	
W. W. Jordan.....	Cotton, flannel, etc.....	35 60	
T. McAvity & Sons.....	Valves, lever, fittings and pipe.....	137 40	
R. P. & W. F. Starr.....	78 tons coal at \$2.50 per ton.....	195 00	
F. Brenton.....	Freight on coal, 78 tons, at \$3.25 per ton.....	253 50	
Samuel Craig.....	Oars and oil.....	2 90	
Estey, Allwood & Co.....	Paint.....	3 57	
D. J. O'Dell.....	Oil, brushes and waste.....	75 17	
W. H. Thorne & Co.....	Gauge glasses, etc.....	11 02	
A. & J. McLean.....	Saw.....	3 61	
			1,070 05
<i>Letete Fog-Alarm.</i>			
Neil Seelye.....	12 months salary as Engineer.....	\$395 00	
Receiver-General.....	Superannuation tax on Engineer's salary.....	5 00	
		400 00	
A. & J. McLean.....	Chimneys, oil and pipe.....	10 09	
David Kelly.....	12 months wages as Assistant Engineer.....	\$120 00	
do.....	Carting wood.....	6 00	
		126 00	
J. R. Cameron & Co.....	Chimneys and wicks.....	5 50	
Hugh Belmore.....	Wood and freight.....	75 00	
W. H. Thorne & Co.....	Oil, soap, paint, iron, etc.....	97 98	
R. P. & W. F. Starr.....	78 tons coal, at \$2.50 per ton.....	195 00	
F. Brenton.....	Freight on coal, 78 tons, at \$3.25 per ton.....	253 50	
Estey, Allwood & Co.....	Paint.....	2 38	
Clement Grenon.....	Carting coal.....	35 00	
T. McAvity & Sons.....	Steam pipe, lever and fittings.....	88 97	
Neil Seelye.....	Postage account.....	3 81	
			1,293 23
	Carried forward.....		49,150 07

STATEMENT of Expenditure in connection with the Maintenance of Light-houses Fog Whistles, etc., in New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....					49,150 07
<i>Miscou Fog-Alarm.</i>					
Robt. Rivers.....	12 months salary as Engineer.....	\$296	28		
Receiver-General.....	Superannuation tax on Engineer's salary.....	3	72		
				300	00
Intercolonial Coal Co....	71 tons coal, at \$1.80 per ton.....			127	80
Chas. Stewart.....	Freight on coal, 71 tons, at \$2.50 per ton.....			177	50
Robt. Rivers.....	Expenses landing coal.....			71	05
do	17 cords wood, at \$3.....	\$51	00		
do	Carting of supplies, wheel-barrow, etc....	26	07		
				77	07
Miramichi Foundry Co...	Steam pump.....			45	75
					799 17
<i>Machias Seal Island Fog-Alarm.</i>					
David Webster.....	12 months salary as Engineer.....			500	00
A. J. Meloon.....	Boating supplies, forwarding despatches, etc.....			100	00
Wm. Irving.....	Freight on coal, 168 tons, at \$4 per ton.....			672	00
R. P. & W. P. Starr.....	Coal, 168 tons, at \$2.50 per ton.....			420	00
T. McAvity & Sons.....	Steam whistle, valves and powder.....			154	25
Hugh Belmore.....	15 cords wood, \$8.....	\$120	00		
do	Barrel, tubes, etc.....	3	20		
				123	20
John Patterson.....	New boiler.....			800	00
D. McLaughlin.....	Repairs to boiler.....			402	98
G. W. Meloon.....	Boating supplies, forwarding workmen, etc.....			82	35
David Webster.....	Boarding boiler-makers.....			17	14
John Smith.....	Iron pinions.....			9	92
Isaac Wilder.....	Olive oil and postage account.....			21	54
Estey, Allwood & Co.....	Packing.....			6	75
Thos. Trainer.....	Freight on car wheels, etc.....			15	00
D. W. Smith.....	On account of travelling expenses.....			60	00
					3,385 13-
<i>Partridge Island Fog-Alarm.</i>					
Jos. Wilson.....	12 months salary as Engineer.....	\$395	00		
Receiver-General.....	Superannuation tax on Engineer's salary.....	5	00		
				400	00
Knox & Firth.....	Baskets.....			6	00
Henry King	Boating, labour on and carting coal, etc.....			325	25
F. A. Roberts.....	Nails.....			7	62
R. P. & W. F. Starr.....	Coal, 58,818 tons, at \$3.50.....	\$205	82		
do	do 180 tons, at \$2.50.....	450	00		
do	80 scow loads, at 12c.....	10	00		
				665	82
W. H. Steeves.....	Freight on coal, 180 tons, at \$1.50 per ton.....			270	00
T. McAvity & Sons.....	Gauge glasses, bolts, etc.....			62	44
J. Drake.....	Pump.....			1	20
W. H. Thorne & Co.....	Paint and oil.....			53	20
T. Fitzgerald.....	Labour on coal.....			12	00
G. S. Fisher & Co.....	Repairs to roof.....			3	70
Geo. Smith.....	do signal ball.....			3	00
J. Comford.....	40 days labour on coal, at \$1 per day.....			40	00
S. G. Blizard.....	Lumber.....			30	69
John Smith.....	Repairs to Fog-Alarm building.....			190	47
Levi H. Young.....	Hand-cart wheel.....			6	00
D. W. Clark.....	Paid for lumber, white lead, etc., and labour to carpenters, etc.....			63	60
Patrick Butler.....	Water casks.....			4	00
S. Holly.....	Scow hire.....			10	62
J. Harris & Co.....	Iron door and fittings.....			8	87
					2,164 48
Carried forward.....					53,334 37

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	2,164 48	53,334 37
<i>Partridge Island Fog-Alarm—Concluded.</i>			
D. W. Smith.....	Repairs to Fog-Alarm.....	120 50	
Estey, Allwood & Co.....	Boiler felt.....	28 16	
Robt. Carson.....	29 cords wood, at \$8 per cord.....	232 00	
James Wilson.....	Boarding engineers.....	22 00	
L. H. Vaughan.....	Iron.....	233 63	
Harris Allan.....	Fire brick.....	2 51	
Geo. Hutchinson.....	Repairs to clock and time piece.....	31 50	
T. B. Barker & Sons.....	5 gallons alcohol, at \$3.....	\$15 00	
do.....	Tin can.....	0 75	
		15 75	2,850 53
<i>Point Lepreaux Fog-Alarm.</i>			
W. A. Gallant.....	12 months salary as Engineer.....	\$444 36	
Receiver-General.....	Superannuation tax on Engineer's salary.....	5 64	
		450 00	
Hugh Belmore.....	Freight on coal, 108 tons, at \$3.25 per ton.....	351 00	
R. P. & W. F. Starr.....	Coal, 108 tons, at \$2.50 per ton.....	270 00	
W. H. Thorne & Co.....	Paint and oil.....	82 50	
S. G. Blizard.....	Lumber.....	49 30	
U. E. Harding.....	do.....	18 66	
Wm. Thompson.....	Ground rent on land used for landing supplies and coal.....	6 00	
Wm. Clark.....	Carting coal, 108 tons, at 90c.....	\$97 20	
do.....	2 loads lumber.....	2 00	
		99 20	
T. Thompson.....	Labour on drain.....	16 00	
Estey, Allwood & Co.....	Paint.....	2 38	
Sun Publishing Co.....	Advertising "Notices to Mariners".....	3 00	
W. A. Gallant.....	Lumber, repairs and freight.....	25 00	
T. McAvity & Sons.....	Boiler tubes, etc.....	197 54	
James Kelly.....	6 cords wood.....	18 00	
			1,588 58
			57,773 48
	LESS Refund—Amount over paid H. Martin.....		42 00
			57,731 48
BUOYS AND BEACONS.			
GENERAL ACCOUNT.			
A. Blaisdell.....	Storage on buoys.....	30 00	
J. E. Vincent.....	Top wharfage on buoys.....	1 50	
T. W. Anderson.....	Buoystones and storage on buoys.....	55 00	
J. S. Vanwart.....	Bushing St. John River.....	2 50	
Charles Theal.....	Staking channel.....	6 00	
William Lewis.....	Chain, and ironing buoys.....	49 64	
R. Seelye.....	Storage on buoys.....	15 00	
			159 64
<i>Bell Buoy.</i>			
Wm. Lewis.....	Blacksmiths' repairs.....	809 65	
Barbour & Staples.....	Painting buoy.....	45 85	
James King.....	Labour, scraping, etc.....	3 40	
Henry King.....	Boating and pumping water.....	93 70	
Sun Publishing Co.....	Advertising removal and replacing of buoy.....	8 00	
John Brydges.....	Tide work.....	83 00	
J. B. McMann.....	Towing.....	14 00	
T. Littlejohn.....	Wharfage.....	19 70	
	Carried forward.....	1,076 80	57,891 12

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.,—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....		1,076 80	57,891 12
BUOYS AND BEACONS—Continued.			
GENERAL ACCOUNT—Continued.			
<i>Bell Buoy—Concluded.</i>			
George Bustin.....	Painting	59 68	
L. H. Vaughan & Bro.....	Iron.....	92 38	
Estey, Allwood & Co.....	Cement	30 98	
C. E. Harding	Lumber.....	21 71	
			1,281 55
<i>Bathurst.</i>			
P. J. Hachey	Cartage on buoy.....	1 00	
Wm. Lewis	Ironing buoys.....	8 93	
E. D. Chase.....	Placing and lifting buoys.....	135 00	
			144 93
<i>Buctouche.</i>			
John Keswick.....	Placing and lifting buoys		188 00
<i>Campbellton.</i>			
D. O'Keeffe	Placing and lifting buoys	80 00	
Wm. Matt	Allowance for 1 year's services.....	25 00	
			105 00
<i>Caraget.</i>			
P. E. Poulin.....	Chain and repairs.....	95 55	
T. J. Maher	Placing and lifting buoys	109 00	
			204 55
<i>Cocagne.</i>			
John Brooks.....	Shackles, placing and painting.....		56 49
<i>Dalhousie.</i>			
J. W. Cullen.....	Storing, placing and lifting buoys	175 92	
D. McIntyre.....	3 new buoys.....	32 00	
W. G. Wallace.....	Buoys, chain, etc	83 92	
Nelson Arseneaux.....	Placing buoys.....	60 00	
			351 84
<i>Dorchester.</i>			
Patrick McNeal	Picking up buoys.....	6 00	
Alex. Cole.....	Placing and lifting buoys.....	25 00	
Estey, Allwood & Co.....	Paint and oil.....	4 83	
Joshua King.....	Painting buoys.....	6 20	
Thomas Anderson	Repairing buoys.....	6 50	
L. H. Vaughan & Bro.....	Chain	18 76	
			67 29
<i>Grand Lake.</i>			
R. McMan.....	Placing buoys	48 00	
W. H. Thorne & Co.....	Paint, oil and chain.....	8 77	
T. J. Purdy	Placing and lifting buoys	39 00	
			95 77
Carried forward.....			60,386 54

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			60,386 54
BUOYS AND BEACONS— <i>Continued.</i>			
GENERAL ACCOUNT— <i>Continued.</i>			
<i>Grand Anse.</i>			
Joseph Reed & Co.....	Placing buoys	8 76	
Ubald Landry.....	do	15 06	23 82
<i>Hopewell.</i>			
Wm. Wood.....	Placing and lifting buoys	100 00	
Joseph McAlmon.....	Painting buoys	12 00	112 00
<i>Miramichi.</i>			
James Neilson	Placing and lifting buoys		651 00
<i>Neguac.</i>			
Joseph Breaux.....	Placing buoys.....		40 00
<i>Pokemouche.</i>			
Edward Maher.....	Making and placing 2 beacons.....		12 00
<i>Petit Rocher.</i>			
Hilarion Roy.....	Placing and lifting buoys		20 00
<i>Richibucto.</i>			
Chas. H. Powell.....	Placing and lifting buoys.....		466 66
<i>Red's Point Lamps.</i>			
Gas Light Co.....	Gas bill from 1st May, 1880, to 30th April, 1881.....		80 00
<i>Shippegan.</i>			
E. Maher.....	Placing and lifting buoys.....		117 00
<i>Shemogue.</i>			
Jas. McKay.....	Placing and lifting buoys.....		80 00
<i>Shediac.</i>			
Alex. McKay.....	Picking up buoy.....	10 00	
D. White.....	Placing and lifting buoys.....	64 00	
A. McQueen.....	Placing, lifting and painting buoys.....	63 78	
W. H. Thorne & Co.	Chain and paint.....	14 07	151 85
Carried forward.....			62,140 87

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in New Brunswick, etc.—*Concluded.*

		\$ cts.	\$ cts.
	Brought forward.....		62,140 87
	BUOYS AND BEACONS—<i>Concluded.</i>		
	GENERAL ACCOUNT—<i>Conclude.</i>		
	<i>St. Andrews.</i>		
John Bolson.....	Placing and lifting buoys.....		49 75
	<i>St. George.</i>		
James Dick.....	Placing and lifting buoys.....		289 90
	<i>St. Stephen.</i>		
Chas. Young.....	Placing and lifting buoys.....		71 99
	<i>Split Rock.</i>		
J. E. Vincent.....	Wharfage on buoy.....	1 00	
Prichard & Son.....	Rope.....	45 37	
L. H. Vaughan & Bro....	Chain, 12,047 lbs. at 6c, \$722.82; telegraphing order and shipment, \$6.01.....	728 83	
H. Martin.....	Anchor, 2,818 lbs. at \$12.16½ per cwt., \$384.65; shackles, etc., 1,395 lbs at 15c., \$20.85.....	405 50	
Intercolonial Railway....	Freight.....	1 20	
Wm. Lewis.....	Shackles, labour and cartage.....	91 68	
Walter Lane.....	Placing guards.....	8 10	
Richard Cline.....	Services placing buoy.....	10 00	
			1,291 68
	<i>Tracadie.</i>		
Vital Arseneaux.....	Placing and lifting buoys.....		142 20
			63,986 39
	LESS—Refund, cheque No. 1261 drawn in error.	32 00	
	do do No. 1262 do ...	83 92	
	do do No. 1263 do ...	60 00	
			175 92
			63,810 47
	Stationery and Queen's Printer.....		111 43
			63,921 90

WM. SMITH,

Deputy Minister of Marine and Fisheries

JOHN TILTON,

Accountant.

APPENDIX No. 5.

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure in connection with the Maintenance of Lighthouses, Fog Whistles, etc., in Nova Scotia, for the Fiscal Year ended 30th June, 1881.

		\$ cts.	\$ cts.
LIGHTHOUSE AND COAST SERVICE.			
GENERAL ACCOUNT.			
J. Frs. Phelan.....	Freight on chimneys.....	58	73
M. F. Eagar.....	Sponges.....	131	88
Pickford & Black.....	Lamp.....	6	00
W. M. Smith.....	Repairing steam gauges and testing new boilers.....	44	15
J. Overy.....	Cartage of supplies.....	51	88
S. A. White & Co.....	Wharfage and shipping supplies.....	17	51
Fishwick's Express.....	Freight of supplies	24	28
City Treasurer.....	12 months water rates, to 1st May, 1882.....	50	00
H. W. Johnston.....	do travelling expenses	52	29
do	do salary as Agent.....	\$1,960	00
Receiver-General.....	do superannuation tax.....	40	00
		2,000	00
W. S. Symonds & Co.....	Labour on lantern.....	6	75
M. Downey.....	Painting and glazing.....	5	50
J. E. Hosterman.....	Storage of powder.....	9	20
Lordly & Stimpson.....	Buckets and brooms.....	77	30
Intercolonial Railway.....	Freight on lamps and burners.....	11	52
Edwd. Gorman.....	Contract for building oil stores.....	858	00
T. K. Jenkins & Co.....	Winch.....	15	00
Starr Manufacturing Co.....	Repairing reflectors.....	19	00
Mackintosh & McInnes	Boxes and lumber.....	46	00
White & Simmonds.....	Tinware, tanks, etc.....	1,498	49
E. Chanteloup.....	Lamps, reflectors, etc.....	1,391	20
R. H. Cogswell.....	Repairing telescope, etc.....	4	50
do	Hoisting time ball one year, to 1st April, 1881.....	100	00
Macdonald & Co.....	Lamps and repairs.....	216	50
do	Fog-alarms and whistle valves.....	255	75
W. S. Graham.....	Inspecting oil stores.....	6	00
F. C. Stevens.....	Wharfage and shipping supplies.....	2	18
Bell Telephone Co.....	6 months rent of telephone, to 1st September, 1881.....	18	00
Ellen Horne.....	858 feet of oars, at 9 c. per foot.....	77	22
Gordon & Keith.....	Floor cloth for office.....	17	25
Samuel Masher.....	Lumber, etc.....	180	80
J. E. M. Taylor.....	Glass and cutting.....	66	95
Alfred Graves.....	Coopering oil barrels.....	5	60
N. & M. Smith.....	do	15	00
W. N. Brown.....	Hand-barrows.....	12	00
J. K. Bent.....	12 gallons portpoise oil, at \$1.50 per gallon.....	18	00
Commissioner of Crown Lands.....	Grant to Freestone Island, Bras d'Or Lake	40	00
J. S. Nieforth.....	Blacksmith work.....	21	20
J. McDougall.....	Stencil plates.....	18	85
Acadia Fire Insurance Co.....	Premium of insurance on stock in stores.....	75	00
A. & W. Mackinlay.....	Stationery.....	106	20
Black Bros. & Co.....	Paints.....	97	27
G. E. Smith & Co.....	Hardware, brushes, etc.....	1,834	51
C. F. Mott.....	860 lbs. soap, at 5½c. per lb.....	47	30
John P. Mott & Co.....	8,080 lbs. soap, at 5c., \$404; 160 half-barrels lime, at \$1.25, \$200	604	00
T. & E. Kenny.....	Ticking, cotton duck, etc.....	31	70
Burns & Murray.....	Cotton, flannel and towels.....	311	48
Union Glass Co.....	Chimneys and burners.....	1,242	39
Hon. S. L. Shannon.....	12 months rent of wharf and stores.....	1,500	00
	Carried forward.....	13,300	33

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
	Brought forward.....	13,300	33		
LIGHTHOUSE AND COAST SERVICE— <i>Conc.</i>					
GENERAL ACCOUNT— <i>Concluded.</i>					
F. A. Fitzgerald & Co....	29,610½ gallons of oil, at 24c. per gallon.....	7,106	43		
Imperial Oil Co.....	25,948½ do do 26 do	6,746	64		
D. McPherson.....	Storing and delivering oil.....	262	41		
Charles Neal.....	Labour, freight, truckages, etc.....	1,154	51		
James Major.....	Labour at wharf and stores.....	307	00		
John Findlay.....	Building and repairing boats	134	00		
A. F. Church.....	Maps of Shelburne, Guysboro and Antigonish Counties	15	00		
<i>New Era</i>	Advertising	19	50		
<i>Yarmouth Tribune</i>	do	3	44		
<i>Herald Printing Co.</i>	do	109	30		
do	Printing circulars and receipts	9	00		
Western Union Telegraph Co.....	Telegrams.....	211	41		
Dominion Telegraph Co.....	do	44	08		
G. E. Morton.....	Postage stamps, etc.....	194	75		
<i>Provincial Wesleyan</i>	Advertising	7	04		
<i>Presbyterian Witness</i>	do	12	96		
<i>Alliance Journal</i>	do	7	04		
<i>Church Guardian</i>	do	11	81		
<i>Colonial Standard</i>	do	2	40		
<i>Sun Publishing Co.</i>	do	12	00		
<i>Mining Review</i>	do	3	00		
<i>Evening Mail</i>	do	16	50		
C. Annand.....	Subscription to <i>Chronicle and Citizen</i> , 1 year	11	00		
Lunenburg <i>Progress</i>	Advertising	1	25		
Freeman Elliott.....	Trunk.....	10	50		
Blackadar Bros.....	Subscription, 1 year to <i>Acadian Recorder</i> , to 21st May, 1881	5	00		
Henry Dolby.....	12 months salary as Clerk.....	\$ 882	00		
Receiver General.....	do superannuation tax	18	00		
W. J. Duldfield.....	do salary as Messenger.....	900	00		
Mary Pender.....	Cleaning offices.....	199	92		
Catherine Ouldfield.....	do and washing office towels.....	32	00		
D. McAlpine.....	City Directory, 1880-81.....	71	50		
Intercolonial Express Co.....	Freight	2	00		
C. M. Creed.....	12 months subscription to Reading Room.....	2	20		
W. J. Glendenning.....	Ice for offices	6	00		
Creighton & Marshall.....	Ice for offices	4	00		
Toronto <i>Mail</i>	Binding books, etc.....	4	51		
British American Bank Note Co.....	Subscription, 1 year.....	6	00		
H. S. King & Co.....	Cheque books	77	50		
Mackintosh & McInnes.....	Subscription, 1 year to "Nautical Magazine"	3	38		
R. W. Baxter.....	Repairing office windows.....	6	71		
	do chairs.....	1	50		
				31,035	52
FOG ALARMS.					
<i>Brier Island.</i>					
Burrill, Johnston & Co....	Repairs to Alarm	4	31		
John Patterson.....	Boiler for contract	800	00		
R. P. & W. F. Starr.....	114 tons of coals, at \$2.50 per ton	285	00		
A. S. Townshend.....	Freight of coal, 101 tons 15½ cwt., at \$3.00 per ton	305	69		
Mackintosh & McInnes.....	Lumber	59	11		
Irish & Smith.....	Nails and spikes	5	68		
				1,459	79
	Carried forward.....			31,035	52

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts	\$ cts.
	Brought forward.....		
	FOG ALARMS—Continued.		
	<i>Brier Island—Concluded.</i>		
Holland Graham.....	Teaming 70 tons of coal, at \$1.40, \$98.00; cartage of boiler, \$14.00.....	112 00	
Macdonald & Co.....	Fittings and connections to new boiler.....	320 55	
Jacob Boweer.....	Building coal shed, repairing whistle house, etc.....	319 20	
W. S. Symonds & Co.....	Erecting new boiler.....	391 80	
J. Sutherland.....	Bricks and hauling lumber.....	27 00	
do.....	Board of mechanics, etc.....	102 25	
James Morrell.....	Teaming coal.....	44 80	
do.....	Cartage of boiler, etc.....	18 25	
J. E. Bancroft.....	Shingles.....	12 00	
Frank Sutherland.....	12 months salary as Engineer.....	\$ 493 76	
Receiver General.....	do superannuation tax.....	6 24	
		500 00	3,307 64
	<i>Cape Sable.</i>		
Macdonald & Co.....	Tube scrapers, repairing governor, etc.....	19 35	
T. S. Robinson.....	Iron work.....	6 25	
J. K. Doane.....	Wood, cartage and freight.....	25 95	51 55
	<i>Cape dOr.</i>		
R. P. & W. F. Starr.....	114 tons coal at \$2.50 per ton.....	285 00	
James Spicer.....	Deals.....	11 60	
G. K. Morris.....	Whitewashing coal store.....	10 00	
do.....	Purchasing land and right of way at Horse Shoe Cove.....	40 00	
do.....	12 cords wood, at \$4.00, \$48.00; freight of stoves, \$5.50.....	53 50	
do.....	Hauling coal, 51 tons, at \$1.00 per ton.....	51 00	
do.....	Repairing breastwork.....	21 50	
Halifax Banking Co., for Owners of Schooner "Twilight".....	Freight of coal, 101 tons 15½ cwt. at \$2.00 per ton.....	203 57	
Huntley & McLeod.....	Brick, boards and lime.....	50 94	
do.....	Paint and oil.....	10 28	
do.....	Shingles and cement.....	52 95	
A. J. Clarke.....	Recording deed of land.....	1 25	
W. S. Symonds & Co.....	Repairing boiler.....	173 60	
S. Morris.....	Conveyance boiler makers.....	10 00	
D. M. Pettes.....	do do.....	15 50	
Irish & Smith.....	Glass.....	3 84	
Macdonald & Co.....	Pump, pipe, etc.....	24 00	
Walter Barbeau.....	Hauling coal, 50½ tons, at \$1.00 per ton.....	50 50	
L. Lovely.....	Repairing boat.....	2 50	
Thos. Morris.....	Repairing breastwork.....	8 75	
J. P. Rand.....	12 months salary as Assistant Engineer.....	300 00	
A. H. Rand.....	Painting, freight, etc.....	12 98	
do.....	Labour and materials repairing tank.....	91 62	
do.....	Board of boiler makers.....	30 00	
do.....	12 months salary as Engineer.....	\$493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	2,014 88
	<i>Cranberry Island.</i>		
W. S. Symonds & Co.....	Boiler as per contract.....	1,010 00	
do.....	Shoes for boiler.....	10 50	
do.....	Erecting and placing boiler.....	218 14	
	Carried forward.....	1,238 54	36,409 59

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	1,238 64	36,409 59
FOG ALARMS—Continued.			
<i>Cranberry Island—Concluded.</i>			
W. S. Symonds & Co.....	Sheet lead, cotton, duck, felt, copper piping, etc....	135 56	
Intercolonial Coal Co.....	149 tons coal at \$1.80.....	268 20	
J. A. McNeil.....	Freight of 149 tons coal, at \$3.00, \$447; $\frac{1}{2}$ cost of bags, \$6.25.....	453 25	
Macdonald & Co.....	Steam whistle, tube brushes, etc.....	67 70	
do	Whistle valve	36 05	
Brookfield Bros.....	Bricks, sand, lime, etc.....	16 80	
G. F. Smith & Co.....	Nails and spikes.....	9 64	
Mackintosh & McInnes ..	Lumber.....	44 26	
John Cawsey.....	Mason and carpenter's work.....	154 44	
Wm. Fanning.....	Labour at boiler.....	16 50	
James Hanlon.....	Spy glass, freight, etc.....	8 03	
do	Board and travelling expenses of mechanics.....	96 65	
do	12 months salary as Engineer.....	\$444 40	
Receiver-General.....	do superannuation tax.....	5 60	
		450 00	2,995 72
<i>Cross Island Fog-Horn.</i>			
Henry Carr.....	1 month's wages as Engineer.....	31 00	
W. S. Symonds & Co.....	Repairs to and materials for Fog-Alarm, etc.....	146 40	
Wm. Smith.....	Board of workmen, \$35.00; freight, \$1.50.....	36 50	
do	Labour and conveyance of Engineer.....	9 00	
do	2 cords wood at \$3.00, \$6.00; teaming coal, oil and stores, \$28.25.....	34 25	
W. M. Smith.....	Travelling expenses.....	7 00	
R. P. & W. F. Starr.....	28 tons coal at \$2.50 per ton.....	70 00	
Intercolonial Coal Co.....	11 do 2.00 do	22 00	
			356 15
<i>Digby.</i>			
Macdonald & Co.....	Tube brushes.....	4 20	
Estey, Allwood & Co.....	Boiler felt, canvas, red lead, etc.....	48 13	
W. Roche, jun.....	50 tons coal at \$3.50 per ton.....	175 00	
D. W. Smith.....	Repairs to machinery, caulking, etc.....	67 50	
R. P. & W. F. Starr.....	95 tons coal, at \$2.50 per ton.....	237 50	
W. E. Ellis.....	Hauling coal, 150 tons, at 80 c. per ton.....	120 00	
do	6 cords wood, at \$3.00, \$18.00; lumber, \$1.00.....	19 00	
			671 33
<i>St. Paul's Island.</i>			
W. S. Symonds & Co.....	Balance of contract on boiler.....	410 00	
do	Bearers for supports, cartage and labour.....	23 25	
do	Labour and materials, placing boiler, etc.....	399 17	
Irish & Smith.....	Hardware supplies.....	11 23	
John Cawsey.....	Mason and carpenters work.....	293 00	
Brookfield Bros.....	Brick, cement, lime, etc.....	83 60	
Black Bros. & Co.....	Manilla rope.....	21 50	
Archibald & Co.....	112 tons coal, at \$1.30, \$145.60; freight, landing and storing, \$258.50.....	404 10	
do	Placing boiler, steam-winch repairs to Fog-Alarm building.....	663 00	
do	Castings, hinges, etc.....	15 33	
Mackintosh & McInnis....	Lumber and scantling.....	14 65	
Macdonald & Co.....	Whistle valve and whistle tube, brushes, etc.....	128 35	
Robert Muirhead.....	12 months salary as Engineer.....	\$493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	2,967 18
	Carried forward.....		43,399 97

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	.....7.	43,399 97
FOG ALARMS—<i>Concluded.</i>			
<i>Seal Island.</i>			
John Patterson.....	New boiler, as per contract.....	800 00	
J. Bowser.....	Repairs to buildings.....	195 30	
Mackintosh & McInnis.....	Lumber.....	26 69	
W. S. Symonds & Co.....	Erecting boiler, felt, etc.....	393 43	
Brookfield Bros.....	Cement, lime, brick, etc.....	60 30	
Wm. Robertson.....	Hauling coal, 130 tons, at 75 cts. per ton.....	97 50	
do.....	Labour, shingles and nails.....	13 88	
Irish & Smith.....	Spikes and nails.....	12 93	
Macdonald & Co.....	Brass and coppersmiths fittings and connections for boiler.....	317 53	
Smith Bros.....	Labour and hauling boiler, etc.....	182 65	
R. Hickens.....	Labour at boiler.....	8 25	
Intercolonial Coal Co.....	120 tons coal, at \$2.00 per ton.....	240 00	
			2,348 46
<i>Sambro Island.</i>			
A. Houseman.....	5 months wages as Engineer, from 1st July to 30th Nov., 1880, 153 days at \$1.50.....	229 50	
John Smith.....	15 cords wood, at \$4.00 per cord.....	60 00	
A. F. Buckley.....	Medicines.....	7 80	
A. Crawford.....	Freight of coal, 22 tons.....	20 00	
Alex. Gilkie.....	365 days wages, Assistant Engineer, at \$1.00.....	365 00	
Wm. Roche jun.....	22 tons coal, at \$3.10.....	68 20	
Alfred Gilkie.....	Board of 2 Engineers, 365 days, \$365.00, and of mechanics and labourers, \$20.00.....	385 00	
do.....	Paid labour at coal.....	10 00	
John Moir.....	35 days wages as Engineer, at \$1.50 per day.....	52 50	
Acadia Coal Co.....	Coal, 159 tons, at \$2.80, \$420.00; 100 tons, at \$2.00, \$200.....	620 00	
Macdonald & Co.....	Gauge glasses, tube brushes, etc.....	13 16	
J. C. McDonald.....	175 days wages as Engineer, at \$1.50.....	262 50	
Major F. Lukin.....	Rent of land to 31st March, 1881.....	0 25	
W. S. Symonds & Co.....	Materials for and repairs to boiler.....	170 41	
T. Walker.....	Labour at coal.....	9 00	
Thomas Ead.....	Trimming 150 tons coal, at 20c.....	30 00	
Geo. E. Smith & Co.....	Sheet-rubber, packing, etc.....	11 50	
			2,314 82
<i>Yarmouth.</i>			
T. S. Doane.....	Hauling water, 242 casks, at 25c. each.....	60 50	
A. M. Smith.....	Plans and specifications of tanks.....	25 00	
R. P. & W. F. Starr.....	114 tons coal, at \$2.50.....	285 00	
W. S. Symonds & Co.....	Erecting smoke stack.....	7 50	
J. A. Killam.....	Freight on coal, 101 tons, 15½ cwt., at \$3.00.....	305 25	
Burrell, Johnson & Co.....	Repairs to boiler, bolts, nuts, etc.....	42 63	
Irish & Smith.....	Wrenches, shovel, etc.....	9 90	
J. Harris.....	Hauling water, sand, bricks, etc.....	49 25	
do.....	Use of road from landing.....	6 00	
J. H. Doane.....	Hauling and trimming coal.....	72 38	
J. F. Clements.....	10 cords wood, at \$4.50 per cord.....	45 00	
W. H. Gridley.....	Furnace irons.....	6 19	
D. W. Smith.....	Repairs to Fog Alarm.....	91 39	
Estey, Allwood & Co.....	Canvas, white lead, etc.....	49 07	
Wm. M. Smith.....	Travelling expenses.....	5 00	
T. C. Redding.....	On account of contract for tank.....	500 00	
			1,560 06
	Carried forward.....	.....	49,623 31

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				49,623	31
LIGHTHOUSES.					
SUPERINTENDENT.					
D. M. Browne.....	12 months travelling expenses.....		203	73	
do	do salary as Superintendent.....	\$1,176	00		
Receiver-General.....	do superannuation tax.....	24	00		
			1,200	00	
<i>Amet Island.</i>					
D. McKenzie.....	Lumber and repairs to Lighthouse.....		123	30	
Z. Mullins.....	Expenses visiting Island.....		21	25	
John Macfarlane.....	12 months salary as Keeper.....	\$443	76		
Receiver-General.....	do superannuation tax.....	6	24		
			450	00	
<i>Annapolis.</i>					
W. E. Ellis.....	Hauling supplies.....		10	00	
do	Cement line, mason work, etc.....		11	85	
do	12 months salary as Keeper.....	\$795	00		
Receiver-General.....	do superannuation tax.....	5	00		
			800	00	
<i>Apple River.</i>					
N. B. Morris.....	Hardware, canvas, lumber, etc., for repairs.....		145	74	
T. M. Livingston.....	Lumber, cement and brick.....		104	45	
W. S. Symonds & Co.....	Sheet iron, &c.....		41	15	
Geo. Livingston.....	41 days labour repairing, at \$1.50.....		61	50	
James Tate.....	12 months salary as Keeper.....	\$375	28		
Receiver-General.....	do superannuation tax.....	4	72		
			380	00	
<i>Arichat.</i>					
J. R. Smith.....	Repairs to Lighthouse, as per agreement.....		150	00	
Chris. de Coste.....	Boat and oars.....		17	50	
do	12 months salary as Keeper.....	\$246	88		
Receiver-General.....	do superannuation tax.....	3	12		
			250	00	
<i>Argyle.</i>					
H. H. Hamilton.....	Painting and carting stores.....		15	75	
do	12 months salary as Keeper.....	\$345	64		
Receiver-General.....	do superannuation tax.....	4	36		
			350	00	
<i>Larrington.</i>					
J. E. M. Taylor.....	Ruby glass.....		15	60	
James S. Smith.....	9 months salary as Keeper.....	\$281	46		
Receiver-General.....	do superannuation tax.....	3	54		
			285	00	
Geo. H. Snow.....	3 months salary as Keeper.....	\$86	25		
Receiver-General.....	do superannuation tax.....	1	25		
			87	50	
<i>Beaver Island.</i>					
Macdonald & Co.....	Repairing lamps.....		7	55	
Irish & Smith.....	Sash cord.....		4	00	
John W. Hall.....	12 months salary as Keeper.....	\$395	00		
Receiver-General.....	do superannuation tax.....	5	00		
			400	00	
<i>Carried forward.....</i>					
				54,759	18

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		54,759 18
LIGHTHOUSES—Continued.			
<i>Bird Island.</i>			
Intercolonial Railway.....	Freight on lantern, etc.....	70 38	
Irish & Smith.....	Door locks, etc.....	2 00	
E. Chanteloup.....	Iron fence.....	90 00	
Hon. W. Ross.....	Survey and plan of land.....	10 00	
Angus Ross.....	Repairing boat.....	12 00	
do.....	12 months salary as Keeper.....	\$395 00	
Receiver-General.....	do superannuation tax.....	5 00	
		400 00	584 38
<i>Black Rock Light</i>			
Macdonald & Co.....	Repairing lamps.....	1 50	
James Robinson.....	12 months salary as Keeper.....	\$355 52	
Receiver-General.....	do superannuation tax.....	4 48	
		360 00	361 50
<i>Black Rock Point.</i>			
Donald Morrison.....	12 months salary as Keeper.....	\$345 64	
Receiver-General.....	do superannuation tax.....	4 36	
			350 00
<i>Boar's Head.</i>			
Brookfield Bros.....	Brick and cement.....	24 00	
H. C. Ruggles.....	Painting Lighthouse.....	12 50	
H. M. Ruggles.....	Building cistern.....	95 79	
do.....	12 months salary as Keeper.....	\$395 00	
Receiver-General.....	do superannuation tax.....	5 00	
		400 00	532 29
<i>Brier Island.</i>			
J. M. Morrell.....	Teaming supplies.....	7 05	
Jacob Bowser.....	Erecting oil store.....	24 00	
Joseph Suthern.....	Repairs to Lighthouse.....	18 90	
do.....	12 months salary as Keeper.....	\$454 28	
Receiver-General.....	do superannuation tax.....	5 72	
		460 00	509 95
<i>Burntcoat.</i>			
William Faulkner.....	12 months salary as Keeper.....	\$246 88	
Receiver-General.....	do superannuation tax.....	3 12	
			250 00
<i>Bon Portage.</i>			
A. M. Wrayton.....	Repairs to Lighthouse.....	20 47	
do.....	Building addition to dwelling.....	22 05	
do.....	Boat.....	15 00	
do.....	12 months salary as Keeper.....	\$345 64	
Receiver-General.....	do superannuation tax.....	4 36	
		350 00	417 52
<i>Betty's Island.</i>			
N. P. Christian.....	Painting Lighthouse.....	25 00	
John Walsh.....	Cartage of oil.....	5 70	
	Carried forward.....	30 70	57,764 82

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, in Nova Scotia, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....	30	70	57,764	82
LIGHTHOUSES—Continued.					
<i>Betty's Island—Concluded.</i>					
W. P. Christian.....	Conveyance of machinist.....	5	00		
R. H. Cogswell.....	Repairing timepiece.....	1	50		
Macdonald & Co.....	do machinery.....	10	50		
P. Christian, sen.....	12 months salary as Keeper.....	\$493	76		
Receiver-General.....	do superannuation tax.....	6	24		
		500	00		
				547	70
<i>Brooklyn Pier.</i>					
S. T. N. Sellon.....	Drip pans.....	1	50		
John W. Smith.....	Hatchet, leather, etc.....	4	50		
Joseph Gardner.....	Painting Lighthouse.....	7	50		
do.....	12 months salary as Keeper.....	182	50		
				196	00
<i>Canso Harbour.</i>					
A. N. Whitman.....	Boat.....	10	00		
Irish & Smith.....	Canvas, hardware, etc.....	33	04		
Brookfield Bros.....	Brick and lime.....	9	60		
Black Bros. & Co.....	Paint.....	15	10		
Malcom & Johnson.....	Chimney crocks.....	14	40		
Mackintosh & McInnes.....	Lumber and shingles.....	123	51		
D. Myers.....	Freight of lumber, materials and labour repairing Lighthouse.....	319	52		
Levi Hart.....	Wharfage, shipping lumber.....	2	49		
Lawrence Power.....	12 months salary as Keeper.....	\$197	52		
Receiver-General.....	do superannuation tax.....	2	48		
		200	00		
				727	66
<i>Cape Canso.</i>					
Black Bros. & Co.....	Rope.....	3	12		
James Hanlon.....	12 months salary as Keeper.....	\$493	76		
Receiver-General.....	do superannuation tax.....	6	24		
		500	00		
				503	12
<i>Cape North.</i>					
J. McKinnon.....	Cartage supplies.....	6	00		
do.....	12 months salary as Keeper.....	\$395	00		
Receiver-General.....	do superannuation tax.....	5	00		
		400	00		
				406	00
<i>Cape George.</i>					
Norman Murray.....	12 months salary as Keeper.....	197	52		
Receiver-General.....	do superannuation tax.....	2	48		
				200	00
<i>Church Point.</i>					
J. H. Saulnier.....	Plastering and painting.....	18	50		
do.....	12 months salary as Keeper.....	\$197	52		
Receiver-General.....	do superannuation tax.....	2	48		
		200	00		
				218	50
	Carried forward.....			60,563	80

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....					60,563 80
LIGHTHOUSES—Continued.					
<i>Cape Sable.</i>					
G. C. Smith & Co.	Muntz metal, nails, etc.....		38 28		
Macdonald & Co.....	Burners, repairing lamps, etc.....		28 05		
Isaac Doane.....	12 months salary as Keeper.....	\$794 00			
Receiver-General	do superannuation tax	6 00			
			800 00		866 33
<i>Cap St. George.</i>					
White & Simmonds	Stove pipe, etc.....		6 05		
D. Condon	Trucking supplies.....		3 00		
D. Condon.....	12 months salary as Keeper.....	\$474 00			
Receiver-General	do superannuation tax.....	6 00			
			480 00		489 05
<i>Cape St. Mary's.</i>					
M. Robichau.....	Building addition to dwelling		71 75		
do	12 months salary as Keeper.....	\$493 76			
Receiver-General.....	do superannuation tax.....	6 24			
			500 00		571 75
<i>Carter's Island.</i>					
James Lloyd.....	Repairing dwelling		5 00		
do	12 months salary as Keeper.....	\$246 88			
Receiver-General	do superannuation tax	3 12			
			250 00		255 00
<i>Carribou Island.</i>					
R. McKenzie.....	Expenses of witnesses re investigation on Keeper ...		17 72		
Duncan Munro.....	Logs for protection work.....		27 72		
John C. Munro.....	Flooring do		5 25		
D. H. Power.....	Advertising for tenders		1 50		
Alex. Munro.....	12 months salary as Keeper.....	\$395 00			
Receiver-General	do superannuation tax	5 00			
			400 00		452 19
<i>Chester.</i>					
Edward Young.....	Hauling oil.....		2 00		
do	12 months salary as Keeper.....	\$395 00			
Receiver-General	do superannuation tax	5 00			
			400 00		402 00
<i>Cheticamp.</i>					
P. Robin & Co.	Repairing tank		2 78		
Edward Briard.....	11 months salary as Keeper.....	\$316 83			
Receiver-General	do superannuation tax	4 00			
			320 83		
John Le Quesné.....	1 month's salary as Keeper.....	24 69			
Receiver-General	do superannuation tax	0 31			
			25 00		348 61
Carried forward.....					63,948 73

STATEMENT of Expenditure in connection with the Maintenance of Lighthouses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				63,948	73
LIGHTHOUSES—Continued.					
<i>Creighton's Head.</i>					
H. H. Crichton.....	Stove-pipe truckage.....		4 75		
do	12 months salary as Keeper.....	\$197	52		
Receiver-General	do superannuation tax	2	48		
			200 00		204 75
<i>Chebucto Head.</i>					
White & Simmonds.....	Stove-pipes, etc.....		9 20		
Edward Johnson.....	Labour on oil.....		9 00		
do	12 months salary as Keeper.....	\$395	00		
Receiver-General	do superannuation tax	5	00		
			400 00		418 20
<i>Country Harbour.</i>					
James Henderson.....	Materials and repairs to Lighthouse.....		205 89		
Macdonald & Co.....	Repairing lamps and machinery		110 70		
J. A. Foster	Board of carpenters.....		40 57		
do	12 months salary as Keeper.....	\$395	00		
Receiver-General	do superannuation tax	5	00		
			400 00		757 07
<i>Cross Island.</i>					
W. S. Symonds & Co.....	Steel reeds		12 00		
Geo. E. Smith	12 months salary as Keeper.....	\$765	22		
Receiver-General	do superannuation tax	6	43		
			771 65		783 65
<i>Cape Le Ronde.</i>					
Charles Latimer	Truckage and repairs to lamp		7 05		
do	12 months salary as Keeper.....	\$296	28		
Receiver-General	do superannuation tax	3	72		
			300 00		307 05
<i>Devil's Island.</i>					
Intercolonial Railway ...	Freight of lantern		88 08		
Richard Abbott	Blocks		5 11		
Black Bros. & Co.....	Paint, oil, etc.....		34 56		
Starr Manufacturing Co..	Spike bolts		2 86		
Irish & Smith	Nails, spikes, etc.....		19 87		
F. Gildon	Freight on timber, etc.....		4 00		
Henry Watt	Labour erecting new lantern		118 45		
Edward Bell.....	do do		53 25		
Richard Walker.....	do do		53 25		
J. Williams.....	do do		53 25		
James A. Gaston.....	do do		53 25		
Brookfield Bros.....	Cement		2 00		
Andrew Potter.....	Board of carpenters.....		66 50		
W. H. Greene	Horse and waggon hire.....		4 00		
Mackintosh & McInnes ..	Lumber, scantling, etc.....		123 56		
E. Chanteloup.....	Lantern and lighting apparatus.....		1,502 21		
Macdonald & Co.....	Copper cowl.....		9 25		
B. Fulker.....	Freight and labour on oil.....		3 50		
do	Board of carpenters.....		42 00		
do	Labour ballasting Lighthouse		7 50		
Carried forward.....			2,246 45		66,419 45

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued*,

		\$ cts.	\$ cts.
	Brought forward.....	2,246 45	66,419 45
LIGHTHOUSES—Continued.			
<i>Devil's Island—Concluded.</i>			
B. Faolker.....	Painting, \$14; wood 3 cords, at \$4, \$12.....	26 00	
do	12 months salary as Keeper.....	\$493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	2,772 45
<i>Egg Island.</i>			
Rich. Abbott.....	Boat masts.....	3 00	
W. S. Symonds & Co....	Stove and grate.....	10 50	
Irish & Smith.....	Wire rope, lead, tacks, etc.....	12 68	
Mackintosh & McInnes ...	Lumber.....	18 24	
Edwd. Kerr.....	3 extension screws, \$10 each.....	30 00	
Jas. S. Nieforth.....	Iron work.....	21 88	
Wm. Condon, jun.....	Repairs to slip.....	5 00	
do	12 months salary as Keeper.....	\$493 76	
Receiver-General.....	do superannuation tax.....	6 24	
		500 00	601 30
<i>Fish Island.</i>			
Joseph White.....	12 months salary as Keeper.....	\$276 52	
Receiver-General.....	do superannuation tax.....	3 48	
			280 00
<i>Flint Island.</i>			
Archd. Curry.....	Taking care of Lighthouse from 1st April to 22nd May, 1880.....	70 00	
Lawrence Laffin.....	Boat and oars.....	23 00	
do	Building outhouse, coal, labour, etc.....	41 85	
do	Conveyance of oil tanks.....	4 00	
do	12 months salary as Keeper.....	\$395 00	
Receiver-General.....	do superannuation tax.....	5 00	
		400 00	538 85
<i>Fort Point.</i>			
Macdonald & Co.....	Repairing lamps.....	7 25	
S. T. N. Sellon.....	Repairs and painting to Lighthouse.....	6 00	
do	12 months salary as Keeper.....	\$237 00	
Receiver-General.....	do superannuation tax.....	3 00	
		240 00	253 25
<i>Grand Narrows.</i>			
Stephen McNeal.....	12 months salary as Keeper.....	118 52	
Receiver-General.....	do superannuation tax.....	1 48	
			120 00
<i>Green Island.</i>			
William Duann.....	12 months salary as Keeper.....	493 76	
Receiver-General.....	do superannuation tax.....	6 24	
			500 00
<i>Gull Rock.</i>			
L. D. Orchard.....	12 months salary as Keeper.....	395 00	
Receiver-General.....	do superannuation tax.....	5 00	
			400 00
	Carried jorward.....		71,885 30

STATEMENT of Expenditure in connection with the Maintenance of Lighthouses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....			71,885 30
LIGHTHOUSES—Continued.			
<i>Guysborough.</i>			
Godfrey S. Peart.....	12 months salary as Keeper.....	217 28	
Receiver-General.....	do superannuation tax.....	2 72	220 00
<i>George's Island.</i>			
White & Simmonds.....	Elbows for stove-pipe.....	1 00	
Robert Ross.....	12 months salary as Keeper.....	150 00	151 00
<i>Guyon Island.</i>			
Bauld, Gibson & Co.....	10 tons of coal, at \$5.50.....	55 00	
Brookfield Bros.....	Cement.....	8 70	
P. O'Toole.....	Materials and labour repairing Lighthouse.....	147 38	
Peter Ferguson.....	Conveyance of boat.....	5 00	
R. B. Winton.....	12 months salary as Keeper.....	\$444 40	
Receiver-General.....	do superannuation tax.....	5 60	450 00
<i>Horton Bluff.</i>			
White & Simmonds.....	Zincing lamp stand.....	2 00	
do.....	Repairs, hauling stores and painting.....	24 40	
S. M. Rathburn.....	12 months salary as Keeper.....	\$246 88	
Receiver-General.....	do superannuation tax.....	3 12	250 00
<i>Harbor au Bouche.</i>			
D. Murray, jun.....	Wharfage and storage of lantern.....	2 00	
W. J. Webb.....	12 months salary as Keeper.....	\$197 52	
Receiver-General.....	do superannuation tax.....	2 48	200 00
<i>Isle au Haut.</i>			
Nelson Card.....	Trucking stores.....	25 00	
do.....	Building of oil store and making drain.....	90 00	
do.....	12 months salary as Keeper.....	\$495 00	
Receiver-General.....	do superannuation tax.....	5 00	500 00
<i>Ingonish.</i>			
Irish & Smith.....	Chisels.....	1 80	
A. McLeod & Co.....	Boat and sail.....	30 00	
do.....	Hauling stores.....	6 00	
Mackintosh & McInnes.....	Spruce plank.....	8 46	
White & Simmonds.....	Stove-pipes.....	2 00	
L. McDougall.....	Shingling shed and repairing tank.....	32 00	
do.....	12 months salary as Keeper.....	\$414 76	
Receiver-General.....	do superannuation tax.....	5 24	420 00
			500 26
Carried forward.....			74,516 04

STATEMENT of Expenditure in connection with the Maintenance of Lighthouses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				74,516	04
LIGHTHOUSES—Continued.					
<i>Ironbound Island.</i>					
Solomon Moreash	Shingling and repairs to Lighthouse	135	00		
Enos Wolf.....	Board of carpenters.....	23	50		
do	Paid for painting	25	00		
do	12 months salary as Keeper.....	\$355	52		
Receiver-General.....	do superannuation tax.....	4	48		
		360	00		543 50
<i>Isaac's Harbour.</i>					
Macdonald & Co.....	Zinc pans, tubes, etc	5	00		
C. W. Bigsby	Painting, labour on oil.....	13	00		
do	12 months salary as Keeper.....	\$197	52		
Receiver-General	do superannuation tax.....	2	48		
		200	00		218 00
<i>Jerseyman's Island.</i>					
Peter Post.....	Half expenses erecting fence.....	20	00		
White & Simmonds.....	Stove-pipes	6	60		
Irish & Smith.....	Glass.....	1	75		
W. S. Symonds & Co.....	Galvanized pipe.....	1	53		
S. Babin.....	12 months salary as Keeper.....	\$296	28		
Receiver-General.....	do superannuation tax.....	3	72		
		300	00		329 88
<i>Kingsport.</i>					
W. F. Phipps	12 months salary as Keeper.....				80 00
<i>Kidston's Island.</i>					
D. McRae	12 months salary as Keeper.....	197	52		
Receiver-General.....	do superannuation tax.....	2	48		
				200	00
<i>Little Hope.</i>					
J. P. Mott & Co.....	Repairing landing and painting.....	40	00		
Wm. Robertson	Repairing boat.....	11	00		
Alex. McDonald.....	12 months salary as Keeper.....	\$493	76		
Receiver-General.....	do superannuation tax.....	6	24		
		500	00		551 00
<i>Lingan Head.</i>					
James Quinn.....	Ballasting and cartage of supplies.....	7	25		
do	12 months salary as Keeper.....	\$197	52		
Receiver-General.....	do superannuation tax.....	2	48		
		200	00		207 25
<i>Liscomb.</i>					
Irish & Smith	Nails, lead, etc	33	53		
Mackintosh & McInnes	Shingles, lumber, etc.....	100	09		
James Hanlon	Freight on shingles, lumber, etc	5	97		
James Drake.....	Materials and repairs to Lighthouse, etc	230	80		
Seth Crooks	Repairing boat, etc.....	5	50		
Carried forward.....		375	89	76,645	67

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
		Brought forward	375	89	76,645 67
LIGHTHOUSES—Continued.					
<i>Eiscomb—Concluded.</i>					
Seth Crooks.....	12 months salary as Keeper.....	\$345	64		
Receiver-General	do superannuation tax.....	4	36		
				350	00
<i>Liverpool.</i>					
Black Bros. & Co	Manilla rope.....		8	62	
C. M. Firth.....	Labour on road, cartage, etc.....		17	25	
do	12 months salary as Keeper.....	\$345	64		
Receiver-General.....	do superannuation tax.....	4	36		
				350	00
<i>Louisburg.</i>					
Lawrence Kavanagh	Truckage of supplies.....		3	00	
do do	12 months salary as Keeper.....	\$454	28		
Receiver-General	do superannuation tax.....	5	72		
				460	00
<i>Low Point.</i>					
John G. Peters.....	Hauling supplies.....		3	70	
do	12 months salary as Keeper.....	\$454	28		
Receiver-General.....	do superannuation tax.....	5	72		
				460	00
<i>Lunenburg.</i>					
Major F. Lukin.....	Rent of land		0	24	
John A. Ernst.....	12 months salary as Keeper.....	\$296	28		
Receiver-General.....	do superannuation tax.....	3	72		
				300	00
<i>La Have.</i>					
W. Howard Palmer.....	12 months salary as Keeper.....		197	52	
Receiver-General.....	do superannuation tax.....		2	48	
				200	00
<i>Little Narrows.</i>					
Intercolonial Railway Co	Freight on lantern.....		15	00	
John Ferguson.....	Salary from 5th November, 1880, to 3rd June, 1881.....	\$77	35		
Receiver-General.....	Superannuation tax.....	0	9		
				78	33
<i>Main-à-Dieu.</i>					
James Burke.....	Labour on supplies.....		3	00	
do	12 months salary as Keeper.....	\$296	28		
Receiver-General.....	do superannuation tax.....	3	72		
				300	00
					303 00
Carried forward.....					79,570 70

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				79,570	70
LIGHTHOUSES—Continued.					
<i>Margaretsville.</i>					
William Early.....	Hauling supplies and iron work.....		3 35		
do	12 months salary as Keeper.....	\$227	12		
Receiver-General.....	do superannuation tax.....		2 88		
			230 00		233 35
<i>Margaret's Bay.</i>					
White & Simmonds.....	Repairing oil tank.....		3 00		
W. S. Symonds & Co.....	Clock weights, etc.....		7 05		
Albert Pearl.....	Repairs, painting, etc.....		25 00		
do	12 months salary as Keeper.....	\$493	76		
Receiver-General.....	do superannuation tax.....		6 24		
			500 00		535 05
<i>Margaree.</i>					
Irish & Smith.....	Soldering irons and solder.....		3 50		
Macdonald & Co.....	Repairing reflectors.....		2 50		
D. McDonald.....	Freight of boat.....		6 00		
Farquhar McRae.....	Shingling store and painting.....		51 45		
do	12 months salary as Keeper.....	\$395	00		
Receiver-General.....	do superannuation tax.....		5 00		
			400 00		463 45
<i>Mahone Bay.</i>					
James Zinck.....	Painting, repairing boat, etc.....		19 53		
do	6 months salary as Keeper.....	\$123	44		
Receiver-General.....	do superannuation tax.....		1 56		
			125 00		
Abram Zinck.....	Boat, mast and oars.....		30 00		
do	6 months salary as Keeper.....	\$1,3	44		
Receiver-General.....	do superannuation tax.....		1 56		
			125 00		299 53
<i>McKenzie's Point.</i>					
H. W. Johnston.....	Travelling expenses.....		25 35		
D. McKenzie.....	Right of way and building road.....		100 00		
A. Munroe.....	Deed of land.....		5 00		
D. J. McKay.....	Truckage of supplies.....		2 20		
do	12 months salary as Keeper.....	\$158	00		
Receiver-General.....	do superannuation tax.....		2 00		
			160 00		292 55
<i>Meagher's Beach.</i>					
S. Cunard & Co.....	Hire of steam launch.....		6 50		
Brookfield Bros.....	Cement.....		4 25		
T. Moreash.....	Iron work.....		8 03		
Graham & Newlands.....	Building tanks, materials and repairs.....		333 55		
John Smith.....	20 cords wood, at \$4 per cord.....		80 00		
Ellis Hefler.....	On account of contract, protection work.....		1,500 00		
G. H. Luke.....	Hire of steam launch.....		4 00		
White & Simmonds.....	Stove and pipes.....		23 50		
Edw. Horne.....	Repairing chimney.....		16 75		
do	do protection work.....		132 80		
do	Board of carpenters, etc.....		33 00		
Carried forward.....			2,142 38		81,394 63

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....		2,142	38	81,394	63
LIGHTHOUSES—Continued.					
<i>Meagher's Beach—Concluded.</i>					
Edw. Horne.....	12 months salary as Keeper.....	\$495	00		
Receiver-General.....	do superannuation tax.....	5	00		
		500	00		
				2,642	38
<i>Mosers' Island.</i>					
Henry Moser.....	12 months salary as Keeper.....	444	40		
Receiver-General.....	do superannuation tax.....	5	63		
				450	00
<i>Mullins' Point.</i>					
Z. Mullins.....	Hauling supplies, etc.....	4	30		
do	12 months salary as Keeper.....	\$148	12		
Receiver-General.....	do superannuation tax.....	1	88		
		150	00		
				154	30
<i>Meteghan.</i>					
J. E. M. Taylor.....	Green glass.....	3	00		
L. C. Corneau.....	Painting.....	1	00		
do	12 months salary as Keeper.....	100	00		
				104	00
<i>Margaree Harbour.</i>					
John McFarlane.....	12 months salary as Keeper.....				90 00
<i>Negro Island.</i>					
Irish & Smith.....	Carpenters' tools.....	8	45		
Macdonald & Co.....	Repairing machinery.....	54	81		
J. F. Coffin.....	Building addition to dwelling, etc.....	66	93		
Jas. McKinnon.....	Board of machinist.....	3	50		
do	12 months salary as Keeper.....	\$197	52		
Receiver-General.....	do superannuation tax.....	2	48		
		200	00		
				333	69
<i>North Canso.</i>					
Geo. McKay.....	12 months salary as Keeper.....	\$454	28		
Receiver-General.....	do superannuation tax.....	5	72		
		460	00		
P. Power & Co.....	Building fence, and labour on oil.....	19	00		
John P. Mott & Co.....	Lime.....	2	00		
				481	00
<i>Quetique Island.</i>					
Cyril Sampson.....	Boat, repairing burner, etc.....	32	35		
do	12 months salary as Keeper.....	\$345	64		
Receiver-General.....	do superannuation tax.....	4	36		
		350	00		
				382	35
<i>Pease's Island.</i>					
J. E. M. Taylor.....	Ruby glass.....	7	80		
Thos. Baker.....	Digging well and painting lighthouse.....	87	00		
Carried forward.....		98	40	86,032	35

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
	Brought forward.....		98 40	86,032	35
LIGHTHOUSES—Continued.					
<i>Peace's Island—Concluded.</i>					
Thos. Baker.....	12 months salary as Keeper.....	\$246	88		
Receiver-General.....	do superannuation tax.....	3	12		
			250 00		344 80
<i>Parrsboro'.</i>					
A. McGillivray.....	Inspecting repairs to breakwater.....		50 00		
James Gillespie.....	Repairs to breakwater as per contract.....	1,495	00		
do.....	Alterations and additions to breakwater (extra). ...		150 00		
Joseph Tomlinson.....	Inspecting repairs.....		11 00		
Jacob Willigan.....	Boat.....		30 00		
J. H. Newcomb.....	Painting, repairing oil tanks, etc.....		21 75		
do.....	Repairs to breakwater.....		23 00		
do.....	12 months salary as Keeper.....	\$335	76		
Receiver-General.....	do superannuation tax.....	4	24		
			340 00		2,120 75
<i>Peggy's Point.</i>					
A. Crawford.....	Freight, lumber and sand.....		16 00		
Ruebin Vienot.....	Freight on oil.....		4 00		
G. E. Smith & Co.....	Canvas, nails, spikes, etc.....		57 35		
Black Bros. & Co.....	Paint.....		10 40		
Mackintosh & McInnes.....	Lumber for repairs.....		46 05		
J. Murphy.....	Messenger with telegram.....		3 00		
Jacob Bowser.....	Repairs to lighthouse.....		324 14		
J. P. Mott & Co.....	Lime.....		4 50		
Brookfield Bros.....	Brick and cement.....		23 25		
Samuel Massey.....	12 months salary as Keeper.....	\$345	64		
Receiver-General.....	do superannuation tax.....	4	36		
			350 00		838 69
<i>Pictou.</i>					
L. D. Lowden.....	12 months salary as Keeper.....		395 00		
Receiver-General.....	do superannuation tax.....		5 00		
					400 00
<i>Pictou Island.</i>					
Andrew Hogg.....	Freight and expenses on oil.....		10 00		
do.....	12 months salary as Keeper.....	\$45	28		
Receiver-General.....	do superannuation tax.....	5	72		
			460 00		470 00
<i>Pictou Custom House.</i>					
Pictou Gas Co.....	12 months share of gas.....		150 00		
Watson & Meyers.....	Argand chimneys.....		4 00		
Geo. McLeod.....	12 months salary as Keeper.....		50 00		
					204 00
<i>Pomket Island.</i>					
C. A. Chisholm.....	Boat.....		27 00		
do.....	12 months salary as Keeper.....	\$345	64		
Receiver-General.....	do superannuation tax.....	4	36		
			350 00		377 00
	Carried forward.....				90,787 59

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				90,787	59
LIGHTHOUSES—Continued.					
<i>Point Tupper.</i>					
Jas. McDonald.....	Repairing and painting walls.....		11 85		
do	Building fence.....		29 24		
do	12 months salary as Keeper.....	\$246	88		
Receiver-General	do superannuation tax.....		3 12		
			250 00		291 09
<i>Port Hood.</i>					
Brookfield Bros	Bricks and cement.....		24 15		
R. J. Hart & Co.....	Freight do.....		12 00		
J. Allan McDonald.....	12 months salary as Keeper.....	\$276	52		
Receiver-General	do superannuation tax.....		3 48		
			280 00		316 15
<i>Port L' Ebert.</i>					
Wm. Robertson	Boat.....		20 00		
Irish & Smith.....	Wire rope.....		13 28		
Whitman Leslie.....	Materials for repairs to Lighthouse.....		171 27		
Ed. Kerr.....	3 extension screws, at \$10.00 each		30 00		
Joseph McDonald.....	12 months salary as Keeper.....	\$148	13		
Receiver-General	do superannuation tax.....		1 87		
			150 00		384 55
<i>Port Medway.</i>					
W. S. Symonds & Co.....	Iron sashes.....		32 40		
Aug. Foster	Materials for repairs to Lighthouse.....		541 09		
White & Simmonds	Ventilator.....		4 00		
Elson Perry.....	Paint, painting, etc.....		14 94		
do	12 months salary as Keeper.....	\$256	76		
Receiver-General	do superannuation tax.....		3 24		
			260 00		852 43
<i>Port Moulton.</i>					
Brookfield Bros	Bricks and cement.....		28 50		
B. McKenna	Freight do.....		10 05		
Macdonald & Co.....	Pump, pipe, etc.....		8 30		
Robt. J. Smith.....	Lathing and plastering rooms.....		60 00		
do	Repairing cellar and building cistern		81 85		
do	12 months salary as Keeper.....	\$296	28		
Receiver General	do superannuation tax.....		3 72		
			300 00		488 70
<i>Port Williams.</i>					
James M. Dunn	12 months salary as Keeper.....		256 76		
Receiver-General	do superannuation tax.....		3 24		
					260 00
<i>Pubnico.</i>					
Maturin Amero	12 months salary as Keeper.....		237 00		
Receiver-General	do superannuation tax.....		3 00		
					240 00
Carried forward.....					93,620 51

STATEMENT of Expenditure in connection with the Maintenance of Lighthouses, Fog Whistles, etc., in Nova Scotia, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			93,620	51
LIGHTHOUSES—Continued.					
<i>Pugwash.</i>					
Intercolonial Railway	Freight of lantern.....		34 26		
E. Chanteloup	Lantern and lighting apparatus.....		676 37		
Jas. Chisholm	Erecting new lantern		241 87		
Angus Beaton	Truckage and repairs.....		4 00		
do	Iron work, freight, etc.....		4 32		
do	12 months salary as Keeper.....	\$296	28		
Receiver General	do superannuation tax		3 72		
			300 00		1,260 82
<i>Point Aconi.</i>					
George Bonner.....	12 months salary as Keeper.....	\$148	12		
Receiver-General	do superannuation tax		1 88		
					150 00
<i>Petit de Grat.</i>					
H. W. Johnson.....	Travelling expenses.....		39 95		
F. Boudrot.....	12 months salary as Keeper.....	\$197	52		
Receiver-General	do superannuation tax.....		2 48		
			200 00		239 95
<i>Pope's Harbour.</i>					
Brookfield Bros.....	Bricks and lime		4 40		
J. W. Forrest.....	Carpenters' repairs to Lighthouse.....		17 00		
James Bullong.....	12 months salary as Keeper.....	\$296	28		
Receiver-General	do superannuation tax.....		3 72		
			300 00		321 40
<i>Sable Island.</i>					
R. D. Griffen.....	Freight of lumber, shingles, hardware, etc.....		383 40		
Starr Manufacturing Co.	Screw bolts.....		33 78		
Lordly & Stimpson.....	Provisions for carpenters.....		82 14		
Irish & Smith	Hardware, lead, canvas, etc.....		146 09		
Macdonald & Co.....	Repairing lamps, stove-pipes, etc.....		91 10		
Jacob Bowser	Repairs to Lighthouse.....		668 50		
Lawson, Harrington & Co	290½ galls oil, at 30c., \$87.15; cartage, 30c.		87 45		
Mackintosh & McInnes...	Lumber, shingles, etc.....		328 94		
J. P. Mott & Co.....	4 brls. lime, at \$2.....		8 00		
T. & E. Kenny.....	Ticking for blinds		15 17		
					1,844 57
<i>Sambro Island.</i>					
John Smith	29 cords wood, at \$4.....		116 00		
Lawson, Harrington & Co	Oil, 337 galls, at 30c., \$101.10; 298 galls. at 31½c., \$93.87; 280½ galls. at 32c., \$89.76; cartage, &c., 75c.....		285 48		
Alfred Gilkie	12 months salary as Keeper.....	\$395	00		
Receiver-General	do superannuation tax.....		5 00		
			400 00		801 48
<i>Sand Point.</i>					
Joseph Mundell	12 months salary as Keeper.....		395 00		
Receiver-General	do superannuation tax.....		5 00		
					400 00
	Carried forward.....			98,638	73

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				98,6	8 73
LIGHTHOUSES—Continued.					
<i>Scatterie.</i>					
Irish & Smith	Zinc and tacks.....		2 46		
J. W. Brown.....	Digging well, \$15; coals, 10 tons, \$25; landing, \$5.....		45 00		
do	12 months salary as Keeper.....	\$493	76		
Receiver-General.....	do superannuation tax.....		6 24		
			500 03		547 46
<i>Seal Island.</i>					
John Findlay	Repairing life-boat.....		20 00		
Irish & Smith	Nails, wick, etc.....		4 25		
J. Flemming & Co.....	Oars.....		9 30		
Jacob Bowser	Erecting oil store, repairs, etc.....		60 00		
Corning Crowell.....	12 months salary as Keeper.....	\$793	76		
Receiver-General.....	do superannuation tax.....		6 24		
			800 00		893 55
<i>Stoddart's Island.</i>					
Wm. Wrayton	12 months salary as Keeper.....		148 12		
Receiver-General.....	do superannuation tax.....		1 88		
					150 00
<i>Shelburne.</i>					
Francis Demings.....	12 months salary as Keeper.....		395 00		
Receiver-General.....	do superannuation tax.....		5 00		
					400 00
<i>Shelburne Harbour.</i>					
Intercolonial Railway...	Freight of lantern and lighting apparatus.....		48 72		
Fishwick's Express.....	do do		25 06		
Black Bros. & Co.....	Manilla rope.....		7 89		
White & Simmonds.....	Stove-pipes, etc.....		10 15		
Richard Abbott	Blocks.....		7 84		
J. S. Nieforth	Iron work.....		11 40		
J. E. Walters.....	Freight of supplies.....		3 70		
J. E. M. Taylor.....	Ruby glass.....		17 60		
Edward Goodick.....	Surveying and piling lumber.....		8 00		
do	Fitting davits.....		11 32		
do	Stove-pipes, etc.....		3 10		
do	12 months salary as Keeper.....	\$133	76		
Receiver-General.....	do superannuation tax.....		1 66		
			135 42		291 20
<i>Spencer's Point.</i>					
R. A. Spencer.....	12 months salary as Keeper.....		100 00		
do	Truckage of supplies.....		3 00		
					103 00
<i>St. Ann's.</i>					
Intercolonial Railway...	Freight on lantern and lighting apparatus.....		35 94		
A. B. Morrison.....	12 months salary as Keeper.....	\$138	24		
Receiver-General.....	do superannuation tax.....		1 76		
			140 00		175 94
Carried forward.....					101,199 88

STATEMENT of Expenditure in connection with the Maintenance of Lighthouses, Steam Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				101,199	88
LIGHTHOUSES—Continued.					
<i>St. Paul's.</i>					
White & Simmonds.....	3 signal lanterns.....		16 50		
R. H. Cogswell.....	Alarm clock.....		4 00		
					20 50
<i>Sheet Harbour.</i>					
J. E. M. Taylor.....	Ruby glass.....		12 80		
John Perry.....	Labour on oil.....		5 00		
do.....	12 months salary as Keeper.....	\$495 00			
Receiver-General.....	do superannuation tax.....	5 00			
			500 00		517 80
<i>Sydney Bar.</i>					
George Nunn.....	Repairs and painting Lighthouse.....		40 33		
do.....	Stove and pipes.....		12 94		
do.....	12 months salary as Keeper.....	\$246 88			
Receiver-General.....	do superannuation tax.....	3 12			
			250 00		303 27
<i>Sissiboo.</i>					
B. Amero.....	12 months salary as Keeper.....		197 52		
Receiver-General.....	do superannuation tax.....		2 48		
					200 00
<i>St. Esprit.</i>					
C. Dwyer & Co.....	Storage of lantern and apparatus.....		30 00		
White & Simmonds.....	Stove and pipes.....		10 35		
Peter Ferguson.....	Trucking tanks and boat.....		6 00		
J. D. Matheson.....	Wharfage and storage of stores.....		2 00		
Angus McLeod.....	Salary as Keeper, from 1st Nov., 1880, to 30th June, 1881.....	\$263 33			
Receiver-General.....	Superannuation tax do.....	3 33			
			266 66		315 01
<i>Tor Bay.</i>					
D. Gerroir.....	Conveyance of supplies.....		12 00		
do.....	12 months salary as Keeper.....	\$246 88			
Receiver-General.....	do superannuation tax.....	3 12			
			250 00		
Macdonald & Co.....	Lamp.....		3 05		265 05
<i>Three Top Island.</i>					
W. L. Munroe.....	Building porch.....		25 16		
do.....	do capstan, boatslip, etc.....		40 00		
do.....	12 months salary as Keeper.....	\$296 28			
Receiver-General.....	do superannuation tax.....	3 72			
			300 00		365 16
<i>Walton.</i>					
Macdonald & Co.....	Repairing lamps, reflectors, etc.....		20 20		
Timothy Parker.....	12 months salary as Keeper.....		100 00		
					120 20
Carried forward.....				103,306	87

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		103,306 87
LIGHTHOUSES—<i>Uncluded.</i>			
<i>Westport.</i>			
C. H. Payson.....	Winch.....	12 00	
Irish & Smith.....	Glass and trowel.....	3 00	
G. E. Smith & Co.....	Zinc and tacks.....	3 02	
R. D. Sutherland.....	Boat.....	30 00	
do.....	12 months salary as Keeper.....	\$296 28	
Receiver General.....	do superannuation tax.....	3 72	
		300 00	348 02
<i>Whitehead.</i>			
Irish & Smith.....	Hardware.....	24 67	
Mackintosh & McInnes.....	Lumber and shingles.....	77 53	
White & Simmonds.....	Stove and pipes.....	20 55	
James P. Dillon.....	Paid balance of account for building wharf and road.....	80 00	
do.....	Paid carpenter's repairs to Lighthouse.....	90 80	
do.....	12 months salary as Keeper.....	\$503 64	
Receiver-General.....	do superannuation tax.....	6 36	
		510 00	803 55
<i>Wedge Island.</i>			
Edward Burns.....	Boat, etc.....	18 04	
do.....	12 months salary as Keeper.....	\$395 00	
Receiver-General.....	do superannuation tax.....	5 00	
		400 00	418 04
<i>Yarmouth.</i>			
Irish & Smith.....	Hardware.....	7 29	
T. S. Doane.....	Hauling supplies.....	2 50	
Joshua Doane.....	Painting Lighthouse and dwelling house.....	25 00	
Geo. E. Smith & Co.....	Hardware.....	9 05	
J. H. Doane.....	12 months salary as Keeper.....	\$784 00	
Receiver-General.....	do superannuation tax.....	16 00	
		800 00	843 84
<i>Yarmouth Harbour.</i>			
Black Bros. & Co.....	Manilla rope.....	7 13	
C. F. Clements.....	Boat.....	6 00	
Joshua Doane.....	Painting, etc.....	8 09	
do.....	12 months salary as Keeper.....	\$345 64	
Receiver-General.....	do superannuation tax.....	4 36	
		350 00	371 22
<i>Barrington Light Vessel.</i>			
Black Bros. & Co.....	Rope.....	5 63	
Lawson, Harrington & Co.....	Oil, 95 galls. at 27c., \$25.65; 150 gall. at 26c., \$39; cartage, 30c.....	61 95	
Macdonald & Co.....	Lamps, and repairing fountains.....	3 65	
G. E. Smith & Co.....	Marline and boat-hook.....	0 95	
J. R. Kenney.....	Painting Lightship.....	15 00	
do.....	12 months salary as Keeper.....	\$498 24	
Receiver-General.....	do superannuation tax.....	3 76	
		500 00	590 18
	Carried forward.....		106,681 72

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward.....				106,681	72
HUMANE ESTABLISHMENTS.					
<i>Seal Island.</i>					
Wm. Robertson.....	Government allowance for year ended 30th June, 1881.....			120	00
<i>Mud Island.</i>					
G. W. Kenney.....	Government allowance for year ended 30th June, 1881.....			80	00
<i>St. Paul's.</i>					
White & Simmonds.....	Stoves, pipes, etc.....	40	35		
Archibald & Co.....	Hire of schooner, freight on lumber, oats, etc.....	254	86		
T. D. Archibald.....	Hire of boat, with despatches.....	20	00		
S. Cunard & Co.....	Rocket gun.....	40	00		
S. C. Campbell.....	12 months salary as Superintendent.....	\$588	00		
Receiver-General.....	do superannuation tax.....	12	00		
		670	00		
S. C. Campbell.....	12 months wages of 5 boatmen.....	1,250	00		
				2,205	21
<i>Sable Island.</i>					
J. Bowser.....	Building barn, repairing buildings, etc.....	298	50		
W. S. Symonds & Co.....	Stove and pipes.....	22	25		
J. R. Jenkins & Co.....	Provisions.....	22	00		
Lordly & Stimpson.....	do.....	848	26		
Irish & Smith.....	Hardware.....	6	00		
John Fleming & Co.....	Oars.....	31	90		
N. & M. Smith.....	Barrels and halves.....	33	75		
Mackintosh & McInnes.....	Lumber and shingles.....	156	23		
W. McKenzie.....	Oats.....	58	00		
Charles Neal.....	Stove.....	7	00		
J. K. Bent.....	Medicines.....	8	40		
Wm. Murray.....	Repairing cart.....	4	50		
Lawson, Harrington & Co.....	586½ galls. oil, at 31c., \$181.82; cartage, 45c.....	182	27		
Black Bros. & Co.....	Code of signals, paint, etc.....	59	91		
Burns & Murray.....	Bags.....	2	52		
G. E. Smith & Co.....	Scythes, saddles, etc.....	51	19		
H. W. Johnston.....	12 months salary of Superintendent and staff.....	3,360	42		
Receiver-General.....	Superannuation tax on Superintendent's salary.....	6	24		
				5,159	34
Total.....				114,246	27
BUOYS AND BEACONS.					
<i>Arichat.</i>					
D. Marchand.....	Buoy service, 1 year, as per agreement.....			318	66
<i>Baddeck.</i>					
S. Atwater.....	Taking up and laying buoys.....			16	00
Carried forward.....				334	66

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....			334 66
BUOYS AND BEACONS—Continued.			
<i>Barrington.</i>			
A. M. Wrayton.....	Cleaning and painting.....	22 00	
do	Picking up and landing buoy, \$4.00; oil, \$2.10.....	6 10	
do	Mooring stones, \$28.00; iron work, \$40.40.....	68 40	
do	Hire of vessel, \$13; labour, \$24.....	37 00	
do	Lead, \$3.72; recovering buoy, \$4.00.....	7 72	
E. Crowell.....	Furnishing and laying buoys, 1880, as per agreement	100 00	
Wm. Robertson.....	Boat hire, \$1.20; labour, \$37 50.....	38 70	
do	Hire of schooner, \$6.25; iron work, \$15.25.....	21 50	
do	Making and painting spar buoy.....	5 25	
do	Spar for buoy, \$5; mooring, \$2.....	7 00	
do	Scow hire, \$6; cleaning and painting, \$6.....	12 00	
			325 67
<i>Bras d'Or.</i>			
T. Dunlap.....	Stone, \$6; chain and iron work, \$12.....	18 00	
do	Spar, \$10; paint and painting, \$3.53.....	13 53	
do	Hire of schooner.....	12 00	
do	Raising and landing Careys Little Island and Limes Rock buoys.....	56 00	
do	Placing do do	56 00	
do	Paint and oil.....	10 50	
Archibald Smith.....	Laying and raising buoy, Smith's Shoal.....	10 00	
do	Painting.....	1 00	
H. F. McDougall.....	Stones, boat and labour.....	11 00	
do	2 spar buoys, swivels, shackles.....	11 00	
do	Raising and landing Big Brick buoys.....	7 00	
			206 03
<i>Bear River.</i>			
W. F. Henniger	Removing rock, placing buoy.....	27 00	
do	Hire of boats, labour, team.....	30 00	
do	Paint and oil, \$2.85; repairing buoys, \$4.50.....	7 35	
do	Lifting and replacing buoys.....	10 00	
			74 35
<i>Canso.</i>			
J. J. Donahoe.....	Boat and crew, ascertaining position of Roaring Bull Rock.....	4 00	
do	Vessel placing buoy on do	25 00	
do	do on Grime's Rock.....	25 00	
do	Spar for buoy, \$26.50; making buoy, \$18.25.....	44 75	
do	Mooring stone, \$6.00; iron work, \$7.78.....	13 78	
			112 53
<i>Cape Negro.</i>			
B. A. Smith.....	Taking up and placing buoys.....	54 00	
do	Mooring stones, \$4; spar buoys, \$2.....	6 00	
do	Picking up spar buoy.....	1 50	
			61 50
<i>Cheticamp.</i>			
F. AuCoin.....	Scraping and painting buoys.....	5 50	
do	Storage, carting and labour.....	12 70	
do	Rope, paint, oil, \$19 39; iron work, \$6.25.....	25 64	
do	Labour, placing and taking up buoys.....	57 00	
			100 84
Carried forward.....			1,215 58

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....			1,215 58
BUOYS AND BEACONS—Continued.			
<i>Digby.</i>			
Richard Abbott.....	Blocks.....	6 00	
Black Bros. & Co.....	Rope.....	12 99	
J. A. Hughes.....	Hire of schooner.....	60 00	
do.....	Labour, painting, repairing and replacing buoys....	65 00	
do.....	Iron can-buoy.....	30 00	
do.....	Freight of chain.....	3 82	
do.....	Truckage and iron work.....	1 71	
			179 52
<i>Guysborough.</i>			
G. S. Peart.....	Painting, placing and raising buoys.....		20 00
<i>Halifax.</i>			
W. Shephard.....	Reporting Rock Head buoys adrift.....	2 00	
M. Reyno.....	Services saving Rock Head buoy.....	5 00	
Lawson, Harrington & Co.....	Services tug boat conveying and laying Rock Head buoy.....	59 50	
R. Nickerson.....	Saving and taking care of South-West breaker buoy.....	10 00	
J. Holland.....	Reporting "Sisters" Bell buoy being adrift.....	5 00	
			81 50
<i>Joggins.</i>			
J. A. Hughes.....	Placing and raising buoys.....		5 00
<i>Liverpool.</i>			
W. A. Kenney.....	Painting buoys, brushes, oil, etc.....		5 25
<i>La Have.</i>			
Samuel Wolf.....	Picking up buoy.....	1 75	
do.....	Labour, \$5, boat hire, \$1.....	6 00	
do.....	Paint and painting.....	1 25	
do.....	Iron work, \$2.40, team, 50c.....	2 90	
			11 90
<i>Lunenburg.</i>			
Wm. Smith.....	Taking up and laying down buoys.....	134 00	
do.....	Wharfage, \$9, scraping painting, \$7.....	16 00	
do.....	Truckage, \$2, iron work, \$4.80.....	6 80	
do.....	Mooring stone, \$2.50, freight oil, paint, etc., \$5.25.....	7 75	
B. Lohne s.....	Painting and laying 12 buoys in Lower South Harbour.....	30 00	
H. Conrod.....	Painting and laying 9 buoys in Back South Harbour.....	30 00	
			224 55
Carried forward.....			1,743 30

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
		Brought forward.....			1,743 30
BUOYS AND BEACONS—Continued.					
<i>Louisburg.</i>					
P. O'Toole.....	Spar buoys, \$3, labour, \$2		5 00		
do	Iron work, \$2.25, moorings, \$5.....		7 25		12 25
<i>Merigomish.</i>					
Jas. Chisholm	Raising and landing buoys				10 00
<i>Mahone Bay.</i>					
James Mosher.....	Hire of schooner and boats, raising and laying down buoys		119 00		
do	Labour and superintending.....		170 00		
do	Paint, etc., \$6.38, iron work, \$2.86.....		8 24		
do	Repairing beacon		5 00		303 24
<i>Mabou, C. B.</i>					
Finlay Rankin.....	Buoys, \$3, rope, \$2.....		5 00		
do	Anchors, \$2.10; placing buoys, \$12.....		14 10		19 10
<i>Port Medway.</i>					
T. Atkins	Weighing and landing at Halifax, South-West breaker buoy and moorings.....		40 00		
Elson Perry.....	Services saving do		3 00		
J. F. Parks.....	Painting buoys		16 00		59 00
<i>Pubnico.</i>					
Maturin Amero	Blacksmith work.....				8 45
<i>Parrsboro'.</i>					
E. W. Beatty.....	Making buoys, \$8.88; placing, \$18.....		26 88		
do	Iron work, \$24.34; spars, \$18.....		42 34		
do	Paint and painting, \$15.50; stones, \$11.....		26 50		
do	Drilling stones, \$6; chain, \$14.58.....		20 58		
do	Taking up and replacing 4 buoys		20 00		
do	Storage.....		2 00		138 30
<i>Port Hood.</i>					
J. H. Murphy.....	Labour and boat hire taking up and securing buoys		84 00		
do	Blacksmith work.....		2 75		
J. H. Murphy.....	Labour placing buoys.....		76 50		
do	Chain, \$10; cask buoy and chain, \$9.....		19 00		
do	Iron work, \$6; paint and oil, \$3.75		9 75		
do	New windlass		8 00		200 00
		Carried forward.....			2,493 64

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		2,493 64
BOOYS AND BEACONS—Continued.			
<i>Pictou.</i>			
J. R. Noonan	Putting down and lifting buoys.....	100 00	
do	Painting and paint	10 10	110 10
<i>Port La Tour.</i>			
Wm. Nickerson	Labour raising buoys	8 70	
do	Boat hire.....	2 00	10 70
<i>Port Hawkesbury.</i>			
James McDonald.....	Labour taking up buoys.....	3 00	
do	Scow hire, etc.....	5 00	
do	do and labour laying buoys	6 00	
do	Painting.....	0 75	14 75
<i>Petit de Grat.</i>			
J. T. Jean	Taking up and laying buoys, as per agreement.....	48 00	
do	Painting, \$6; buoys and fittings, \$4.75	10 75	58 75
<i>Pugwash.</i>			
A. A. Stevens	Lighter, boat hire, labour	32 50	
do	Overhauling, painting, repairing chain	6 75	
do	Picking up buoy adrift.....	5 50	
do	Landing and storing buoys.....	3 75	48 50
<i>Shelburne.</i>			
Brown & Webb	Chain.....	16 80	
Wm. McLean	Raising and placing buoy	20 00	
do	6 spar buoys	15 00	
do	Iron work.....	1 25	
do	Raising and replacing Adamant buoy.....	16 00	
Edward Goodick.....	Painting	6 00	75 05
<i>Sambro'.</i>			
James Martin.....	Cleaning and looking after buoys.....		5 00
<i>Tusket.</i>			
Smith & Harding.....	Amount of contract to 31st December, 1880.....		55 00
<i>Windsor.</i>			
B. N. Banks	Painting buoys	10 50	
do	Time and expenses landing buoy.....	5 00	
do	Mooring weight and chain.....	12 50	
do	Replacing buoys.....	50 00	
Geo. Lake.....	Raising can buoy	15 00	
	Carried forward.....		93 00
			2,964 49

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog Whistles, etc., in Nova Scotia, etc.—*Concludea.*

		\$ cts.	\$ cts.
	Brought forward.....		2,964 49
BUOYS AND BEACONS—<i>Concluded.</i>			
<i>Westport.</i>			
R. D. Sutherland	Painting Cow Ledge Beacon	10 00	
do	Labour taking up and replacing can buoys.....	34 50	
do	Iron work	3 00	47 50
<i>Wallace.</i>			
Z. Mullins	Labour placing and lifting buoys	45 25	
do	Iron work, \$1.50; scraping and painting, \$4.....	5 50	
do	Truckage, \$1.50; storage, 3.....	4 50	55 25
<i>Yarmouth.</i>			
Eben. Scott	Logs, \$10.50; iron work, \$7.25.....	17 75	
do	Pile driver and labour.....	20 00	37 75
MISCELLANEOUS.			
John Findlay	Repairing buoys and cages		286 00
W. S. Symonds & Co.....	do bell buoys		222 71
do	6 iron can buoys, 180 each		1,080 00
do	Mushroom anchors, 32,315 lbs., at 2c., \$646.30; eyes, \$34.50		680 80
Wood & Co.....	Freight on whistles		1 20
Schooner "Champion" ..	do automatic buoy		50 00
J. Bigler	2 automatic buoys, \$1,451.82 each, \$2,903.64; cost of draft, \$1.81		2,905 45
Burrill, Johnson & Co....	Spar buoys and iron work for ditto		105 80
do	Repairing bell buoys		256 36
J. E. Newcomb.....	Wharfage, buoys and moorings.....		10 00
Irish & Smith	Hardware.....		14 48
R. Abbott	Spar buoys and fittings.....		156 00
Charles Neal	Labour on buoys.....		8 05
Saml. Mosher	Building slip for landing buoys and labour in con- nection with buoys.....		191 41
Black Bros. & Co.....	Paints.....		25 08
Mackintosh & McInnes ..	Lumber.....		17 14
J. Flemming & Co.....	Spar buoys and fittings.....		155 00
J. Beazley	Picking up and saving automatic buoy		100 00
G. W. Norris.....	Shackles and pins.....		28 50
Edward Kerr	Iron work for spar buoys.....		171 50
Lawson, Harrington & Co.....	Towage bell buoy from sea.....		104 60
J. S. Nieforth	Iron work		459 95
J. S. Kenney	Hire of schooner searching for Brazil Rock bell buoy ..		25 00
Macdonald & Co.....	Rubber packing, etc.....		7 62
F. C. Stevens.....	Wharfage, automatic buoy.....		10 00
W. McFabridge	Chain, 6,816 lbs. at 3 cts.....		204 48
John Jodry	Repairing buoys.....		11 00
Schooner "Effie Young" ..	Freight, automatic buoy.....		50 00
Esson's Wharf	Wharfage do		1 00
Advocate Publishing Co..	Advertising		2 50
W. Stars, Son & Morrow	Chains and anchors, 13,169 lbs. at 4½ cts		650 88
Geo. E. Smith & Co.....	Hardware		18 90
	Total.....		11,116 38

STATEMENT of Expenditure in connection with the Maintenance of Lighthouses, Fog Whistles, etc., in Nova Scotia, etc.—Concluded.

		\$	cts.	\$	cts.
SIGNAL STATIONS.					
Major Fred. Lukin	Conveyance signal parties, stores, etc.				510 07
do	Expenses, September quarter, 1880	485	10		
do	do December do 1880	532	68		
do	do March do 1881	458	57		
					1,474 35
Lieut. C. C. Carter	Salary as Superintendent of Signals, year ended 30th June, 1881				150 00
	Total.....				2,134 42

RECAPITULATION

		\$	cts.	\$	cts.
Maintenance of Lighthouses		84,093	93		
do Fog Whistles		22,587	79		
do Humane Establishments		7,564	55		
do Buoys and Beacons		11,116	38		
do Signal Stations		2,134	42		
do Cape Race		800	00		
Stationery Office, Ottawa		110	32		
Public Buildings, Halifax, N.S.—Share of heating and attendance.....		511	20		
					128,918 59

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 6

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure in connection with the Maintenance of Lights, Prince Edward Island, for the Fiscal Year ended 30th June, 1881.

		<i>Bleck House Light.</i>		\$	cts.	\$	cts.
Archibald McLaine.....	12 months salary as Keeper of Light and Signal Station.....		\$335 72				
do	do superannuation tax.....		4 28				
do	do allowance for fuel, \$32; ferriage and cartage, \$3.50.....			340	00		
G. Scantlebury.....	Materials for, and repairing Lighthouse			31	42		
D. Bethune.....	Paint, etc., and painting.....			98	00		
Peake Bros.....	Repairs to Signal Station.....			9	00		
Bourke, Son & Co.....	Hardware.....			22	04		
Wm. Brehant.....	Repairing and plastering Lighthouse.....			2	50		
Secretary of War.....	1 year's rent of land, to 30th April, 1881			4	92		
A. Hermon	Repairs to Lighthouse.....			3	00		
						546	38
		<i>Cascumpec Light.</i>					
John McCabe.....	12 months salary as Keeper.....	\$246	88				
do	do superannuation tax.....		3 12				
do	Allowance for fuel.....			250	00		
Bourke, Son & Co.....	Chimneys, wicks and burners.....			32	00		
						16	04
		<i>Cape Bear Light.</i>					
Prince Edward Island Steam Navigation Co..	Freight on lantern and lighting apparatus, 17 cases, and 18 cases hardware, glass, etc.....			55	08		
Schooner "Sea Bird"....	Freight on lantern and lighting apparatus, from Charlottetown to Murray Harbour.....			11	20		
						66	28
		<i>Cove Head Light.</i>					
Ernest McMillan	12 months salary of Keeper of Inner Range			60	00		
James D. McMillan.....	12 do do Beach Light.....			40	00		
Bourke, Son & Co.....	Chimneys, wicks and burners.....			5	31		
						105	31
		<i>Crapaud Light.</i>					
Percy Palmer	12 months salary as Keeper.....			100	00		
S. B. Leard	12 do do Range Light.....			55	00		
do	Oil, chimneys, wicks, etc.			15	00		
Steamer "Heather Bell"	Freight on oil tank, etc.....			1	91		
Bourke, Son & Co.....	Chimneys, wicks and burners.....			5	68		
						177	59
		<i>East Point Light.</i>					
A. R. Beaton.....	12 months salary as Keeper.....	\$246	88				
do	do superannuation tax.....		3 12				
				250	00		
Carried forward.....				250	00	1,193	60

STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	250 00	1,193 00
<i>East Point Light—Concluded.</i>			
A. R. Beaton.....	12 months allowance for fuel.....	32 00	
Bourke, Son & Co.	Chimneys, wicks and burners.....	22 71	
A. Hermon	Repairs to Lighthouse.....	27 50	332 21
<i>Fish Island Light.</i>			
A. J. McLellan.....	12 months salary as Keeper.....	\$246 88	
do	do superannuation tax.....	3 12	
		250 00	
do	do allowance for fuel.....	32 00	
Bourke, Son & Co.	Chimneys, wicks, burners, etc.....	36 43	318 43
<i>Indian Point Light.</i>			
Charles Peters.....	Salary as Keeper, from 1st May to 30th June, 1881.....	\$49 37	
do	Superannuation tax, from 1st May to 30th June, 1881.....	0 63	
		50 00	
Thomas Beattie	162 cords stone, at 80c., \$129.60; 200 loads of brush, \$6.....	135 60	
do	Paid for scow hire, labour at channel, boarding workmen, etc.....	93 73	279 33
<i>Little Channel Light.</i>			
Wm. Hardy.....	12 months salary as Keeper.....	100 00	
Bourke, Son & Co.	Chimneys, wicks, burners, etc.....	23 42	123 42
<i>Little Sands (High Bank).</i>			
Duncan Munn.....	12 months salary as Keeper.....	30 00	
Bourke, Son & Co.	Chimneys, wicks and burners.....	4 64	34 64
<i>Little Tignish Light.</i>			
Isidore Chasson.....	12 months salary as Keeper.....	100 00	
do	Paid for paint, oil, truckage, etc.....	11 00	
Jno. Brown.....	Making box and packing goods.....	2 00	
			113 00
<i>Murray Harbour Light.</i>			
James Penny.....	12 months salary as Keeper.....	50 00	
Bourke, Son & Co.	Chimneys, wicks, burners, etc.....	18 80	68 80
<i>New London Light.</i>			
Geo. McKenzie.....	12 months salary as Keeper.....	100 00	
Henry Crossman.....	Painting, etc.....	24 17	
Bourke, Son & Co.	Chimneys, wicks, burners, etc.....	13 28	
			137 45
	Carried forward.....		2,600 88

**STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island, etc.—Continued.**

		\$	cts.	\$	cts.
Brought forward				2,600	88
<i>North Cape Light.</i>					
Peter H. Perry	12 months salary as Keeper	\$296	24		
do	do superannuation tax	3	76		
			300		
do	do allowance for fuel		32		
Bourke, Son & Co.	Chimneys, wicks and burners		24	356	02
<i>North Rustico Light.</i>					
Thos. G. Pursey	12 months salary as Keeper		100		
do	do allowance for fuel		20		
Bourke, Son & Co.	Chimneys, wicks and burners		16	136	13
<i>Orwell Light.</i>					
John McDonald	12 months salary as Keeper		80		
Steamer "Heather Bell" ..	Freight on oil tank		0		
Bourke, Son & Co.	Chimneys, wicks and burners		5	85	84
<i>Panmure Light.</i>					
Wm. McDonald	12 months salary as Keeper	\$296	24		
do	do superannuation tax	3	76		
			300		
do	do allowance for fuel		32		
Tobias Grady	Repairs to foundation		25		
Bourke, Son & Co.	Chimneys, wicks and burners		25	383	56
<i>Point Prim Light.</i>					
Michael McLeod	12 months salary as Keeper	\$296	24		
do	do superannuation tax	3	76		
			300		
do	do allowance for fuel		32		
Bourke, Son & Co.	Chimneys, wicks and burners		34	366	12
<i>St. Andrew's Light.</i>					
Jos. Wightman	12 months salary as Keeper		100		
do	Allowance for keeping winter Light		25		
Jas. Bourke	5 gallons oil, at 40c., \$2; can, 80c.		2		
Bourke, Son & Co.	Chimneys, wicks and burners		13	141	01
<i>St. Peter's Light.</i>					
W. W. McGrath	12 months salary as Keeper		100		
do	Removing tower, storing and replacing		19		
Bourke, Son & Co.	Chimneys, wicks and burners		10	129	97
<i>Sea Cow Head Light.</i>					
Peter Ranaghan	12 months salary as Keeper	\$246	88		
do	do superannuation tax	3	12		
			250		
do	do allowance for fuel, \$32; painting, and hauling supplies, \$7.25		39	289	25
Carried forward				4,199	53

**STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island, etc.—Continued.**

		s	cts.	\$	cts.
Brought forward.....		289	25	4,199	53
<i>Sea Cow Head Light—Concluded.</i>					
J. Barclay.....	On account of contract, building Keeper's dwelling.....	389	00		
Thos. Beattie.....	Inspecting Keeper's dwelling.....	56	00		
Bourke, Son & Co.....	Chimneys, wicks and burners.....	27	65		761 90
<i>Souris Light.</i>					
Angus McDonald.....	Salary as Keeper, from 28th Nov., 1880, to 30th June, 1881.....	\$115	20		
do.....	Superannuation tax do.....		1 47		
do.....	Paid for coal, repairing oil can, cotton, etc.....	116	67		
do.....	Express on box of screws, from Montreal.....	7	46		
T. L. Chappell.....	Iron drum, piping, zinc and labour.....	1	25		
Wm. Mellett.....	Stove, etc.....	8	84		
M. McLean & Co.....	Repairs to Lighthouse.....	8	75		
A. Hermons.....		10	25		153 22
<i>South Rustico Light.</i>					
Wm. Ford.....	12 months salary as Keeper.....	100	00		
J. M. Myrick.....	Moving Beacon Light.....	12	00		
Charles Harris.....	Repairs to lamps.....	5	50		
Bourke, Son & Co.....	Chimneys, wicks and burners.....	2	68		120 18
<i>Summerside Light.</i>					
Patrick McVeigh.....	10 months salary as Keeper.....	83	33		
C. Donahoe.....	2 do do.....	16	67		
Bourke, Son & Co.....	Chimneys, wicks and burners.....	6	78		106 78
<i>Tracadie Light.</i>					
Michael Ready.....	12 months salary as Keeper.....	100	00		
do.....	Moving Range Lights.....	20	00		120 00
<i>West Point Light.</i>					
Wm. McDonald.....	12 months salary as Keeper.....	\$296	24		
do.....	do superannuation tax.....	3	76		
do.....	do allowance for fuel.....	300	00		
do.....	do do.....	32	00		
D. Bethune.....	Paint, oil and labour painting Lighthouse, and travelling expenses of workmen.....	141	00		
Bourke, Son & Co.....	Chimneys, wicks and burners.....	29	87		502 87
<i>Wood Island Light.</i>					
Jas. McMillan.....	12 months salary as Keeper.....	\$246	88		
do.....	do superannuation tax.....	3	12		
do.....	do allowance for fuel.....	250	00		
do.....	do do.....	32	00		
D. McMillan.....	Repairs to Lighthouse.....	8	36		
D. Bethune.....	Paint, oil, and labour painting Lighthouse, etc.....	99	95		
Bourke, Son & Co.....	Chimneys, wicks, burners, etc.....	25	99		416 30
Carried forward.....				6,380	78

STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....			6,380 78
GENERAL ACCOUNT.			
Wm. Mitchell.....	6 months salary as Agent.....	\$490 02	
do	do superannuation tax.....	9 98	
			500 00
Artemus Lord.....	6 do salary as Agent.....	\$490 02	
do	6 do superannuation tax.....	9 98	
			500 00
Wm. Mitchell.....	Travelling expenses, stationery, postages, etc.....	126 52	
Artemus Lord.....	do do do	97 98	
J. H. Fletcher & Co.....	Advertising in <i>Island Argus</i>	4 60	
<i>Examiner</i> Printing Co.	do for tenders for carrying supplies, oil tanks, etc.....	24 40	
Peter McCourt	do in <i>Advertiser</i>	1 50	
Phos. Murphy.....	Cartage and truckage of supplies.....	28 70	
Anglo-American Telegraph Co.....	Telegrams.....	115 51	
Hermans & Son.....	Joiners and plumbers repairs to Lighthouses, etc....	37 30	
Executors W. B. Allin.....	18 months rent of lower part of warehouse to 31st January, 1881.....	112 50	
W. W. Clarke.....	1 year's rent of warehouse, storing oil and casks.....	60 00	
do	Wharfage on buoys, supplies, delivering stores, etc.	40 65	
Bourke, Son & Co.....	Paint, oil, hardware, chimneys, burners, wicks, sheet rubber, etc.....	764 56	
John Brown	Packing stores.....	5 00	
John McLean.....	Contract for conveying supplies.....	130 00	
Stephen Stumbles.	Horse hire from 1st July, 1880, to 30th June, 1881...	37 00	
Thos. Williams.....	Freight on glass.....	3 12	
Owen Connolly.....	Wharfage on 100 barrels of oil.....	3 00	
Dodd & Rogers.....	Chimneys, spirit level, etc.....	13 65	
F. A. Fitzgerald & Co.....	Oil.....	1,222 00	
Bank of Prince Edward Island.....	Premium on draft in payment of oil, $\frac{1}{2}$ per cent.....	6 11	
H. W. Mutch.....	Removing stores.....	15 73	
British American Bank Note Co.....	Cheque books, etc.....	19 47	
Peake Bros. & Co.....	Wharfage.....	5 78	
D. McLeod	Cleaning and taking care of offices.....	15 00	
Jno. Ball.....	Surveying Lighthouse sites, travelling expenses, etc.	41 00	
T. Chappelle.....	Express charges on parcels, etc.....	9 05	
J. H. Duvar.....	Expenses of Commission <i>in re</i> Keeper, New London Lighthouse.....	72 44	
Stair, Son & Morrow.....	Compass, etc.....	21 70	
Allan McDonald.....	Truckage of supplies.....	3 00	
Donald Martin.....	Salvage of buoy.....	2 00	
Roger Westaway.....	Allowance for keeping Light during winter on Westaway's Point.....	25 00	
			4,064 29
BUOYS AND BEACONS.			
Alex. A. Moore.....	Painting and placing buoys, etc., Pownal Bay.....	77 27	
Charles Strong.....	Mounting buoys, chains, etc.....	70 17	
McKinnon & McLean.....	Moving buoys, Pinette.....	19 00	
A. Kennedy.....	Chain, Pinette.....	35 68	
George Anderson.....	Removing 3 buoys and replacing, St. Peter's Harbour	48 00	
Jno. Finlayson.....	Salvage of buoy, Pinette.....	2 00	
Neil McLeod.....	Lifting and replacing, Pinette.....	38 60	
Hugh Campbell.....	do do Tracadie.....	20 00	
Donald Campbell.....	Mooring, painting, etc. do	36 15	
F. R. Foster.....	New buoy do	8 65	
Jas. Matheson.....	Maintaining, securing, etc., South Rustico.....	74 26	
Michael McElvoy.....	Lifting and replacing, Mimingash	61 00	
Wm. Millar.....	Repairing, painting and replacing, Murray Harbour	30 00	
Carried forward.....		520 18	10,445 07

STATEMENT of Expenditure in connection with the Maintenance of Lights
Prince Edward Island, etc.—*Concluded.*

		\$ cts.	\$ cts.
	Brought forward.....	520 18	10,445 07
BUOYS AND BEACOS—<i>Concluded.</i>			
Jno. McCormack.....	Repairing, painting and replacing Souris Harbour & East Souris....	76 25	
T. G. Pursey.....	do do North Rustico....	32 44	
D. C. Campbell.....	do do from 31st Dec. '79 to 31st Dec. '80, Montague.....	38 73	
Angus L. McDonald	do do Upper Cardigan	37 00	
Angus Stewart.....	do do West Point.....	10 00	
Jno. Haggart.....	New buoy and anchor, hire of schooner, placing, etc., Georgetown.....	122 58	
Duncan McGougan.....	Repairing, lifting and placing, Malpeque	77 11	
W. Hardy.....	Taking up and storing, Little Channel	25 00	
George Wells.....	Repairing, painting and placing, Cascumpec.....	275 54	
Jno. Arsenault.....	Lifting and placing, Egmont Bay	50 00	
A. McArthur.....	Placing, Egmont Bay.....	24 00	
Jno. Furness.....	Lifting and placing, Orwell Bay.....	26 00	
H. McDonald.....	Making and placing spar buoy, Lower Cardigan....	67 00	
Wesley Meyers.....	Removing, repairing and placing, Crapaud.....	223 10	
A. Howatt.....	Lifting buoys, Tryon.....	35 00	
David Small.....	Making and placing, Charlottetown and Rivers.....	178 22	
Jno. McMillan.....	Taking up, repairing and placing, Grand River (Upper).....	57 50	
R. L. McDonald.....	Taking up, repairing and placing, Grand River (Lower).....	70 00	
Geo. McKenzie.....	Taking up, repairing and placing, New London.....	141 15	
Jas. D. McMillan.....	Replacing inner buoy, Cove Head.....	18 50	
Chas. Deagle.....	Repairing, painting, etc., in 1880, Rollo Bay	35 90	
Ronald Campbell.....	Lifting, landing, etc., in 1880, Summerside	50 58	
Stephen Strange.....	Taking up, etc., Beach Point.....	8 00	
Jno. Kelly.....	Repairing and painting, Hillsborough River.....	24 00	
W. W. Stymest.....	New buoy, Miscouche.....	60 70	
			2,284 48
Queen's Printer.....	Stationery and printing.....	56 06	\$12,729 55
Public Buildings, Charlottetown.....	Share towards maintaining and heating.	210 72	266 78
	Total.....		\$12,996 33

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 7

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure in connection with the Maintenance of Lighthouses, Buoys and Beacons, British Columbia, for the Fiscal Year ended 30th June, 1881.

		\$	cts.	\$	cts.
<i>Race Rocks Lighthouse.</i>					
Thos. Argyle	12 months salary as Keeper	\$1,488	00		
do	Superannuation tax		12	00	
				1,500	00
Shaw & Kuna	Repairs, wheel fog-bell		3	30	
T. Parker	Freight do		5	00	
J. Dougall	Fire-grate		8	50	
J. Huntington	Repairs to range, etc.		33	25	
E. B. Marvin	Paints, oil, etc.		174	37	
A. Douglas	Dog-fish oil		48	60	
P. McQuade & Son	White lead, etc.		11	72	
Neufelder & Ross	Coal oil, etc.		21	00	
Smith & Clark	Ladders		7	25	
E. Marvin	Files, etc.		3	25	
M. W. Waitt & Co	Feather duster, etc.		5	63	
W. P. Sayward	Lumber		23	44	
W. G. Norris	Buckets		1	00	
Geo. Mansell & Co.	Files, etc.		2	62	
Hudson Bay Co.	Freight on oil		4	05	
Albert Argyle	Labour, painting tower, etc.		80	00	
H. Georgeson	Dog-fish oil		75	95	
T. Shotbolt	Lamp-glasses		7	75	
Steamer "Sir James Douglas"	20 tons coal			120	00
					2,136 68
<i>Fisgard Lighthouse.</i>					
Henry Cogan	12 months salary as Keeper	\$587	00		
do	Superannuation tax		13	00	
				600	00
J. Huntington	Labour and material		13	25	
A. Elliott	Painting and material		38	90	
E. B. Marvin	Paint, etc.		53	38	
Spring Vale Water Co.	Water		10	00	
Neufelder & Ross	Soap, etc.		12	50	
Smith & Clark	Ladder and repairs		29	10	
Langley & Co.	Wicks		1	62	
Brown & White	Blinds, etc.		1	75	
P. McQuade & Son	Tap, etc.		3	62	
T. N. Hibben & Co.	Stationery		1	00	
T. Shotbolt	Chamois leather, etc.		7	25	
Geo. Mansell & Co.	Cloths, etc.		5	00	
Steamer "Sir James Douglas"	11 tons coal			66	00
					843 37
<i>Cape Beale Lighthouse.</i>					
E. Cox	12 months salary as Keeper	\$1,192	00		
do	Superannuation tax		8	00	
				1,200	00
"Charlie" (Indian)	Conveying letters to and fro		50	00	
J. Devereux	Labour landing stores		17	00	
E. B. Marvin	White lead, etc.		36	67	
	Carried forward			1,303	67
					2,980 05

STATEMENT of Expenditure in connection with the Maintenance of Lighthouses, etc., British Columbia, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....		1,303 67	2,980 05
<i>Cape Beale Lighthouse—Concluded.</i>			
Brown & White.....	Cloths, etc.....	5 25	
J. Dougall.....	Fire-grate, etc.....	8 50	
W. G. Norris.....	Tools, etc.....	16 00	
A. & W. Wilson.....	Filter, etc.....	14 50	
Hudson Bay Co.....	Coal oil.....	168 00	
T. N. Hibben & Co.....	Stationery.....	3 87	
T. Shotbolt.....	Sponges, etc.....	12 27	
W. Spring.....	Freight.....	5 00	
Steamer "Sir James Douglas".....	Coal.....	30 00	
			1,567 06
<i>Beren's Island Lighthouse.</i>			
A. McKinnon.....	12 months salary as Keeper.....	\$492 00	
do.....	Superannuation tax.....	8 00	
		500 00	
E. B. Marvin.....	Coal oil, etc.....	127 13	
Brown & White.....	Cloths, blinds, etc.....	14 85	
T. C. Jones.....	Repairs to boat.....	7 50	
Neufelder & Ross.....	Brooms, soap, etc.....	11 41	
Langley & Co.....	Lamp glasses.....	1 75	
A. McLean.....	Labour on oil.....	5 00	
J. Smith.....	Cleaning chimneys.....	2 50	
P. McQuade & Son.....	Tap, etc.....	3 62	
A. & W. Wilson.....	Repairs.....	7 25	
T. Shotbolt.....	Sponges, etc.....	6 25	
Str. "Sir Jas. Douglas".....	Coal.....	12 00	
			699 26
<i>Lightship, Sand Heads, Fraser River.</i>			
J. Middleton.....	12 months hire of schooner "Eliza" as temporary Lightship at \$500.00 per month.....	6,000 00	
C. McK. Smith.....	Advertisements in <i>Daily Standard</i>	9 00	
E. B. Marvin.....	Cable chain, etc.....	107 70	
P. McQuade & Son.....	Paints, etc.....	8 62	
A. Douglas.....	Dog-fish oil.....	63 00	
Neufelder & Ross.....	Soap, etc.....	5 25	
H. Georgeson.....	Dog-fish oil.....	60 00	
A. & W. Wilson.....	Stove and fittings.....	21 75	
T. Shotbolt.....	Sponges, etc.....	4 00	
Hudson Bay Company.....	Dog-fish oil.....	70 52	
			6,349 84
<i>Entrance Island Lighthouse.</i>			
Robt. Gray.....	12 months salary as Keeper.....	\$592 00	
do.....	Superannuation.....	8 00	
		600 00	
T. Earle.....	Coal oil.....	279 25	
G. Mason.....	Bricks.....	20 00	
Brown & White.....	Cotton.....	1 50	
A. Summerhays.....	Labour on water-tank.....	20 00	
P. McQuade & Son.....	Tap, etc.....	3 62	
A. & W. Wilson.....	Filter, etc.....	10 26	
T. N. Hibben & Co.....	Stationery.....	5 00	
T. Shotbolt.....	Sponge, etc.....	10 50	
Smith & Clark.....	Cement.....	9 00	
E. B. Marvin.....	White lead, etc.....	20 73	
Str. "Sir Jas. Douglas".....	Coal.....	30 00	
			1,009 86
Carried forward.....			12,606 07

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, etc., British Columbia, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			12,606	07
<i>Point Atkinson Lighthouse.</i>					
R. G. Wellwood.....	Keeper, July and August, salary.....	\$131	99		
do	Superannuation.....	1	33		
				133	32
W. Erwin.....	10 months salary.....	\$575	00		
do	Deductions.....	8	33		
				583	33
G. Mansell & Co.....	Lantern, etc.....		12	25	
E. B. Marvin.....	Paint, oil, etc.....		20	20	
T. Earle.....	Coal oil.....		60	75	
Langley & Co.....	Prepared chalk, etc.....		2	25	
W. Geo. Norris.....	Hand-saw, etc.....		6	00	
Brown & White.....	Cleaning cloths.....		1	50	
P. McQuade & Son.....	Steel wire rope.....		38	00	
A. & W. Wilson.....	Filter, etc.....		6	50	
T. Shotbolt.....	Sperm oil, etc.....		14	62	
Smith & Clark.....	Lumber.....		7	00	
R. G. Wellwood.....	Water barrel, etc.....		2	04	
					887 76
GENERAL ACCOUNT.					
Shaw & Kuna	Repairs to boring tools, etc.....		19	00	
J. T. McQuarrie.....	Drayage.....		3	25	
R. Cook.....	Labour.....		6	00	
C. McK. Smith.....	<i>Daily Standard</i> , advertising.....		10	00	
J. Devereux.....	Repairs to telescope.....		19	64	
Western Union Telegraph Co.	Message.....		1	50	
P. McQuade & Son	Keystone forge.....		95	00	
W. Bennett, C.E.	Professional services.....		150	00	
J. Murray.....	Packing spare lantern (Lightship).....		12	00	
J. J. Young, Deputy Treasurer, B.C.	Expenses of survey in 1878, Cape Beale and Point Atkinson Lighthouses		1,034	59	
Hudson Bay Co.	Freight.....		2	00	
W. P. Sayward.....	Lumber for coal barge.....		2	30	
Welch, Rihet & Co.	Freight and charges on 40 barrels coal oil.....		256	43	
A. McLean.....	Labour do do.....		10	50	
A. & W. Wilson.....	Soldering oil tins.....		7	10	
					1,629 31
BUOYS AND BEACONS.					
R. Wickins	Labour, Fraser River.....		3	75	
F. Revely.....	Purchase of buoy, \$84.75; labour, \$136.....		220	75	
Williams & Arthur.....	Small buoy.....		9	00	
P. McQuade & Son	Rope, shackles, etc.....		76	37	
E. B. Marvin.....	Oil, paints, etc.....		41	50	
J. Dougall.....	Swivels, etc.....		10	50	
<i>Daily Standard</i>	Advertising.....		5	00	
<i>Dominion Pacific Herald</i> do	do		4	00	
E. Marvin.....	Iron.....		8	02	
E. B. Marvin.....	Paint, etc., East Coast and Nanaimo.....		19	55	
<i>Daily Star</i> (ard)	Advertising.....		10	00	
Geo. Bainbridge.....	Labour.....		3	00	
<i>Daily Standard</i>	Advertising, Victoria and Esquimalt.....		15	00	
Shaw & Kuna	Work on temporary buoys.....		33	40	
J. Robertson.....	Swivels, etc.....		19	00	
E. B. Marvin.....	Shackles, etc.....		45	60	
P. McQuade & Son.....	White lead, inland channels.....		12	00	
W. P. Sayward.....	Lumber.....		4	80	
<i>Daily Standard</i>	Advertising.....		5	00	
					546 24
	Carried forward.....			15,669	38

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, etc., British Columbia, etc.—*Concluded.*

		\$ cts.	\$ cts.
Brought forward			15,669 38
SALARIES AND CONTINGENCIES.			
F. Revely.....	12 months salary as Agent	\$1,568 00	
do	do superannuation tax.....	32 00	
			1,600 00
W. Gregory	Messenger's salary		120 00
Western Union Telegraph Co.	Messages		1 25
Hudson Bay Co.	Meals and passages of Agent		28 00
Daily Standard	Stationery and printing		31 25
F. Revely	Agent's cash expenses		17 00
T. N. Hibben & Co.....	Stamps and stationery		23 63
Smith & Clark.....	Letter press, etc.		27 25
M. W. Waitt & Co.....	Stationery		13 25
Geo. Maunsell & Co.....	Hearth rug, etc.		2 62
Shaw & Kuna	Repairs		4 75
Str. "Sir James Douglas"	4 tons coal		24 00
			1,893 00
Queen's Printer.....	Stationery and printing		\$17,562 38
			8 34
Total			\$17,570 72

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 8

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure on account of Construction of Lights and Fog Whistles, etc., for the Fiscal Year ended 30th June, 1881.

ABOVE MONTREAL.		\$	cts.	\$	cts.
GENERAL ACCOUNT.					
W. P. Anderson.....	Travelling expenses.....	189	43		
John Corbett.....	10 months salary as Draughtsman and Inspector.....	854	33		
J. P. Pim.....	213 days services as Draughtsman, at \$1.75 per diem.....	376	25		
A. Grignard.....	268 do do do \$1.50 do	402	00		
G. R. Mann.....	273 do do do \$1.50 do	409	50		
do	61 do do do \$1.75 do	106	75		
W. G. Lampey.....	17 do do do \$1.50 do	25	50		
H. Allan & Co.....	Cotton for mounting plans.....	7	04		
S. C. McLaughlin.....	Photographing designs of Lighthouses and dwellings.....	5	00		
John E. Boyd, C.E.....	Arbitration fees.....	150	00		
Wm. Smith.....	Expenses visiting sites for new Lights.....	20	30		
					2,545 80
<i>Belleville Harbour.</i>					
Intelligencer Printing Co.	Advertising for tenders.....	5	40		
Great Valley Advocate.....	do	2	40		
Argus News.....	do	2	40		
North Hastings Review.....	do	2	40		
E. Chanteloup.....	Lantern, gallery and glass.....	376	07		
					388 67
<i>Byny Inlet.</i>					
Maganetewan Lumber Co	Freight on lantern and apparatus.....	68	55		
E. Chanteloup.....	Cast iron lantern, lighting apparatus, etc.....	692	95		
F. J. Silvester.....	Amount of contract for building Lighthouse.....	1,725	00		
do	Extra freight on lantern.....	10	35		
J. H. Bucke.....	Inspecting Lighthouse.....	40	00		
					2,536 85
<i>Colchester Reef.</i>					
W. P. Anderson.....	Travelling expenses surveying site.....				22 00
<i>Kincardine Light.</i>					
S. McLean.....	28 days work, paint, whitelead, etc.....	65	16		
Joseph White.....	On account of contract.....	500	00		
Charles Taylor.....	do	500	00		
do	Inspecting and on account of wages.....	338	00		
do	Balance due for wages of workmen.....	117	65		
do	Expenses going to Ottawa.....	54	55		
do	2½ days work finishing sloop.....	5	00		
J. W. Driscoll.....	Hardware.....	158	91		
A. J. Evans.....	Lumber.....	378	08		
R. T. Walker.....	Storage of material for lantern.....	35	00		
do	Purchase of land for Lighthouse.....	500	00		
Joseph White.....	Amount of order in favour of Wm. Howe.....	200	00		
G. Sturgeon.....	Eave trough, pipe, etc.....	50	92		
J. A. Macdonell.....	Professional services investigating title.....	62	31		
					2,965 58
	Carried forward.....				8,458 90

STATEMENT of Expenditure on account of Construction of Lights and Fog Whistles, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		8,458 90
ABOVE MONTREAL— <i>Conclude.</i>			
<i>Leamington Light.</i>			
St. Thomas Times.....	Advertising tenders for construction of tower.....	3 60	
Peter Williams.....	Amount of contract for building tower.....	794 00	
do.....	Extras on do do.....	23 00	
Canadian Printing Co.....	Advertising tenders in <i>Sarnia Canadian</i>	4 20	
James Hamby.....	Iron railing, etc.....	8 41	
D. E. Malotte.....	Inspecting during construction.....	41 00	
E. Chanteloup.....	Lantern, lamps and lighting apparatus.....	476 97	
S. E. & T. Stephenson.....	Advertising tenders in <i>Chatham Planet</i>	5 18	
			1,356
<i>Presqu' Isle Light.</i>			
G. B. Simpson.....	Placing stone around pier.....		6 00
<i>Red Rock Light.</i>			
T. R. Caton.....	On account of contract.....	1,000 00	
E. Chanteloup.....	Lantern, reflector and lighting apparatus.....	613 32	
			1,613 32
<i>South Bay Point.</i>			
S. M. Conger & Bro.	Advertising tenders in <i>Picton Gazette</i>	2 56	
J. W. Fegan.....	Freight on glass.....	4 51	
Z. Palmathier.....	To pay for land.....	300 00	
E. Chanteloup.....	Lantern, reservoir, glass, etc.....	642 50	
J. W. Fegan.....	Paid Bank of Montreal on account of contract.....	400 00	
			1,349 57
<i>Strawberry Island.</i>			
H. Maudar.....	Advertising tenders in <i>Enteprise</i>	5 76	
Mail Printing Co.	do.....	3 20	
The Messenger.....	do.....	3 20	
The Pioneer.....	do.....	2 56	
			14 72
<i>Manitoba Lightship.</i>			
J. & C. Short.....	Anchors, cables, pump, etc.....	536 58	
do.....	Paid Ontario Bank for balance of contract.....	713 42	
H. Hackett.....	Expenses inspecting construction, and taking Lightship to Lake Winnipeg.....	131 15	
			1,381 15
BETWEEN MONTREAL AND QUEBEC.			
<i>Ste. Emile Light.</i>			
W. P. Anderson.....	Surveying land for site.....	23 33	
Alex. Cameron.....	Amount of contract for building Lighthouse.....	900 00	
do.....	Hardware.....	6 45	
			929 78
BELOW QUEBEC.			
GENERAL ACCOUNT.			
Chance Bros. & Co.	Plate-glass, freight, etc.....£80 1s. 5d.		389 67
	Carried forward.....		389 67

STATEMENT of Expenditure on account of Construction of Lights and Fog Whistles, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward		389 67
	BELOW QUEBEC—Concluded,		
	<i>Fume Point.</i>		
R. Cameron	On account of contract for building	3,600 00	
Lachance & Harvey	Freight on lantern and apparatus	125 00	
J. B. Jalbert	Making road to Lighthouse	196 31	
			<u>3,921 31</u>
	NEW BRUNSWICK.		<u>4,310 98</u>
	<i>Buctouche Light.</i>		
Harrison & Burbidge	Drafting deed, \$7; to pay for land, \$40.	47 00	
James A. James	Search for Dixon's title to land.	28 00	
F. Robidoux	Advertising tenders in <i>Moniteur Acadien</i>	2 90	
W. & J. Anslow	do <i>Union Advocate</i>	1 88	
H. T. Stephens	do <i>Moncton Daily Times</i>	2 90	
T. W. Bliss	Searching for title <i>in re</i> purchase of land	4 00	
E. Chanteloup	Lantern, reflector and lighting apparatus	626 10	
John Ward	Freight, etc., on lantern and apparatus	42 93	
do	On account of contract for building Lighthouse	600 00	
T. Melanson	Inspecting during building.	55 00	
			1,410 71
	<i>Fox Island, Miramichi.</i>		
George Ingram	Amount of contract for building		154 00
	<i>Grand Harbour Light.</i>		
T. Redmond	Hardware, etc.		10 16
	<i>Hay Island.</i>		
W. & J. Anslow	Advertising tenders in <i>Union Advocate</i>	1 50	
The <i>Evening Star</i>	do	5 20	
			6 70
	<i>Petit Passage Fog Alarm.</i>		
Angus Fisher	Amount of contract for building dwelling-house	644 00	
Fredericton <i>Star</i>	Advertising for tenders	2 70	
			646 70
	<i>Pokesudie Light.</i>		
W. & J. Anslow	Advertising tenders in <i>Union Advocate</i>	2 25	
E. Chanteloup	Lantern, lamp and apparatus	509 52	
F. S. Hilyard	Freight on glass	26 09	
Jos. Sewell, jun	Cartage, etc., of lamp and lighting apparatus	10 00	
			547 86
	<i>Split Rock, Automatic Buoy.</i>		
J. H. Harding	Paid freight, etc., on automatic buoy	50 20	
J. Bilger	Automatic buoy.	1,752 19	
			1,802 39
			<u>\$4,578 52</u>

STATEMENT of Expenditure on account of Construction of Lights and Fog Whistles, etc.—Continued.

		\$ cts.	\$ cts.
NOVA SCOTIA.			
GENERAL ACCOUNT.			
S. C. McLaughlin.....	Photographing designs for bell buoy.....	9 00	
Chance Bros. & Co.....	Plate glass, £85 0s. 5d.....	413 77	
John Corbett.....	Salary as Inspector for May, 1881.....	100 00	522 77
<i>Cranberry Island.</i>			
Church Guardian.....	Advertising for tenders.....	2 40	
Alliance Journal.....	do.....	2 40	4 80
<i>Jeddore Light.</i>			
Mining Review.....	Advertising for tenders.....		7 20
<i>Little Narrows.</i>			
E. Chanteloup.....	Lantern, lamps and apparatus.....	422 34	
N. W. McKenzie.....	On account of contract.....	360 00	
Norman McLeod.....	Inspecting during building.....	55 00	837 34
<i>Point Michaud, St. Eprit Island, C.B.</i>			
New Era.....	Advertising for tenders.....	2 48	
T. O'Neill.....	Contract for building Lighthouse.....	2,234 00	
do.....	Amount granted for delay.....	100 00	
Donald McKay.....	Inspecting, horse hire, etc.....	100 00	2,436 48
<i>Scatterin Foy Alarm.</i>			
John Patterson.....	Boiler for Fog Alarm.....		800 00
<i>Shelburne.</i>			
G. Deschamps.....	Contract for building Lighthouse.....	1,725 00	
Wesleyan Office.....	Advertising for tenders.....	2 56	
E. Chanteloup.....	Cast iron lantern and apparatus.....	650 77	
A. M. Deschamps.....	Placing iron platform on pier.....	53 01	
do.....	Inspecting during construction.....	130 00	2,561 34
<i>St. Ann's Light.</i>			
North Sydney Herald.....	Advertising for tenders.....	1 28	
Cape Breton Advocate.....	do.....	3 00	
E. Chanteloup.....	Lantern, lamps and apparatus.....	584 15	588 43
PRINCE EDWARD ISLAND.			
<i>Cape Bear Light.</i>			
Thomas Munn.....	Purchase of land for site.....	75 00	
Island Argus.....	Advertising for tenders.....	2 50	
Summerside Progress.....	do.....	1 25	
Examiner Printing Co.....	do.....	3 25	
Charlottetown Herald.....	do.....	5 00	
Presbyterian.....	do.....	1 25	
Carried forward.....		88 25	7,758 36

STATEMENT of Expenditure on account of Construction of Lights and Fog Whistles, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward	88 25	
PRINCE EDWARD ISLAND—Concluded.			
<i>Cape Bear Light—Concluded.</i>			
<i>Advertiser</i>	Advertising for tenders.....	1 00	
E. Chanteloup.....	Lantern, lamps and apparatus.....	1,043 99	
J. Whelan.....	On account of contract for construction.....	400 00	1,533 24
<i>Cove Head.</i>			
J. Barclay.....	Amount of contract.....		75 00
<i>Indian Point Light.</i>			
Richard Keefe.....	On account of contract.....	3,100 00	
Thomas Beattie.....	Inspecting and travelling expenses during construction.....	302 75	
do	Commission on paying out \$3,100.....	31 00	
Richard Keefe	Paid order in favour of W. W. Sullivan.....	500 00	3,933 75
<i>New London.</i>			
E. Chanteloup.....	Galvanized iron lantern.....		105 51
<i>Savage Harbour.</i>			
<i>Charlottetown Herald</i>	Advertising for tenders.....	2 25	
<i>Island Argus</i>	do	1 00	
<i>Examiner Printing Co.</i>	do	1 40	
<i>Presbyterian</i>	do	1 50	
<i>Advertiser</i>	do	1 00	7 15
<i>Souris Light.</i>			
Wm. Mitchell.....	Paid freight on lighting apparatus.....	7 99	
John McKinnon.....	Inspecting during construction.....	155 00	
P. Alyward.....	Balance of contract.....	230 00	
do	Extras on contract.....	100 54	
E. Chanteloup.....	Oil cup, chimneys, stands, etc.....	134 20	627 73
<i>St. Peter's Range Light.</i>			
Wm. Mitchell.....	Paid freight on lantern and apparatus.....	21 88	
E. Chanteloup.....	Lantern, lamps, etc.....	493 79	
Wm. Taylor.....	Purchase of land for site.....	50 00	
Joseph Egan.....	On account of contract.....	200 00	765 67
<i>Tignish Range.</i>			
Henry Williams.....	Contract for building Light.....	545 00	
do	Brush and building stone.....	5 00	
Wm. Mitchell.....	Paid freight of lantern and apparatus.....	33 24	
Jos. Harper.....	Hauling stone and brush for foundation.....	25 00	
E. Chanteloup.....	Cast iron lantern and apparatus.....	493 76	1,102 00
			8,150 05

STATEMENT of Expenditure on account of Construction of Lights and Fog Whistles, etc.—*Continued.*

BRITISH COLUMBIA.		\$	cts.	\$	cts.
<i>Race Rocks Fog Alarm.</i>					
Findlay, Durham & Brodie.....	Insurance on boiler, etc., from San Francisco, at 1½ per cent. on \$2,250, less 10 per cent. off.....		25	31	
Hudson Bay Co.	Freight on boiler.....		132	70	
John Devereux.....	Landing boiler.....		59	50	
					217 51
<i>Sands Head, entrance to Frazer River, B.C.</i>					
Sir A. T. Galt.....	To pay for iron piles for foundation.....	2,941	75		
Chance Bros. & Co.....	Lantern, lamps, burners, wicks, chimneys, plate glass, etc., £1,121 8s. 2d.....	5,457	52		
Standard.....	Advertising for tenders.....		6	20	
Victoria Colonist.....	do		6	20	
Island Sentinel.....	do		4	96	
Findlay, Durham & Brodie.....	Wharfage on iron piles.....		11	25	
Total.....					8,427 88

RECAPITULATION.

Construction of Lights above Montreal.....	\$12,798 87
do Manitoba.....	1,381 15
do between Montreal and Quebec.....	929 78
do below Quebec.....	4,310 98
do New Brunswick.....	4,578 52
do Nova Scotia.....	7,758 36
do Prince Edward Island.....	8,150 05
do British Columbia.....	217 51
	\$40,125 22
Queen's Printer, advertising.....	114 85
	40,240 07
Construction of Lights, Sands Head, entrance to Fraser River, B.C.	8,427 88
Total.....	\$48,667 95

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

STATEMENT of Expenditure on account of Cape Race Lighthouse and Fog Whistle, Newfoundland.

Imperial Board of Trade, London	On account of Tonnage Dues, for the year ended 30th June, 1881, £164 7s. 8d.....	\$	cts.	\$	cts.
					800 00

APPENDIX No. 9

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure on account of Dominion Steamers, for the Fiscal Year ended 30th June, 1881.

<i>Steamer "Napoleon III."</i>		\$ cts.	\$ cts.
Capt. A. Baquet	7 months and 21 days salary as Captain	641 64	
Capt. E. Larochele	3 do salary as Captain	249 99	
J. U. Gregory	Pay list of officers and crew	5,510 41	
Louis Marois	Vegetables, etc.	307 05	
L. Arel	Fresh meat, etc.	855 26	
G. Tanguay	Flour and pease	93 66	
G. Bussière	Pease	4 00	
A. J. Turcotte	Groceries, linseed, castor oil, wicks, etc.	1,472 29	
P. Plamondon	Fish	121 39	
D. Langlois	Milk	58 86	
J. Shea & Bros	Salt meats, butter, etc.	754 77	
Noonan & Davies	Provisions, etc	588 88	
F. Lafamme	Bread	179 52	
J. B. Côté	Sausage	6 00	
W. Johnston	Provisions	120 28	
R. Leblanc	do	5 00	
R. Côté	do	2 15	
A. Baquet	Paid for provisions during voyages	224 09	
L. F. Raffard	Fish	5 80	
T. Hethrington	Biscuits	27 16	
W. Lee	Making and trimming uniforms, etc.	248 75	
J. Hamel et frères	Caps, shirts, serge, blankets, quilts, oil cloth, etc.	422 27	
Dolan & Co.	Serge	59 61	
G. R. Renfrew & Co	Caps	27 00	
M. Marceau	Making coat	7 00	
O. Gourdeau	Wintering	16 50	
S. Belanger	do	15 00	
J. Williamson	Watching during winter	89 60	
F. Descroiselle	do do	85 60	
A. St. Laurent	Outfit of machinery	25 00	
O. Giguère	Tinware	114 70	
Audet & Robitaille	Cordage, rope and flag	474 74	
F. Rousseau	Timber	4 00	
Whitehead & Turner	Tube brushes	10 00	
L. Leclerc	Wire rope	18 90	
J. Dunn	Soap and tallow	63 72	
R. Blakiston	Canvas and netting	353 30	
Frs Derouin	Blocks	8 70	
J. P. Dery	Stationery	9 40	
P. Vallière	Chairs	19 00	
E. Giroux	Medicines	1 80	
C. E. Holiwell	Stationery	16 05	
Dawson & Co	do	10 65	
Chinic & Beaudet	Hardware, paint, etc.	283 36	
Dinning & O'Neil	Flag	9 00	
J. Hamel et frères	Blankets	141 85	
J. C. Langelier	Cleaning powder	10 00	
M. McLaughlin	Rope	53 64	
J. Sullivan	Wire hawser	80 00	
S. J. Shaw & Co.	Hardware	346 22	
O. Simard	Paint brushes, etc.	46 60	
L. Villeneuve	Screws, locks, etc.	17 25	
Jno. Fisten & Co.	Oil	8 40	
A. McCallum	Chronometer hire	19 75	

Carried forward..... 13,509 44

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$ cts.	\$ cts.
	Brought forward	13,509 44	
<i>Steamer "Napoleon III"—Continued.</i>			
Renaud & Co.....	Crockery.....	39 40	
Bisset Bros.....	Jack screws.....	30 00	
Oreighton & Marshall.....	Charts.....	4 25	
F. A. Fitzgerald & Co.....	45 galls oil at 23½c.....	10 58	
J. Lemelin.....	Firewood.....	24 00	
J. Sullivan.....	Colza oil.....	15 00	
N. Turcot.....	Rockets.....	6 00	
L. Leclerc.....	Life preservers.....	36 00	
A. Baquet.....	Paid for labour coaling.....	22 00	
W. J. McCordock.....	15 tons coal, at \$4.50.....	67 50	
Acadia Coal Co.....	627, do at 1.90, at mine.....	1,191 30	
A. H. Murphy.....	20 chaldrons coal at \$7.50, \$150; 180 chaldrons coal at \$2.70, \$486.55.....	636 55	
Forrest & Co.....	1 chaldron coal.....	7 00	
T. J. Lamontagne.....	Freight on coals, 82½ tons, at \$1 50.....	123 75	
J. Eden.....	Rent of coal yard, \$200, and freight on coals. \$152.85.....	352 85	
P. Belanger.....	Labour coaling.....	6 00	
R. Patterson.....	do.....	9 00	
D. F. Power.....	Advertising for tenders.....	1 80	
S. Marcotte.....	do do.....	8 48	
A. Dansereau.....	do do.....	3 20	
Post Publishing Co.....	do do.....	3 20	
L. D. Duvernay.....	do do.....	3 20	
J. Marmen.....	Cartage.....	194 70	
T. Routier.....	Carpenters repairs.....	866 12	
J. M. Tardif.....	Spars.....	4 50	
Dunn, Griffith & Co.....	Oak.....	54 90	
L. Fournier.....	Joiner's repairs.....	3 50	
Bisset Bros.....	Repairs to engine.....	1,270 41	
J. Baldwin.....	do blocks.....	5 30	
J. Lortie.....	do.....	2 00	
S. Peters.....	Lumber.....	117 48	
J. Lamontagne.....	Repairing clocks.....	3 00	
H. Dinning.....	Red lead.....	48 00	
P. Rouillard.....	Repairing uniforms.....	21 00	
J. O'Donohoe.....	do compass.....	10 00	
S. Bédard.....	do kitchen utensils.....	41 25	
B. Léonard.....	Painting.....	67 90	
G. T. Philips.....	Brass and coppersmith's repairs.....	1,687 83	
V. Tremblay.....	Painting.....	8 10	
J. D. Marsan.....	Repairs to rigging.....	46 50	
J. Bte. Bélanger.....	do.....	159 25	
E. Larochele.....	Pay list painting and scraping.....	493 00	
Hy. Black.....	Flange.....	13 56	
A. Bédigaré.....	Repairing locks.....	4 40	
F. Miller.....	Cutting ice.....	140 00	
P. Fradette.....	Pay list, renewing boilers, &c.....	10,252 96	
R. Neil.....	Materials for making four furnaces for boilers.....	553 48	
D. Davidson.....	Boiler-plates.....	1,836 25	
C. Samson.....	do.....	282 25	
H. Dinning & Co.....	Use of forge and tools.....	1,784 24	
Beaudet & Chinic.....	Hardware, iron and steel.....	2,579 82	
Grand Trunk Railway Co.....	Freight on iron.....	96 90	
C. Vézina.....	Iron work.....	448 65	
J. Rolph.....	Pay list, outfitting engines, files, wrenches, etc.....	1,785 85	
Ph. Rouillard.....	Washing.....	135 00	
do.....	Repairing carpets.....	11 57	
Queen's Wharf.....	Wharfage.....	100 00	
J. A. LeBourdais.....	Reporting steamers.....	6 50	
J. Blais.....	Wintering.....	75 00	
Quebec & Gulf Ports SS. Co.....	Freight.....	4 30	
Allans, Rae & Co.....	do on oil tubes and chain cable.....	72 32	
	Carried forward.....	42,088 94	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$	cts.	\$	cts.
Brought forward		42,088	94		
<i>Steamer "Napoleon III"—Concluded.</i>					
P. Grenier.....	Labour.....		3 00		
J. Levesque.....	do		12 50		
T. Berrigan.....	Clearing snow.....		40 00		
A. Cloutier.....	Washing.....		6 00		
M. E. Fitzhenry.....	Repairing flags.....		13 50		
W. Barbour.....	Paid for cartage.....		6 00		
Total.....				42,174	44
<i>Steamer "Druid."</i>					
Capt. A. Marmen.....	12 months salary as Captain.....	\$980	00		
do	do superannuation tax.....		20 00		
J. U. Gregory.....	Pay list of officers and crew.....		5,311	04	
L. Marois.....	Vegetables, etc.....		418	75	
L. Arel.....	Beef, vegetables, etc.....		992	42	
G. Tanguay.....	Flour.....		27	80	
A. J. Turcotte.....	Groceries, etc.....		941	90	
P. Plamondon.....	Fish.....		105	28	
D. Langlois.....	Milk.....		106	56	
J. Shea & Bros.....	Pork, butter, etc.....		498	41	
F. Lafamme.....	Bread.....		243	00	
A. Watters.....	Groceries.....		52	44	
Capt. A. Marmen.....	Paid for provisions, etc., during voyages.....		262	68	
J. R. H. White.....	Provisions, etc.....		22	75	
Toussaint et frères.....	Groceries.....		4	50	
P. Paquet.....	Vegetables.....		4	68	
T. Hethrington.....	Biscuits.....		14	60	
M. Dickey.....	Provisions.....		6	64	
F. Gaulin.....	Butter.....		20	20	
E. Chanteloup.....	Buttons.....		17	24	
J. Hamel et frères.....	Cloth, serge, caps, shirts, etc.....		400	86	
Foley & Co.....	Making and trimming uniform.....		9	50	
Wm. Lee.....	do uniforms.....		271	25	
Dolan & Co.....	Serge.....		67	79	
G. R. Renfrew & Co.....	Caps.....		18	90	
H. Hicks.....	Outfit to engine and machinery.....		125	00	
J. Landry.....	Watching.....		88	80	
H. Wilson.....	do		112	00	
B. Leonard.....	Painting.....		207	94	
H. Black.....	Hose pipe.....		10	77	
G. T. Phillips.....	Plumber's repairs and materials.....		424	07	
Bisset Bros.....	Jack-screws, repairs to hull, etc.....		133	68	
M. Dickey.....	10 days labour outfitting.....		10	00	
T. Tremblay.....	Labour outfitting.....		3	00	
S. Peters.....	Lumber.....		384	26	
P. Bélanger.....	Labour outfitting engine.....		34	00	
P. Rouillard.....	Repairing mattresses, uniforms, etc.....		38	00	
P. Leonard.....	Paint.....		64	57	
G. Lamontagne.....	Repairing clocks.....		3	00	
Fullerton & Alexander.....	Mast and spars.....		68	50	
J. O'Donohoe.....	Repairing compasses.....		5	50	
P. Vallière.....	do couch.....		10	00	
G. T. Phillips.....	Repairs, brass and coppersmith.....		83	85	
Carrier, Laine & Co.....	do to engines.....		137	73	
T. Routier.....	do carpenters.....		124	82	
Corporation of Pilots.....	Percentage on Capt. Marmen's salary.....		40	00	
J. Lortie.....	Landing coals.....		12	00	
E. R. Call.....	Coal, 50 tons, at \$3.50.....		175	00	
W. Henshaw.....	do 33 do \$1.90.....		62	70	
Forrest & Co.....	do 2 chaldrons, at \$5.50.....		11	00	
Crawford & Co.....	do 115 tons, at \$5.....		575	00	
Carried forward.....				13,764	48

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$ cts.	\$ cts.
	Brought forward.....	13,764	48
<i>Steamer "Druid"—Continued.</i>			
A. H. Murphy.....	Freight 2 chaldrons, at \$7.50.....	15	00
J. Eden.....	Wharfage of coal.....	100	00
T. Poulin.....	Pilotage.....	55	00
D. Cayen.....	do.....	10	00
L. Mayraud.....	do.....	35	00
A. Frenette.....	do.....	70	00
M. E. Fitzhenry.....	Washing.....	25	35
J. Marmen.....	Cartage.....	194	30
P. Rouillard.....	Washing.....	135	00
S. Adams.....	Services of tug.....	20	00
Queen's Wharf.....	Wharfage.....	100	00
O. Premont.....	Washing.....	13	60
T. Berrigan.....	Clearing snow.....	40	00
D. Davidson.....	Boiler plates.....	198	40
C. Samson.....	do.....	168	17
Chinic & Beaudet.....	Iron.....	878	93
Hy. Dinning & Co.....	Lumber, labour, docking, etc.....	1,079	03
T. Routier.....	Carpenters and joiners work.....	1,725	42
C. Vézina.....	Iron work.....	1,478	35
S. Carroll.....	Outfitting engines.....	724	35
L. Nadeau.....	Plans and specifications of repairs, and translation of the same.....	62	00
E. H. Taylor.....	Windows for shed.....	6	00
O. Giguère.....	Paint brushes.....	15	30
S. Bédard.....	Tinware.....	5	10
R. Blakiston.....	Canvas, blocks, etc.....	76	90
J. Dunn.....	Soap and tallow.....	155	37
A. Rousseau.....	Dye.....	1	50
C. E. Holliwell.....	Stationery.....	16	55
J. P. Dery.....	do.....	3	85
Dawson & Co.....	do.....	2	75
Beaudet & Chinic.....	Hardware.....	446	97
M. McLaughlin.....	Rope.....	5	79
Audet & Robitaille.....	do and canvas.....	90	16
J. Hamel et frères.....	Oil cloth, bedding, etc.....	21	56
J. C. Langelier.....	Cleaning powder.....	10	00
J. Tardif.....	Spars.....	2	00
S. J. Shaw.....	Hardware.....	138	04
Dunning & Co.....	Red lead.....	32	00
L. Villeneuve.....	Screws, locks, etc.....	16	25
A. J. Turcotte.....	Linseed oil and castor oil.....	446	69
Renaud & Co.....	Chimneys.....	8	25
S. Carroll.....	Files, wrench, etc.....	17	80
E. Giroux.....	Medicines.....	27	38
Whitehead & Turner.....	Tube brushes.....	10	00
Doyle & Demers.....	Kitchen utensils.....	56	65
A. McCallum.....	Code signal book.....	5	00
F. A. Fitzgerald & Co.....	45 gallons of petroleum, at 23½ cts.....	10	58
O. Simard.....	Tank and paint brushes.....	71	20
N. Turcot.....	Rockets.....	12	00
J. M. Tardivel.....	Glass.....	9	70
J. F. Arel.....	Furniture.....	86	50
Allans, Rae & Co.....	Freights on oil, iron plates, etc.....	19	99
S. Marcotte.....	Advertising tenders, <i>L'Evenement</i>	2	40
E. Willis.....	do <i>Daily News</i>	2	50
Mercier & Co.....	do <i>Le Quotidien</i>	2	40
Sun Publishing Co.....	do.....	3	00
Daily Telegraph.....	do.....	3	00
Shareholder.....	do.....	3	00
L. Brousseau.....	do <i>Le Courrier du Canada</i>	3	00
Journal of Commerce.....	do.....	3	00
I. J. Demers et frère.....	do <i>Canadien</i>	3	00
J. G. Gingras.....	do <i>Nouvelliste</i>	3	00
	Carried forward.....	22,778	01

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$ cts.	\$ cts.
	Rrought forward.....	22,778 01	
	<i>Steamer "Druid"—Concluded.</i>		
J. Dussault.....	Advertising tenders, <i>Provincial</i>	3 00	
<i>Gazette</i> Printing Co.....	do	3 00	
<i>Post</i> Publishing Co.....	do	3 00	
<i>La Monde</i>	do	3 00	
<i>La Minerve</i>	do	3 00	
J. J. Foote.....	do <i>Chronicle</i>	3 00	
Burland Lithograph Co.....	do <i>Illustrated News</i>	3 00	
			22,799 01
	<i>Steamer "Newfield."</i>		
Charles Neal.....	Conveyance of two men.....	4 20	
Acadia Coal Co.....	Coals, 225½ tons at \$2, \$451; 10½ tons at \$1.50, \$16.07.....	467 07	
Steamer "Scud".....	Freight of supplies.....	4 40	
Austin Bros.....	Cylinder oil.....	64 63	
John P. Mott & Co.....	Tallow.....	34 10	
Black Bros & Co.....	Paint, oil, olive oil, white and red lead, etc.....	511 69	
Peter Judge.....	Water.....	93 60	
C. Fraser.....	Labour coaling.....	13 20	
Alfred Vail.....	Provisions.....	51 14	
A. F. Salter.....	Coals, 1 ton, \$6.50; 3 tons at \$6.75, \$20.25; 2½ tons at \$7, \$17.50; 1 ton, \$7.25; cartage, \$3.85.....	55 35	
J. Overy.....	Cartage of boats and supplies.....	4 82	
Lawson, Harrington & Co.....	Oil, 51½ galls. at 26c., \$13.39; 50½ galls. at 28c., \$14.14; 92½ galls. at 30c., \$27.75; 47½ galls. at 31c., \$14.73; cartage, 75c.....	70 76	
Lordly & Stimpson.....	Provisions.....	960 86	
R. J. Reid & Co.....	Coals, 168 tons at \$2.40, \$470.40; 170 tons at \$3, \$510.....	980 40	
D. Waddell.....	40 tons ballast at 60c.....	24 00	
John Parker.....	Beef, etc.....	365 94	
White & Simmonds.....	Tinware and repairs.....	68 50	
J. A. Matheson.....	Crockeryware.....	56 61	
Fred. Meyer.....	Provisions.....	185 53	
Moir, Son & Co.....	Bread.....	107 07	
M. Forhan & Co.....	Repairs to flags and boat covers.....	9 70	
J. Flemming & Co.....	Derrick and oars.....	35 38	
R. Beazley & Co.....	Fresh fish.....	35 83	
Mrs. M. O'Brien.....	Washing.....	35 20	
G. W. Norris.....	Blacksmith work.....	43 93	
Irish & Smith.....	Hardware, etc.....	34 05	
R. H. Cogswell.....	Rating chronometer.....	6 00	
Creighton & Marshall.....	Charts.....	1 30	
J. Findlay.....	Repairing boats.....	154 00	
F. C. Stevens.....	1½ tons of coal, \$7; cartage, 75 cts.....	7 75	
S. A. White & Co.....	Wharfage, landing coal.....	14 70	
Geo. E. Smith.....	Hardware, etc.....	480 51	
Williams & Leverman.....	Ferules.....	33 75	
Michael Walsh.....	Carpenters work.....	76 81	
Macdonald & Co.....	Copper and brass-smiths repairs and materials.....	372 35	
W. S. Symonds & Co.....	Repairing machinery and materials.....	1,324 25	
Arch. Warner.....	Ferriages.....	2 30	
Chas. F. Mott.....	Soap.....	11 17	
Mackintosh & McInnes.....	Lumber.....	28 52	
Thomas Ead.....	Labour, coaling.....	49 30	
Brookfield Bros.....	Cement, sand and holystones.....	22 40	
Maurice Downey.....	Painting.....	54 30	
Richard Abbott.....	Blocks and repairs.....	27 38	
W. McFatridge.....	Iron ballast.....	89 30	
Noonan & Davies.....	Pilotage.....	31 50	
F. Mumford & Sons.....	Anchor stock and repairs.....	102 82	
W. F. Glendenning.....	Ice.....	31 00	
Geo. Lyall.....	Coaling.....	24 03	
	Carried forward.....	7,213 40	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$	cts.	\$	cts.
	Brought forward.....	7,213	40		
<i>Steamer "Newfield"—Concluded.</i>					
G. P. C. Henry.....	Beef and provisions.....	157	81		
Burns & Murray.....	Towelling.....	11	95		
Intercolonial Coal Co.....	67 tons of coal, at \$2.....	134	00		
J. S. Nieforth.....	Blacksmith work.....	40	90		
Edward Keer.....	Repairing anchor.....	41	00		
S. Cunard & Co.....	Composition paint.....	237	00		
A. & W. Mackinlay.....	Stationery.....	16	53		
Chebucto Marine R.R. Co.....	Hauling, \$175; use of slip, 4 days, \$437.50.....	612	50		
R. A. Guildford.....	Disbursements.....	550	25		
H. W. Johnston.....	Wages of officers and crew.....	9,227	55		
Capt. R. A. Guildford.....	To pay disbursements to and from England on telegraph service.....			18,242	89
				4,702	71
				22,945	60
<i>"Steamer Glendon."</i>					
John Graham.....	Pilotage and provisions.....	21	74		
Black Bros & Co.....	Oil, paint, olive oil, etc.....	235	56		
Fred. Meyers.....	Provisions.....	128	92		
Lordly & Stimpson.....	do.....	778	62		
C. F. Mott.....	Soap.....	13	31		
Lawson, Harrington & Co.....	Oil.....	3	85		
Halifax Carpet Co.....	Table cover.....	4	00		
Irish & Smith.....	Hardware, etc.....	51	33		
D. Gillespie.....	Provisions.....	25	47		
E. A. LeCain.....	do.....	185	17		
C. J. B. Tooker.....	do.....	45	20		
R. P. & W. F. Starr.....	27 tons of coal, at \$2.50, \$67.50; 26½ tons, at \$2.90, \$77.70; 23½ tons, at \$3.50, \$81.53; carting, \$3.61.....	230	34		
Burrill, Johnson & Co.....	Repairs to machinery.....	49	89		
Wm. Pike.....	Carpenters work.....	36	48		
Wm. Lewis.....	Blacksmith work.....	5	00		
W. Cotter & Sons.....	Provisions.....	409	48		
Knox & Firth.....	Chart, Bay of Fundy, \$2.50; water, \$11.50.....	14	00		
W. H. Thorne & Co.....	Paint, oil, etc.....	16	90		
Creighton & Marshall.....	Charts, log books, etc.....	10	45		
John Parker.....	Beef and provisions.....	138	09		
Hare's Wharf.....	Dockage.....	2	60		
W. E. Godsoc & Sons.....	Provisions.....	42	61		
F. Mumford & Sons.....	Repairing anchors.....	58	23		
R. Stanhope.....	Milk.....	6	16		
Peter Judge.....	Water.....	45	30		
Thomas Ead.....	Coaling.....	85	24		
Buzzill & Files.....	Washing.....	36	84		
T. McAvery & Sons.....	Repairs to hatchway, piping, etc.....	59	60		
White & Simmonds.....	Tinsmiths supplies and repairs.....	64	50		
Acadia Coal Co.....	48½ tons of coal, at \$2.80, \$135; 103½ tons, at \$2, \$207.....	342	00		
John P. Dickhoff.....	Beef.....	18	00		
W. S. Symonds & Co.....	Repairing machinery, etc.....	256	47		
J. H. Harding.....	Paid for flax picking.....	4	12		
A. Beazley & Co.....	Fish.....	24	77		
Moir, Son & Co.....	Bread.....	80	57		
Macdonald & Co.....	Repairs to machinery, etc.....	337	10		
R. G. Morrison.....	Provisions.....	25	05		
Alex. McDonald.....	Pilotage.....	14	00		
John McDonald.....	Provisions.....	9	50		
P. Power & Co.....	do.....	21	44		
D. McArthur.....	Water.....	6	00		
J. W. Gordon.....	Provisions.....	13	47		
C. Fraser.....	Labour, coaling.....	13	87		
S. Cunard & Co.....	20 tons coal, at \$3.50.....	70	00		
	Carried forward.....	4,091	24		

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$ cts	\$ cts.
Brought forward.....		4,091 24	
<i>Steamer "Glendon" --Continued.</i>			
Pickford & Black.....	Provisions.....	20 58	
A. F. Salter.....	1½ tons coal, \$10.50; cartage, 30c.....	10 80	
Richard Abbott.....	Blocks and repairs.....	31 34	
W. Starrs, Son & Morrow.....	Ensign.....	7 75	
Herbert Meagher.....	Provisions.....	8 42	
J. S. Nieforth.....	Iron work.....	119 65	
R. H. Cogswell.....	Repairs to nautical instruments.....	9 75	
Norman Murray.....	Provisions.....	3 44	
Schooner "Micmac".....	Award <i>in re</i> "Micmac" vs. "Glendon" collisions.....	365 34	
J. A. Matheson.....	Crockery ware.....	27 15	
F. C. Stevens.....	2 tons coal, at \$6, \$12; Cartage, \$1.....	13 00	
W. & C. Silver.....	Oil cloth.....	7 02	
Gordon Kieth.....	Mattresses.....	27 75	
Geo. E. Smith & Co.....	Hardware, etc.....	159 91	
John Ead.....	Scaling boiler.....	6 00	
T. Forhan & Co.....	Repairing sails.....	68 30	
John Findlay.....	Repairing boats.....	50 00	
John Jodry.....	Carpenters work.....	11 50	
O'Connors Wharf.....	Dockage.....	102 00	
Chebucto Marine R.R. Co.....	Slip hire.....	93 28	
Mackintosh & McInnes.....	Lumber.....	14 75	
N. & M. Smith.....	Coopering water casks.....	3 00	
Michael Walsh.....	Carpenters work.....	312 24	
Maurice Downey.....	Painting.....	27 00	
W. & J. Clendenning.....	Ice.....	8 30	
Robert Baxter.....	Mattresses.....	12 00	
G. P. & J. C. Henry.....	Beef.....	72 93	
Robert Moseley.....	Copper paint.....	40 00	
A. S. Townshend.....	Provisions, labour, coaling.....	42 52	
Brookfield Bros.....	Cement.....	4 40	
W. Roche, jun.....	32½ tons coal, at \$3.50.....	113 75	
A. L. Ryfkogle.....	Dockage.....	11 00	
A. M. Wrayton.....	Provisions.....	29 84	
A. & W. McKinlay.....	Stationery.....	0 70	
James Fraser.....	Carpenters work.....	79 20	
Burns & Murray.....	Floor cloth.....	7 33	
D. M. Browne.....	Disbursements during voyages.....	350 95	
H. W. Johnston.....	12 months wages, of officers and crew, as per monthly pay lists.....	5,391 55	
			11,755 68
<i>"Northern Light"</i>			
Capt. Finlayson.....	12 months salary as Captain.....	900 00	
Artemus Lord.....	12 do wages of officers and crew.....	5,191 42	
J. J. Davies.....	Board of Captain, 20 weeks and 1 day, at \$5.00.....	100 66	
Gas. Turner.....	do Engineer 19 weeks, at \$4.00.....	76 00	
D. D. Ryan.....	do Crew, expenses conveying mail, etc.....	124 65	
W. Mitchell.....	To pay for ice boat, etc.....	171 00	
Hugh Finlayson.....	Wages of hands to man boat.....	24 00	
C. E. Robertson.....	Suits for boatmen.....	12 08	
Examiner Printing Co.....	Advertising notices.....	24 00	
Charlottetown Herald.....	do.....	12 95	
Patriot Printing Co.....	do.....	1 80	
P. R. Bowes.....	do <i>New Era</i>	1 40	
Peter McCourt.....	do <i>Advertiser</i>	1 00	
Jno. Wise.....	58½ days caulking, at \$2.00.....	117 00	
Jno. Malone.....	Filling boiler.....	2 40	
Neil McLean.....	Taking steamer from Charlottetown to Pictou.....	15 00	
P.E.I. Navigation Co.....	Fares of men returning from Pictou.....	8 75	
M. McLaren.....	Cleaning berths, etc.....	16 00	
McKinnon & McLean.....	Balance for boiler tubes, etc., \$116.90; repairs to boiler, machinery, etc., \$702.76.....	819 66	
Charles Owen.....	12 months rent of warehouse at Georgetown.....	100 00	
Carried forward.....		7,719 77	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$ cts.	\$ cts.
	Brought forward.....	7,719 77	
	<i>Steamer "Northern Light"—Concluded.</i>		
N. Rattenbury.....	Groceries.....	259 47	
Danl. Walker.....	Freight of 253 tons coal, Pictou to Georgetown, at		
Jas. Gready.....	Pilotage to Summerside Harbour.....	20 00	
	\$1.09	275 77	
Stairs, Son & Morrow.....	Rope, 516 lbs. at 11 cts., \$56.76, cartage 24 cts.....	57 00	
John Quirk.....	Provisions and groceries.....	46 67	
Chas. F. Harris.....	Copper and iron piping, tinware, etc.....	36 57	
John Lourie.....	Water.....	5 52	
Owen Winters.....	Board of 5 workmen, each 3¼ days.....	16 25	
Acadia Coal Co.....	329 tons coal, at \$2.00.....	658 00	
Milton Walsh.....	Tin, repairing ice boat, painting, etc.....	93 53	
Jno. Newson.....	Oil cloth, carpeting, etc., in cabins.....	212 83	
A. P. Hobbs.....	Provisions and groceries.....	747 45	
McDonald & Westaway..	Groceries and provisions.....	649 55	
S. W. Crabb.....	Hardware and oil.....	506 97	
Bourke, Son & Co.....	Hardware, cotton waste, olive oil, emery cloth, sheet rubber, tube brushes, red lead, etc.....	662 98	
W. W. Welner.....	Cleaning clocks.....	1 20	
S. W. Dodd.....	Medicines.....	5 51	
Noonan & Davis.....	Groceries, flour, hardware, paid for telegrams, etc.	558 61	
do	Disbursements.....	800 33	
P.E.I. Railway Co.....	Labour supplied at wharf, \$3.48; special train for ice crew, \$67.50, and conveyance of seamen \$4.40.....	75 38	
Blaké Bros.....	Provisions.....	176 96	
Peake Bros. & Co.....	Paint, boiled and raw oil, white and red lead, labour, painting, etc.....	223 80	
Artemus Lord.....	Paid for attempt to relieve steamer.....	27 77	
Carvell Bros.....	Provisions.....	11 87	
Beer & Goff.....	Biscuits, etc.....	15 35	
Jas. McKay.....	Boarding crew, etc.....	54 38	
D. O. Grant.....	do.....	18 39	
James Bourke.....	Provisions, hardware, oil, groceries, etc.....	929 27	
J. H. Myrick.....	Hire of ice plough.....	7 50	
W. E. Allan.....	Expressage of goods and passengers.....	127 90	
R. R. Jenkins.....	Bread.....	24 98	
C. Connolly & Co.....	Damage to merchandise.....	6 00	
M. Smith.....	Board of Fireman from 1st to 17th April, 1881.....	11 52	
Jas. White.....	Assisting in saving ice boat.....	4 00	
Mrs. K. Morrison.....	Washing.....	9 15	
Jno. McMillan.....	Patent lubricator.....	35 00	
A. Kennedy.....	Chart and brass hasp.....	1 75	
W. H. Pollard.....	Allowed for travelling expenses, etc., to Boston.....	40 00	
			15,139 95
	<i>"Sir James Douglas."</i>		
J. Derereux.....	Salary as Master and wages of crew.....	5,979 69	
do	Paid for extra labour on coal.....	6 00	
do	do provisions on extra service.....	8 75	
J. Fell & Co.....	Provisions as per contract.....	1,848 47	
P. McQuade & Son.....	Coal and cylinder oil, white lead, hose, brass- ware, etc.....	285 87	
Sam Lung.....	Washing.....	30 20	
<i>Daily Standard</i>	Printing and advertising.....	13 20	
J. Weiler.....	Oil cloth, etc.....	80 11	
C. H. Robinson.....	Provisions.....	43 51	
E. B. Marvin.....	Rope, paint, hardware, etc.....	543 53	
C. E. Redfern.....	New tube and mercury to barometer.....	10 00	
Hudson Bay Co.....	Gunny sacks, freight, etc.....	72 25	
Dunsmuir, Diggle & Co.	334 tons coal, at \$4.50.....	1,503 00	
De Weiderhold & Co.....	Cordwood.....	5 00	
Shaw & Kuna.....	Repairs to coal bunkers, anchor stock, windlass, etc.	152 03	
S. McCulley Smith.....	do rail, casing water tank, etc.....	36 00	
	Carried forward.....	10,617 61	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—*Con.*

		\$ cts	\$ cts.
	Brought forward.....	10,617 61	
	<i>Steamer "Sir James Douglas"—Concluded.</i>		
P. Francis.....	7 days labour cleaning and painting ship.....	10 50	
W. B. Townsend.....	Provisions.....	44 37	
H. Saunders.....	2 iron warping chocks.....	6 52	
Vancouver Coal Co.	100 tons coal, at \$4.....	400 00	
Brown & White.....	Table cloth, towels, etc.....	17 00	
Wm. Saunders.....	Milk.....	1 50	
J. F. Wilson.....	Castings for windlass.....	8 27	
T. C. Jones.....	Repairs to boats.....	36 00	
Neufelder & Ross.....	Coal oil, etc.....	13 00	
J. Dougall.....	Asbestos, brass couplings, etc.....	22 00	
Victoria Water Works....	Water, from 1st July, 1890, to 28th February, 1891..	20 00	
W. Owens.....	Labour on repairs.....	55 00	
H. Hemmings.....	do.....	55 00	
E. Marvin.....	Hardware, etc.....	14 06	
Welch, Rithet & Co.	1 ton blacksmiths' coal, \$16; carting, etc., \$1.....	17 00	
J. Aikenhead.....	Extra provisions.....	92 11	
John Jay.....	Labour cleaning cabin.....	2 00	
H. Elliott.....	Cordwood.....	3 12	
A. & W. Wilson.....	Hardware, repairs, etc.....	170 85	
Geo. Mausell & Co.	Crockery, knives, etc.....	37 00	
A. Gray.....	Repairing machinery.....	2 00	
S. Shore & Co.....	Coal oil, etc.....	10 35	
Batchelor & McPhaden ...	Meat as per contract.....	55 57	
A. Irvine.....	Milk do.....	10 73	
J. J. Wilson.....	Bread as per contract.....	7 56	
T. N. Hibben & Co.	Stationery.....	3 62	
Smith & Clark.....	Carpenters and joiners repairs.....	55 35	
	Total.....		\$11,788 09

RECAPITULATION

	\$ cts.	\$ cts.
Steamer "Napoleon III".....	42,174 44	
do "Druid".....	22,799 01	
do "Newfield".....	22,945 60	
do "Glendon".....	11,755 68	
do "Northern Light".....	15,139 95	
do "Sir James Douglas".....	11,788 09	
	126,602 77	
Queen's Printer—Stationery and printing.....	2 70	126,605 47
<i>Refunds.</i>		
"Sir James Douglas"—Coals supplied various Lights.....	456 00	
"Napoleon III".....	Coals sold at Gaspé.....	76 50
do.....	Amount overpaid in account.....	3 25
		535 75
Total.....		\$126,069 72

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 10

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure in connection with Examination of Masters and Mates, for the Fiscal Year ended 30th June, 1881.

		\$ cts.	\$ cts.
Capt. P. A. Scott	12 months salary as Chairman of Board	\$1,764 00	
Receiver-General	do Superannuation tax.....	36 00	
		1,800 00	
E. M. Tallach.....	do Salary as Clerk	395 00	
Receiver-General	do Superannuation tax.....	5 00	
		400 00	
Capt. P. A. Scott	do Travelling expenses.....	470 35	
D. M. Browne.....	do do	351 05	
F. E. Wilmot.....	do Rent of Board Room	30 00	
Geo. E. Merton	Postages, stamps, etc	57 95	
do	Nautical Magazine and stationery.....	11 98	
A. & H. Mackinlay.....	Stationery	21 65	
Creighton & Marshall	Navigation books, tables, etc.....	117 06	
Dawson & Co.....	Printing examination papers	10 54	
Herald Printing Co.....	do do	26 50	
Robt Baxter.....	Office chairs.....	10 35	
Baillie & Anderson.....	Ink, roller and type.....	2 00	
Intercolonial Railway Co.....	Freight on stationery.....	1 25	
Henry Lewis.....	Examiners fees.....	72 00	
G. A. Mackenzie.....	do	88 00	
Wm. Thomas	do	96 00	
Jos. Pritchard	do	96 00	
David Hunter.....	do	88 00	
R. Cameron	do	36 00	
Thos. Killam	do	40 00	
E. D. Ashe.....	do	16 00	
		3,842 68	
Queen's Printer.....	Stationery and printing	45 73	
		3,888 41	
Fees received by Chairman and paid to credit of Receiver-General, from Candidates for examination.....			1,333 50

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. II

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure on account of Steamboat Inspection, for the Fiscal Year ended 30th June, 1881.

		\$	cts.	\$	cts.
S. Risley	12 months salary as Chairman of Board.	\$1,764	00		
do	do superannuation tax.....	36	00		
				1,800	00
W. M. Smith	do salary as Deputy Chairman of Board, and Inspector of New Brunswick and Nova Scotia.	1,372	00		
do	do superannuation tax.....	28	00		
				1,400	00
W. J. Meneilley.....	do salary as Inspector, Toronto...	1,176	00		
do	do superannuation tax.....	24	00		
				1,200	00
John Burgess	do salary as Inspector, Montreal.	1,176	00		
do	do superannuation tax.....	24	00		
				1,200	00
F. X. Befort	do salary as Inspector, Three Rivers.....	980	00		
do	do superannuation tax.....	20	00		
				1,000	00
Jos. Samson	do salary as Inspector, Quebec...	980	00		
do	do superannuation tax.....	20	00		
				1,000	00
Jos. Taylor.....	do salary as Inspector, Kingston.	980	00		
do	do superannuation tax.....	20	00		
				1,000	00
T. Westgarth	do salary as Inspector, British Columbia	735	00		
do	do superannuation tax.....	15	00		
				750	00
S. Risley	Travelling and office expenses			283	75
W. M. Smith.....	do do			766	31
W. J. Meneilley.....	do do			387	32
John Burgess.....	do do			174	90
F. X. Befort	do do			296	65
Jos. Samson	do do			66	81
Jos. Taylor	do do			222	75
Harbour Commissioners, Montreal.....	Rent of Inspector's office, from 1st May, 1880, to 1st May, 1881			250	00
T. Westgarth.....	Travelling and office expenses.....			244	03
Queen's Printer	Stationery and printing			169	13
				12,211	65
	Inspection dues collected by Customs Department .	13,959	49		
	Fees from Examination of Engineers, collected by Chairman of Inspection Board, and paid to the credit of Receiver-General	2,946	00		
				16,905	49

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 12

To the Fourteenth Annual Report of the Department of Marine and Fisheries,
being Statement of Expenditure on account of Registry and Survey of
Canadian Shipping, for the Fiscal Year ended 30th June, 1881.

		\$ cts.	\$ cts.
Crown Agents, London..	To pay for tapes and forms, £8 13s. 3d.....	42 15	
Canadian Express Co.	Freight and charges on printing, box, etc.....	6 97	
Postmaster, Ottawa.....	For the purchase of Post Office order to pay for measuring tapes, and freight on tapes, forms, etc.	29 56	
T. H. Sime.....	To pay for copy of French Lloyds Register.....	51 10	
Hon. W. Hamley.....	To reimburse for charges paid on case of shipping forms from Ottawa to British Columbia.....	18 60	
J. P. Pim.....	104 days services as Extra Clerk, compiling trien- nial list of vessels on the Registry Books of Canada, at \$1.75 per day.....	182 00	
T. Aumond.....	122 days services as Extra Clerk, compiling trien- nial list of vessels on the Registry Books of Canada, at \$1.50 per day.....	183 00	
Queen's Printer.....	Printing and stationery		513 38
			94 05
			607 43

W.M. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 13

To the Fourteenth Annual Report of the Department of Marine and Fisheries,
being Statement of Expenditure on account of Investigations into
Wrecks and Casualties, for the Fiscal Year ended 30th June, 1881.

		\$ cts.	\$ cts.
H. A. Hood.....	Reporting wrecks, 25 at \$2.00.....	50 00	
E. O'Brien.....	do 21 2.00.....	42 00	
James Barber.....	do 38 2.00.....	76 00	
R. Benoit.....	do 11 2.00.....	22 00	
James Ross.....	do 2 2.00.....	4 00	
Geo. Collins.....	do 1 2.00.....	2 00	
J. J. Fox.....	do 3 2.00.....	6 00	
H. Martin.....	1 months services copying wreck returns, from 7th July to 9th August, 1880.....	46 50	
W. R. Mingaye.....	Allowance for wreck returns, from 1874 to 24th November, 1880.....	50 00	
Queen's Printer.....	Printing and stationery.....		298 50
			11 98
			310 48

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 14

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure on account of Rewards for Saving Life, purchase, etc., of Lifeboats, for the Fiscal Year ended 30th June, 1881.

		\$ cts.	\$ cts.
George Cox.....	Engraving inscriptions.....	111 08	
John Leslie.....	Watches, binocular glasses, etc.....	835 73	
T. Tinning.....	Annual grant for lifeboat in Toronto Harbour.....	75 00	
D. Fuberque.....	Services rescuing crew ex "G. W. Wakeford" £2 10s	12 17	
J. M. Lemic.....	do do £2 0	9 73	
L. M. Lecardinel.....	do do £2 0	9 73	
J. M. Lemarchand.....	do do £2 0	9 73	
J. B. L'Ollivier.....	do do £2 0	9 73	
M. L. Belmas.....	do do £2 0	9 74	
E. M. Archibald.....	To pay 5 seamen \$10.00 each for rescuing crew ex bark "Memphis," and commission 25 cts.....	50 25	
S. P. Mabec.....	Bringing lifeboat to winter quarters from Long Point.....	7 75	
Maxime Gallant.....	Services rescuing crew ex schooner "Arabella"...	12 00	
Solomon Gallant.....	do do	12 00	
M. Blaquin.....	do do	12 00	
J. Hanrahan.....	do ex "Jessie M. Hammond"	15 00	
C. Glazebrook.....	do do	15 00	
Jno. Beazley.....	do do	15 00	
Capt. Maitland.....	do ex schooner "Garibaldi"	25 00	
S. Taylor.....	do do	25 00	
George Simpson.....	do do	25 00	
J. M. W. Brickman.....	do do	25 00	
Capt. Weaver.....	do do	25 00	
W. A. Young.....	do do	25 00	
W. A. Young.....	do ex "Belle Sheridan"	25 00	
R. L. Hayes.....	do do	25 00	
M. Chase.....	do do	25 00	
J. M. W. Brickman.....	do do	25 00	
J. A. Hyck.....	do do	25 00	
Walter Locie.....	do do	25 00	
Stephen Clark.....	do do	25 00	
Franklin Bonter.....	do do	25 00	
J. U. Gregory.....	To pay for do ex "Beaver"	151 59	
T. Derochers.....	Repairs to lifeboat at Point au Pie.....	16 00	
Bank of Montreal.....	To pay 5 seamen of "Antisana" for rescuing crew of "India"	73 00	
do.....	To pay 3 seamen for rescuing crew ex bark "Ranger"	43 90	
	Less—Refunds of amounts payable to seamen whose domiciles could not be found.....		1,856 13
			50 00
			1,806 13

W. M. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant

APPENDIX No. 15

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure and Receipts on account of Water Police, Quebec, and Harbour Police, Montreal, for the Fiscal Year ended 30th June, 1881.

		QUEBEC.	\$ cts.	\$ cts.
B. Trudel.....	12 months salary as Chief of Police and			
	Shipping Master.....	\$1,176 00		
do	do superannuation tax.....	24 00		
			1,200 00	
W. Miller.....	12 months salary as Clerk to Chief of			
	Police and Shipping Master	\$980 00		
do	do superannuation tax.....	20 00		
			1,000 00	
J. U. Gregory.....	Pay-list of men		10,667 81	
do	do for good conduct, 8,346 days at 25 cts.....		2,086 50	
T. Routier.....	Carpenters' repairs to str. "Dolphin".....		53 70	
C. Vézina	do do		172 97	
Bisset Bros.....	New shaft and propeller and repairs to machinery..		432 38	
J. Cunningham.....	Pay-list, making life buoys, fenders and general			
	repairs		324 00	
do	Making shirts		20 00	
do	Meals, etc., for prisoners and witnesses		36 30	
J. Battle	do do		5 40	
J. O'Donohoe.....	Repairing clock.....		3 00	
B. Leonard	Painting		40 00	
M. Plante.....	Pine lumber		6 50	
J. Lachance	Joiner's repairs.....		2 00	
W. T. Davie.....	Towage of steamer.....		12 00	
G. T. Phillips	Brass and coppersmiths' repairs.....		47 98	
C. Rousseau.....	Turning for wheel of str. "Dolphin".....		4 30	
S. Peters.....	Lumber		51 03	
O. Giguère	Lanterns		9 00	
Alex. Grant.....	Provisions		132 58	
C. E. Holliwell.....	Stationery.....		157 07	
J. B. Dutil.....	Oars, etc		31 50	
Fisher & Blouin.....	Ponches, belts, etc.....		93 60	
J. Dunn.....	Tallow, rotash, etc.....		135 43	
A. J. Turcotte.....	Soap, brooms, etc.....		59 28	
T. Gagnon.....	16 cords wood, at \$4		64 00	
Beaudet & Chinc	Hardware and paint		70 05	
O. L. Richardson & Son.....	Leather.....		3 00	
S. J. Shaw & Co.....	Hardware, copper, nails, paint, brushes, rubber			
	packing, etc.....		337 93	
O. Simard	Paint		25 00	
J. Baldwin.....	Blocks		6 84	
L. Arel	Tallow.....		15 93	
L. Villeneuve.....	Screws and blocks		11 95	
Dinning & O'Neil	Flags.....		26 00	
Renaud & Co.....	Chimneys and lamps.....		34 30	
Audet & Robitaille.....	Rope, bunting, etc.....		154 79	
E. Giroux & frère.....	Insect powder.....		10 70	
Fullerton & Co.....	Repairs to blocks		3 75	
B. Trudel.....	Allowance for uniform.....		50 00	
Foley & Co.....	Making, trimming and repairing uniforms		558 55	
J. Hamel et frères	Blue kersey, serge, linings, trimmings, etc.		2,086 16	
Dolan & Co.....	Rubber coats, etc.....		9 13	
E. Chanteloup.....	Buttons, buckles, etc.....		156 53	
B. Trudel.....	Paid for 40 pairs boots for men, at \$3.....		120 00	
Pierre Mosse.....	1 pair boots.....		3 00	
	Carried forward		20,551 34	

STATEMENT of Expenditure and Receipts on account of Harbour Police,
Montreal, and Water Police, Quebec, etc. — *Continued.*

		\$	cts.	\$	cts.
	Brought forward.....	20,551	34		
QUEBEC— <i>Concluded.</i>					
Bell Telephone Co.....	12 months rent of telephone.....		40 00		
J. E. LaRue.....	Professional services, prosecuting crimps, etc.....		368 24		
J. Blais.....	Wintering pontoon.....		25 00		
T. Berrigan.....	Conveying seamen and prisoners, \$559.50; clearing snow, \$80.....		639 50		
Dr. D. Brochu.....	Medical attendance on wounded constable.....		6 00		
City Corporation.....	Water taxes.....		80 00		
C. St. Hilaire.....	Truckage and cartage.....		6 40		
C. Gampey.....	Towage.....		2 00		
J. Gandle.....	do.....		8 00		
Cherrier & Co.....	Directory.....		3 00		
J. J. Foote.....	12 months subscription to <i>Morning Chronicle</i>		6 00		
B. Trudel.....	Paid for waggon hire and other incidental expenses looking after deserters, etc.....		169 68		
Mrs. J. Battle.....	Meals provided for witnesses and prisoners.....		28 10		
				21,953	26
MONTREAL.					
H. St. A. Ormond.....	12 months salary.....	\$1,372	00		
Receiver-General.....	do superannuation tax.....		28 00		
				1,400	00
George Murphy.....	do as Chief of Police, 365 days, at \$3.....		1,095 00		
H. St. A. Ormond.....	Pay list of men, from 1st July, 1880, to 30th June 1881.....		7,051 95		
do.....	Pay list for good conduct, 6,753, at 25c.....		1,688 25		
H. D. Whitney.....	12 months rent of station.....		500 00		
Wm. Samuel.....	Caps and helmets.....		187 85		
J. & E. McIntyre.....	Blouses, vests, etc.....		204 85		
J. A. Beauvais.....	27 overcoats, at \$15.....		405 00		
G. Murphy.....	2 years allowance for uniforms.....		112 50		
Bell Telephone Co.....	12 months rent of telephone.....		80 00		
Gazette Printing Co.....	2 years subscription, to 7th May, 1881, Montreal <i>Gazette</i>		12 00		
New City Gas Co.....	12 months gas.....		75 15		
Alex. McGibbon.....	Lime juice, oatmeal, etc.....		36 11		
Montreal Herald Co.....	12 months subscription.....		6 00		
do <i>Gazette</i> Co.....	12 months subscription of 1 extra copy, \$6; printing blank forms, etc., \$6.....		12 00		
Jno. McLaughlin.....	Stationery, postage, stamps, etc.....		98 80		
Mary McDonald.....	Washing, etc, office and cells.....		38 75		
Mrs. Goulding.....	Meals for prisoners, etc.....		10 23		
Dr. A. L. Smith.....	Subscription to telephone, \$20; professional attendance, \$12.....		32 00		
E. Chanteloup.....	Hand-lamps, repairs, etc.....		8 75		
Ramsay, Drakeh & Co.....	Paint and oil.....		9 33		
Akerman, Fortier & Co.....	Stationery, etc.....		19 25		
Paquette & Robert.....	Mouldings, etc.....		1 52		
Jas. Brown & Bros.....	Hardware.....		12 77		
D. Suppel.....	Conveyance of prisoners, and cab hire on public service.....		95 90		
J. D. L. Ambrose.....	Medicines.....		2 00		
Montreal Post Office.....	12 months rent of drawer.....		6 00		
G. F. Hartt.....	1½ tons coal.....		11 75		
Ress Bros & Co.....	Rope.....		3 08		
Thomas Siery.....	Making grappling irons.....		4 50		
Toronto Mail Co.....	1 year's subscription to 21st May, 1882.....		7 00		
G. & J. Esplin.....	Lumber.....		5 20		
Morton, Phillips & Co.....	Office basket.....		1 30		
G. Witte & Bros.....	Call whistles.....		7 13		
H. St. A. Ormond.....	Paid for telegrams, cartage, cab hire and sundry disbursements.....		128 55		
do.....	Advance on account of contingencies.....		100 00		
W. H. Ladds.....	Canvas cots, chairs and stools.....		50 99		
				13,521	47
Carried forward.....					

**STATEMENT of Expenditure and Receipts on account of Harbour Police,
Montreal, and Water Police, Quebec, etc.—*Concluded.***

		\$ cts.	\$ cts.
	Brought forward.....	13,521 47	
MONTREAL—<i>Concluded.</i>			
Gault Bros & Co.....	Coats, towelling, etc.....	54 58	
R. McPhail	Special service detecting crimps, etc.....	15 00	
John Tilton	Travelling expenses.....	9 75	
		13,600 79	
Queen's Printer	Stationery and printing.....	1 02	13,601 81
H. St. A. Ormond.....	Refund of amount advanced for contingencies expenditure.....	100 00	
do	Amount overdrawn in September, 1880, estimates...	4 00	104 00
			13,497 81
	Total Expenditure—Quebec.....	21,953 26	
	do Montreal.....	13,497 81	35,451 07
	Receipts at Port of Quebec.....	18,355 35	
	do Montreal.....	9,019 74	27,375 09
	Excess of Expenditure over Receipts.....		8,075 98

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 16

TO THE FOURTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING REPORT OF THE MARINE AND IMMIGRANT HOSPITAL AT QUEBEC, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1881.

MARINE HOSPITAL,
QUEBEC, 23RD September, 1881.

SIR,—The Trustees of the Marine and Immigrant Hospital of Quebec have the honour to submit the following annual report:—

The expenses incurred for the maintenance of the Hospital during the fiscal year 1880-81 have amounted to the sum of \$:9,998.53. Of this amount the sum of \$17,012.66 was paid by the Dominion Government, the balance, namely: \$2,983.87, was met by the following receipts:—

Grant of the Province of Quebec.....	\$2,666.67
Rent of beach lots.....	84.00
Board of the matron's son.....	50.00
“ patients	148.00
Sale of ashes.....	3.00
Amount refunded by the Stadacona Insurance Company—	
Policies not expired.....	34.20
	\$2,985.87

The report of the Resident Physician on the admissions, discharges and deaths that have occurred during the year can be summed up as follows:—

Number of patients in the hospital on the 1st July, 1880.	128	
Admissions during the year.....	889	1,017
Patients discharged.....	909	
Died in hospital.....	52	
Number of patients in the hospital on 30th June, 1881... ..	56	1,017
Total number of days' attendance in hospital.....	26,804	
Average “ “ “ “	26	
Rate per cent. of mortality.....		5.1

The slight increase in the average attendance and in the death rate which appears this year is explained by the great number of fever and small-pox cases which were admitted, both of these diseases having generally run a very long course and the number of deaths having been very great.

This year the Commissioners have been again forced to make numerous repairs to the building and its appurtenances.

A number of the pipes used for lighting the hospital had to be renewed. The water closets, especially those in the old wing, were in a wretched condition, notwithstanding the numerous and constant repairs they underwent, and the Commissioners, with a view to economy, deemed it expedient to have that part of the pipes most defective renewed.

Notwithstanding all these repairs the interior of the building, at least in the old portion, leaves a great deal to be wished for, but the Trustees cannot undertake the

necessary repairs with the sum placed at their disposal for the maintenance of the hospital during the year.

All of which is respectfully submitted.

P. WELLS, M. D.,
Secretary.

To the Honorable
The Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 17

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure on account of the Marine and Immigrant Hospital, Quebec, for the Fiscal Year ended 30th June, 1881.

		\$	cts.	\$	cts.
Jas. A. Sewell, M.D.	12 months salary as Chairman of Commissioners to 30th June, 1881	400	00		
O. Robitaille, M.D.	12 months salary as Commissioner, to 30th June, 1881	200	00		
P. Wells, M.D.	12 months salary as Secretary-Treasurer, to 30th June, 1881	600	00		
A. Rowand, M.D.	15 months salary as Visiting Physician, to 30th June, 1881	500	00		
C. Lemieux, M.D.	15 do do do	500	00		
J. E. Landry, M.D.	6 months salary as Visiting Physician, to 30th September, 1880.	200	00		
L. Catellier, M.D.	12 months salary as Resident Physician, to 30th June, 1881	799	92		
S. Mossman	12 months salary as Matron	300	00		
Pay Lists	For Watchmen, Nurses, Cooks, Housemaids and other servants	2,189	35		
S. Mossman	Vegetables, fish, butter and sundry disbursements ..	840	59		
G. T. Cary	Advertising in <i>Daily Mercury</i>	9	60		
A. Côté & Co.	do <i>Journal de Quebec</i>	11	20		
L. T. Dussault	Small wares, grey cottons, slippers, green and red calico, &c.	97	77		
L. Lessard	Firewood, 37½ cords at \$2.85; 40 cords at \$2.90; 83½ cords at \$3.00; 6½ cords at \$3.35—\$690.16; cartage and piling, \$180.60	870	76		
Quebec Gas Co.	Gas	535	50		
Imperial Fire Ins. Co.	Premium on Policy for \$12,000, \$97.50; extra insurance during repairs, \$10.	107	50		
Royal Insurance Co.	Premium on 2 Policies for \$14,000, \$110.00; extra insurance during repairs, \$12.	122	00		
do Canadian Ins. Co.	Premium on 1 Policy for \$10,000, \$62.50; extra insurance during repairs, \$10.	72	50		
G. Lepine	Funeral expenses, 45 interments at \$4.00	180	00		
S. Marcotte	Printing Returns, etc.	21	50		
J. Drolet	Washing 2,063 doz. at 40c, \$825.21; straw, \$22.60.	847	81		
J. McNaughton & Co.	Coal, 31,200 tons, at \$7.00, \$218.65; storage, 40c.	219	05		
A. Mulholland	Plumbers, etc., labour and materials	371	98		
Rev. J. P. Sexton	12 months allowance as Chaplain	144	00		
Rev. M. M. Fothergill	12 do do	144	00		
Rev. J. P. Sexton	Interments	42	00		
Mount Hermon Cemetery ..	do	57	00		
Jas. McCorkell	Bread	974	64		
J. Hamel et frères	Grey and white cotton, sheeting, white and red flannel, blankets, quilts, etc.	877	65		
Jas. McCone	Groceries	2,025	69		
A. Laberge	Joiner's labour and materials	646	48		
M. Brophy	Milk	1,166	31		
Ryan & Kereghan	Plumbers work and materials	207	22		
George Cook	Blacksmith and tinsmiths' materials and labour	292	95		
O. Gravel	Cutting and piling 225½ cords, at 60c.	135	45		
John Musson & Co.	Drugs	26	50		
P. Vallière	Feather pillows, 18, at \$2.00	36	00		
Delaney Bros.	Beef, mutton, pork, etc.	1,834	40		
Corporation of Quebec ..	Water rates	800	00		
W. Brunet & Co.	Drugs	94	89		
J. E. Burke	do	59	35		
	Carried forward	19,561	47		

STATEMENT of Expenditure on account of the Marine and Immigrant Hospital, Quebec, etc.—Concluded.

		\$ cts.	\$ cts.
Brought forward.....		19,561 47	
Thomas Norris.....	Crockery.....	115 57	
Thos. Andrews.....	Hardware, etc, \$143.88; Gas fitters account, \$103.83	247 71	
L. Gagnon.....	Ice.....	28 00	
T. Lemieux.....	Stationery.....	9 75	
L. A. Langlois.....	do.....	36 03	
		19,998 53	
Stadacona Fire Ins. Co...	Less—Return of premium paid for insurance on unexpired time.....	34 20	
Total.....			19,964 33

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 18

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, and Shipwrecked and Distressed Seamen, for the Fiscal Year ended 30th June, 1881.

PROVINCE OF ONTARIO.

ST. CATHARINES HOSPITAL.		\$	cts.	\$	cts.
Treasurer of Hospital.....	Annual Grant for support of sick seamen.....				500 00
KINGSTON HOSPITAL.					
J. E. Clarke, Secretary...	Annual Grant for support of sick seamen.....				500 00
					1,000 00

PROVINCE OF QUEBEC.

MONTREAL GENERAL HOSPITAL.					
Thos. Davidson, Treasurer	Maintenance of sick seamen for season ended 30th November, 1880, 2,579 days, at 90c.....				2,321 10
SICK AND DISABLED SEAMEN.					
P. L. Gauvreau	To pay fare of sick seamen ex bark "Viola"		4 05		
do	Attendance on do do		7 88		
do	Boarding sick seamen.....		9 00		
Dr. Robitaille	Professional attendance on sick seamen at New Carlisle.....		83 40		
Hoener & Williams	Medicines.....		9 90		
Dr. Gervais.....	Professional attendance on sick seamen at Three Rivers.....		27 00		
Dr. P. A. Shee.....	do do do Gaspé.....		70 25		
Dr. J. A. Pidgeon.....	do do do Percé.....		10 50		
Dr. P. E. Lemieux	do do do Metis..		36 00		
John H. Patton.....	To pay expenses of sick seamen to Quebec		6 85		
Dr. Pelletier	Professional attendance on sick seamen at Matane..		27 50		
Grey Nuns, St. Jean.....	Attendance and medicine, sick seamen ex "Sirio" ..		320 56		
W. E. Page.....	Boarding sick seamen ex "Viola"		3 25		
A. Picard.....	do do "Fraya" and "Golden Horn"		26 25		
Wm. Welsh.....	To pay doctors expenses at Orwell		17 00		
J. E. Badeau	Attendance on sick seamen at Three Rivers		8 00		
Dr. S. Grenier	Professional attendance on sick seamen at Percé....		2 25		
J. Hocquard	Boarding, &c., sick seamen ex "Seaflower"		38 30		
Wm. Kerr	do do do		5 72		
Dr. L. Crepault.....	Professional attendance on sick seamen at New Richmond		12 50		
Dr. McGuire	do do New Carlisle.....		214 00		
	Carried forward		940 16		

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF QUEBEC—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	940 16	
SICK AND DISABLED SEAMEN—Concluded.			
F. Morin.....	41 days attendance on A. Krupp ex "Pamlico"	41 00	
Dr. S. Pouliot.....	Professional attendance on sick seamen at St. Alphonse.....	8 25	
Dr. R. C. Blair.....	do do do Chicoutimi.....	34 30	
G. W. Forrest.....	Forwarding sick seamen from Sault au Cauchon to Quebec.....	15 00	
Dr. Wm. Wakeham.....	Professional attendance on sick seamen ex "Pamlico".....	38 00	
		1,076 71	
Queen's Printer.....	Stationery and printing.....	33 72	1,110 43
SHIPWRECKED AND DISTRESSED SEAMEN.			
F. Cummings.....	Conveyance and board of crew ex "J. C. Miller" ..	113 14	
J. Eden.....	Boarding and lodging Captain of "Pamlico"	3 75	
J. Eden.....	Boarding and lodging, 2 seamen ex "Pamlico"	7 50	
do.....	do do crew do.....	11 75	
do.....	To pay A. Kepp do.....	10 00	
J. Eden & Son.....	Clothing for seamen do.....	84 80	
F. Morin.....	Boarding crew do.....	15 00	
B. Eden.....	To pay expenses crews ex "Bristolian" and "Pamlico".....	210 52	
do.....	To pay further expenses crew ex "Pamlico".....	65 80	
J. U. Gregory.....	do board and assisting crew do.....	79 46	
Capt. A. Riverin.....	Board 4 men ex "Aquillon".....	6 00	
Capt. E. Quigley.....	Conveying 6 men ex "Bristolian," and 9 men ex "Pamlico," from Anticosti to Gaspé.....	75 00	682 72
BOARD OF TRADE.			
Accountant, Board of Trade.....	To re-imburse expenses, crew ex "Black Prince" ..	15 15	
do.....	do do "Olive Branch" ..	221 03	
do.....	do do "Seaside"	226 44	
do.....	do do "Medeira"	5 72	
do.....	do do "Brockville"	44 00	
do.....	do do "Lizzie Morris" ..	113 15	
do.....	do do "T. Claxton"	50 23	
do.....	do do "Levant"	13 18	
do.....	do do "Memphis," \$130.79, and "Ada Fulton," \$60.59.....	191 38	
do.....	do do "Cuango"	17 56	
do.....	do do "Silver Cloud" ..	104 35	
do.....	do do "Libbie McGowan" ..	67 22	
do.....	do do "Miriam"	56 86	
do.....	do do "Alexander"	127 38	
do.....	do do "Keewatin"	67 16	
do.....	do do "Beaver"	46 23	
do.....	do do "Annie Wharton" ..	152 55	
do.....	do do "Lizzie Stewart" ..	3 26	
do.....	do do "Realta"	15 57	
do.....	do do "Kate McDougall" ..	135 90	
do.....	do do "Maggie"	166 11	
do.....	do do "Maggie Blanche" ..	49 52	
do.....	do do "Malanta"	3 95	
do.....	do do "Saguenay"	41 20	
	Carried forward.....	1,935 10	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF QUEBEC—Concluded.

		\$	cts.	\$	cts.
	Brought forward.....	1,935	10		
BOARD OF TRADE—Concluded.					
Accountant, Board of Trade.....	To re-imburse expenses, crew ex "S. A. Snow".....		87	66	
do	do do "Southern Cross".....		6	06	
do	do do "Arthur".....	155	38		
do	do do "Trellis".....	43	57		
do	do do "Onward".....	38	02		
do	do do "Brockville".....	20	86		
do	do do "Sea Lion".....	189	41		
					2,476 06

PROVINCE OF NEW BRUNSWICK.

MARINE HOSPITALS.					
<i>Bathurst.</i>					
Wm. Hornibrook.....	Examination of condition of building.....		2	50	
Dr. G. M. Duncan.....	½ years medical attendance to 31st December, 1880..		20	00	
James Lusk.....	Boarding and nursing 7 patients, 109 days, at 50c ...		54	50	
do	Extra allowance night watching.....		2	50	
do	½ year's fuel.....		12	50	
do	Paid for repairs, washing, etc.....		9	95	
H. W. Baldwin.....	10 per cent. commission on \$101.95.....		10	19	
					112 14
<i>Kent Hospital, St. John, N.B.</i>					
Dr. L. B. Botsford.....	Salary as Physician, from 1st July, 1880, to 30th June, 1881.....		560	00	
Dr. W. S. Harding.....	Salary as Inspecting Physician to Pest House, from 1st July, 1880, to 30th June, 1881.....		100	00	
Charles Ward.....	Salary as Secretary, from 1st July, 1880, to 30th June, 1881.....		490	00	
Rev. W. Armstrong.....	Salary as Chaplain, from 1st July, 1880, to 30th June, 1881.....		100	00	
Milton Barnes.....	12 months wages as Steward, to 1st July, 1881.....		300	00	
do	do allowances for board do		73	00	
Mrs. Barnes.....	do wages as Matron do		80	00	
do	do allowance for board do		73	00	
Milton Barnes.....	Paid 12 months wages to Cook do		48	00	
do	Paid for beef, barley, potatoes, etc.....		18	39	
			1,752	39	
	LESS—Provisions consumed by Steward.....		36	00	
			1,716	39	
T. Jones.....	12 months wages as Nurse.....		120	00	
do	do allowance for board		192	00	
Bryden Bros.....	Bread.....		89	37	
W. C. Godsoe.....	Beef.....		123	51	
Jardine & Co.....	Groceries.....		248	41	
Milton Barnes.....	Milk.....		43	21	
do	Potatoes.....		14	00	
J. Davis.....	do		14	00	
J. Crawford.....	Wood, cartage, housing and piling.....		49	60	
			2,610	49	112 14
	Carried forward.....				

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	2,610 49	112 14
	MARINE HOSPITALS—Continued.		
	<i>Kent Hospital, St. John</i> —Continued.		
R. P. McGivern.....	Coal, 30,249 tons, at \$5.90, \$177.93; 22 chaldrons, at \$5.60, \$123.20.....	301 13	9 20
J. Carson.....	Housing coal.....	50 00	95 48
St. John Water Commissions.....	12 months water supply, \$36; assessment, \$14.....	1 30	86 65
St. John Gas Company.....	do gas, and meter rent.....	68 78	6 00
do do.....	Bricks and tiles.....	12 60	7 30
Jane Marshall.....	Washing, 144½ doz., at 60 cts.....	1 50	3 00
John Chaloner.....	Drugs and medicines.....	2 10	17 45
M. N. Powers.....	Coffin, \$2; hearse, etc., \$4.....	12 00	9 00
J. Donahoe.....	Coach hire.....	5 00	21 07
J. Palmer.....	Glass, oil, shellac and painting.....	18 20	32 00
J. Longley.....	Fitting up surgery.....	3 00	4 00
W. Lewis.....	Making furnace door.....	10 88	10 20
H. Maxwell & Son.....	Lumber.....	6 00	14 76
P. Megrane.....	Whitewashing and repairs to grates.....	1 38	26 40
W. Elder.....	Advertising tenders for supplies, and subscription to <i>Daily Telegraph</i>	5 50	14 00
Edmund Willis.....	Advertising tenders for supplies in <i>St. John News</i>	21 07	18 20
<i>Sun Publishing Co.</i>	do do.....	32 00	3 00
F. Beverly.....	Hardware.....	4 00	10 88
Barnes & Co.....	Stationery.....	10 20	6 00
J. Carson.....	Whitewashing.....	14 76	1 38
Crystal Ice Co.....	Ice.....	26 40	5 50
P. Buller.....	Tubs.....	14 00	14 85
M. A. Hamilton.....	Hemming towels, sheets, etc.....	8 36	11 96
H. Robertson.....	Crockeryware.....	36 40	18 40
James Crawford.....	Manure.....	40 00	10 00
W. A. Barnes.....	Straw.....	4 00	1 60
A. B. L. Street.....	Scotch whiskey.....	57 47	3 50
D. Donahoe.....	Night nursing.....	8 36	11 96
John Burke.....	Hearse and coach hire.....	36 40	18 40
St. John Cemetery.....	Burial fees and making head boards.....	40 00	10 00
A. G. Bowes & Co.....	Hardware and repairs.....	4 00	1 60
J. H. T. Doherty.....	Carpenters' work.....	57 47	3 50
W. A. Magee.....	Tinsmiths' repairs.....	36 40	18 40
John Carpenter.....	Potatoes.....	40 00	10 00
John Secord.....	Hauling wood and ashes.....	10 00	4 00
North British and Mercantile Insurance Co.....	12 months premium on \$3,200, to March, 1882.....	10 00	4 00
Rev. W. Armstrong.....	Bibles and testaments.....	4 00	1 60
John Sullivan.....	Sawing wood.....	57 47	3 50
J. B. Smithers.....	Repairs to locks, gate, etc.....	3 50	
Beard & Venning.....	Sheeting and ticking.....		
Mrs. Flynn.....	Cleaning paint work.....		
			3,672 81
	<i>Miramichi.</i>		
John Thompson, M.D.....	12 months salary as Medical Superintendent.....	400 00	
do.....	Medicine.....	14 90	
John Gallagher.....	Wages as keeper, 52 weeks and 1 day, at \$2.45.....	127 75	
do.....	Boarding patients, 2,087 days, at 40c., \$834.80; Allowance for fuel, \$60.....	894 80	
do.....	Paid for straw, etc.....	8 50	
John M. Taylor.....	1 brl. cement.....	5 00	
Wm. Masson.....	Blankets, cotton, oil, etc.....	84 47	
J. Doyle.....	Sheeting and cotton.....	23 15	
			1,558 57
	Carried forward.....		5,343 52

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			5,343	52
MARINE HOSPITALS—Concluded.					
<i>Richibucto.</i>					
J. W. Doherty, M.D.	12 months salary as Medical Superintendent.....	200	00		
Mrs. Wm. Farrell.....	Matron's wages, 13 weeks and 1 day, at \$1.50.....	19	71		
do	Boarding 6 patients 14 weeks and 1 day, at \$3.....	42	40		
Eliza E. Rhodes	Matron's salary for 6 months ended 31st Dec., 1880.....	36	00		
do	Boarding 2 patients 9 weeks and 3 days, at \$3.....	28	29		
do	Allowance for fuel, oil, cleaning, lamps, etc.	19	50		
Sarah Farrell.....	Boarding seamen, 3 weeks and 3 days, at \$3.....	11	34		
Simon Graham	Paid for oil, wood, blankets, hardware, etc.	156	31		
Eliza E. Rhodes.....	Beds and bedding, cotton and calico.....	98	39		
				561	94
<i>St. Andrews.</i>					
S. T. Gove, M.D.	12 months salary as Medical Superintendent.....	200	00		
do	Paid for lime and truckage, \$1.62; postages, \$1....	2	62		
Charlotte Coates	12 months salary as Matron	208	00		
do	Boarding patients, 26 weeks and 4 days, at \$1.50 ...	39	82		
do	Brooms, oil, soap, wood and extra diets.....	10	90		
Geo. F. Stickney	6,888 tons of coal at \$6.25.....	42	53		
Nathan Treadwell.....	Funeral and burial expenses.....	16	00		
John Browning	Hauling coal.....	3	25		
Harris & Co	Stove lining	1	40		
S. T. Gove, M.D.	Paid for wood, \$8.10; flag, \$18.50; cask, \$1.50, and repairs, \$7.15.....	35	25		
				559	77
<i>Sackville.</i>					
Alex. Fleming, M.D.	10 months professional attendance, \$208.33; medi- cines, \$5.75.....	214	08		
Isaac Crocker	12 months salary as Keeper	225	00		
do	Boarding, etc., patients, 32 weeks at \$3, \$96.06; repairing roof, \$2.15.....	98	21		
W. R. Fawcett.....	Drugs.....	9	05		
L. B. Botsford, M.D.	Professional attendance from 23rd April, 1881, to 30th June, 1881.....	28	08		
				574	42
SICK AND DISABLED SEAMEN.					
<i>General Account.</i>					
S. Purdy, M.D.	Professional attendance on sick seamen at Harvey.....	17	50		
Mrs. Jas. Beck	Boarding sick seamen 5 weeks at \$3, do	15	00		
Wm. J. Reid.....	do 8 do \$2, do	16	00		
Jno. G. Currie, M.D.	Professional attendance, &c., on sick seamen ex "Madora".....	34	60		
E. Cameron, M.D.	do do do "Nautilus".....	13	00		
				96	10
<i>Buctouche.</i>					
Dr. F. E. W. Pouliot.....	Professional attendance and medicines.....			44	50
	Carried forward.....			7,180	25

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		7,180 25
SICK AND DISABLED SEAMEN—Concluded.			
<i>Carriquet.</i>			
Dr. L. Fossard.....	Professional attendance and medicines.....	43 50	
J. G. C. Blackhall.....	Attendance and medicines.....	6 00	
			49 50
<i>Dalhousie.</i>			
W. Montgomery.....	Attendance and medicines.....	78 15	
W. G. Desbrow, M.D.....	Professional attendance, etc.....	89 25	
			167 40
<i>Hillsboro'.</i>			
Dr. W. J. Lewis.....	Professional attendance.....	17 50	
Dr. S. Purdy.....	do do.....	40 00	
Wm. Wallace.....	Boarding sick seamen.....	15 90	
Jno. & D. Edgett.....	do 10 weeks, at \$2, and 3 weeks, at \$3.....	29 00	
Jacob A. Steeves.....	do 7 weeks and 2 days, at \$3.....	22 50	
W. E. Steeves.....	Passage of sick seaman to St. John, N.B.....	2 60	
Thos. F. Dixon.....	Boarding do 5 weeks, at \$3.....	15 00	
E. C. Rondall.....	Professional attendance.....	22 10	
			164 60
<i>Shediac.</i>			
Dr. Jos. A. Leger.....	Professional attendance and medicine.....		382 20
Mrs. Jas. Beck.....	Less—Amount refunded for boarding seamen.....		7,943 95 15 00
	Total.....		7,928 95
SHIPWRECKED AND DISTRESSED SEAMEN.			
St. John & Maine Railway	Passage of seamen to St. John.....	5 00	
Wm. Wilson.....	Boarding seamen.....	3 00	
W. Small.....	Passage of seamen to Maccan.....	5 22	
do.....	do Sackville.....	2 38	
Small & Hatheway.....	do Yarmouth.....	7 00	
Alex. Gunn.....	Boarding seamen ex "Ned".....	1 25	
Fred. Pleasant.....	Passage do to Brier Island.....	5 50	
do.....	do do Digby.....	3 00	
W. S. Gunn.....	Conveying do do.....	1 60	
E. Clark.....	Boarding seamen.....	25 00	
A. F. Street.....	Passage do to St. John.....	2 00	
Estate W. K. Clements.....	do do do.....	5 76	
Thos. Foot.....	do do do.....	21 84	
James S. May.....	Clothing seamen schooner "Lark".....	36 00	
W. Wilson.....	Boarding seamen.....	28 00	
Chas. Rabbit.....	Passage do St. John to Windsor.....	36 00	
H. D. McDougall.....	Boarding do ex "Elysia".....	1 44	
T. McFadden.....	do do "Milo".....	5 00	
Intercolonial Railway.....	Passage do St. John to Dalhousie.....	3 91	
F. L. Clements.....	do do Boston to St. John.....	6 85	
John Brooks.....	do do to Richibucto.....	5 00	
	Carried forward.....	210 65	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK—Concluded.

		\$ cts.	\$ cts.
	Brought forward.....	210 65	.....
SHIPWRECKED AND DISTRESSED SEAMEN—Concluded.			
Mrs. P. A. Warrington...	Boarding seamen.....	8 00	
Otto Wagner.....	Allowance as nurse.....	25 00	
Frank Libby.....	Passage of seamen to New York.....	8 50	
E. C. Jones.....	do do New York to Germany.....	30 25	
John McNulty.....	do do to St. John.....	2 00	
G. A. Freeze.....	do do do.....	2 03	
			286 43

PROVINCE OF NOVA SCOTIA.

MARINE HOSPITALS AND SICK DISABLED SEAMEN.			
Provincial City Hospital, Halifax, N.S.....	Board seamen, during fiscal year ended 30th June, 1881, 3,645½ days, at 90c. per day.....		3,281 20
<i>Arichat.</i>			
Dr. A. V. Hazel.....	Salary.....	250 00	
do	Medicines.....	48 20	
Mary Vigneau.....	Board, 2 weeks at \$2.....	4 00	
E. Power.....	do 3 do.....	6 00	
James LeBlanc.....	do 6 do and 5 days at \$2.....	13 43	
Margueritte Barrell.....	do 1 do at \$2.....	2 00	
Bridget Bowen.....	do 2 do.....	4 00	
Mary Langlois.....	do 1 do and 4 days at \$3.50.....	5 50	
C. P. Terrio.....	do 7 do at \$2.....	14 00	
M. LeVache.....	do 4 do and 3 days at \$2.....	8 86	
D. McKinnon.....	do 2 do and 4 do.....	5 28	
G. Vigneau.....	do 2 do at \$2.....	4 00	
Mary Leblanc.....	do 9 do.....	18 00	
Mary Boudrot.....	do 3 do.....	6 00	
Mary Jenest.....	do 2 do and 2 days at \$4.....	8 86	
A. Boudrot.....	do 2 do at \$2.....	4 00	
			402 13
<i>Annapolis.</i>			
Dr. Augustin Robinson.....	Attendance and medicine.....	44 50	
Mrs. J. Boehner.....	Board, 8 weeks 2 days at \$2.50.....	20 70	
A. W. Corbet.....	do 3 do at \$5.25.....	15 75	
do	Nursing 15 days at 50c.....	7 50	
			88 45
<i>Advocate Harbor.</i>			
Dr. C. Sayre.....	Attendance and medicine.....		12 75
<i>Bridgewater.</i>			
Dr. A. E. Croucher.....	Attendance and medicine.....	51 40	
Caleb Kniffen.....	Board, 3 weeks 2 days, at \$4.....	13 14	
B. H. Peterson.....	do 2 weeks 5 days, at \$3.....	10 14	
Dr. J. S. Calder.....	Attendance and medicine.....	24 75	
	Carried forward.....	99 43	3,784 53

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	99 43	3,784 53
MARINE HOSPITALS, &c.—Continued.			
<i>Bridgewater—Concluded.</i>			
H. Anderson.....	Board, 2 weeks, at \$4	8 00	
C. W. Carty.....	do 4 days.....	1 71	
Schr. "Bridgewater".....	Conveyance	2 25	
W. Glassie.....	do	1 25	112 64
<i>Bear River.</i>			
Dr. A. Maxwell.....	Attendance and medicine.....	6 75	
Dr. R. J. Ellison.....	do	31 25	38 00
<i>Barrington.</i>			
Dr. C. M. Freeman.....	Attendance and medicine	2 50	
Dr. Schrage.....	do	12 00	14 50
<i>Cow Bay, C.B.</i>			
Dr. Marcus Dodd.....	Attendance and medicine	48 80	
Jas. A. Halloway.....	Board, 13 days, at 75 cts.	9 75	
Str. "Neptune".....	Conveyance.....	2 50	61 05
<i>Canso.</i>			
Dr. Eustace	Attendance and medicine.....	24 20	
Jas. Cousins.....	Board, 2½ weeks, at \$3.....	7 50	
A. C. White.....	do 1 week	5 00	
do	Oil and cotton	0 80	
S. Whitney	Nursing	4 00	
J. D. Copeland.....	Medicines	1 35	
James Williams.....	Board, 14 weeks 4 days, at \$3.....	43 72	86 57
<i>Clementsport.</i>			
Dr. C. F. Marshall.....	Attendance and medicine.....		6 50
<i>Cheverie.</i>			
Dr. F. N. Burgess.....	Attendance and medicine.....	26 75	
Dr. A. Sandford.....	do	52 00	80 75
<i>Canada Creek.</i>			
S. W. Rawding	Messenger for Doctor.....	1 50	
do	Board, 4 weeks, at \$2	8 00	
do	Watching.....	8 50	18 00
	Carried forward.....		4,202 54

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				4,202	54
MARINE HOSPITALS, ETC.— <i>Continued.</i>					
<i>Digby.</i>					
Amanda Bennett.....	Board, 32 weeks, at \$2.50.....	80	00		
Digby Drug Store.....	Medicines.....	8	20		
Dr. A. Stephens.....	Attendance and medicine.....	7	00		
Geo. Handspiker.....	Board, 10 days, at 45 cts.....	4	50		
				99	70
<i>French Cross.</i>					
Dr. A. K. Andrews.....	Attendance and medicine.....			2	00
<i>Harbor au Bouche.</i>					
Dr. W. H. Macdonald.....	Attendance and medicine.....	2	50		
J. McDonald.....	Board, 3 weeks 4 days, at \$3.....	10	71		
Angus McDonald.....	Conveyance.....	3	00		
Ben. de Coste.....	Board and attendance, 14 days.....	10	00		
				26	21
<i>Joggins.</i>					
John Moffat.....	Board, 3 weeks, at \$3.....			9	00
<i>Kingsport.</i>					
S. P. Borden.....	Board, 10 days, at 50 cts.....			5	00
<i>Lunenburg Hospital.</i>					
J. McAulay.....	Medicines.....	53	02		
C. Smeltzer.....	Board, 7 weeks, at \$3.....	21	00		
Rosanna Inglis.....	do 2 do at \$3.....	6	00		
Rebecca Conrod.....	do 2 do at \$4.....	8	00		
Elias Walker.....	do 3½ do at \$3.....	10	50		
Dr. S. Jacobs.....	12 months salary as Medical Officer.....	150	00		
Arthur Thurlow.....	Board of patients, 30 weeks 2 days, at \$3.....	90	85		
do.....	Coals, \$79.50; oil, \$2.....	81	50		
do.....	Salary, from 21st September, 1880, to 30th June, '81.....	77	78		
A. Vieno.....	Wood.....	2	00		
James Kirby.....	Furniture and bedding.....	108	07		
J. McAulay.....	Medicines, etc.....	97	38		
N. Zwicker.....	Oil, glass, rope.....	5	14		
				711	24
<i>Liverpool.</i>					
Dr. A. Robertson.....	12 months salary as Medical Officer.....	100	00		
John Wagner.....	Board, 1 week 4 days, at \$4.....	6	86		
Wm. Boutilier.....	Watching 3 nights, at \$1.....	3	00		
D. Brown.....	Board, 17 weeks, at \$3.50.....	59	50		
Susan Jones.....	do 4 do do.....	14	00		
Alex. Crowell.....	do 3½ do \$4.....	14	00		
				197	36
Carried forward.....				5,055	69

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	197 36	5,055 69
MARINE HOSPITALS, ETC.—Continued.			
<i>Liverpool - Concluded.</i>			
Sarah Head.....	Board, 21 weeks 5 days, at \$3.50.....	76 00	
Ellen Dorset.....	do 8 do 6 do \$3.25.....	28 79	
D. Freeman.....	Allowance towards defraying expenses, during illness.....	50 00	
			352 15
<i>Louisburg.</i>			
Dr. A. Macdonald.....	Attendance and medicine.....	10 50	
John McDonald.....	Board, 9 days, at 75c.....	6 75	
do	Washing, 50c.....	0 50	
			17 75
<i>Lockeport.</i>			
Dr. J. K. Beckwith.....	Attendance and medicine.....	49 25	
Matthew Reid.....	Board, 14 weeks, at \$3.....	42 00	
do	Paid for washing.....	4 20	
J. L. McKenzie.....	Burial expenses.....	17 00	
John Carter.....	do	3 45	
			115 90
<i>La Have.</i>			
Dr. A. Saunders.....	Attendance and medicine.....	52 90	
Mrs. S. Mosher.....	Board, 4 weeks, at \$3.....	12 00	
J. Lewellyn.....	do 2 do at \$4.....	8 00	
do	Burial expenses.....	7 16	
Peter Parks.....	Conveyance.....	1 50	
P. McGuire.....	Board, 3 days, at \$1.....	3 00	
			84 56
<i>Mahone Bay.</i>			
Dr. Chas. Gray.....	Attendance and medicine.....	62 00	
Sophia Mason.....	Board, 3 weeks, at \$3.....	9 00	
Dr. G. A. Pickles.....	Attendance and medicine.....	50 00	
James Mader.....	Board, 6 weeks, at \$3.....	18 00	
Catherine Strum.....	do 4 do	12 00	
			151 00
<i>Margaretsville.</i>			
Samuel Leary.....	Board, 2 weeks, at \$2.....		4 00
<i>North Sydney, C.B.</i>			
Dr. H. B. McPherson.....	12 months salary as Medical Officer.....	200 00	
Martin Shean.....	Board, 5 days, at 75c.....	3 75	
do	Bandages.....	0 30	
Hon. T. D. Archibald.....	In full of small pox expenses, brig "Jessie".....	165 30	
Hon. J. Boyd.....	do do barque "John Johnson".....	235 26	
			604 61
	Carried forward.....		6,385 66

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

		\$ cts.	\$ cts.
Brought forward.....			6,385 66
MARINE HOSPITALS, ETC.—Continued.			
<i>Pictou.</i>			
C. Gallant.....	Board, 35 weeks 1 day, at \$5.....	175 68	
do	do 24½ days, at \$1.....	24 75	
Dr. J. McMillan.....	Medicines	44 05	
do	12 months salary as Medical Officer	400 00	
R. Waters.....	Board, 3 weeks 5 days, at \$5.....	18 57	
D. McDonald.....	Burial expenses	7 91	
Intercolonial Railway.....	Conveyance.....	9 13	
D. J. McKenzie.....	Medicines	27 07	
Jas. Arbuckle.....	Board, 13 weeks 2 days, at \$5.....	66 42	
Peter Carrol.....	do 14 do at 3.....	42 00	
Mrs. J. Gallant.....	do 4 do 4 days, at \$5.....	22 85	
			838 43
<i>Port Hawkesbury.</i>			
Dr. H. E. Bissett.....	Attendance and medicine.....	14 75	
Mrs. Reeves.....	Board, 7 weeks	28 03	
Dr. D. M. Johnson.....	Attendance and medicine.....	71 50	
C. Hennessey.....	Board, 11 days, at 50c.....	5 50	
			119 78
<i>Port George.</i>			
Mrs. Durland.....	Board, 2 weeks, at \$2.....		4 00
<i>Port Mulgrave.</i>			
Dr. P. A. McDonald.....	Attendance and medicine	80 00	
Mrs. J. Purcell.....	Board, 60 days, at 75c.....	45 00	
do	Bandages.....	2 00	
Mrs. Olancy.....	Board, 9 days, at 75c.....	6 75	
do	do 3 weeks and 2 days, at \$5	16 43	
do	Bandages.....	0 35	
			150 53
<i>Port Hastings.</i>			
Dr. P. McDonald.....	Attendance and medicine	45 00	
Dr. J. McDonald.....	do do	110 50	
Neil Campbell.....	Board, 91 days, at 75c.....	68 25	
do	Paid for washing	1 00	
do	Boarding attendant, 89 days, at \$3 per week.....	38 15	
D. McIntyre.....	89 days and 25 nights attendance	57 00	
			319 90
<i>Parrsboro'.</i>			
Dr. W. D. McKenzie.....	Attendance and medicine	27 65	
Alex'r Fraser.....	Board, 2 weeks and 4 days, at \$4	10 29	
Dr. A. S. Townshend.....	Attendance and medicine	123 80	
			161 74
<i>Port Hood.</i>			
Dr. H. Cameron.....	Attendance and medicine	13 00	
Andrew Janes.....	Board, 5 weeks and 4 days, at \$3	16 72	
Anne McDonald.....	do 2 days	1 50	
			31 22
Carried forward.....			8,011 26

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

		\$	cts.	\$	cts.
	Brought forward			8,011	26
<i>MARINE HOSPITALS, ETC.—Continued.</i>					
<i>Port Medway.</i>					
Rebecca Hines	Board, 3 weeks and 2 days, at \$5.....			16	42
<i>Port La Tour.</i>					
Dr. J. D. Dinsmore.....	Attendance and medicine	39	00		
J. H. Perry	Board, 4 weeks and 2 days, at \$3.....	12	86		
				51	86
<i>Pugwash.</i>					
Dr. R. A. Dakin	Attendance and medicine			29	50
<i>Sydney Hospital.</i>					
Sam'l Muggah	Board of patients, 1,362½ days, at 43c.....	585	79		
do	Paid for repairing pump and drain.....		3	85	
do	Burial expenses.....		8	00	
do	12 months salary as Keeper	250	00		
Estate R. J. Ingraham.....	Cotton, hardware, etc.....	34	24		
Copeland & Co.	Medicines	37	93		
C. L. Ingraham.....	Hardware, crockery, etc.....	57	95		
Dr. A. D. McGillvary.....	12 months salary as Medical Officer	200	00		
				1,177	76
<i>Shellburne.</i>					
Dr. S. W. Burns.....	Attendance and medicine	19	00		
Mrs. G. McCarthy	Board, 2 weeks, at \$4		8	00	
W. M. Atwood.....	Cartage of effects.....		0	60	
				27	60
<i>Sandy Cove.</i>					
Dr. J. Frs. Pineo.....	Attendance and medicine	26	50		
C. Gedney	Board, 5 weeks, at \$3.50.....	17	50		
do	Paid for wine		1	10	
				45	10
<i>Sheet Harbour.</i>					
Dr. Jamieson	Attendance and medicine			2	50
<i>Thorne's Cove.</i>					
Dr. J. A. Coleman.....	Attendance and medicine	282	75		
Albert Ryder	Board, 2 weeks, at \$2.50		5	00	
Z. Johnson	do 4 do		10	00	
E. H. Porter.....	Conveyance		11	90	
G. Armstrong.....	Board, 30 weeks, at \$4, and 7 weeks, at \$3.....	141	00		
do	Washing bandages		10	00	
Joshua Crosscup	Board, 3 weeks, at \$2.50.....		7	50	
				463	15
	Carried forward.....			9,830	15

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		9,830 15
MARINE HOSPITALS, ETC.— <i>Concluded.</i>			
<i>Tidnish.</i>			
Dr. D. J. McCully.....	Attendance and medicine.....		6 75
<i>Weymouth.</i>			
Dr. H. A. Ellison.....	Attendance and medicine.....	25 00	
Amelia Sabeau.....	Board, 5 weeks, at \$2.50.....	12 50	
J. B. Tooker.....	do 4 do \$4.....	16 00	
			53 50
<i>Windsor.</i>			
Dr. D. B. Fraser.....	Attendance and medicine.....	41 67	
Mrs. E. A. Campbell.....	Board, 14 days, at 50 cts.....	7 00	
E. O'Brien.....	Conveyance.....	1 25	
			49 92
<i>Wolfville.</i>			
G. H. Gillmore.....	In full for medical expenses, attendance and board, late R. Gillmore.....	100 00	
Dr. E. R. Bowles.....	Attendance and medicine.....	5 50	
			105 50
<i>Wallace.</i>			
Dr. G. L. Kent.....	Attendance and medicine.....		6 00
<i>Yarmouth Hospital.</i>			
H. A. Parr.....	Medicines.....	14 07	
J. D. Archibald.....	Board of patients, 20 weeks 5 days, at \$3.....	62 14	
J. B. Dane & Co.....	Clothing.....	5 00	
Dr. A. M. Perrin.....	12 months salary as Medical Officer.....	100 00	
do.....	Medical attendance on crew of "Happy Home"....	53 25	
H. W. Johnston.....	Travelling expenses <i>re</i> investigation.....	27 00	
H. A. Hood.....	do do.....	2 60	
Bailey & Killam.....	Cotton.....	1 00	
			264 46
MISCELLANEOUS.			
Fishwick's Express.....	Conveyance of sick seamen.....		5 25
Intercolonial Railway.....	do do.....		6 84
			10,328 37
SHIPWRECKED AND DISABLED SEAMEN.			
<i>Subsistence and Conveyance.</i>			
Wm. Harnish.....	3 men ex "Arthur".....	6 00	
John Pope.....	4 do "Clara Jane".....	16 00	
W. A. Kenney.....	3 do "Arthur".....	7 56	
	Carried forward.....	29 56	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

		\$ cts.	\$ cts.
Brought forward.....		29 56	.....
DISTRESSED AND SHIPWRECKED SEAMEN—Continued.			
<i>Subsistence and Conveyance—Concluded.</i>			
S. Cunard & Co.....	1 man ex "Saguenay".....	2 19	
do	3 men ex "K. McDougall".....	8 76	
do	4 do "Caroni".....	23 36	
do	2 do "A. P. Meinac".....	2 92	
do	5 do "D. W. Hennessey".....	7 30	
do	1 man ex "Annwell".....	1 46	
do	1 do "Buteshire".....	5 84	
Wood & Co.....	3 men ex "Saguenay".....	6 57	
do	2 do "China".....	4 38	
James Ross.....	2 do "Plover".....	19 20	
Rodman Pratt.....	1 man ex "Sea Lion".....	1 18	
Sailors' Home	1 do "Saguenay".....	4 60	
do	1 do "Jas. Edwards".....	10 67	
do	2 men ex "Bride".....	13 78	
do	4 do "Fanny Givan".....	11 50	
do	5 do "D. W. Hennessey".....	29 00	
do	1 man ex "Buteshire".....	6 90	
do	1 do "Athol Cran".....	6 20	
D. Myers.....	4 men ex "Ripple".....	10 00	
Aug. Fullerton.....	3 do "Sea Lion".....	15 43	
C. W. Clements.....	3 do "Southern Cross".....	6 19	
do	1 man ex "K. McDougall".....	2 09	
do	2 men ex "M. Masters".....	10 95	
C. W. Clements.....	Crew ex "Happy Home".....	84 00	
do	1 man ex "Josephine W.".....	11 98	
do	Crew ex "Florence May".....	10 20	
W. A. Kenney.....	3 men ex "S. A. Snow".....	10 95	
Fishwick's Express.....	Men ex "Caroni," "Ripple" and "Kate".....	27 00	
do	do "Rose Standish".....	26 00	
do	1 man ex "Mary".....	5 50	
J. H. Miller.....	2 men ex "Maggie Blanche".....	2 55	
D. McEachern.....	1 man ex "Evangeline".....	11 19	
David Knock.....	do "Anna".....	20 19	
W. Kennedy.....	4 men ex "Zephyr".....	12 60	
H. W. Reinhardt.....	Crew ex "Rose Standish".....	18 20	
E. F. Clements.....	3 men ex "L. Durkee".....	2 19	
G. S. Dale.....	1 man ex "Calvin".....	1 46	
M. Richardson.....	5 men ex "Thomas Roy".....	7 30	
Lawson, Harrington & Co.....	3 men ex "Lively".....	18 25	
J. Spearwater.....	1 man ex "Kohinoor".....	3 28	
Remi Benoit.....	Crew ex "Journal".....	100 00	
do	do "Lucretia".....	50 00	
W. W. Atwood.....	1 man ex "Evangeline".....	9 38	
Augustin Fullerton.....	do "Anna".....	9 13	
J. Chambers.....	5 men ex "Fanny Givan".....	6 00	
do	1 do "Medford".....	2 40	
J. Graham.....	do "Torryburn".....	1 80	
Gilbert Shaw.....	do "Kitty Clyde".....	2 92	
do	6 do "Mystery".....	17 52	
Hugh Wylie.....	Crew ex "S. Fortin".....	40 88	
W. G. Spencer.....	2 men ex "Josephine".....	22 62	
L. Swanie.....	do	22 62	
Michael Wilson.....	1 man ex "Mary".....	5 84	
Michael Williams.....	do "Athol Cran".....	1 82	
E. Legg.....	Crew ex "Highland Lass".....	20 00	
Carried forward.....			825 80
			825 80

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA—Cyncluded.

		\$ cts.	\$ cts.
Brought forward.....			825 80
DISTRESSED AND SHIPWRECKED SEAMEN—Concluded.			
<i>Subsistence.</i>			
J. W. Young	4 men ex "Ripple"	5 72	
Sailors Home	3 do "Caroni"	7 20	
do	1 man ex "Mary"	3 60	
D. McDonald.....	do "Mumer J. L."	2 00	
			18 52
<i>Conveyance.</i>			
B. Viets'.....	1 man to Boston	7 75	
F. D. Corbett.....	do to Cape Breton.....	6 00	
Intercolonial Railway ...	do ex "Bride"	4 04	
Halifax and Cape Breton Railway	5 men ex "D. W. Hennessey"	7 25	
do	1 man ex "Mumer J. L."	2 00	
D. Murray, jun.....	do do	2 75	
Western Counties Railway	5 men ex "Florence May"	27 25	
			57 04
<i>Clothing.</i>			
Burns & Murray.....	3 men ex "Bride"	43 00	
S. Finck.....	1 man ex "Rose Standish"	2 00	
			45 00
Total			946 36

PROVINCE OF PRINCE EDWARD ISLAND.

		\$ cts.	\$ cts.
MARINE HOSPITAL.			
<i>Charlottetown.</i>			
F. P. Taylor, M.D.	6 months salary as Medical Attendant, to 31st Dec., 1880.....	150 00	
M. Furnace	12 months salary as Steward.....	180 00	
do	Boarding patients, at \$2.50 per week	474 46	
do	Paid for wood, repairs, etc.	5 25	
Jno. Newson	Mattresses, bedding, chairs, etc.	34 85	
Patrick Cullen.....	Rent of Hospital from 1st March, 1880, to 30th June, 1881	161 65	
Hugh Perkins	Coal, 12.4.9 tons at \$2.10, \$25.72; 5.3.4 tons at \$2, \$15.51—\$41.23; truckage, etc., \$5.50.....	46 73	
W. & A. Brown	Blankets, quilts, etc.....	13 80	
Chas. F. Harris	Tinware and repairs.....	8 05	
S. W. Dodd.....	Medicines.....	61 38	
Beer & Sons.....	do	19 34	
Neil Stewart.....	Cartage of coal	7 50	
S. W. Crabb	Hardware.....	30 22	
			1,193 23
Carried forward.....			1,193 23

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF PRINCE EDWARD ISLAND—Concluded.

		\$ cts.	\$ cts.
Brought forward.....			1,193 23
OUTPORTS, P.E.I.			
J. G. McDonald.....	12 months salary as Keeper, Souris.....	200 00	
do.....	Boarding sick seamen, 20 weeks and 4 days, at \$3, Souris.....	61 74	
Jas. Brennan.....	Painting and repairs, Souris.....	60 21	
Bourke, Son & Co.....	Paint, etc., Souris.....	3 50	
C. D. Anderson.....	Repairing furniture, etc., Souris.....	5 25	
E. P. Ford, M.D.....	Professional attendance and medicines, Souris.....	94 94	
W. H. Clark.....	Whitewashing, etc., Souris.....	17 27	
Jno. T. Byrne, M.D.....	Professional attendance and medicines, Port Hill.....	16 75	
Henry Jarvis, M.D.....	do do do Summerside.....	150 00	
J. B. Schurman.....	Board and attendance, 2 sick seamen do.....	15 20	
Jno. McNeil.....	do 1 do do.....	6 00	
J. A. Gourlin & Co.....	Medicines, Summerside.....	5 22	
F. Cox, M.D.....	Medical attendance, Georgetown.....	3 00	
Dr. Kaye, M.D.....	do do.....	11 75	
D. C. Grant.....	Boarding sick seamen, 2 weeks, at \$5, Georgetown.....	10 00	
R. McNeill, M.D.....	Professional attendance, New London.....	8 50	
Dr. Robertson.....	do do and medicines, Crapaud.....	92 50	
W. H. Furlong.....	Boarding sick seaman, 7 weeks and 3 days, at \$3, Crapaud.....	22 25	
Dr. J. E. Robertson.....	Professional attendance and medicines, Montague.....	10 84	
Dr. K. Henderson.....	do do on frozen passenger, ex "Northern Light".....	56 30	
			851 22
SHIPWRECKED AND DISABLED SEAMEN.			
Wm. Koughan.....	Paid for board and passage, 6 wrecked seamen, ex "Feodore".....	30 90	
Jno. McNeil.....	Boarding 3 wrecked seamen, 1 week each, at \$3.....	9 00	
C. W. Strong.....	Passage, 1 do to Charlottetown.....	1 00	
			40 90
			2,044 45

PROVINCE OF BRITISH COLUMBIA.

		\$ cts.	\$ cts.
J. C. Davie, M.D.....	12 months salary as Medical Officer, Victoria.....	300 00	
Thos. Wood.....	do do Keeper do.....	499 92	
do.....	Board of patients, at \$5 per week.....	889 94	
do.....	Paid for washing, ferriages, etc.....	73 00	
do.....	do paint, etc., and labour painting.....	21 63	
W. W. Walkem, M.D.....	12 months salary as Medical Officer, Burrard Inlet.....	450 00	
D. Cluness, M.D.....	Medical attendance, Nanaimo.....	247 50	
A. W. Gamble, M.D.....	do do.....	166 66	
Geo. Lawrence.....	Water.....	39 00	
P. McQuade & Son.....	Paints, oils, etc.....	14 50	
H. B. Marvin.....	Lime, etc.....	6 17	
Geo. Stelly.....	5 cords wood, cut and split.....	30 00	
Neufelder & Ross.....	Coal oil, brooms, chamois, etc.....	14 00	
Jno. Dougall.....	Fire-grate, bricks, etc.....	10 50	
Langley & Co.....	Drugs.....	63 48	
S. Shore & Co.....	Coal oil, soap, etc.....	12 25	
Carried forward.....		2,838 55	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Concluded.*

PROVINCE OF BRITISH COLUMBIA—*Concluded.*

		\$ cts.	\$ cts.
	Brought forward	2,838 55	
T. Storey	Funeral expenses	35 00	
J. Smith	Cleaning chimneys	3 00	
H. Saunders	Brandy	13 50	
G. Mansell & Co.	Tinware and repairs	7 87	
Brown & White	Table linen	7 50	
T. Shotbolt	Lamp glasses	2 00	
Smith & Clark	Carpenters repairs	33 50	
J. Huntington	Fixing fire grate, etc.	4 25	
Str. "Sir J. Douglas" ..	18 tons coal, at \$6	108 00	
			3,053 17

SUMMARY.

		\$ cts.	\$ cts.
Ontario	St. Catharine's Hospital	500 00	
do	Kingston do	500 00	
			1,000 00
Quebec	Montreal General Hospital	2,321 10	
do	Sick and Disabled Seamen	1,110 43	
do	Shipwrecked and Disabled Seamen	682 72	
			4,114 25
Board of Trade, London..	To re-imburse Imperial Government for expenditure in behalf of Wrecked Canadian Seamen		2,476 06
New Brunswick	Marine Hospitals and Sick Seamen	7,928 95	
do	Shipwrecked and Disabled do	286 43	
			8,215 38
Nova Scotia	Marine Hospitals and Sick Seamen	10,328 37	
do	Shipwrecked and Disabled do	946 36	
			11,274 73
Prince Edward Island....	Marine Hospitals and Sick Seamen	2,044 45	
do	Shipwrecked and Disabled do	40 90	
			2,085 35
British Columbia.....	Marine Hospital and Sick Seamen		3,053 17
Quebec	Marine and Immigrant Hospital		19,964 33
	Total, Marine Hospitals, Sick and Disabled Seamen and Shipwrecked Seamen		52,183 27

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 19.

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Sick Mariners' Dues collected, for the Fiscal Year ended 30th June, 1881.

<i>Quebec.</i>	\$ cts.	<i>Nova Scotia.</i>	\$ cts.
Gaspé.....	163 10	Amherst.....	329 78
Magdalen Islands.....	27 06	Annapolis.....	145 94
Montreal.....	3,919 64	Antigonish.....	55 86
New Carlisle.....	130 78	Arichat.....	114 52
Percé.....	29 68	Baddeck.....	115 28
Quebec.....	12,766 68	Barrington.....	40 66
Rimouski.....	248 81	Bridgetown.....	2 18
St. Armand.....	4 20	Corwallis.....	106 30
St. Johns.....	1,768 86	Digby.....	196 11
Stanstead.....	10 86	Guysboro'.....	82 02
Three Rivers.....	185 86	Halifax.....	6,728 78
Total.....	19,255 51	Liverpool.....	145 82
<i>New Brunswick.</i>		Lockport.....	64 22
Bathurst.....	372 36	Londonderry.....	1 36
Campobello.....	24 56	Lunenburg.....	382 92
Caraget.....	44 28	Margaretville.....	13 94
Chatham.....	1,766 96	North Sydney.....	1,963 10
Dalhousie.....	472 86	Parrsboro'.....	211 10
Dorchester.....	121 90	Pictou.....	1,126 48
Hillsboro'.....	204 26	Port Hawkesbury.....	110 00
Moncton.....	33 70	Port Hood.....	6 64
Newcastle.....	1,363 70	Port Medway.....	57 98
Richibucto.....	372 46	Shelburne.....	249 64
Sackville.....	153 34	Sydney.....	3,459 07
Shediac.....	234 26	Weymouth.....	117 10
Shippegan.....	7 24	Windsor.....	813 20
St. Andrews.....	153 22	Yarmouth.....	276 70
St. George.....	42 40	Total.....	16,916 70
St. John.....	4,964 56	<i>British Columbia.</i>	
St. Stephens.....	127 52	New Westminster.....	295 48
Total.....	10,459 58	Victoria.....	1,954 27
		Total.....	2,249 75
		<i>Prince Edward Island.</i>	
		Charlottetown.....	760 14
		Summerside.....	138 04
		Total.....	898 18

RECAPITULATION.

	\$ cts.
Quebec.....	19,255 51
New Brunswick.....	10,459 58
Nova Scotia.....	16,916 70
British Columbia.....	2,249 75
Prince Edward Island.....	898 18
Total.....	49,779 72

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 20

To the Fourteenth Annual Report of the Department of Marine and Fisheries,
being Statement of Expenditure in connection with the Meteorological
Service, for the Year ended 30th June, 1881.

		<i>Salaries—Central Office.</i>		\$ cts.	\$ cts.
Officers of the Obser- vatory.	Andrew Gordon	11 months salary as Deputy Superintendent		916 67	
	{ W. A. Stewart... W. F. Davison... T. Menzies.....	12 do do Assistant		500 00	
		12 do do do		420 00	
		12 do do do		300 00	
	A. Roberts.....	Salary as Inspector of Stations from 1st July to 8th October, 1881.....		217 76	
G. T. Hector.....	Salary as Inspector of Stations from 10th Nov., 1880.....		319 44		
H. V. Payne.....	12 months salary as Assistant		773 32		
T. H. Monk.....	12 do do Corresponding Clerk.....		713 33		
R. F. Stupart.....	12 do do Assistant		693 33		
B. C. Webber.....	12 do do do		668 66		
James Young.....	12 do do do		570 00		
H. P. Blackey.....	Salary as Messenger from 1st July, 1880, to 31st January, 1881.....		95 58		
Percy Cole.....	Office boy.....		119 20		
J. H. Carroll.....	do		119 35		
C. Clarke.....	do		86 30		
J. Hughes.....	Messenger.....		51 10		
J. McKillop.....	Office boy.....		18 34		
J. A. Brown.....	do		12 66		
					6,595 04
<i>Chief Stations.</i>					
Sydney, C. B.....	Thos. C. Hill, \$500, and assistance, \$220.....		720 00		
Halifax, N. S.....	A. Allison, 400 do 340.....		740 00		
St. John, N. B.....	G. Murdoch, 400 do 340.....		740 00		
Fredericton, N. B.....	Prof. Harrison, 400 do 200.....		600 00		
Montreal, Q.....	C. H. McLeod, 300 do 200.....		500 00		
Woodstock, O.....	Prof. N. Woolverton, \$240 do 160.....		400 00		
Winnipeg, Man.....	St. John's College.....		800 00		
Spencer's Bridge, B. C.....	J. Murray, \$180, and assistance, \$120		300 00		
					4,800 00
<i>Telegraph Stations.</i>					
Yarmouth.....	Lieut. Wilmot, \$300, 1 Assistant, 1 month, \$3.33...		303 33		
Chatham, N. B.....	G. A. Blair, 288 2 do \$144		432 00		
Father Point.....	J. McWilliams, 200 1 do 60		260 00		
Quebec.....	E. D. Ashe, R. N.....		250 00		
Rockliffe.....	W. H. McIntyre		240 00		
Kingston.....	S. Woods, M. A., \$288, 2 Assistants, 144.....		432 00		
Port Dover.....	H. Morgan, 288 2 do 144.....		432 00		
Port Stanley.....	M. Payne, 288 2 do 144.....		432 00		
Saugeen.....	Mrs. Stewart, 360 1 do 40.....		400 00		
Parry Sound.....	R. Mosley, 284 2 do 112.....		396 00		
Prince Arthur's Landing.....	W. P. Cooke.....		120 00		
Fort Garry.....	J. Stewart, \$288, 2 Assistants, 144.....		432 00		
					4,129 33
<i>Reserve Telegraph Stations.</i>					
St. Andrews, N. B.....	Dr. S. T. Gove		300 00		
Charlottetown, P. E. I.....	H. J. Cundall.....		300 00		
					600 00
Carried forward.....					16,124 37

STATEMENT of Expenditure in connection with the Meteorological Service,
etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			16,124 37
<i>Drum Stations.</i>			
St John, N.B.....	J. B. Longley.....	45 00	
Port Dalhousie, O.....	E. F. Dwyer.....	60 00	
Bathurst, N.B.....	Hon. J. Ferguson.....	100 00	
Saugeen, O.....	Thos. Davies.....	60 00	
North Sydney, N.S.....	M. J. Phoran.....	60 00	
Point Lepreaux.....	George Thomas.....	60 00	
Digby, N.S.....	W. H. Taylor.....	60 00	
Liverpool, N.S.....	H. L. Hemmeon.....	60 00	
Halifax, N.S.....	Sergeant at Citadel.....	60 00	
Louisburg.....	W. H. Townsend.....	60 00	
Cow Bay, C.B.....	Chas. Archibald.....	60 00	
Little Glass Bay.....	C. H. Rigby.....	60 00	
Pictou, N.S.....	M. Campbell.....	60 00	
Point du Chêne.....	H. H. Schaeffer.....	45 00	
Dalhousie, N.B.....	H. A. Johnson.....	78 00	
Percé, P.Q.....	P. Vibert.....	45 00	
Gaspé, P.Q.....	J. Eden.....	45 00	
Quebec (Citadel).....	P. Coughlan.....	25 00	
do.....	A. H. Walters.....	50 00	
do.....	Lt.-Col. Irwin.....	25 00	
Cobourg, Ont.....	F. Reynolds.....	45 00	
Port Hope, Ont.....	Thos. F. Janes.....	60 00	
Toronto (Queen's Wharf).....	Capt. Taylor.....	45 00	
do (Gibraltar Point).....	Geo. Durnan.....	45 00	
Burlington Beach.....	Capt. Campbell.....	45 00	
Port Colborne.....	D. Hughes.....	45 00	
Goderich.....	G. N. McDonald.....	60 00	
Kincardine.....	DeWitt H. Martyn.....	100 00	
Presqu'Isle.....	John McKenzie.....	60 00	
Collingwood.....	A. Bligh.....	78 00	
Oakville.....	S. Bell.....	7 50	
Hamilton.....	G. Black.....	25 00	
Bayfield.....	J. Gardner.....	8 50	
Mill Point.....	Rathburn & Son.....	6 00	
Sarnia.....	M. Fleming.....	11 50	
Port Credit.....	A. Blakely.....	4 50	
Owen Sound.....	R. Thomson.....	6 50	
			1,770 50
<i>Instruments and Apparatus.</i>			
John E. Oram.....	Automatic rain gauge.....	40 88	
P. P. Wagner.....	Blinds for sheds.....	24 47	
Hon J. Ferguson.....	Paid for clock.....	2 00	
Electric and Hardware Manufacturing Co.....	Copper.....	8 55	
James Foster.....	Repairing instruments.....	15 30	
W. H. Rice.....	Wire screens.....	28 50	
M. Fleming.....	Erecting mast.....	15 00	
J. Adams.....	New drums.....	285 68	
Anderson & Nesbit.....	Battery fixings.....	11 70	
G. W. Chase.....	New mast, Port Colborne.....	60 00	
Yeates & Son.....	Catchment part of electric rain-gauge.....	£4 0 0	
do.....	Packing case.....	0 8 0	
		£4 8 0	21 31
M. Ashe.....	Thermometer fittings.....	2 12	
A. H. Walters.....	Box to contain anemometer, \$2; moving do, \$6.....	8 00	
R. H. Scott.....	Scales, thermometers, packing cases and carriage.....	923 93	
Wm. Mulligan.....	Painting instruments.....	110 02	
J. G. McKeen.....	Storm signal-mast, Port Hastings.....	70 00	
Thos. Beall.....	Removing instruments.....	9 55	
Carried forward.....		1,637 01	17,894 87

STATEMENT of Expenditure in connection with the Meteorological Services,
&c.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	1,637 01	17,894 87
<i>Instruments and Apparatus—Concluded.</i>			
T. McDonald.....	Signal lamps.....	219 20	
Corning Glass Co.....	Globes for lamps.....	46 00	
Wm. Briscoe.....	Lantern frames.....	30 00	
Kenyon, Stewart & Co.....	Rubber stamps.....	17 10	
W. B. Brookman.....	Diplidescope.....	8 00	
Thos. Deau.....	Castings.....	3 65	
			1,960 96
<i>Stationery, Books, etc.</i>			
Trout & Todd.....	Printing bulletins, etc.....	830 45	
Copp, Clark & Co.....	do anemograph curves, maps, etc.....	214 25	
F. F. Payne.....	Electric pen work.....	433 26	
Rowsell & Hutchison.....	Printing storm reports, etc.....	99 20	
Brown Bros.....	Letter scale, stationery, etc.....	112 14	
L. V. Levi.....	Subscription to <i>Electrician</i>	5 37	
R. Wilkinson.....	Stamps, postal cards, etc.....	349 00	
Hart & Rawlinson.....	Subscription to <i>Nautical Magazine</i>	5 35	
L. Hoffmeyer.....	Charts.....	52 47	
T. Davis & Co.....	Zincs, carbon, etc., f. r electric pen.....	2 65	
W. F. Davison.....	Binding.....	79 48	
Might & Co.....	Directory.....	2 50	
Globe Printing Co.....	Subscription to paper.....	5 00	
W. H. M. Christie.....	do <i>The Observatory</i>	5 90	
Burland Lithograph Co.....	Printing cheque books.....	31 00	
Barber & Ellis.....	Stationery.....	10 00	
			2,238 02
<i>Telegraph.</i>			
Montreal Telegraph Co.....	Messages for 12 months.....	5,862 49	
Dominion do.....	do.....	4,709 39	
Western Union do.....	do.....	264 37	
H. W. Burnett.....	Salary as Operator, Central Office, from 1st July, 1880, to 31st January, 1881.....	303 34	
do.....	Salary as Operator at night, 38 nights, at 50c.....	19 00	
Toronto Telephone Des- patch Co.....	12 months rent of telephone.....	75 00	
Thomas Hope.....	9 months salary as Operator, Central Office.....	390 00	
James L. Barrett.....	Paid Messenger at New York.....	30 00	
L. M. More.....	do Buffalo.....	21 45	
M. Payne.....	do Port Stanley.....	15 00	
F. Mosley.....	do Parry Sound.....	60 00	
Geo. E. Carlisle.....	9 months salary as Agent at Buffalo.....	64 46	
Anderson & Nesbitt.....	Battery fittings.....	17 60	
Thomas Campbell.....	Telegraph Messenger at Burlington Beach.....	3 50	
T. C. James.....	Sunday attendance.....	16 00	
J. D. Dinneen.....	Salary as Messenger at New York.....	60 00	
A. Lowther.....	Salary as Operator, Central Office, from 1st February to 30th June, 1881.....	175 00	
J. D. Dinneen.....	3 months salary as Agent, New York.....	30 00	
D. O'Halloran.....	do Operator, Central Office.....	81 67	
Bell Telephone Co.....	Rent of telephone.....	37 50	
			12,235 77
<i>Travelling Expenses.</i>			
W. F. Davison.....	Inspecting Stations at Quebec and Danville.....	21 00	
S. A. Roberts.....	Establishing Drum Stations.....	148 44	
C. Carpmael.....	do do.....	207 92	
H. V. Payne.....	do do.....	16 45	
A. R. Gordon.....	do do.....	9 00	
			402 81
	Carried forward.....		34,732 43

STATEMENT of Expenditure in connection with the Meteorological Service,
&c.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			34,732	43
<i>Freight, Cartage and Customs Dues.</i>					
C. Carpmael.....	Paid for freight, cartage, &c.....	118	65		
R. Fuller.....	do on instruments to North-West Territories.....	35	12		
Canadian Express Co....	Express charges.....	25	20		
J. Merryfield.....	Carriage of parcels.....	30	00		
F. Kingston.....	Paid freight on goods from England.....	8	27	217	24
<i>Expenses at Stations.</i>					
Consumers' Gas Co.....	Gas.....	10	15		
R. W. McKenzie.....	Goderich.....	4	45		
John Somers.....	do.....	3	27		
W. H. Taylor.....	Digby, N.S.....	36	00		
MacIntosh & McInnes....	Halifax, N.S.....	10	59		
C. J. Carter.....	do.....	2	50		
Wm. Menzies.....	Toronto Island.....	4	40		
L. E. Baker.....	Yarmouth, N.S.....	15	00		
Hurtis & Reed.....	do.....	39	79		
E. F. Dwyer.....	Port Dalhousie.....	7	43		
Thomas Davis.....	Saugeen.....	1	63		
M. Payne.....	Port Stanley.....	38	00		
R. Mosley.....	Parry Sound.....	20	00		
H. Morgan.....	Port Dover.....	30	00		
Ansley, Slaughter & Walsh	do (rent).....	22	50		
G. A. Blair.....	Chatham.....	20	00		
C. Carpmael.....	Central Office.....	40	04		
C. Archibald.....	Cow Bay.....	2	85		
T. J. Marks.....	Bayfield.....	8	19		
W. Harrington.....	Collingwood.....	9	00		
Wm. Mitchell.....	Quebec.....	2	50		
G. Blackwood.....	do.....	4	00		
W. R. Butler.....	Fitting up stations.....	8	15		
J. R. Nason.....	Moose Factory.....	4	64		
W. H. Townsend.....	Liverpool.....	2	42		
Hon. J. Ferguson.....	Bathurst.....	3	10		
F. Reynolds.....	Cobourg.....	1	50		
T. Harrison.....	Fredericton.....	11	00		
C. H. Rigby.....	Glace Bay.....	7	50		
P. Vibert.....	Percé.....	16	95		
T. F. Janes.....	Port Hope.....	6	15		
M. J. Phoran.....	North Sydney.....	20	00		
F. E. Wilmot.....	Yarmouth.....	6	90		
T. C. Hill.....	Sydney.....	6	50		
M. Campbell.....	Pictou.....	2	40		
P. Cassidy.....	Cranbourne.....	10	00	439	50
<i>Miscellaneous.</i>					
R. Dennis.....	Lumber and carpenters work.....	128	50		
H. J. Matthews & Bro....	Frames.....	25	30		
Wm. H. Sparrow.....	Oil-dippers, oil, chimneys, chamois, etc.....	50	68		
Wm. Menzies.....	Carpenters work.....	555	20		
Henry Slight.....	Contract laying out grounds.....	175	70		
Thomas Downey.....	Lumber.....	49	04		
W. J. Burroughs.....	Plumbers work.....	22	00		
T. A. Lockington.....	Office furniture.....	5	50		
Aikenhead & Crombie....	Stone roller.....	12	50		
Rice, Lewis & Son.....	Hardware.....	120	65		
George Ringham.....	Tinsmiths work.....	21	00		
John Merryfield.....	Twelve months rent of room, Central Office.....	24	00		
	Carried forward.....	1,190	07	35,389	17

STATEMENT of Expenditure in connection with the Meteorological Service.
&c — *Concluded.*

		\$ cts.	\$ cts
	Brought forward.....	1,190 07	35,389 1
	<i>Miscellaneous—Concluded.</i>		
Wm. Rennie.....	Lawn mower.....	10 80	
R. Sewell.....	Stove.....	11 00	
P. Burns.....	Coal, 5 tons at \$5.75, \$28.75; 12 tons at \$6.50, \$78; 1 ton at \$7—\$113.75; wood, 5 cords at \$6.50, \$32.50.....	146 25	
Lyman Bros.....	Chemicals.....	7 74	
W. H. Rice.....	Wire net work.....	3 00	
H. A. Collins.....	Oil, etc.....	12 70	
C. Carpmael.....	Petty expenses.....	44 94	
Consumers Gas Co.....	Gas.....	21 53	
R. Hay & Co.....	Chairs.....	7 80	
F. Blake.....	Occasional assistance.....	50 00	
Ansley & Slaight.....	Rent at Port Dover.....	15 00	
W. J. McGuire & Co.....	Plumbing.....	5 00	
G. Slackwood.....	Bonus for observations at Edmonton.....	25 00	
J. S. Macdonald.....	do Battleford.....	25 00	
A. Von Lindenburg.....	do Humboldt.....	15 00	
M. Payne.....	Rent at Port Stanley.....	6 00	
A. Lowther.....	Extra work.....	5 00	
J. Merryfield.....	Scrubbing, etc.....	9 00	
			1,610 83
Queen's Printer.....	Stationery and printing.....		\$37,000 00 85 75
			\$37,085 75

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 21.

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure on account of McGill University Observatory, Montreal, for the Fiscal Year ended 30th June, 1881.

		\$ cts.
W. C. Baynes, Secretary.	Annual Grant.....	500 00

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 22

the Fourteenth Annual Report of the Department of Marine and Fisheries,
being Statement of Expenditure on account of Quebec Observatory,
for the Fiscal Year ended 30th June, 1881.

		\$	cts.	\$	cts.
E. D. Ashe.....	12 months salary as Director.....	1,372	00		
do	do superannuation tax.....	28	00		
				1,400	00
Thos. Heatley.....	do salary as Assistant to Director			420	00
F. W. Ashe.....	5½ do salary hoisting time ball.....			55	00
P. Coughlin.....	Cleaning machinery			11	00
M. H. Sexsmith.....	Repairs to time ball.....			8	75
F. Reinhardt.....	Carpenter's repairs, and making shutters, frames, etc.....			89	30
W. F. Lemesurier.....	Firewood, 2 cords at \$4, \$8.00; 1 cord at \$4.50; 5 cords at \$5, \$25.00; 10 cords at \$5.50, \$55.00—\$92.50; piling, etc., \$1.50.....			94	00
Dawson & Co.....	Stationery.....			10	37
Hearn & Harrison.....	1 Ground bubble.....			5	00
J. J. Foote.....	Advertising in <i>Morning Chronicle</i>			25	00
W. Crawford & Son.....	10 tons coal at \$5.25.....			52	50
Peverly & Co.....	Coal oil and chimneys.....			28	12
G. Seifert.....	Repairing chronometer.....			4	00
S. J. Shaw & Co.....	Hardware.....			10	29
A. Holloway.....	Telegraph apparatus.....			8	00
E. D. Ashe.....	Paid for freight, \$2.30; cutting wood, \$2.75.....			5	05
J. R. Kane.....	Stove grate.....			7	15
Bell Telephone Co.....	6 months rent of telephone.....			42	50
A. Thom.....	Plumber's repairs, etc.....			25	01
Quebec Post Office.....	12 months rent of box.....			4	00
do Corporation.....	Water rate for 2 years.....			92	00
				2,397	05

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 23

To the Fourteenth Annual Report of the Department of Marine and Fisheries,
being Statement of Expenditure on account of the Observatory, St. John,
N.B., for the Fiscal Year ended 30th June, 1881.

		\$	cts.	\$	cts.
J. B. Longley.....	9 months salary as Keeper.....	\$362	88		
do	9 do superannuation tax.	4	62		
				367	50
G. Hutchinson.....	9 do salary as Director.....	\$370	29		
do	9 do superannuation tax.....	4	71		
				375	00
J. Drake.....	2 do salary as Keeper.....			80	64
J. B. Longley.....	Paid for repairs and glass.....			4	40
Mrs. Jas. Wilson.....	Repairing flags, etc.....			12	00
R. P. & W. F. Starr.....	Coal, 1½ chaldrons, at \$6, \$9; 1½ tons, at \$6, \$8.70 —\$17.70; cartage, etc., \$4.....			21	70
F. Sandall.....	2½ years rent of building, at \$125 per annum.....			343	75
T. McAvity & Sons.....	Oil and scissors.....			1	15
H. King.....	15 day's services as Acting Keeper, \$15; removal of furniture, \$2.....			17	00
J. & A. McMillan.....	Stationery.....			5	06
J. Sullivan.....	Labour at repairs.....			7	50
Français & O'Brien.....	Blocks.....			3	25
Thos. Perrin.....	12 days labour, at \$2, \$24; hardware, 84c.....			24	84
Robt. Willis.....	Ironwork repairs.....			17	48
				1,281	27

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant

APPENDIX No. 24

To the Fourteenth Annual Report of the Department of Marine and Fisheries,
being Statement of Expenditure on account of Magnetic Observatory,
Toronto, for the Fiscal Year ended 30th June, 1881.

		\$	cts.	\$	cts.
C. Carpmael.....	12 months salary as Director	\$1,952	00		
do	do superannuation tax.....	48	00		
				2,000	00
T. Menzies.....	do salary as Observer	533	24		
do	do superannuation tax.....	6	76		
				540	00
W. A. Stewart.....	do salary as Observer.....	533	24		
do	do superannuation tax.....	6	76		
				540	00
W. F. Davison.....	do salary as Observer.....	533	24		
do	do superannuation tax.....	6	76		
				540	00
J. Merryfield.....	do salary as Messenger.....	300	00		
R. F. Stupart.....	Occasional assistance at observations	20	00		
H. V. Payne.....	do do do	10	00		
Jas. Young.....	Extra attendance at night and Sunday	40	00		
Consumers' Gas Co.	Gas	225	77		
James Mills.....	Taking charge of Director's house	134	39		
W. J. Hughes.....	Concrete	31	25		
D. Forbes.....	Roofing tower	4	40		
G. Ringham.....	Ventilation pipes, etc	34	00		
R. Sheppard & Sons.....	Repairs to fire-place.....	9	25		
Thos. Downey.....	Lumber	10	91		
A. Kleiser.....	Repairs to clock	11	25		
S. W. Marchmont.....	Removing night soil	19	33		
J. Boyce.....	Plastering cottage	7	00		
Wm. Menzies.....	Alterations to instruments, carpenter's work, etc ..	102	00		
Lyman Bros.....	Chemicals.....	18	99		
Rice, Lewis & Co.....	Hardware	11	49		
W. F. Davison.....	Book-binding	3	00		
M. Stanton.....	Wall paper	3	30		
P. Burns.....	2 tons soft coal, \$15; 2 tons stove coal, \$16	31	00		
E. A. Gunther.....	Clock cord.....	2	70		
W. R. Dossar.....	Sweeping chimneys	2	25		
George Ward.....	Gold wire	3	50		
H. A. Collings.....	30 gallons oil, at 40c. (\$36), hardware, \$5.90, etc...	41	90		
R. F. Scott.....	Actinometer	102	20		
J. A. Macdonell.....	Legal expenses in connection with title to land, etc.	100	00		
				4,899	68

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 25

To the Fourteenth Annual Report of the Department of Marine and Fisheries,
being Statement of Expenditure for the Removal of Obstructions in
Navigable Rivers for the Fiscal Year ended 30th June, 1881.

		\$	cts.	\$	cts.
D. Lindale.....	Surveying and superintending removal of wreck "Emigrant".....	30	00		
Executors of late F. W. Fishwick	Removal of sunken wreck at the mouth of Shelburne harbour	100	00		
J. Keswick.....	Removing old schooner, Buctouche harbour.....	20	00		
					150 00

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 26

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Amount of Collections and Expenditure on account of Harbour Improvements, collected at the undermentioned Ports at which Tonnage Dues have been imposed by Proclamation, for the Fiscal Year ended 30th June, 1881.

COLLECTIONS.		\$	cts.
QUEBEC.			
Amherst and House Harbors, Magdalen Islands		147	44
NEW BRUNSWICK.			
Richibucto.....		665	12
NOVA SCOTIA.			
Ingonish		29	67
Total		842	23

EXPENDITURE.

NOVA SCOTIA.

Ingonish..... \$608 00

NEW BRUNSWICK.

Richibucto 1,200 00

Total..... \$1,808 60

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 27

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Revenue derived from Wharves and Piers, paid to credit of Receiver-General, for the Fiscal Year ended 30th June, 1881.

	\$ cts.
Cow Bay, Nova Scotia	3,062 41
Digby do	420 73
Maitland do	18 37
Oak Point do	79 29
Goderich Ontario.....	1,331 52
do rent received from Mr. J. Williams for Lot D.....	150 00
Rondeau, Ontario.....	12 43
Total.....	5,074 75

N.B.—Collections as follows :—Maitland, N.S., \$2.98; Oak Point, \$34.25; Inverhuron, Ont., \$42.35; and Rondeau, Ont., \$28.35; were paid by the respective wharfingers to the credit of the Receiver-General subsequent to the 15th July, 1881, and will therefore appear in 1881-82 receipts.

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 28

TO THE FOURTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING THE REPORT ON THE METEOROLOGICAL SERVICE OF THE DOMINION FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.

TORONTO, 1st January, 1882.

To the Honourable
The Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith my Annual Report for the year ending 31st December, 1881.

I am happy to be able to report that there has again been an increase in the number of volunteer observers, the following stations having been equipped in their respective classes during the past year:—

Class I., a full set of instruments—
Zion, Ont.

Class II., rain and temperature—
Zurich, Ont.
Moncton, N.B.
Stobart P.O., Duck Lake, N.W.T.
Collingwood, Ont.
St. Francis Beauce, Que.
Broad Cove, N.S.
Michipicoten, Ont.
Penetanguishene, Ont.
Gore Bay, Manitoulin Islands.
Elora, Ont.
Bachewana, Algoma.
Notre Dame Bay, Newfoundland.
Antigonish, N.S.
Oak Lake, N.W.T.
Hampton, N.B.
House Harbour, Magdalen Islands.

House Harbour has received a single thermometer and a rain gauge.

The station at Lindsay, Ont., which was formerly in class 2, has been raised to class 1, Mr. Beale having kindly undertaken the extra work required. Observations have also been resumed at Brantford, where they had been suspended since the removal of the Rev. Dr. Kemp to Ottawa, but in this case the station, which was formerly a class 1, is now only a class 2.

I regret to have to report that Mr. J. Murray, who for some years has conducted the observations at the chief station at Spence's Bridge, B.C., resigned his position in May last, as he found his other work becoming so pressing that he was unable to continue what would have proved a most valuable series of observations, and as I was unable to offer him any increased remuneration the station was closed.

Rev. Dr. Kemp, of Ottawa, has also, during the past year, discontinued taking observations at the first class station in Ottawa. Dr. Kemp had been taking observations for this service for a number of years, and I can only express my regret that he has found himself unable to continue to do so. I trust before long to secure the services of some person interested in meteorology who will resume the series of observations at Ottawa.

During the past year, Mr. Samuel Woods, who was observer in charge of the telegraph reporting station at Kingston, also resigned his position, and Mr. A. P. Knight, M.A., has been appointed as his successor.

Observations have been received during the past year, from the following stations for the first time :—

Station.	Observer.
Sandfield Mills, Ont.....	Mr. J. W. Porter.
Zurich, Ont.....	Mr. G. Hess.
Collingwood, Ont.....	Colonel A. Bligh.
Elora, Ont.....	Mr. W. H. Lapinnotiere, C.E.
Guelph, Ont.....	Mr. J. H. Panton, B.A., Agricul. Col.
Zion, Ont.....	Mr. J. Dickinson.
Broad Cove, C.B.....	Mr. McLeod.
New Glasgow, N.S.	Mr. Fraser.
Moncton, N.B.	Mr. G. P. Bliss.
Notre Dame Bay, Ndf....	Mr. Ryan.
Minnedosa, N.W.T.....	Rev. Mr. Wellwood.

Observations have also been resumed at Ingersoll by Rev. Mr. Bland, who has returned from England.

In view of the importance to agriculture of obtaining thoroughly reliable records of the duration of sunshine, I have furnished the following stations with the improved pattern of Campbell's sunshine recorder :—

Sydney, C.B.
 Fredericton, N.B.
 Montreal, P.Q.
 Toronto, Ont.
 Woodstock, Ont.
 Winnipeg, Man.

These records will, in the course of a few years, form a most valuable addition to our knowledge of the climate of the country.

During the winter of 1880-81, reports of observations were received by telegraph from Edmonton, Humboldt and Livingston with some degree of regularity, and proved of great service to us in making the forecasts; but during the summer, owing to interruption of telegraphic communication, no observations were received by telegraph from these stations, the line not being restored until 1st December. If observations from these stations could be secured with any degree of regularity they would be of the utmost value in predicting the approach of severe frosts at the closing of navigation, and I would most respectfully suggest that arrangements should be made whereby the operators of the Government telegraph lines might, in consideration of a small payment in addition to their salary, be instructed to take such observations as we might desire, and forward them to us by telegraph. These reports I deem of the highest importance, and they will be absolutely necessary for us in order to predict accurately the approach of storms to Lake Superior.

It will be necessary to establish observing stations along the line of the Canadian Pacific Railway as along this route telegraphic communication will always be maintained, and it will fill in the gap between the most northerly stations on the United States territory, and those which we have at present at points on the Government telegraph line.

For this most necessary service, I beg to recommend that Parliament be asked to make a special addition to the grant usually voted for the maintenance of this Service.

Since August last, reports of observations have been received by telegraph from Anticosti and Bird Rocks. Those from Anticosti have been forwarded with great regularity and have proved of the utmost service, whilst the frequent interruptions to telegraphic communication with the Bird Rocks have prevented us from deriving so much benefit from these observations as we otherwise would have done. As from

the geographical position of the Bird Rocks, reports by telegraph from it are of the greatest value in making predictions for the Gulf and Maritime Provinces. I trust that such precautions may be taken in the future as will enable telegraphic communication to be maintained with some degree of regularity.

We also receive from several stations on the Gulf telegraph signal system of the Hon. Dr. Fortin, reports of the general condition of the weather at the time of the morning observation. These reports have been of great service to us.

Storm Warnings.

It gives me much satisfaction to report that the storm warnings have proved to have risen to a greater degree of accuracy than ever before, as will be seen by the following comparison :—

1877, percentage of warnings verified was.....	69.0
1878 " " " "	78.3
1879 " " " "	83.0
1880 " " " "	82.8
1881 " " " "	85.1

Table No. 1, gives the number of warnings issued in each quarter of each district, and the number and percentage verified.

TABLE I.

District.	Number issued.					Number verified.					Percentage verified.				
	1st quarter.	2nd quarter.	3rd quarter.	4th quarter.	Year.	1st quarter.	2nd quarter.	3rd quarter.	4th quarter.	Year.	1st quarter.	2nd quarter.	3rd quarter.	4th quarter.	Year.
Lakes	0	0	92	409	501	0	0	87	377	464	.....	.....	94.0	92.2	92.6
St. Lawrence River and Gulf	0	10	3	111	124	0	9	0	82	91	.....	90.0	0.0	73.9	73.4
Ocean	106	12	0	111	229	72	12	0	88	172	67.9	100.0	.....	79.3	75.1
Total	106	22	95	631	854	72	21	87	547	727	67.9	95.5	91.6	86.7	85.1

I have the honour further to report, in reference to our storm signal system, that on 1st July last, a new code of signals came into use at all stations on the lakes, whereby not only the fact that a storm is approaching is indicated, but also the force with which it will blow and the direction from which the wind will come.

To show how much these signals are appreciated by the Lake Marine, I need only quote from three of the many letters of acknowledgment received.

From J. D. Murphy, President of the Seamen's Union, Toronto :—

“ It is with great pleasure that I send you this note to congratulate you on the success of the new system of storm signals, and I can assure you that masters of vessels, and the seamen, are grateful for the advantages that may be secured if the warnings are acted upon, especially if the ‘ probabilities ’ are noticed in connection with them. During the past season I have watched the display of the different signals, and I found them invariably correct, and I trust that the Government may be induced to increase the number of stations. I would mention Presqu’Isle Point

and South Bay Point, as being both good localities, as vessels very often run there for shelter.

"All the men who are interested in marine matters, whom I have spoken to on the question, are unanimous in their praise of the efficiency of the system. In conclusion, I trust that as the advantages are more generally made use of that the loss of life and of vessel property will be reduced to a minimum.

"Should you wish to make this public you are at liberty to do so."

(Signed) J. D. MURPHY,
President of the Toronto Seamen's Union.

P.S.—"I may also add that during the season captains have come to me to find out what the 'probs' were, and I have to bring them up to the telegraph office, so I hope next season to have the 'probs' at our office."

From M. Fleming, Manager Huron and Lambton Loan and Savings Company, Sarnia, Ontario:—

"The new code indicating the direction of storms is a great thing; takes splendidly with sailors; astonishes all our people; altogether, the service is in great favour hereabouts."

From Smith & Keighley, Toronto:—

"We have great pleasure in tendering our most sincere thanks for trouble taken from time to time in submitting your weather reports during the very anxious period we had in towing the steamer 'Campana' from Montreal to Port Dalhousie. We can only say by their wonderful correctness we found them exceedingly valuable, and of great service in determining when we should move from port to port."

It is my earnest desire to extend this system which has met with such approval on the lakes, to the Maritime Provinces, and also to utilize a number of the Gulf telegraph signal stations on the system of the Hon. Dr. Fortin for the display of our storm signals. This could be done at small expense, and would prove of great benefit to the shipping and fishing interests.

During the past year the people of Port Burwell, Ont., being desirous of obtaining the benefits of our storm signal system, erected, at their own expense, a mast for the display of the signals, and warnings have been forwarded there regularly during the season of navigation just closed.

At Kingston the mast for the display of our storm signals having been destroyed last winter the Council have erected a new one at the expense of the city. Mr. Payne, our Inspector, reports in reference to this that the mast was a first-class one, and erected in a thoroughly substantial and workmanlike manner.

At Port Hastings, in the Gut of Canso, I erected a storm signal mast at the cost of the service, as it was not considered that the mast was placed there for the benefit of shipping belonging to, or frequenting the port, but to give to passing vessels notice of approaching storms.

This station was placed in the charge of Mr. W. J. McKoen, who will also take regular tri-daily meteorological observations. I have also undertaken to erect a mast at Anderdon, Ont., on the Detroit River, so that vessels passing out into Lake Erie may be notified of approaching storms. This will be done at the expense of the service, following out the same principle that it is for the use of passing vessels, not of those belonging to or frequenting the port.

Much yet remains to be done in this direction, and I earnestly recommend the extension of the coast telegraph system, in a form modified to suit the particular cases, to the lakes by which much property and many lives might be saved annually. If for instance, Manitoulin Island on Lake Huron was connected with some point on the main land by cable so that the daily forecasts and regular storm

warnings might be given there to passing vessels, Point Pelée Lighthouse, Long Point Lighthouse on Lake Erie, and South Bay Point and Presqu' Isle Point on Lake Ontario, should also have stations for the display of storm signals to passing vessels.

I the more earnestly recommend this to be done, that having made careful enquiry, I am informed that the great majority of vessel captains on the lakes are guided in their movements by the storm warnings and daily forecasts, and that the value of the warnings has been greatly enhanced by the operation of the new code.

It is my desire to make this service as efficient and useful in the Maritime Provinces as it is now on the lakes, and I have no doubt of being able to do so if Parliament is willing to vote the necessary funds.

UNITED STATES SIGNAL SERVICE.

I have much pleasure in expressing my indebtedness to Major-General W. B. Hazen, U.S.A., Chief Signal Officer at Washington, for his kindly interchange with us of observations by telegraph; and for his uniform courtesy in all communications, he has my most hearty thanks.

WEATHER PROBABILITIES.

The total number of weather predictions in the daily forecast was 5,156, which was 50 more than in the previous year.

TABLE

NUMBER of Predictions and Percentage of fulfilment

MONTHS.	LOWER LAKE REGION.						ST. LAWRENCE.					
	No. issued.	Verified.					No. issued.	Verified.				
		No. fully	No. partly	No. not	Percentage fully	Percentage fully or partly		No. fully	No. partly	No. not	Percentage fully	Percentage fully or partly
January.....	144	114	16	14	79.2	90.3	112	87	14	11	77.7	90.2
February.....	126	101	17	8	80.2	93.7	113	98	9	6	86.7	94.7
March.....	133	114	8	11	85.7	91.7	114	92	8	14	80.7	87.7
April.....	116	97	7	12	83.6	89.6	111	94	7	10	84.7	91.0
May.....	120	96	9	15	80.0	87.5	104	83	9	12	79.8	88.5
June.....	116	96	14	6	82.8	94.8	98	80	9	9	81.6	90.8
July.....	108	89	5	14	82.4	87.0	104	91	8	5	87.5	95.2
August.....	101	85	4	12	84.2	88.1	90	78	5	7	86.7	92.2
September.....	116	90	7	19	77.6	83.6	91	74	8	9	81.3	90.1
October.....	121	104	5	12	85.9	90.0	100	83	6	11	83.0	89.0
November.....	140	119	10	11	85.0	92.1	116	101	7	8	87.1	93.1
December.....	135	121	1	13	89.6	90.4	119	100	13	6	84.0	95.0
	1,476	1,226	103	147	83.1	90.0	1,272	1,061	103	108	83.4	91.6

II.

in each District, in each Month and in the whole Year.

	GULF.						MARITIME.						TOTAL.					
	Verified.						No. issued.	Verified.					No. issued.	Verified.				
	No. fully	No. partly	No. not	Percentage fully	Percentage fully or partly	No. fully		No. partly	No. not	Percentage fully	Percentage fully or partly	No. fully		No. partly	No. not	Percentage fully	Percentage fully or partly	
95	81	5	9	85.3	90.5	130	98	19	13	75.4	90.2	481	380	54	47	79.0	90.2	
108	95	6	7	88.7	93.5	120	100	10	10	83.3	91.7	467	394	42	31	84.4	94.4	
102	76	15	11	74.5	89.2	116	100	8	8	86.2	93.1	465	382	39	44	82.2	90.5	
111	89	8	14	80.2	87.4	114	96	12	6	84.2	94.7	452	376	34	42	83.2	90.7	
91	61	9	21	67.0	76.9	109	92	6	11	84.4	89.9	424	332	33	59	78.3	86.1	
93	77	4	12	82.8	87.1	97	76	10	11	78.3	88.7	404	329	27	38	81.4	90.6	
86	70	7	9	81.4	89.5	93	77	10	6	82.8	93.5	391	327	30	34	83.6	91.3	
75	57	6	12	76.0	84.0	84	68	6	10	81.0	88.1	350	288	21	41	82.3	88.3	
78	57	9	12	73.1	84.6	86	71	6	9	82.6	89.5	371	292	30	49	78.7	86.8	
91	78	5	8	85.7	91.2	101	83	6	12	82.2	88.1	413	348	22	43	84.3	89.6	
113	94	5	14	83.2	87.6	109	94	9	6	86.2	94.5	478	408	31	39	85.4	91.8	
99	75	11	13	75.8	86.9	107	92	8	7	86.0	93.5	460	388	33	39	84.3	91.5	
1,142	910	90	142	79.7	87.6	1,266	1,047	110	109	82.7	91.4	5,156	4,244	406	506	82.3	90.2	

Notwithstanding the increase in the number of predictions the percentage of verifications has been not only maintained, but slightly improved.

In order that the public may derive the fullest benefit from these predictions it will be necessary to issue them at midnight, so as to be in time for publication in the morning papers, at the same time they would then be posted at all telegraph stations as soon as the offices were opened in the morning.

As matters stand at present the daily forecasts being prepared from the maps of synchronous observations taken at 6.50 a.m., Toronto time, it is impossible to issue the predictions here until nearly 10 a.m. At stations east of Quebec, partly owing to difference of time and partly to the time occupied in telegraphic transmission, it is generally noon before the forecasts are posted, and to places further east in Nova Scotia, &c., it is frequently much later. This, in a great measure, prevents the prediction being of any practical usefulness to the people in the eastern provinces.

During the months of July and August, by the liberality of the telegraph companies, and the zeal and energy of the members of the probability staff, I was enabled to issue the daily forecasts at midnight. These months were selected for this special service as it was intended to put within the reach of the farmers of the country the means of saving themselves from such losses through damage to their crops as might be prevented by a foreknowledge of approaching changes in the weather. These forecasts were published in all the morning papers, and were posted at every telegraph station in the older provinces of the Dominion.

In reference to the benefit accruing to the farmers from these arrangements, I am informed that, at Port Stanley, a number of farmers tried to get a line of telegraph run out west from the town solely to enable them to get the "probabilities," which many of them sent for to the telegraph office every day.

The following are extracts from letters received on this subject:—

Leak & Co., of Colbourne, Ontario, thanking us for special forecast sent to them, say:

"There are over \$1,000,000 lost every year through the discolouration of barley alone by rain and thunder showers, and I think a considerable amount of this could be saved by your reports if acted upon promptly; also a good deal could be saved in shipping perishable goods, such as potatoes, a car load of which was shipped here for Toronto on Monday by other parties, owing to frost they would not be worth anything on arrival, and I have not the least doubt that \$5,000 would not cover the loss on this one article during the past two weeks."

Mr. G. E. Casey, M.P., West Elgin, in applying for the probabilities to be posted at Fingal, says:—

"If all offices got the reports, and means were taken to advertise that fact very fully, I believe \$500,000 a year could be saved to the country. In this district, haying is in full blast, and wheat harvest will soon begin. If we are to get any benefit from the 'probs' it is therefore high time to set about their publication."

I have the honour to recommend that Parliament be asked to make such appropriation as will enable me to issue the forecasts throughout the year at midnight, for publication in the morning papers all over the Dominion, whereby they would attain a greater amount of publicity, and consequently be of much greater usefulness than they have hitherto been.

The number of applications for special predictions, some of them covering a comparatively lengthened period, has, during the past year, considerably increased. They have been of most varied character, from the question as to whether the ice would be fit for a curling match, to whether the wind would continue so that a raft might get down the lake; and I may add that the British Admiral has, for the last two years, before leaving Halifax for Bermuda, each year asked for an extended prediction which has been duly forwarded to him.

The number of stations at which the daily predictions are posted has considerably increased during the past year, and by the courtesy of Mr. D. Pottinger, General Manager Intercolonial Railway, I have been enabled to have the forecasts

posted regularly at every telegraph office on the Intercolonial Railway free of charge to this office. The number of stations added by this means was upwards of one hundred.

During the year just closed no changes have taken place in the *personnel* of the staff. I would again earnestly bring before your notice the anomalous position held by the officers under me, being merely temporarily employed and liable to dismissal on notice. The remuneration also given them is very small when the special class of work which they perform is taken into consideration.

The late Superintendent, Professor Kingston, in his last report drew the attention of the Department to this condition of affairs, and in my report for last year I again urged the recommendation which Prof. Kingston had made, that the staff should be placed on the Civil Service list so as to give permanency to their appointments. Under the present condition of affairs, my officers, many of whom have been thoroughly trained to their special work during the past few years, are watching for a chance of some appointment elsewhere, where their services would be more adequately remunerated. Much of the work done here requires special training not to be acquired outside of this or some similar office, and should it happen that two or three members of the staff at any one time were to resign their positions, the consequences would be most disastrous to the service. I must therefore earnestly recommend that the question of the condition of the staff of this office be specially taken into consideration.

Having been requested to report for the information of the Department on the advisability of Canada taking part in the observations of the transit of Venus, I carefully investigated the meteorological conditions of the various stations where there are facilities for obtaining observations, and found that of all stations otherwise available, Fredericton, N.B., is that at which the meteorological conditions are the most likely to be favourable, but that with reference to geographical position, Toronto would be a more desirable station. I also reported that it would be advisable to have the observing stations extended over a considerable distance in an east and west direction so that, should the meteorological conditions be unfavourable at one there would be a good prospect of there being favourable weather at another. I therefore recommend Toronto, Montreal, Quebec and Fredericton, as best fulfilling the desired conditions.

The practical use of the transit observations is ultimately the more correct determination of longitude, and is therefore of the greatest interest to all nations, more especially to those largely interested in shipping.

As another transit will not take place till the year 2004, I should deem it exceedingly unfortunate if the opportunity were allowed to pass without being utilized to the utmost.

MARINE METEOROLOGY.

In connection with this service it would be most desirable to establish a marine department for the purpose of organizing a system of observations on the ocean by captains of steamers crossing the Atlantic, and of vessels trading from our ports with those in the West Indies.

These observations would be of value not only in forming charts showing the prevailing winds and directions of storms, but would furnish us with material from which we might determine with accuracy the conditions which affect the movements and the severity of storms approaching our coasts from the ocean, and of those which remain stationary over the Gulf of St. Lawrence and Newfoundland, giving bad weather in the Maritime Provinces, and thus would ultimately lead to an improvement in our ordinary daily prognostications and in our warnings of storms.

I must express my indebtedness to our large staff of volunteer observers and correspondents, for the valuable work which has been done during the year. As meteorology may still be considered in its infancy, these gentlemen are individually contributing to the development of this science which seems destined to be of the greatest possible practical benefit to mankind.

All of which is respectfully submitted.

CHARLES CARPMAEL,
Superintendent of the Meteorological Service.

APPENDIX No. 29

TO THE FOURTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING THE REPORT OF THE DIRECTOR OF THE MAGNETIC OBSERVATORY, TORONTO, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1881.

TORONTO, 1st January, 1882.

SIR,—I have the honour to submit herewith my Annual Report for the year ending December 31st, 1881.

The ordinary observations of all the instruments have been continued during the past year, and the work of measuring the photographic traces of the magnetometers, which had fallen much in arrears, has been prosecuted with diligence, and at the same time the measurement of the current traces has been completed as soon as possible after they were developed.

The records of the Observatory which now cover a continuous period of over forty years, possess a high value among scientific men. I had the pleasure of stating in my last Annual Report that the temperature observations at this Observatory had been selected by Professor Balfour Stewart, a member of the Committee of the Royal Society on Solar Physics, as a series from which might be demonstrated the existence of a connection between sun spots and terrestrial meteorology. During the past I have forwarded, at the request of the Science and Art Department, London, England, copies of our declination ranges, as determined from the eye readings at this observatory. Col. Duncombe, in acknowledging the receipt of the record, says:—

“I am directed to inform you that your letter of the 25th February was referred, together with the declination ranges which you were so good as to forward, to Professor Balfour Stewart, who states that the information which they contain will be of great service to the work of the Committee on Solar Physics.”

A great deal of work has been done during the past year in reducing the results of observations preparatory to their publication. None of the results from this Observatory of later date than 1871 have been published. On this question I cannot do better than quote from the report of the late Director for the year ending June 30th, 1874, where he says:—“As no pecuniary provision was ever made for the regular publication of the observations, I have been compelled to rely on such savings as I could accumulate from the annual income, but the virtual diminution of the income by the sum of \$680 per annum, which commenced in 1865, has since rendered saving to any extent impracticable,” and I have the honour to recommend that the Department undertake to print the results of the past ten years, 1871-81; this would be an expenditure which, although small in itself, is utterly beyond my power to undertake, and the consequence is that when any of our results are asked for by scientific bodies in other countries, they have to be copied by hand at a great cost of the time of the staff.

In view of the fact that the intimate connection between meteorology, magnetism and sun spots has now, in the opinion of our best physicists, passed from a mere reasonable hypothesis to being an accepted fact, it is hardly possible to estimate the value of a series of observations covering such a period as those of this Observatory do.

In the astronomical department, this Observatory has continued, as in the past, to give the correct time daily to the City of Toronto, and through the telegraph companies has also given the time to Ontario generally. It would be of the utmost value to this Observatory, and would assist greatly in the advancement of science, if an equatorial telescope were furnished to this Observatory, so that solar observations

might be carried on side by side with our magnetic and meteorological work. It is not too much to say that it is more than probable that before many years are past, we shall be able to predict the approaching weather more perfectly and further in advance by pursuing our investigations closely, so as to discover the laws which govern the relations between meteorology, magnetism and solar physics; and it is only by the closest and most continuous observation extended over lengthened periods that we may hope to deduce those laws. It is most desirable that a portable theodolite and magnetometer should be added to the instruments now belonging to this department, so that the inspecting officer of the Meteorological Service might, from time to time, when inspecting our meteorological stations, make such determinations of the magnetic elements as would enable us to complete the isogonic lines of this continent, which have been drawn to our frontiers by the officers of the United States Coast and Geodetic Survey. The only cost for this service would be the purchase of the instrument, as the observations would be taken when travelling on meteorological service account; these observations are most important, both on the lakes and on the sea coast, as determining afresh and with accuracy the error of the mariners' compass; and in view especially of the opening of Hudson's Bay, before many years, to steamships, it is important that magnetic determinations should be made as far north as possible, both say at the Straits of Belle-Ile and the head waters of Lake Superior.

I have the honour also to request that special provision be made to meet the unforeseen demand on the service caused by the probable cession to the University authorities of the titles of the residences of the Director and two of the observers, which will require a sum of \$400 for the Director's residence and \$300 for the two Observers' cottages.

I cannot close this report without again urging the necessity of provision being made for publishing the results of the observations of this Observatory during the past ten years, so that they may be placed within reach of those engaged in physical research who are desirous of availing themselves of them; and for future years, I would respectfully suggest that a small appendix be added to the report of the meteorological service, containing the results from year to year, which would prevent an accumulation of matter and serve the purpose well, at very small additional cost to the Department.

All of which is respectfully submitted.

CHARLES CARPMAEL,
Director of the Magnetic Observatory.

To the Honourable
The Minister of Marine and Fisheries.

APPENDIX No. 30

TO THE FOURTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING THE REPORT OF THE SUPERINTENDENT OF THE MCGILL COLLEGE OBSERVATORY, MONTREAL, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1881.

MONTREAL, 1st January, 1882.

SIR,—I have the honour to present my Annual Report on the McGill College Observatory for the year now closed.

The series of meteorological observations referred to in former reports, and described in detail in the reports for 1874 and 1881, has been continued without interruption throughout the year; as have also the telegraphic signals in connection with the probabilities department for Canada.

Daily and monthly synopses of the observations have been distributed through the newspapers and by private circulation. Much special information has also been furnished to persons seeking the same. Appended hereto is a summary of meteorological results for the year.

I have pleasure in reporting the addition to the apparatus of the observatory of an instrument for recording sunshine. This instrument has been in operation since August 1st, with very satisfactory results. It is much to be regretted that all our meteorological results are not obtained from automatic record. The addition of a barograph and thermograph to our present outfit would vastly increase the value of the work done here. The comparatively high cost of these instruments and the absence of any special fund for the purchase of apparatus, have prevented us procuring them.

During the season of navigation the time-ball on the Harbour Commissioners' building has been dropped each day at mean noon of longitude 4h. 54m. 17.5sec. precisely, with the exception of Sundays and seven other days, when the electric connection was disturbed from unforeseen causes. All the fire alarm bells have been struck at noon each day in the manner explained in last year's report. The time distribution in the city has been improved during the past summer by a special telegraph line, and time is now given to six of the leading watch and instrument makers. The railways obtain the time through the Great North Western (formerly Montreal) Telegraph Company, signals being transmitted along the lines at 9 a.m. each day. A bell in electric connection with the Observatory is placed in the head office of the company, and gives the error of the clock used to distribute time over the railways.

During the past summer a house, in connection with the Observatory has been built by the Governors of McGill College, as a residence for the Superintendent. The efficiency of the Observatory will be thereby enhanced.

The transit of Venus across the sun's disc which will occur on December 6th of 1882, is looked forward to with much interest. In order to be as fully as possible in possession of all the information necessary to secure satisfactory observations, the University Professor of Natural Philosophy has opened a correspondence with the Astronomer Royal. The construction of an artificial transit and the necessary training involved will require a considerable outlay of money, which, it is hoped, the Dominion Government may anticipate by a special grant. The weather record at this station for December 6th, in past years, has not been of the most favourable character. To meet the possibility of bad weather here it is proposed, should the necessary means be at our disposal, to send one or more of the smaller telescopes

owned by the University to such places, at a distance from Montreal, as upon investigation may promise the greatest probability of clear weather.

The geographical position of this station, now fairly established, will during the next summer be determined with the greatest possible accuracy. This anticipation is based on the fact that during the past summer the summit of Mount Royal was occupied as a heliotrope station by General Catts, of the United States coast survey. The triangulation will be completed early next summer.

The above is most respectfully submitted.

I am, Sir,

Your most obedient servant,

C. H. McLEOD,

Superintendent, McGill College Observatory.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

METEOROLOGICAL RESULTS
MCGILL COLLEGE OBSERVATORY, Montreal, Canada.

Month.	Thermometer.				* Barometer.				† Mean pressure of Vapour.	‡ Mean relative humidity.
	Mean.	Max.	Min.	Range.	Mean.	§ Max.	§ Min.	Range.		
January.....	10·04	34·9	—13·6	48·5	30·1036	30·658	29·512	1·146	·0601	77·7
February.....	17·62	44·0	—16·4	60·4	30·1476	30·866	29·184	1·682	·0924	77·2
March.....	30·10	46·0	9·5	36·5	29·7497	30·308	29·236	1·072	·1366	80·5
April.....	38·98	74·0	8·3	65·7	29·8117	30·359	29·317	1·042	·1439	58·4
May.....	57·73	86·1	31·5	54·6	30·0148	30·466	29·703	0·763	·3365	68·6
June.....	61·04	81·8	28·0	43·8	29·8386	30·177	29·450	0·727	·3348	61·3
July.....	69·20	93·9	53·7	40·2	29·8468	30·275	29·423	0·852	·4909	69·8
August.....	69·41	91·1	52·2	38·9	29·9594	30·311	29·487	0·824	·5346	74·5
September.....	64·06	87·0	42·0	45·0	30·0231	30·349	29·767	0·582	·4639	75·7
October.....	43·85	74·0	23·0	51·0	30·0621	30·594	29·418	1·176	·2357	75·8
November.....	32·69	63·2	—5·5	68·7	30·0539	30·621	29·385	1·236	·1615	76·7
December.....	28·47	44·4	—1·0	45·4	30·0107	30·657	29·047	1·610	·1418	82·3
Means for 1881.....	43·599	68·37	18·47	49·89	29·9685	.....	.....	1·0593	·26106	73·21
Means for seven years ending 31st Dec, 1881.....	42·633	.....	.....	.....	29·9634	.....	.....	.....	·25691	74·15

* Barometer readings reduced to 32° Fahr. and to Sea Level. † Inches of mercury. ‡ Relative with 3.13 a.m.

The greatest heat was 93·9, on 10th July. The greatest cold was 16·4 below zero, on 2nd February. thermometer in one day occurred on January 14, and was 41·6 degrees. The warmest day was July 10; below zero. The highest barometer reading was 30·866 in., February 6th. Lowest barometer reading humidity was 22, and occurred on April 16. The greatest mileage of wind recorded in one hour was 36, miles per hour on May 16.

FOR THE YEAR 1881.

—Height above Sea Level, 187 feet.

Wind.		Sky cloud'd per cent.	Inches of Rain.	Number of days on which Rain fell.	Inches of Snow.	Number of days on which Snow fell.	Inches of Rain and Snow melted.	Number of days on which Rain and Snow fell.	Number of days on which Rain or Snow fell.	Month.
Mean direction.	Mean velocity in miles per hour.									
S.W. by W.	12·64	57·9	E	1	26·5	18	2·70	1	18	.....January.
S.W.	11·69	62·1	2·04	5	7·3	11	2·76	3	13	.....February.
N.W. by W.	12·84	75·2	0·24	8	39·1	21	4·39	5	24	.....March.
N.W.	12·63	44·9	0·44	7	0·4	8	0·48	2	13	.....April.
N.E. by N.	10·65	60·4	3·25	21	0·0	0	3·25	0	21	.....May.
W.	9·27	60·7	1·39	12	0·0	0	1·39	0	12	.....June.
W.	8·06	58·0	3·31	18	0·0	0	3·31	0	18	.....July.
W.	9·01	57·1	2·08	10	0·0	0	2·08	0	10	.....August.
S.	9·35	61·4	1·93	11	0·0	0	1·93	0	11	.....September.
S.S.W.	10·97	65·4	3·80	19	0·1	5	3·81	3	21	.....October.
S.W.	12·97	74·1	1·09	14	11·8	13	2·19	4	23	.....November.
S.W. by W.	13·58	73·1	3·25	12	4·4	12	3·63	4	20	.....December.
W.S.W.	11·138	62·52	22·82	138	89·6	88	31·92	22	204	.....Totals for 1881.
.....	11·086	62·09	27·05	137·6	114·1	85·6	38·51	17·1	206	Means for seven years ending 31st December, 1881.

saturation 100. The monthly means are derived from observations taken every fourth hour beginning

The extreme range of temperature for the month is therefore 110·3 degrees. The greatest range of the mean temperature being 82·8 degrees. The coldest day was January 15; mean temperature 8·6 was, on December 30, 29·047 in.; giving a range for the year of 1·819 inches. The lowest relative January 14. The greatest velocity—extending over more than one mile of wind—was at the rate of 43

C. H. McLEOD,
Superintendent.

APPENDIX No. 31

TO THE FOURTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING THE REPORT OF THE DIRECTOR OF THE QUEBEC OBSERVATORY FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.

THE OBSERVATORY,

QUEBEC. 1st January, 1882.

SIR,—I have the honour of submitting the following Report on the Quebec Observatory for the year ended 31st December, 1881.

The principal work, as in the past, has consisted in giving the time to the city and shipping during the season of navigation; in the first case by means of the Noon Gun fired at the Citadel from a signal sent from here, and in the second by means of the Ball at the Citadel, dropped by means of electricity.

There has been a very great improvement in the performance of the Ball over former years, which is to be attributed to your permission to connect this Observatory with the Ball at the Citadel by means of the telephone, which, with the former system as furnished by the Montreal Telegraph Company, has given us two connections with the Ball, and has resulted in only four failures, all except one being beyond our control, and all these failures happened before we had telephonic connection, and in eighteen instances there would have been failures had we not had this connection.

I have hopes that in the future we will be able to arrange for the use of the telephones without the payment of their hire, owing to the advantage this connection is to the Company and its subscribers.

I have the honour to be, Sir,

Your obedient servant,

E. D. ASHE,

Director.

To the Honourable

The Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 32

TO THE FOURTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING THE REPORT OF THE DIRECTOR OF THE KINGSTON OBSERVATORY FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1881.

KINGSTON, 2nd January, 1882.

SIR,—I beg leave to transmit, for the information of the Minister of Marine and Fisheries, the following Report of the Kingston Observatory:—

In my last Report I mentioned that a new Observatory building had been begun in a more favourable position than the former site. During the past summer the dome has been built over the tower, and the lathing, plastering and painting, as well as the arrangements for opening the slits and revolving the dome, have been completed. The new building is exceedingly well adapted to the purposes of its erection. It contains a sitting-room, a transit-room, and two rooms in the equatorial tower.

Both the Beaufoy and the small transit are now in position in the meridian, and the meantime and sidereal clocks have been set up and regulated. The equatorial, also, which has been furnished with a new finder by Mr. Alvan Clark, affords the means of general astronomical observation. It is proposed during the summer to build a small additional room for observations with one of the transits in the prime vertical.

I am, Sir,

Your most obedient servant,

JAMES WILLIAMSON,
Director of Kingston Observatory.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 33

TO THE FOURTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING THE REPORT OF THE DIRECTOR OF THE TIME BALL, ST. JOHN, N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.

ST. JOHN, 7th January, 1882.

SIR,—The temporary time-ball at the Anchor Line Warehouse, up to the 9th of May last, has been regularly dropped every day, after which date the new ball, placed on the northern tower of the new Customs Building, was completed and regularly dropped each day at precisely one o'clock (Sundays excepted.) From its elevated position it can be seen from all parts of the harbour and its surroundings. It is also a great advantage having the Observatory adjoining, which enables me to give the time with the greatest accuracy.

It would be a great advantage to the citizens generally if the Department would connect the fire alarm to the time-ball. This would give the correct time once every day over the entire city at one o'clock when the ball drops.

In my previous report I suggested the propriety of having the meteorological instruments placed upon the Customs Building. Many persons interested are of the opinion that this is the proper place for all the scientific instruments under the control of the Department.

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

GEORGE HUTCHINSON,
Director of the Time Ball.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 34.

STATEMENT of Expenditure on account of Purchase and Maintenance of a Steamer to replace the "Lady Head."

		\$ cts.	\$ cts.
Jas. McMillan.....	Travelling expenses from England to Charlotte-town, P.E.I.....	76 15	
J. U. Gregory.....	To pay travelling expenses of two Engineers to England.....	200 00	
Capt. A. Finlayson.....	Travelling expenses from England to Charlotte-town, P.E.I.....	90 21	
Sir A. T. Galt.....	To pay for purchase of steamer, £8,000.....	38,933 33	
Wm. Welch.....	Commission on purchase of steamer.....	912 50	
Pitcairn & Sons.....	To pay sundry disbursements in Liverpool, £165 16 8	953 05	
Montreal Telegraph Co.....	Messages.....	17 00	
E. Larochele.....	Expenses to and from Father Point.....	13 30	
F. E. Gauthier.....	Uniform for 1st Mate.....	25 00	
T. Routier.....	Pay-list of labour, making new cabins, repairing state rooms, etc.....	834 70	
O. Vezina.....	Iron work and blacksmith's repairs.....	174 35	
C. Simard.....	Cutlery, tinware, oil lamps, dishes and plumbers work.....	349 04	
P. P. Pouliot.....	24 feet boat.....	100 00	
B. Leonard.....	Painting.....	36 55	
W. Wakeham.....	12 months salary as Officer in charge of Fisheries Protection Service, Lower St. Lawrence.....	1,200 00	
do.....	Pay-list of officers and crew.....	1,372 56	
do.....	Allowed for 38 days board at \$1.50, \$57; uniform, \$30.....	87 00	
do.....	Cost of investigations into applications for salmon licenses.....	147 50	
J. Dery.....	Washing.....	3 00	
M. E. Fitzhenry.....	Washing and making bedding.....	27 96	
D. Langlois.....	Milk.....	25 26	
A. J. Turcotte.....	Groceries.....	831 44	
J. Marmen.....	Cartage.....	27 45	
P. Rouillard.....	Washing.....	15 00	
J. Dunn.....	Soap.....	6 00	
L. Marois.....	Vegetables.....	237 80	
Noonan & Davies.....	53 tons coal, \$106; on account of freight, \$10; commission, \$2.65.....	118 65	
L. Arel.....	Meat.....	342 14	
Foley & Co.....	Uniform.....	30 00	
Hon. J. C. Pope.....	On account of travelling expenses to England.....	380 00	Refunded.
J. O'Donohoe.....	Repairing compasses, etc.....	10 00	
A. McCallum.....	Rating chronometer.....	2 00	
G. Seifert.....	Clocks and barometers.....	24 50	
J. F. Arel.....	Bedding, mattresses, chairs, etc.....	281 80	
P. Plamondon.....	Fish.....	28 76	
J. Hamel et frère.....	Blankets, sheeting, blue kersey, caps, flannels, carpets, table cloths, etc.....	925 78	
Beaudet & Chinic.....	Bar iron, rivets, hardware, etc.....	251 80	
Audet & Robitaille.....	Rope, Dominion flags, leather, pitch, zinc, buckets, etc.....	332 94	
J. Shea & Bros.....	Hams, pork, butter, etc.....	275 91	
L. Geurard.....	Mattresses, pillows, stools, re-covering furniture, etc	134 95	
F. Lafamme.....	Bread.....	56 16	
J. B. Dutil.....	Oars.....	24 00	
S. Peters.....	Lumber.....	581 19	
S. J. Shaw & Co.....	Ball cartridge, ammunition, etc.....	22 20	
G. R. Renfrew & Co.....	Caps.....	29 25	
	Total.....		50,550 18

APPENDIX No. 35.

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement of Expenditure on Account of Fisheries, for the Year ended 30th June, 1881.

To whom Paid.	Service.	Amount.	Total.
ONTARIO.			
		\$ cts.	\$ cts.
J. W. Kerr.....	For 12 months salary as Fishery Overseer, to 30th June, 1881.....	500 00	
Henry Hunt.....	do do.....	20 00	
John Wallace.....	do do.....	50 00	
J. D. McMillan.....	do do.....	50 00	
John Mooney.....	do do.....	200 00	
John Cox.....	do do.....	50 00	
Peter Kiel.....	do do.....	200 00	
A. J. Harrington.....	do do.....	50 00	
John McAllister.....	do do.....	50 00	
Charles Wilkins.....	do do.....	275 00	
J. G. Wilcox.....	do do.....	50 00	
Alex. McBride.....	do do.....	50 00	
John McMichael.....	do do.....	50 00	
Andrew Hughson.....	do do.....	50 00	
Peter McCann.....	do do.....	200 00	
Edward Boismier.....	do do.....	200 00	
William Prosser.....	do do.....	30 00	
James Cummins.....	do do.....	50 00	
David McMaster.....	do do.....	200 00	
A. C. McKinnon.....	do do.....	100 00	
James Muir.....	do do.....	100 00	
G. S. Miller.....	do do.....	100 00	
Samuel Frazer.....	do do.....	100 00	
William McGown.....	do do.....	50 00	
Joseph Wilson.....	do do.....	100 00	
James Dickson.....	do do.....	100 00	
Alex. McKenzie.....	do do.....	150 00	
George Cochrane.....	do do.....	250 00	
James McFadden.....	do do.....	30 00	
Andrew Telfer.....	do do.....	50 00	
Henry Lawe.....	do do.....	100 00	
W. E. Foot.....	do do.....	125 00	
Wellington Hull.....	do do.....	50 00	
William Hastings.....	do do.....	50 00	
John Morrow.....	do do.....	25 00	
M. L. Russell.....	do do.....	25 00	
W. D. Pollock.....	do do.....	30 00	
J. A. Cameron.....	do do.....	100 00	
Hugh McFayden.....	do do.....	40 00	
Timothy McQueen.....	do do.....	50 00	
Angus Brady.....	do do.....	40 00	
Joseph Redmond.....	do do.....	300 00	
C. W. Raymond.....	do do.....	50 00	
P. Carron.....	do do.....	100 00	
William Pool.....	do do.....	50 00	
W. H. Johnson.....	do do.....	50 00	
James Greer.....	do do.....	40 00	
	Carried forward.....	4,880 00	

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Name.	Amount.	Total.
		\$ cts	\$ cts.
	Brought forward.....	4,680 00	.....
ONTARIO—Continued.			
J. R. Graham.....	For 12 months salary as Fishery Overseer, to 30th June, 1881.....	100 00	
A. E. Mills.....	do do.....	50 00	
Ephraim Deacon.....	do do.....	50 00	
J. R. McDonald.....	do do.....	50 00	
Terrance McGarrity.....	do do.....	50 00	
A. D. Sills.....	do do.....	150 00	
W. P. Croome.....	do do.....	100 00	
Thomas McKibbin.....	do do.....	25 00	
George Douglas.....	do do.....	25 00	
Archibald Acheson.....	do do.....	25 00	
John Grant.....	do do.....	53 13	
William Boucher.....	do do.....	100 00	
Olivier Miron.....	do do.....	30 00	
J. B. Moody.....	do do.....	50 00	
Chas. Gilchrist.....	do do.....	400 00	
William Hicks.....	do do.....	40 00	
James Patton.....	do do.....	250 00	
A. Quenneville.....	6 do do.....	10 00	
John Dauncey.....	3 do do.....	25 00	
George Jeacle.....	3 do do.....	18 75	
W. B. Jelly.....	3 do do.....	10 00	
William McDermott.....	3 do do.....	6 25	
William Leary.....	3 do do.....	12 50	
C. L. Bingham.....	6 months salary as Fishery Overseer, to 31st December, 1881.....	125 00	
Thomas Cartier.....	do do.....	10 00	
Daniel Bowen.....	8½ months salary as Fishery Overseer, to 14th March, 1881.....	70 83	
Robert Bell.....	9 months salary as Fishery Overseer, to 31st March, 1881.....	56 25	
Jacob Halfpenny.....	11 months salary as Fishery Overseer, to 31st May, 1881.....	36 66	
J. W. McCall.....	Wages as Special Guardian, Turkey Point.....	25 00	
J. W. Kerr.....	To pay wages of Local Guardian at Duffin Creek, for session of 1880.....	120 00	
Peter Coleman.....	For Wages as Guardian, Barbour Creek, 1880.....	30 00	
O. Beaumwart.....	Services as Guardian, Port Rowan, 1880.....	35 00	
John Grant.....	Disbursements as Fishery Overseer, to 31st December, 1880.....	84 60	
Joseph Redmond.....	do do.....	80 39	
A. C. McKinnon.....	do do.....	153 65	
John Cox.....	do do.....	29 00	
Chas. Gilchrist.....	do do.....	493 45	
A. D. Sills.....	do do.....	59 60	
Timothy McQueen.....	do do.....	27 75	
George Cochrane.....	do do.....	265 21	
J. R. Graham.....	do do.....	49 50	
Samuel Frazer.....	do do.....	165 57	
A. J. Harrington.....	do do.....	33 00	
Peter McCann.....	do do.....	65 40	
G. S. Miller.....	do do.....	60 00	
Robert Bell.....	do do.....	49 40	
W. E. Foote.....	do do.....	110 85	
Andrew Hughson.....	do do.....	81 50	
Alex. McKenzie.....	do do.....	67 41	
George Douglas.....	do do.....	36 65	
	Carried forward.....	8,732 30	

STATEMENT of Expenditure on account of Fisheries, etc—Continued.

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 8,732 30	\$ cts.
ONTARIO—Concluded.			
John McMichael.....	For Disbursements as Fishery Overseer, to 31st December, 1880.....	54 50	
J. B. Moody.....	do do.....	4 00	
James Dickson.....	do do.....	107 40	
Thos. McGibbon.....	do do.....	10 35	
William Poole.....	do do.....	18 15	
Edward Boismier.....	do do.....	48 25	
William Hicks.....	do do.....	25 00	
Angus Brady.....	do do.....	12 40	
J. A. Cameron.....	do do.....	42 05	
J. J. Newman.....	Disbursements as Fishery Overseer, to 30th June, 1880.....	31 25	
John McAllister.....	do do.....	27 50	
Terence McGarrity.....	do do.....	6 00	
William Hastings.....	do do.....	11 59	
John Mooney.....	do do.....	137 00	
Peter Coleman.....	do do.....	40 00	
Henry Lawe.....	do do.....	35 50	
Olivier Miron.....	do do.....	5 60	
C. L. Bingham.....	do do.....	158 00	
W. P. Croome.....	Disbursements as Fishery Overseer, to 30th September, 1880.....	54 32	
Joseph Wilson.....	Disbursements as Fishery Overseer, to 15th October, 1880.....	274 00	
John Wallace.....	do do.....	66 00	
Andrew Telfer.....	Disbursements as Fishery Overseer, to 29th October, 1880.....	20 00	
Henry Hunt.....	Disbursements as Fishery Overseer, to 30th October, 1880.....	13 00	
Archibald Acheson.....	Disbursements as Fishery Overseer, to 8th November, 1880.....	9 50	
W. H. Johnston.....	Disbursements as Fishery Overseer, to 26th November, 1880.....	40 50	
A. E. Mills.....	Disbursements as Fishery Overseer, to 6th December, 1880.....	41 50	
Peter Kiel.....	Disbursements as Fishery Overseer, to 1st April, 1881.....	103 00	
Jacob Halfpenny.....	Disbursements as Fishery Overseer, for April and May, 1881.....	12 50	
William Boucher.....	Disbursements as Fishery Overseer, to 16th May, 1881.....	178 97	
Charles Wilkins.....	Disbursements as Fishery Overseer, to 30th June, 1881.....	467 50	
J. W. Kerr.....	do do.....	643 06	
Daniel Bowen.....	Disbursements as Fishery Overseer, to 23rd November, 1880.....	2 50	
George May.....	Wire cloth.....	7 56	
Samuel Fraser.....	To pay boatmen employed in close season.....	26 00	
do.....	To pay boat hire.....	40 00	
			11,506 74
QUEBEC.			
Clovis Caron.....	For 18 months salary as Fishery Overseer, to 30th June, 1881.....	300 00	
Jules Gauvreau.....	do do.....	150 00	
H. Martin.....	do do.....	150 00	
	Carried forward.....	600 00	.....

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	600 00	
	QUEBEC— <i>Continued.</i>		
L. E. Grondin.....	For 12 months' salary as Fishery Overseer, to 30th June, 1881.....	150 00	
Vital Charest.....	do do.....	150 00	
George Gagnon.....	do do.....	45 00	
Alfred Blais.....	do do.....	150 00	
J. J. Letourneau.....	do do.....	150 00	
Phileas Dubé.....	do do.....	45 00	
John Phelan.....	do do.....	75 00	
R. W. H. Dimock.....	do do.....	300 00	
L. P. Huot.....	do do.....	150 00	
Etienne Tremblay.....	do do.....	45 00	
Joseph Simard.....	do do.....	60 00	
Antoine Filion.....	do do.....	45 00	
Joseph Boly.....	do do.....	75 00	
W. C. Willis.....	do do.....	2.25 00	
H. W. Austin.....	do do.....	400 00	
J. B. Chevalier.....	do do.....	150 00	
Pierre Latraverse.....	do do.....	150 00	
L. E. Luke.....	do do.....	75 00	
William Clyde.....	do do.....	75 00	
Joachim Laberge.....	14 do do.....	58 33	
L. J. Loranger.....	18 do do.....	225 00	
Olivier Lafleche.....	do do.....	60 00	
Jacque Girard.....	do do.....	150 00	
John Morris.....	do do.....	300 00	
R. W. Jenes.....	do do.....	60 00	
J. J. Lamoureux.....	do do.....	60 00	
Vital Veilleux.....	do do.....	60 00	
J. B. McDonald.....	do do.....	150 00	
J. F. Picotin.....	do do.....	37 50	
Ulysse Bhereur.....	do do.....	75 00	
Joseph Marion.....	do do.....	300 00	
P. Vibert.....	do do.....	299 92	
John Mowat.....	do do.....	549 96	
Thos. Evans.....	do do.....	45 00	
Jos Radford.....	do do.....	249 96	
Alex. Campbell.....	15 do do.....	125 00	
Joseph Lauzon.....	do do.....	125 00	
James Mohr.....	do do.....	50 00	
J. T. Coghlan.....	do do.....	50 00	
D. D. Foster.....	do do.....	31 25	
L. Lachapelle.....	12 do do.....	30 00	
P. C. Ducharme.....	12 do do.....	100 00	
D. Bedard.....	14 do do.....	70 00	
J. O. Belanger.....	12 do do.....	150 00	
Gaspard Mathurin.....	do do.....	150 00	
P. C. Gobeil.....	do do.....	150 00	
Jean Legouvé.....	do do.....	100 00	
W. H. Whitely.....	do do.....	100 00	
Antoine Chevrier.....	do do.....	100 00	
William McLeod.....	do do.....	100 00	
Theotime Mignault.....	do do.....	150 00	
M. Laurendeau.....	do do.....	100 00	
Job Bilodeau.....	do do.....	50 00	
François Duchesne.....	do do.....	150 00	
Robert Joynt.....	do do.....	25 00	
G. L. Duguay.....	do do.....	150 00	
	Carried forward.....	7,901 88	

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 7,901 88	\$ cts.
QUEBEC—Continued.			
M. Hurteau.....	For 3 months salary as Fishery Overseer, to 30th June, 1881.....	6 25	
Alex. Beaton.....	18 do do.....	45 00	
R. Maltais.....	do do.....	62 50	
C. Potvin.....	do do.....	62 50	
S. F. Copp.....	10 months salary as Fishery Overseer, to 31st October, 1880.....	83 33	
M. Hurteau.....	3 months salary as Fishery Overseer, to 31st December, 1880.....	20 83	
C. Barbeau.....	Wages as Special Guardian, at Campbell's Bay, for 1880.....	181 50	
James Mohr.....	Disbursements as Fishery Overseer, to 31st December, 1880.....	52 41	
William Clyde.....	do do.....	20 50	
W. C. Willis.....	do do.....	229 40	
F. C. Caron.....	do do.....	112 55	
J. J. Lamoureux.....	do do.....	46 15	
Job Bilodeau.....	do do.....	48 25	
Jules Gauvreau.....	do do.....	51 12	
John Phelan.....	do do.....	29 59	
Philip Vibert.....	do do.....	578 66	
A. E. Chevrier.....	do do.....	34 55	
Joseph Radford.....	do do.....	578 91	
Joachim Laberge.....	do do.....	32 35	
J. J. Latourneau.....	do do.....	73 68	
Pierre Latraverse.....	do do.....	29 00	
Ulysse Bhercur.....	do do.....	40 80	
L. P. Huot.....	do do.....	11 56	
Phileas Dubé.....	do do.....	45 00	
L. J. Loranger.....	do do.....	19 50	
Joseph Lauzon.....	do do.....	35 60	
J. B. Chevalier.....	do do.....	63 95	
J. B. McDonald.....	Disbursements as Fishery Overseer, to 30th June, 1880.....	11 50	
P. E. Luke.....	do do.....	121 68	
H. Martin.....	do do.....	82 90	
Alex. Beaton.....	do do.....	8 00	
Thos Evans.....	do do.....	31 62	
R. W. Jones.....	do do.....	31 00	
J. D. McMillan.....	Disbursements as Fishery Overseer, to 10th July, 1880.....	19 75	
J. O. Belanger.....	Disbursements as Fishery Overseer, to 18th July, 1880.....	105 45	
Joseph Boily.....	Disbursements as Fishery Overseer, to 10th August, 1880.....	37 50	
P. C. Gobeil.....	Disbursements as Fishery Overseer, to 1st September, 1880.....	111 65	
Olivier Lafêche.....	Disbursements as Fishery Overseer, to 18th September, 1880.....	36 00	
Francois Duchesne.....	Disbursements as Fishery Overseer, to 20th September, 1880.....	145 83	
Gaspard Mathurin.....	Disbursements as Fishery Overseer, to 26th September, 1880.....	115 20	
John Mowat.....	Disbursements as Fishery Overseer, to 30th September, 1880.....	748 52	
C. Potvin.....	Disbursements as Fishery Overseer, to 4th October, 1880.....	23 00	
	Carried forward.....	12,126 83	.....

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	12,126 83	.....
QUEBEC—Continued.			
William McLeod.....	Disbursements as Fishery Overseer, to 16th October, 1880.....	125 00	
L. E. Grondin.....	Disbursements as Fishery Overseer, to 21st October, 1880.....	74 00	
G. L. Duquay.....	Disbursements as Fishery Overseer, to 22nd October, 1880.....	171 00	
Théotime Mignault.....	Disbursements as Fishery Overseer, to 23rd October, 1880.....	183 81	
J. F. Picotin.....	Disbursements as Fishery Overseer, to 4th November, 1880.....	42 48	
R. W. H. Dimock.....	Disbursements as Fishery Overseer, to 10th November, 1880.....	100 94	
Romnald Maltais.....	Disbursements as Fishery Overseer, to 15th November, 1880.....	22 00	
John Morris.....	Disbursements as Fishery Overseer, to 6th January, 1881.....	220 95	
Vital Charest.....	Disbursements as Fishery Overseer, to 31st March, 1881.....	189 00	
H. W. Austin.....	Disbursements as Fishery Overseer, to 7th May, 1881.....	140 74	
Joseph Marion.....	do do 14th do.....	387 04	
Jean Legouvé.....	Disbursements for Season of 1880.....	102 50	
M. Laurendeau.....	do do.....	89 00	
D. D. Foster.....	do do.....	63 50	
L. Lachapelle.....	Disbursements, visiting Lake St. Mary.....	31 50	
David Bédard.....	Disbursements as Guardian, Fish and Campbell's Bay, to November, 1880.....	19 50	
J. P. Williamson.....	Disbursements in connection with Lake Memphramagog, for Season 1880.....	303 85	
A. Bowie.....	Storage of boats belonging to Fishery service.....	30 00	
J. U. Gregory.....	Expenditure, enforcement of Fishery laws at Lakes St. Charles and Beauport.....	28 35	
Vital Charest.....	Expenses prosecuting parties for Spearing at Mataue.....	117 55	
F. X. Genest.....	Plan of River Marguerite.....	8 00	
J. P. Williamson.....	Protecting fish at Lake Memphramagog during spawning season.....	50 00	
Widow of late S. F. Copp.....	Painting and repairs to boat.....	9 25	
John Mowat.....	To pay Overseer, Nouvelle River.....	50 00	
David Bédard.....	Costs in suit, J. McLaughlin, for alleged violation of Fishery laws, at Campbell's Bay.....	8 00	
Joseph Simard.....	Night watching at Grand and Little Nairne Lakes.....	11 00	
Clovis Caron.....	To pay cts, etc., in re seizure of trout at lakes back of St. Anne's.....	35 75	
F. X. Genest.....	Plan of Masham Township.....	5 00	
do.....	do Restigouche River.....	4 00	
R. W. H. Dimock.....	Expenses—Guardianship of Grand Cascapedia River for 1880.....	96 25	
D. Nickner.....	To reimburse money paid to Overseer Grondin for investigating dispute at St. Anne's.....	25 00	
G. L. Duquay.....	Canoe.....	12 00	
A. Campbell.....	Rent on lease of fishing rights, Campbell's Bay for 1880.....	25 00	
James Lamb.....	do do.....	15 00	
F. Johnston.....	do do.....	10 00	
B. Hodgins.....	do do.....	10 00	
John McLachlan.....	do do.....	20 00	
David Bédard.....	Rent on lease of fishing rights, Fish Bay for 1880.....	5 00	
	Carried forward.....	14,968 79	.....

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	14,968 79	.....
QUEBEC—<i>Concluded.</i>			
Joseph Bédard	Rent on lease of fishing rights, Fish Bay, for 1880....	5 00	
John McErmid	do do	5 00	
Michael Summers	do do	5 00	
Malcolm McLachlan	do do	5 00	
P. & T. McNamara	do do	5 00	
Michael Gleeson	do do	10 00	
Léon Carpentier	do do	10 00	
do	Rent on lease of fishing rights, No. 3, 1st Concession, Buckingham	10 00	
William Wakeham	Disbursement in connection with special enquiry into salmon fishery applications at Bay Chaleurs	100 00	15,123 79
NOVA SCOTIA.			
SALARIES OF FISHERY OVERSEERS AND WARDENS.			
<i>County of Annapolis.</i>			
A. F. Morton	For 12 months salary, to 30th June, 1881	25 00	
George Vroom	do do	25 00	
Wm. Crosscup	do do	25 00	
W. T. Carty	do do	120 00	
W. A. Rice	do do	25 00	
W. M. Bailey	do do	25 00	
M. Riordan	do do	25 00	
Holmes Baker	6 do to 31st December, 1880	12 50	
A. Barteau	12 do to 30th June, 1881	25 00	307 50
<i>County of Antigonish.</i>			
Alex. McDonald	For 12 months salary, to 30th June, 1881	25 00	
J. R. Aymers	do do	25 00	
A. Randall	do do	15 00	
C. Chisholm	do do	25 00	
L. Cameron	do do	30 00	
Jas. Cumming	do do	20 00	
J. Dexter	do do	30 00	
D. Chisholm	do do	25 00	
A. McAdam	do do	25 00	
D. Fraser	do do	20 00	
J. Chisholm	do do	25 00	
Jno McDonald	do do	125 00	
A. McDonald	6 do do	12 50	
A. McDougall	6 do do	12 50	415 00
<i>County of Cape Breton.</i>			
F. Quinan	For 12 months salary, to 30th June, 1881	120 00	
J. McEachen	do do	25 00	
D. McDonald	do do	35 00	
A. McLean	do do	20 00	
A. McDonald	do do	120 00	
	Carried forward	320 00	722 50

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
Brought forward.....		\$ cts. 322 00	\$ cts. 722 59
NOVA SCOTIA.—Continued.			
SALARIES, ETC.—Continued.			
County of Cape Breton—Concluded.			
A. Morrison.....	For 12 months salary, to 30th June, 1881.....	25 00	
D. Murphy.....	do do.....	25 00	
M. McLellan.....	do do.....	25 00	
P. Keefe.....	do do.....	25 00	
D. McCormick.....	do do.....	25 00	
Wm. Burke.....	do do.....	25 00	
A. McAdam.....	do do.....	25 00	
Y. Barrington.....	do do.....	120 00	
A. McDonald.....	do do.....	20 00	
D. J. McNeil.....	do do.....	25 00	
			660 00
County of Colchester.			
R. J. Pollock.....	For 12 months salary, to 30th June, 1881.....	75 00	
Geo. Fulton.....	do do.....	25 00	
J. W. Davison.....	do do.....	100 00	
T. Davison.....	do do.....	25 00	
S. G. Moore.....	do do.....	25 00	
M. G. Murray.....	do do.....	25 00	
W. G. Winton.....	do do.....	25 00	
A. J. Wright.....	do do.....	25 00	
H. Blair.....	do do.....	100 00	
T. Johnson.....	do do.....	25 00	
H. Gass.....	do do.....	50 00	
R. R. Fulton.....	do do.....	25 00	
H. Urquhart.....	do do.....	25 00	
S. Frame.....	do do.....	25 00	
			575 00
County of Cumberland.			
O. Fillmore.....	For 12 months salary, to 30th June, 1881.....	25 00	
J. W. Moore.....	do do.....	25 00	
James King.....	do do.....	100 00	
D. Corbett.....	do do.....	25 00	
M. J. Harrison.....	do do.....	25 00	
F. L. Jenks.....	do do.....	25 00	
E. Fowler.....	do do.....	30 00	
C. Pugsley.....	do do.....	25 00	
W. Murphy.....	do do.....	50 00	
T. R. Smith.....	do do.....	25 00	
J. W. Lowther.....	do do.....	25 00	
S. McPherson.....	do do.....	25 00	
G. W. Gilroy.....	do do.....	108 33	
			513 33
County of Digby.			
A. L. Gavel.....	For 12 months salary, to 30th June, 1881.....	25 00	
L. McKay.....	do do.....	25 00	
R. Journey.....	do do.....	25 00	
C. H. Payson.....	6 do 31st December, 1880.....	25 00	
Wm. Hauley.....	6 do do.....	10 00	
			110 00
Carried forward.....			2,580 83

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward		2,580 83
NOVA SCOTIA—Continued.			
SALARIES, ETC.—Continued.			
<i>County of Guysboro'.</i>			
J. A. Tory.....	For 12 months salary, to 30th June, 1881	150 00	
J. Cook.....	do do	25 00	
C. Kenney	do do	15 00	
D. Gunn.....	do do	30 00	
W. Pride.....	do do	30 00	
R. McKay	do do	15 00	
J. R. Bruce.....	do do	10 00	
J. S. Nickerson	do do	15 00	
A. McQuarrie.....	do do	100 00	
A. Kirk.....	do do	30 00	
D. M. L. Sinclair.....	6 do 31st December, 1880.....	10 00	
T. McKeen.....	12 do 30th June, 1881.....	39 00	
L. Harpell.....	do do	15 00	
D. Cameron.....	do do	20 00	
F. Mattie.....	do do	15 00	
D. A. McDonald	do do	40 00	
Wm. McDonald	do do	25 00	
J. L. Smith.....	do do	25 00	
A. Cameron.....	do do	25 00	
Jas. McCallum.....	do do	25 00	
John Jones.....	do do	25 00	
Jas. Henderson	do do	25 00	
S. Hudson.....	do do	25 00	
J. S. Sangster	do do	25 00	
			750 00
<i>County of Halifax.</i>			
Wm. Anderson.....	For 12 months salary, to 30th June, 1881	150 00	
J. Blackley.....	do do	30 00	
Wm. Hall.....	do do	40 00	
Jno. Fitzgerald	do do	150 00	
Arch. Kidstone	do do	40 00	
N. Mason	do do	40 00	
D. McLaren.....	do do	30 00	
M. Balcam.....	do do	30 00	
J. McCurdy	do do	30 00	
F. Gardner.....	6 do 31st December, 1880	15 00	
J. Taylor.....	12 do 30th June, 1881.....	30 00	
G. H. Baker	do do	30 00	
G. Keiser.....	do do	30 00	
D. Moser.....	do do	20 00	
W. G. Walker	do do	20 00	
J. Crooks.....	do do	25 00	
F. G. Tolson.....	do do	40 00	
J. Fraser.....	do do	30 00	
H. A. Shatford.....	do do	40 00	
			820 00
Carried forward.....			4,150 83

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		4,150 83
NOVA SCOTIA— <i>Continued.</i>			
SALARIES, ETC.— <i>Continued.</i>			
<i>County of Hants.</i>			
P. S. Burnham.....	For 12 months salary, to 30th June, 1831.....	100 00	
J. Mosher.....	do do.....	30 00	
T. B. O'Brien.....	do do.....	100 00	
J. Mosher.....	do do.....	50 00	
J. M. O'Brien.....	do do.....	30 00	
J. B. Colter.....	do do.....	30 00	
			340 00
<i>County of Inverness.</i>			
N. McKay.....	For 12 months salary, to 30th June.....	25 00	
H. Cameron.....	do do.....	25 00	
M. W. Crowdis.....	do do.....	25 00	
M. McKay.....	do do.....	20 00	
D. McDonald.....	do do.....	25 00	
M. McDaniel.....	do do.....	25 00	
D. Ross.....	do do.....	100 00	
D. F. McLean.....	do do.....	100 00	
P. Benvil.....	do do.....	25 00	
M. B. McDonald.....	do do.....	25 00	
M. Murphy.....	do do.....	25 00	
D. McDermid.....	do do.....	25 00	
W. E. Hart.....	do do.....	25 00	
A. McLellan.....	do do.....	25 00	
A. Macfarlane.....	do do.....	25 00	
J. Macfarlane.....	do do.....	25 00	
S. Graham.....	do do.....	25 00	
J. McLellan.....	do do.....	25 00	
James Coady.....	do do.....	108 33	
A. McKinnon.....	6 do do.....	6 25	
			709 58
<i>County of Kings.</i>			
J. E. Starr.....	For 12 months salary, to 30th June, 1881.....	250 00	
W. McIntyre.....	do do.....	50 00	
R. F. Reid.....	do do.....	125 00	
C. E. Bishop.....	do do.....	30 00	
J. Angus.....	do do.....	30 00	
			485 00
<i>County of Lunenburg.</i>			
G. Redden.....	For 12 months salary, to 30th June, 1881.....	100 00	
G. Moland.....	do do.....	25 00	
J. Hatt.....	do do.....	25 00	
J. Langille.....	For 12 months salary, to 30th June, 1881.....	25 00	
H. S. Jost.....	do do.....	100 00	
C. Pernette.....	do do.....	25 00	
J. Mossman.....	do do.....	25 00	
J. Andrews.....	do do.....	25 00	
G. A. Nisbitt.....	do do.....	25 00	
E. Boylan.....	do do.....	25 00	
	Carried forward.....	400 00	5,685 41

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 400 00	\$ cts. 5,685 41
NOVA SCOTIA—Continued.			
SALARIES, ETC.—Continued.			
<i>County of Lunenburg—Concluded.</i>			
W. Croft.....	For 12 months salary to 30th June, 1881.....	25 00	
D. Demond.....	do do.....	25 00	
C. E. Godard.....	do do.....	50 00	
B. Rothenhiser.....	do do.....	25 00	
J. E. Hebb.....	do do.....	25 00	
J. Bezansan.....	do do.....	25 00	
J. A. Keddy.....	3 do do.....	6 25	
			531 25
<i>County of Pictou.</i>			
G. McKenzie.....	For 12 months salary, to 30th June, 1881.....	25 00	
J. McDonald.....	do do.....	25 00	
D. Fraser.....	do do.....	25 00	
A. Porteous.....	do do.....	25 00	
C. Henry.....	do do.....	140 00	
D. G. McDonald.....	do do.....	170 00	
D. McLean.....	do do.....	30 00	
W. Turner.....	do do.....	25 00	
G. Foote.....	do do.....	25 00	
W. McDonald.....	do do.....	25 00	
D. McDonald.....	do do.....	25 00	
T. Fraser.....	do do.....	25 00	
E. Cameron.....	do do.....	25 00	
A. C. Pritchard.....	do do.....	150 00	
W. McKenzie.....	do do.....	20 00	
J. McKay.....	do do.....	25 00	
P. Campbell.....	do do.....	25 00	
A. Douglas.....	do do.....	25 00	
S. Fraser.....	do do.....	25 00	
S. T. N. Sellon.....	do do.....	225 00	
			1,085 00
<i>County of Queens.</i>			
T. Ford.....	For 12 months salary, to 30th June, 1881.....	60 00	
H. Hocker.....	do do.....	70 00	
J. Fitzgerald.....	do do.....	70 00	
B. Miles.....	do do.....	30 00	
D. Cameron.....	do do.....	125 00	
			355 00
<i>County of Richmond.</i>			
P. W. Grouchy.....	For 12 months salary, to 30th June, 1881.....	30 00	
J. Proctor.....	do do.....	20 00	
A. Sampson.....	do do.....	30 00	
C. Grant.....	do do.....	20 00	
J. Sampson.....	do do.....	30 00	
P. Kyte.....	do do.....	25 00	
F. Gerrior.....	do do.....	25 00	
W. Kehoe.....	do do.....	25 00	
J. Marchison.....	do do.....	30 00	
	Carried forward.....	236 00	7,706 66

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.	
Brought forward.....		\$ cts. 236 00	\$ cts. 7,706 66	
NOVA SCOTIA—Continued.				
SALARIES, ETC.—Continued.				
County of Pictou—Concluded.				
F. Marmeau.....	For 12 months salary, to 30th June, 1881.....	125 00	375 00	
A. McRae.....	6 do do	7 50		
F. McPherson.....	6 do do	7 50		
County of Shelburne.				
M. Greenwood.....	For 12 months salary, to 30th June, 1881.....	20 00	315 00	
G. Acker.....	do do	30 00		
P. Crowell.....	do do	20 00		
C. A. Holden.....	do do	50 00		
G. S. Kyer.....	do do	50 00		
H. Ockerman.....	do do	20 00		
W. J. McGill.....	do do	125 00		
County of Victoria.				
J. W. Burke.....	For 12 months salary, to 30th June, 1881.....	120 00	925 00	
F. E. Nicol.....	6 do do	10 00		
D. McRae.....	12 do do	120 00		
J. McLellan.....	do do	25 00		
D. McQuarrie.....	do do	25 00		
D. McMillan.....	do do	25 00		
D. McAnley.....	do do	25 00		
H. McKenzie.....	do do	25 00		
D. McRae.....	do do	25 00		
A. McDonald.....	do do	30 00		
B. Beaton.....	do do	30 00		
W. Foyle.....	do do	31 00		
J. McCharles.....	do do	30 00		
D. Buchanan.....	do do	30 00		
M. McIvor.....	do do	30 00		
J. Gouin.....	do do	30 00		
G. Bustin.....	do do	30 00		
J. Hellen.....	do do	30 00		
F. McGregor.....	do do	25 00		
J. McRae.....	do do	25 00		
J. McDonald.....	do do	25 00		
K. McRae.....	do do	30 00		
E. Gardner.....	do do	150 00		
County of Yarmouth.				
J. A. Hatfield.....	For 12 months salary, to 30th June, 1881.....	50 00		280 00
W. Kavanagh.....	do do	25 00		
W. Prosser.....	do do	25 00		
E. Nickerson.....	do do	25 00		
E. S. Perry.....	do do	25 00		
J. Doucet.....	do do	30 00		
V. Mense.....	do do	25 00		
J. White.....	do do	25 00		
W. Thurston.....	do do	25 00		
J. T. Brand.....	do do	25 00		
Carried forward.....			9,601 66	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		9,601 66
	NOVA SCOTIA—<i>Concluded.</i>		
	DISBURSEMENTS OF FISHERY OVERSEERS—<i>Concluded.</i>		
J. W. Burke.....	For 12 months disbursements, to 31st December, 1880	34 00	
John Fitzgerald.....	do do	78 12	
F. Quinan.....	do do	73 00	
W. T. Carty.....	do do	71 40	
Alex. McDonald.....	do do	57 50	
J. E. Starr.....	do do	53 50	
D. Cameron.....	do do	25 00	
F. Marmeau.....	do do	34 25	
C. E. Godard.....	do do	51 00	
C. E. Henry.....	do do	25 10	
H. S. Jost.....	do do	39 50	
Henry Blair.....	do do	21 00	
R. J. Pollock.....	do do	16 75	
H. Goss.....	do do	7 50	
J. A. Tory.....	do do	63 92	
A. O. Pritchard.....	do do	74 45	
J. B. O'Brien.....	do do	84 25	
S. T. N. Sellon.....	do do	60 85	
R. F. Reid.....	do do	40 50	
J. B. Colter.....	do do	4 34	
A. McQuarrie.....	do do	68 72	
D. McLean.....	do do	68 42	
Wm. Anderson.....	do do	92 50	
D. G. McDonald.....	do do	56 25	
Geo. Redden.....	do do	84 00	
J. H. Davison.....	do do	28 00	
G. W. Gilroy.....	do do	12 00	
P. S. Burnham.....	do do	37 50	
D. F. McLean.....	do do	69 61	
E. Gardner.....	do do	165 00	
Jas. Coady.....	do do	84 99	
David Ross.....	do do	60 00	
Y. Barrington.....	do do	53 00	
Jno. McDonald.....	do do	105 00	
Jas. King.....	do do	83 80	
D. McRae.....	do do	48 65	
C. H. Paysen.....	do do	38 00	
W. J. McGill.....	do do	107 35	
W. H. Rogers.....	For 12 months salary as Inspector of Fisheries, to 30th June, 1881.....	\$1,176 00	2,158 72
do	Superannuation tax.....	24 00	
do	For 12 months disbursements and travelling expenses	1,200 00	
		1,312 36	2,512 36
F. D. H. Veith.....	Salary as Inspector of Fisheries, from 17th March to 30th June, 1881.....	262 50	
do	Account disbursements and travelling expenses. ...	223 00	
			485 50
S. T. N. Sellon.....	do do		107 90
K. Campbell.....	For 6 months salary as Overseer, to 30th June, 1881, Victoria County.....		15 00
D. Carmichael.....	Salary from 1st January to 15th April, 1880, as Warden, Inverness County.....		7 28
Geo. Donahue.....	For 6 months salary as Warden, to 31st Dec., 1881.		15 00
Herald Printing Co.	Advertising receipts.....		6 00
	Total.....		14,909 42

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
NEW BRUNSWICK.		\$ cts.	\$ cts.
SALARIES OF FISHERY OVERSEERS AND WARDENS.			
<i>County of Albert.</i>			
Winthrop Akerley.....	For 12 months salary to 30th June, 1881.....	100 00	
Wallace Taylor.....	do do.....	40 00	
C. McLatchey.....	do do.....	40 00	
J. C. Kinne.....	do do.....	40 00	
B. Oliver.....	do do.....	40 00	
Jacob Beck.....	do do.....	30 00	
			290 00
<i>County of Carleton.</i>			
W. B. Mills.....	For 12 months salary to 30th June, 1881.....	150 00	
George Burt.....	do do.....	100 00	
J. W. Scott.....	do do.....	30 00	
			280 00
<i>County of Charlotte.</i>			
W. B. McLaughlin.....	For 12 months salary, to 30th June, 1881.....	240 00	
Frank Todd.....	do do.....	120 00	
James Brown.....	do do.....	100 00	
Leonard Best.....	do do.....	100 00	
J. M. Lord.....	do do.....	70 00	
B. L. Cunningham.....	do do.....	70 00	
Samual Dick.....	do do.....	30 00	
Robt. Dickson.....	do do.....	30 00	
Jas. Russell.....	do do.....	30 00	
Andrew Gilmour.....	do do.....	30 00	
Ed. Carroll.....	do do.....	30 00	
Thos. Holmes.....	do do.....	30 00	
			880 00
<i>County of Gloucester.</i>			
James Hickson.....	For 12 months salary, to 30th June, 1881.....	250 00	
Juste Hache.....	do do.....	100 00	
Alexis Landry, jun.....	do do.....	50 00	
Augustine Cormier.....	do do.....	50 00	
Jos. Poirier.....	do do.....	50 00	
Fred Comeau.....	do do.....	40 00	
Justinien Savoy.....	do do.....	30 00	
J. L. Veno.....	do do.....	30 00	
Miles Dempsey.....	do do.....	30 00	
Tim. Coughlan.....	do do.....	30 00	
Adolphe Haché.....	do do.....	30 00	
Wm. Rogers.....	do do.....	25 00	
J. Calvan, jun.....	do do.....	25 00	
J. E. Good.....	8 do do.....	33 33	
			773 33
<i>County of Kent.</i>			
Chas. Cormier.....	For 12 months salary, to 30th June, 1881.....	100 00	
J. M. D. Sutherland.....	do do.....	75 00	
M. A. Gironard.....	do do.....	75 00	
Lazare Guimon.....	do do.....	75 00	
			325 00
Carried forward.....			2,223 33

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 325 00	\$ cts. 2,223 33
NEW BRUNSWICK—Continued.			
SALARIES, ETC.—Continued.			
<i>County of Kent—Concluded.</i>			
Nicholas Mezzeroll	For 12 months salary, to 30th June, 1881.....	50 00	
F. B. Legaré.....	do do	30 00	
Jas. Harnett.....	do do	30 00	
A. L. Collett.....	do do	30 00	
			465 00
<i>County of Kings.</i>			
Samuel Gosline.....	For 12 months salary, to 30th June, 1881	100 00	
J. A. Belyes	do do	50 00	
S. F. Ryan.....	do do	30 00	
S. Gamblain.....	do do	30 00	
F. W. Hatfield	do do	50 00	
Jonah Keith	do do	30 00	
			290 00
<i>County of Northumberland.</i>			
John Hogan	For 12 months salary, to 30th June, 1881	400 00	
Wm. Wyse.....	do do	200 00	
Chris. Parker.....	do do	160 00	
Samuel Holt.....	do do	160 00	
Jas. Russell.....	do do	150 00	
Samuel Freeze	do do	100 00	
Jno. Williston.....	do do	100 00	
P. Robichaux.....	do do	100 00	
K. Cameron.....	do do	100 00	
Jno. Blake.....	do do	70 00	
Thos. Taylor.....	do do	50 00	
Jno. Stymest.....	do do	50 00	
Jared Blackmore.....	do do	50 00	
Samuel Kingston.....	do do	50 00	
Aaron Hovey.....	do do	30 00	
Geo. Bryenton.....	do do	30 00	
Pat. Bergin.....	do do	30 00	
Thos. Smith.....	do do	30 00	
Pat. Gillis.....	do do	30 00	
Denis Hogan.....	do do	30 00	
Findlay McDairmaid	do do	30 00	
Nathaniel Morehouse	do do	30 00	
Jno. Doyle.....	do do	30 00	
Angus McIntosh.....	do do	30 00	
Tubal Watling.....	do do	30 00	
Pat. Keating.....	do do	30 00	
Jas. Fitzpatrick	do do	30 00	
Daniel Matthews	do do	30 00	
M. Donovan	do do	20 00	
M. Ryan.....	do do	30 00	
J. W. Underhill	do do	30 00	
Geo. Hubbard.....	do do	50 00	
Jno. Shaddick.....	do do	50 00	
Wm. Dalton.....	For wages as Special Fishery Guardian.....	150 00	
Angus Campbell.....	do do	41 80	
	Carried forward.....	2,531 80	2,978 33

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	2,531 80	2,978 33
	NEW BRUNSWICK.—Continued.		
	SALARIES, ETC.—Continued.		
	County of Northumberland—Concluded.		
Wm. Traer.....	For wages as Special Fishery Guardian.....	53 90	
James Barry.....	do do.....	49 50	
D. Quigley.....	do do.....	79 20	2,712 40
	County of Queens.		
Isaac Hetherington.....	For 12 months salary, to 30th June, 1881.....	100 00	
Jno Secord.....	do do.....	30 00	
Isaiah Langan.....	do do.....	30 00	
Robert Philips.....	do do.....	25 00	185 00
	County of Restigouche.		
A. McPherson.....	For 12 months salary, to 30th June, 1881.....		160 00
	County of Sunbury.		
G. W. Hoben.....	For 12 months salary, to 30th June, 1881.....	100 00	
W. E. Taylor.....	do do.....	30 00	130 00
	County of St. John.		
Joseph O'Brien.....	For 12 months salary, to 30th June, 1881.....	150 00	
W. E. Skillen.....	do do.....	100 00	
Thos. O'Brien.....	Wages as Assistant.....	9 28	
W. Brittain.....	do.....	9 28	268 56
	County of Victoria.		
C. McCloskey.....	For 12 months salary, to 30th June, 1881.....	100 00	
Charles Roberts.....	do do.....	30 00	
Jno. McDougall.....	do do.....	30 00	
J. C. McCloskey.....	do do.....	30 00	
Donald Frazer.....	do do.....	30 00	
Thomas Edgar.....	do do.....	30 00	
R. Maloney.....	6 months salary, to 31st December, 1880.....	15 00	
J. McNeil Cameron.....	3 do 30th June, 1881.....	7 50	272 50
	County of Westmoreland.		
W. B. Deacon.....	For 12 months salary, to 30th June, 1881.....	100 00	
D. T. Cormier.....	do do.....	60 00	160 00
	Carried forward.....		6,806 79

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		6,806 79
	NEW BRUNSWICK—Continued.		
	SALARIES, ETC.—Concluded.		
	<i>County of York.</i>		
Robert Orr.....	For 12 months salary, to 30th June, 1881.....	150 00	
J. Campbell.....	do do	60 00	
Wm. Brown.....	do do	60 00	
Alex. Moir.....	do do	30 00	
			370 00
	DISBURSEMENTS OF FISHERY OVERSEERS.		
James Hickson.....	For 12 months disbursements, to 31st Dec., 1880	259 00	
John Hogan.....	do do	101 55	
Wm. Wyse.....	do do	120 52	
W. B. Deacon.....	do do	129 00	
Samuel Gosline.....	do do	84 35	
Isaac T. Hetherington.....	do do	77 90	
James Russell.....	do do	77 65	
Charles McCluskey.....	do do	54 45	
H. L. Cunningham.....	do do	74 10	
D. T. Cormier.....	do do	64 00	
J. McD. Sutherland.....	do do	50 70	
W. B. McLaughlin.....	do do	60 00	
Jos. O'Brien.....	do do	58 00	
Jno. Williston.....	do do	46 93	
W. B. Mills.....	do do	104 50	
W. E. Skillen.....	do do	53 25	
Robert Orr.....	do do	107 00	
Winthrop Akerley.....	do do	32 22	
Samuel Freeze.....	do do	15 15	
Frank Todd.....	do do	58 50	
James M. Lord.....	do do	78 75	
G. W. Hoben.....	do do	51 73	
Geo. R. Burt.....	do do	25 00	
Chas. Cormier.....	do do	52 00	
Thos. Taylor.....	do do	32 80	
Prudent Robichaux.....	do do	30 00	
M. A. Girouard.....	do do	37 30	
Leonard Best.....	do do	38 00	
Saml. Holt.....	do do	30 00	
John Blake.....	do do	29 50	
Justinian Savoy.....	do do	16 00	
Findlay McDiarmid.....	do do	21 65	
Jas. Brown.....	do do	21 25	
Jas. A. Belyea.....	do do	20 00	
Wm. Brown.....	do do	17 09	
Kenneth Cameron.....	do do	16 20	
Jno. Stymast.....	do do	48 00	
C. Parker.....	do do	19 00	
Juste Haché.....	do do	12 00	
Jas. Fitzpatrick.....	do do	29 00	
Alexis Landry.....	do do	8 00	
Wallace Taylor.....	do do	4 00	
Alex. McPherson.....	do do	25 85	
			2,291 80
	Carried forward.....		9,398 59

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....		9,398 59
NEW BRUNSWICK—Concluded.			
DISBURSEMENTS—Concluded.			
W. H. Venning	For 12 months salary as Inspector, to 30th June, 1881.....	1,371 96	
C. R. Venning.....	12 months salary as Clerk, to 30th June, 1881..	395 04	
Receiver-General	Superannuation on salaries of Inspector, \$28, and Clerk, \$5	33 00	
W. H. Venning.....	12 months travelling expenses and sundry disbursements.....	425 00	
Hugh Davidson.....	12 months rent of office	62 52	
Richard Cline.....	Boat hire.....	5 00	
D. McAlpine.....	Directory	2 00	
T. B. Harrington.....	Postage stamps.....	30 00	
Allan Bros.....	Repairing letter-press, etc.....	5 65	
Edward Willis.....	Advertising in <i>Daily News</i>	12 00	
A. G. Bowes & Co	Repairs to stoves, etc.....	4 10	
J. A. McMillan.....	Stationery	18 60	
J. McDonald.....	Carpenter's repairs.....	6 10	
Henry King.....	Labor moving furniture.....	2 00	
Jane Millar.....	Washing towels during 1880-81	4 00	
Joseph Miller	Paid for key of post office box.....	1 00	
			2,377 97
			11,776 56
PRINCE EDWARD ISLAND.			
SALARIES OF FISHERY INSPECTOR AND WARDENS.			
J. H. Duvar	For 12 months salary as Inspector	\$783 96	
do	do superannuation tax.....	16 04	
			800 00
Henry Clark.....	12 months salary as Overseer		200 04
County of Kings.			
Andrew Whelan	For 12 months salary, to 30th June, 1881.....	30 00	
Allan McDonald	do do	30 00	
Malcolm Matheson	do do	30 00	
Edmund Aitken	do do	30 00	
J. R. McDonald.....	do do	30 00	
Daniel Reilly.....	do do	30 00	
John Lowe	do do	30 00	
Peter Duffy.....	do do	30 00	
Jno. O'Brian.....	do do	30 00	
J. H. Dingwall.....	do do	30 00	
James Mitchell.....	do do	30 00	
Jno. Fisher.....	Salary from 1st Nov., 1879, to 30th June, 1881.	50 00	
P. McCulloch.....	12 months salary to 30th June, 1881	30 00	
James Burke.....	6 do 1st May, 1881	15 00	
			425 00
County of Queens.			
Michael Ready	For 12 months salary, to 30th June, 1881	30 00	
Lionel Garnum.....	do do	30 00	
James Power	do do	30 00	
	Carried forward.....	90 00	1,425 04

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
	Brought forward.	\$ cts 90 00	\$ cts. 1,425 04
PRINCE EDWARD ISLAND—Continued.			
SALARIES, ETC.—Continued.			
County of Queens—Concluded.			
J. Delaney.	For 12 months salary, to 31st December, 1880.	30 00	
G. Stevenson.	do do	30 00	
J. Matheson.	do do	30 00	
F. McKenzie.	do do	30 00	
F. Stanley.	do do	30 00	
Wm. Whitehead.	do do	30 00	
Thos. Murphy.	do do	30 00	
Jno. McMillan.	6 do 31st December, 1880.	15 00	
R. Loughrin.	12 do to 30th June, 1881.	30 00	
P. Traynor.	do do	30 00	
S. Vanlderstine.	3 do do	7 50	
Wm. Campbell.	Services as Special Guardian.	60 00	
			442 50
County of Prince.			
Jas. T. Reid.	For 12 months salary, to 30th June, 1881.	30 00	
James Ramsay.	do do	30 00	
P. McBride.	do do	30 00	
W. Burns.	do do	30 00	
Jno. Blaton.	do do	30 00	
Thos. Drummond.	do do	30 00	
G. A. Sharp.	do do	30 00	
P. Delaney.	do do	30 00	
John Chaisson.	do do	30 00	
Peter Aylward.	do do	30 00	
Alex. McDonald.	do do	30 00	
D. L. Bryant.	do do	30 00	
Calvin Howat.	do do	30 00	
John Tucker.	9 do do	22 50	
J. M. Milligan.	3 do do	7 50	
John McLellan.	3 do do	7 50	
N. S. Gillis.	3 do do	7 50	
H. McIntosh.	6 do to 31st December, 1880.	15 00	
L. Phee.	6 do do	15 00	
Abraham Wall.	6 do do	15 00	
			480 00
DISBURSEMENTS, ETC.			
J. H. Duvar.	For Disbursements as Inspector, to 31st December, 1880.	291 95	
Allan McDonald.	Services as Night Watch, at North Lake.	50 00	
A. A. Macdonald.	Postage stamps, etc.	2 00	
			343 95
BRITISH COLUMBIA.			
A. C. Anderson.	For 12 months salary as Inspector of Fisheries, to 30th June, 1881.	600 00	
G. Pettendreich.	12 months salary as Fishery Overseer, to 30th June, 1881.	499 92	
A. C. Anderson.	Disbursements as Inspector of Fisheries.	621 56	
			1,721 48

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward		
FISH-BREEDING.			
Samuel Wilmot	For 12 months salary as General Superintendent, to 30th June, 1881. \$1,960 00		
Receiver-General	Superannuation tax..... 40 00		2,000 00
<i>Newcastle Establishment, Ontario.</i>			
Chas. Wilmot.	For Salary as Caretaker, from 1st May, 1880, to 31st March, 1881	550 00	
Wm. Parker.....	do do do	455 00	
do	Expenses collecting and taking ova, etc.	159 80	
Chas. Wilmot.	do do	199 84	
Samuel Wilmot.....	Rent of ground for 1880.....	200 00	
G. M. Clark	do water privilege for 1880.....	100 00	
J. Kenifick and others	Picking ova.....	143 62	
Thos. Douglas.....	Express charges, freight, etc.....	67 75	
J. H. Rolfe.....	Painting and glazing.....	18 95	
David Ross.....	Coal.....	94 76	
Canada Rubber Co.....	Rubber goods.....	13 00	
F. Farncomb.....	Paid duty on varnish, etc.....	3 15	
J. Otten.....	Carting gravel, coal, ice, etc.....	18 16	
W. Wagstaffe.....	Brooms, pails, etc.....	1 10	
P. C. Himes.....	Pump.....	10 75	
W. Lockley.....	Tiles.....	10 40	
J. T. Coleman.....	Taxidermy	15 00	
R. G. Blackford.....	Fish cans.....	4 25	
R. D. Manning.....	Hardware.....	7 37	
Dominion Telegraph Co.	1½ year's messages.....	34 34	
Montreal do	Messages.....	29 85	
T. Gorwell	Labor picking eggs	35 00	
Jas. Wright.....	Tinsmith's work.....	12 87	
F. Stilwell.....	Hardware.....	9 25	
J. R. Barefeldt.....	do	16 94	
L. Stone.....	California salmon eggs.....	23 25	
E. Simmons.....	Carpenter's work.....	140 05	
J. Kennefic.....	Labor picking eggs	16 00	
F. McArthur.....	Tow.....	6 02	
S. Wilmot	Petty disbursements.....	25 75	
B. McGrath.....	Pay for survey and plans of Bucke Island Bay.....	47 00	
Wm. Horspool.....	Repairing dam.....	9 75	
John Kelsey.....	Labor picking ova.....	47 50	
2,526 47			
<i>Sandwich Establishment, Ontario.</i>			
James Nevin.....	For Salary as Officer in charge to 30th June, 1881... 700 00		
Wm. Hill.....	Balance of wages as Assistant, to 31st May, 1880 20 00		
do	162 nights wages as Engineer, \$1.50..... 243 00		
Jas. Nevin.....	Expenses collecting and conveying eggs, etc... 155 35		
do	Paid for teaming..... 18 00		
D. Lemonde.....	Balance of wages as Engineer..... 6 00		
Jos. Parrie.....	Cord wood..... 23 00		
Alex. Perry.....	do	11 25	
E. Boismier.....	do	15 75	
American Express Co.....	Freight, etc., on ova, etc..... 12 65		
J. P. Hay.....	Work, etc., at water pipes..... 30 00		
Carried forward.....		1,442 00	2,526 47

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Paid.
	Brought forward.....	\$ cts. 1,442 00	\$ cts. 2,526 47
FISH-BREEDING—Continued.			
<i>Sandwich Establishment, Ontario—Concluded.</i>			
Jas. Smith.....	For Carrying fish eggs.....	12 00	
Louis Girard.....	Purchase of do	50 00	
R. Adamson.....	Collecting do	16 25	
Jos. Beseau.....	do do	30 00	
W. Adams.....	3½ days labor.....	3 50	
Jas. Lambie.....	Blankets.....	4 00	
Jas. Flower & Bros.....	Repairs to pump.....	5 42	
Martin O'Brien.....	Collecting eggs, \$79 75; wages as Assistant Engineer, \$90.00.....	169 75	
H. Bracknell.....	Wages as Engineer, \$35.62; sawing wood, \$9.45.....	45 07	
G. Nevin.....	30 days labor, spawning fish, \$30.00; labor at hatchery, \$30.00.....	60 00	
W. H. Behur.....	Labor spawning fish.....	17 00	
Wm. Hill.....	do \$17.25; sawing wood, \$15.05.....	32 30	
Kerr Bros.....	Repairs to engine.....	2 71	
Drake & Joyce.....	Office desk.....	10 00	
M. Robinson.....	Picking eggs.....	71 25	
Wm. Smith.....	do do	7 60	
W. O'Brien.....	do ova.....	19 00	
Montreal Telegraph Co. .	Telegrams.....	2 04	
C. W. Gauthier.....	Purchase of eggs.....	125 00	
C. Kerr.....	Collecting eggs.....	5 00	
S. McGee.....	Boat hire.....	8 40	
Odette & Wherry.....	Coal.....	52 50	
D. Meloche.....	Board of men.....	6 40	
C. Bennelton.....	Blacksmith's work.....	2 75	
W. Wright.....	11 days hire of steamer collecting eggs, \$10.00.....	110 00	
Pequegnot & Co.....	Hardware, paint, oil, etc.....	75 49	
G. W. Mason.....	Blinds.....	3 05	
Neveux & Bros.....	Packing, belting, oil, cotton waste, etc.	56 94	
Jas. Nevin.....	Paid for repairs to pump.....	84 04	
do	Collecting pickerel eggs.....	200 00	
Geo. Rankin.....	Board of men and supply of whitefish ova.....	60 00	
Perrault & Ouellette.....	Lumber.....	26 80	
Jas. McKee.....	1½ year's rent of ground to 31st December, 1880.....	30 00	
H. D. Edwards & Co.....	Rubber goods.....	5 00	
F. Rachalau.....	20 cords wood, \$2.25.....	45 00	
			2,896 16
<i>General Disbursements.</i>			
S. Wilmot.....	For travelling expenses and disbursements, prospecting and locating fish-hatcheries, etc., at Magog and Sydney, C.B., during the summer of 1880.....	457 14	
do	Travelling expenses and disbursements at Ottawa, during March and May, 1880.....	193 90	
do	Expenses taking salmon, etc. at Ottawa.....	26 05	
do	General travelling expenses paid for labour, fish-food, specimens for Dominion Museum, stationery, etc.....	223 70	
			900 79
Total.....			8,323 43

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
FISH-BREEDING—Continued.			
<i>Tadouac Establishment, Quebec.</i>			
Jos. Radford.....	For 12 months salary as Officer in charge to 30th June, 1881.....	600 00	
P. Plourde.....	11 months salary as Caretaker, to 31st January, 1881.....	308 00	
Walter Ray.....	Supplying parent salmon.....	47 75	
do.....	Rent of Caretaker's house, lumber, hardware, &c.....	70 44	
H. Ottis.....	Services as Night Watchman.....	16 40	
Jno. Caron.....	Boat hire.....	4 00	
A. Savard.....	Repairing boat.....	2 00	
S. Goudreau.....	Wages as boatman, etc.....	117 33	
D. McLaren.....	Carting, etc., fry, \$17.45; repairing scow, boats, etc., \$12.58.....	30 03	
P. Plourde.....	Paid for cartage and conveyance of fry.....	23 20	
X. Gagnon.....	Boat hire.....	1 50	
A. Goudreau.....	do distributing fry, etc.....	106 00	
P. Pednault.....	Labour at hatchery, etc.....	31 90	
St. Lawrence Steamboat Co.....	Freight and passage of Inspector.....	50 06	
W. Manning.....	Wages as boatman.....	24 00	
Jno. Hovington.....	Boat hire and labour.....	16 00	
A. Morneau.....	do.....	7 80	
Adeline Morneau.....	Repairing nets.....	7 80	
E. Lavoie.....	Carpenter's labour, etc.....	4 10	
H. S. Scott & Co.....	Hardware and paint.....	18 68	
J. Tremblay.....	Labour at Petit Isle.....	18 00	
Henry Plourde.....	do Hatchery.....	22 20	
F. Dufour.....	Conveying fry.....	4 00	
P. Gauthier.....	Labour with fry.....	3 50	
F. Boivin.....	Conveying fry and Inspector.....	8 10	
E. Roy.....	Distributing salmon-fry.....	6 40	
F. Bourguignon.....	Cotton, paint, etc.....	14 02	
A. Goudreau.....	Conveyance of salmon-fry.....	10 00	
Steamer "Sampson".....	Towage of scow, etc.....	26 00	
Jean Larouche.....	Repairing salmon-fry kettles.....	5 84	
C. Tremblay.....	Cleaning hatchery, etc.....	1 20	
Jos. Radford.....	Paid for labour, conveying fry and sundry disbursements.....	34 05	
do.....	Advance on account of disbursements.....	100 00	
			2,040 30
<i>Gaspé Basin Establishment, Quebec.</i>			
P. Vibert.....	For 12 months salary as Officer in charge to 30th June, 1881.....	300 00	
Hy. Davis.....	14 months salary as Caretaker, to 1st June, 1881.....	350 00	
Jno. S. Davis.....	Capturing and watching parent salmon.....	249 80	
do.....	Paid for canoe hire, lumber and labour, repairing dams, etc.....	56 05	
Henry Olsen.....	Wages assisting Caretaker, etc.....	86 40	
R. Miller.....	Distributing salmon-fry.....	73 40	
Alfred Davis.....	Taking fry to St. John River, \$76.50, cutting and hauling pickets, \$13.05.....	89 55	
E. Davis.....	Making and repairing nets.....	37 18	
	Carried forward.....	1,242 38	2,040 30

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	1,242 38	2,040 30
	FISH-BREEDING—Continued.		
	<i>Gaspé Basin Establishment, Quebec—Concluded.</i>		
H. J. Davis.....	Paid for lumber and repairs to dwelling house, and expenses to Dartmouth River.....	20 35	
J. & E. Colias.....	For Twine, oil, coal, hardware, etc.....	66 41	
Jos. Cass.....	Conveying and distributing fry.....	36 30	
F. J. Annett.....	do do \$26.65; carting coal, \$14.00.....	40 65	
W. Coffin.....	Distributing fry, \$25.40; firewood, \$2.25.....	27 65	
W. Stanley.....	do.....	15 60	
S. Bond.....	do.....	9 10	
R. Coffin.....	do.....	41 30	
Jno. McCallum.....	Labour, making scow and repairing pond.....	30 50	
James McIsaac.....	Distributing fry in West River.....	3 50	
Charles Le Rae.....	Ferriages.....	3 00	
W. C. Davis.....	Distributing fry, etc., \$42.90; cutting ice, \$7.80; labour at fish-house, \$17.40.....	68 10	
Her Majesty's Customs...	Duty on varnish.....	3 40	
New York Coal Tar Co..	Varnish.....	6 75	
Wood & Co.....	Freight and cartage of varnish.....	2 71	
Alfred Stanley.....	Labour at Dartmouth River.....	29 90	
Samuel Suddard.....	Labour in connection with salmon spawning... ..	5 20	
William Ross.....	Nets.....	9 00	
Thomas Cabor.....	Wading boots.....	6 00	
James Coffin.....	Labour at ponds.....	10 00	
G. D. Annett.....	Distributing fry.....	3 90	
J. Leboutillier & Co.....	Hardware, twine, etc.....	32 15	
Jno. Rose.....	Mason's work.....	2 00	
Frotheringham & Workman.....	Zinc work.....	8 89	
E. Low.....	Twine, etc., for nets.....	1 20	
A. B. Coffin.....	Canoe hire.....	7 50	
P. Vibert.....	Paid for sundry labour, horse hire, repairs, etc.....	52 15	
	<i>Restigouche Establishment, Quebec.</i>		1,785 59
Jno. Mowat.....	For 12 months salary as Officer in charge, to 30th June, 1881.....	600 00	
William Robertson.....	Wages as Caretaker, to 31st March, 1881.....	180 00	
do.....	Repairing fences, building dam, etc.....	35 00	
Robert Nelson.....	Towing, \$7.50; capturing parent salmon, \$22.50.....	30 00	
Thomas Haley.....	Towing.....	17 50	
Jno. Horan.....	Towing scow and crib, and capturing parent salmon.....	70 00	
Thomas Moores.....	Distributing fry, etc.....	60 00	
Maxwell Mowat.....	Taking and spawning parent salmon.....	55 00	
James Miles.....	Towing crib, and canoe hire.....	35 25	
Thomas Downs.....	Capturing parent salmon.....	30 00	
Alexander Robertson.....	do do.....	22 50	
Alex. Grant.....	Lumber.....	23 50	
James Moores.....	do.....	8 00	
Jno. Ferguson.....	Repairing supply pipes, making crib, etc.....	21 00	
James W. Lee.....	Spawn cans, etc.....	26 00	
Jno. Mowat.....	Paid for extra labour, pitch, tar, hardware, etc.....	38 02	
W. F. Whitcher.....	Travelling expenses.....	100 00	
	Carried forward.....		1,351 77
			5,177 66

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
	Brought forward	\$ cts.	\$ cts.
			5,177 66
	FISH-BREEDING—Continued.		
	<i>Magog Establishment, Quebec.</i>		
C. Wilmot.....	For Expenses taking ova to Magog	42 95	
W. Parker.....	do do	28 90	
A. H. Moore.....	On account of contract, building hatchery	50 00	
S. Wilmot.....	Travelling and inspecting expenses, fitting up troughs, etc.....	69 25	
W. G. Milson	Wooden faucets, etc.....	37 10	
			228 20
	GENERAL DISBURSMENTS.		
V. Charest	For Repairing fishways on Matane River		39 03
	<i>Bedford Basin Establishment, Nova Scotia.</i>		
A. B. Wilmot.....	For 12 months salary as Officer in charge, to 30th June, 1881.....	799 92	
do	Travelling expenses, procuring fish, repairs to tanks, etc	570 09	
F. G. Tolson	12 months' wages as Caretaker, to 30th June, 1881.....	258 00	
Creighton & Marshall....	Stationery	11 26	
G. J. Harris	Plumbers' and tinmiths' work.....	18 77	
C. E. Henry	Lumber and carpenters' work	16 00	
J. E. Wilson	Pump	5 00	
Intercolonial Express Co.	Freight on paraffine, varnish, etc.....	6 65	
A. Tolson.....	Horse hire transporting fry, ice, lumber, &c....	87 00	
J. P. Mott & Co.....	Lime.....	3 25	
A. F. Salter	12 tons coal at \$6.....	72 00	
R. Anderson	Freight on coal.....	12 00	
J. Daniels	Rebuilding chimneys.....	4 00	
J. Cansey	Plaster.....	3 00	
A. Muirhead.....	Guarding salmon in tanks.....	57 50	
Wm. Beck.....	do and catching salmon	53 00	
C. C. Rood.....	Board, 17 days, at \$1.50	25 50	
D. M. Geldert	Horse hire	18 00	
Jno. McDonald	Catching parent salmon	35 30	
Jno. D. Ennis.....	Distributing fry.....	12 00	
B. Lowther.....	Special Guardian, River Phillip.....	13 50	
Chas. Thompson.....	do do	15 00	
Timothy Patton	do do	50 00	
J. Lowther	do do	48 00	
C. & W. Anderson	Oil, 48 galls. at 20c., \$9.60; cartage, 15c.....	9 75	
Richardson & Mason	Lumber	10 90	
J. W. Lowther.....	Catching parent salmon	91 00	
J. W. Wood.....	Rent and care of building.....	22 00	
I. J. Hingley.....	Telegrams.....	2 63	
J. L. Oxley.....	Conveying salmon ova.....	3 65	
C. Lowther.....	Salmon nets.....	12 00	
Mrs. M. Moore.....	Boarding men	10 00	
Wm. Tolson.....	Rent of water privilege and store	22 90	
I. J. Hingley.....	Carpenters' tools	14 98	
J. H. Anderson.....	Disbursements, Musquodoboit River.	56 96	
G. W. Boggs.....	Telegrams.....	7 19	
Chas. Margeson.....	Use of nets, etc.....	9 00	
	Carried forward.....	2,466 80	

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		
	FISH BREEDING—Continued.		
	<i>Bedford Basin Establishment, N.S.—Concluded.</i>		
John Hall.....	For Making fish box.....	3 50	
R. H. Cogswell.....	Thermometers.....	1 50	
Moir Son & Co.....	Hardware, etc.....	59 24	
John Tolson.....	Purchase of building for storehouse.....	75 00	
John P. Mott & Co.....	Lime.....	2 00	
			2,608 04
	<i>Cape Breton Establishment, Nova Scotia.</i>		
Joseph Dobson.....	For Purchase of site of land and water privilege....	150 00	
do.....	Building dam, from 1st July, 1880, to 28th February, 1881.....	150 00	
Hugh McDonald.....	On account of contract for building fish-breed- ing establishment.....	462 50	
A. B. Wilmot.....	Disbursements.....	50 00	
Dodd & Gillis.....	Examining title to land, drafting deed, etc., engrossing, certificate and recording.....	33 75	
			846 25
	Total, Nova Scotia.....		3,454 29
	<i>Miramichi Establishment, New Brunswick.</i>		
Isaac Sheasgreen.....	For 12 months salary as Officer in Charge, to 30th June, 1881.....	499 92	
do.....	Travelling expenses and conveyance of fry.....	88 53	
do.....	Paid for labour distributing fry, horse hire, etc.....	414 42	
Jared Tozer.....	For Hire of scow.....	14 80	
J. H. Phinney.....	Stoves, repairing cans, etc.....	12 00	
E. Sinclair.....	Lumber.....	12 15	
Jno. Ferguson.....	Hardware, canvas, etc.....	66 87	
Jas. Murray.....	Labour at hatchery, keeping lumber from dam.....	36 40	
Jno. Hogan.....	Labour and conveyance of fish, etc.....	61 40	
R. R. Call.....	12 tons of coal, at \$4.....	48 00	
Jno. Sheasgreen.....	Carting coal.....	24 00	
W. F. Sheasgreen.....	Cutting ice.....	12 00	
			1,290 49
	<i>St. John River Establishment, N.B.</i>		
W. H. Barber.....	For 12 months salary as Officer in charge, to 30th June, 1881.....	480 00	
do.....	Paid for labour distributing and conveyance of fry, paint, etc.....	500 69	
do.....	Travelling expenses, etc.; paid for labour, hardware, etc.....	198 94	
Robt. Kerston.....	Tin pails, glass, etc.....	22 30	
C. McCluskey.....	Paid for labour catching parent salmon, building fish scows, nets, canoes, boarding men, horse hire, etc.....	493 45	
John McAfee.....	For Tin cylinders.....	25 50	
Alex. Mowat.....	Travelling expenses.....	87 00	
Margt. Pickett.....	Balance of 1 year's rent of land at Grand Falls.....	40 00	
Walter Graham.....	Lumber and nails.....	50 02	
J. R. Graham.....	Contract for repairs to dam, etc.....	145 00	
J. T. Allen.....	Stationery.....	13 12	
	Carried forward.....		1,290 49

STATEMENT of Expenditure on account of Fisheries, etc.—*Concluded.*

To whom Paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts.	\$ cts. 1,290 49
	FISH-BREEDING— <i>Concluded.</i>		
	<i>River St. John Establishment, N.B.—Concluded.</i>		
Geo. A. Ryan.....	For Spawn cases.....	25 40	
Jno. Richards.....	8 tons of coal.....	64 00	
J. L. Pickett.....	Chopping and piling 20 cords of wood, at \$1 ...	20 00	
			2,165 42
	Total, New Brunswick.....		3,455 91
	<i>Dunk River Establishment, Prince Edward Island.</i>		
Henry Clark.....	For 12 months salary as Officer in Charge, to 30th June, 1881.....	399 96	
	Lumber.....	29 91	
Jno. R. Calhoun'.....	For Freight on lumber, coal, hardware, etc.....	43 82	
Prince Edward Island	Hauling boards and labour distributing fry.....	52 00	
Railway Co.....	Putting up fence, etc.....	7 00	
Bertram Clark.....	Wheel-barrow.....	5 00	
W. McDonald.....	Hardware.....	52 15	
Jas. Damerel.....	Labour repairing dam, etc.....	3 00	
D. Rogers.....	1 light dory and painting.....	13 00	
Jas. George.....	Boots, rubber coat, etc.....	10 50	
Henry Oliver.....	Assisting setting salmon traps.....		
C. E. Robertson.....	Travelling and incidental expenses visiting hatchery.....	5 00	
David Garnum.....		54 74	
Jno. Mowatt.....	10 ¹¹ / ₂₀ tons of coal, at \$6.50, \$65.38; shovelling, carting, \$6.....	71 38	
Owen Connolly.....	Stationery.....	4 00	
Bremner Bros.....	Labour hauling clay and cutting ice.....	23 00	
W. Burns.....	Paid for extra labour distributing fry, travelling expenses of Inspector, expenses of ice house, etc..	50 65	
Henry Clark.....	Paid for cartage of coal, seaweed and saw-dust.....	27 00	
do			852 11

RECAPITULATION.

Fisheries—Ontario.....	\$ cts.	\$ cts.
Quebec.....	11,506 74	
Nova Scotia.....	15,123 79	
New Brunswick.....	14,909 42	
Prince Edward Island.....	11,776 56	
British Columbia.....	2,691 49	
	1,721 48	57,729 48
Fish-Breeding—Ontario.....	8,323 42	
Quebec.....	5,444 89	
Nova Scotia.....	3,454 29	
New Brunswick.....	3,455 91	
Prince Edward Island.....	852 11	
		21,530
Fisheries—Legal and incidental expenses.....		287
Legal expenses in suits before Supreme Court.....		734 77
Advertising.....		278.
Total.....		80,560 35

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.
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APPENDIX No. 36.

STATEMENT of Expenditure on account of Legal and Incidental Expenses connected with the Fisheries, for the Fiscal Year ended 30th June, 1881.

		\$	cts.
J. C. Barbarie.....	Professional services in suit McPhee vs. Mowat	152	80
T. W. Moffatt	Costs in suit against J. and J. McHattie for violation of Fishery laws	27	50
Harrison & Burbridge	Professional services in suit for violation of Fishery laws in St. John's Harbour, 1877	15	00
do	Professional services, notices to trespassers at Rapide des Femmes Hatchery	20	00
Jno. Mowat.....	Costs in suits against Adams and McDonald for violation of Fishery laws	72	00
Total.....		287	30

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 37

STATEMENT of Expenditure on account of Legal Expenses in connection with suits before the Supreme Court for Infraction of Fishery Laws, for the Fiscal Year ended 30th June, 1881.

		\$	cts.
Z. A. Lash.....	Professional services in suit Robertson vs. Queen.....	160	00
O'Connor & Hogg.....	do do	300	12
A. Bureau.....	Printing copies of judgment do	12	00
James Power.....	Copying judgment do	15	00
Z. A. Lash.....	Professional services in suit McPhee vs. Mowat	200	00
O'Connor & Hogg.....	do do	28	65
Robt. Cassels, jun.....	Volumes 1, 2, 3 and 4, Supreme Court Reports.....	10	00
	Total.....	784	77

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 38

STATEMENT of Expenditure on account of Advertising connected with the Fisheries, etc., for the Fiscal Year ended 30th June, 1881.

		\$	cts.
Bengough Bros.	Advertising salmon angling in <i>Toronto Grip</i>	23	60
Burland Lithograph Co..	do in <i>Canadian News</i> and <i>L'Opinion Publique</i>	47	20
W. B. Little	do Fishery laws in <i>North Star</i>	16	80
Dansereau & Co.....	do angling in <i>La Minerve</i>	20	06
Post Printing Co.....	do do <i>Montreal Post</i>	14	75
L. Duvernay.....	do do <i>Le Courier</i>	20	06
<i>Land and Water</i>	do do	£4 16 0	
Jno. S. Magee.....	do do <i>Bay Pilot</i>	23	36
Boucher de la Buière	do do <i>Courier de Ste. Hyacinthe</i>	11	80
L. R. Robinson.....	do tenders for Magog Hatchery in <i>Stanstead Journal</i>	8	26
E. Willis	do angling regulations in <i>St John News</i>	3	80
		37	50
Queen's Printer	Stationery and printing.....	227	19
		50	99
	Total	278	18

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 39

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being a Statement of Expenditure on account of expenses in connection with Steam Corvette "Charybdis," for the Fiscal Year ended 30th June, 1881.

		\$ cts.	\$ cts.
Bank of Montreal.....	To pay Captain P. A. Scott's draft on account of travelling expenses.....	250 00	
do	To pay Captain P. A. Scott's draft on account of expenditure.....	1,712 53	
J. U. Gregory.....	To pay Engineer's expenses to England.....	75 00	
Capt. P. A. Scott.....	Disbursements in fitting out "Charybdis".....	7,002 84	
			9,040 37

WM. SMITH,
Deputy Minister of Marine and Fisheries

JOHN TILTON,
Accountant.

APPENDIX No. 40

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being Statement showing the Names of Members of the Establishment Staff of the Department of Marine and Fisheries, the Rank held by each, and the Salary they severally received, during the Fiscal Year ended 30th June, 1881.

Name.	Rank.	Salary.	Amount.
			\$ cts.
Hon. Jas. C. Pope	Minister.....	12 months salary.....	7,000 00
Wm. Smith	Deputy-Minister.....	do	3,200 00
W. F. Whitcher.....	Commissioner of Fisheries.....	do	2,400 00
John Tilton.....	Chief Clerk and Accountant	do	2,200 00
John Hardie	Chief Clerk.....	do	2,200 00
S. P. Bauset	1st Class Clerk.....	do	1,750 00
W. L. Magee.....	do	do	1,750 00
F. Gourdeau.....	Senior 2nd Class Clerk	do	1,400 00
W. S. Pettegrew.....	do	do	1,400 00
W. P. Anderson	Engineer, with rank as 1st Class Clerk	do	1,200 00
M. Graburn	Senior 2nd Class Clerk.....	do	1,100 00
W. H. Alexander.....	Junior 2nd Class Clerk.....	do	1,000 00
E. N. Venning.....	do	do	1,000 00
G. Trudeau	do	do	1,000 00
John Makinson.....	do	do	950 00
A. Chisholm	do	do	875 00
Joseph Pope.....	do	do \$775 00	
do	As Private Secretary.....	do 300 00	
W. B. Carleton.....	Junior 2nd Class Clerk.....	do	1,075 00
Jas. B. Halkett.....	do	do	725 00
W. W. Stumbles.....	do	do	725 00
W. W. Stumbles.....	do	do	700 00
M. V. C. Nicholson.....	3rd Class Clerk.....	do	537 50
A. H. Belliveau.....	do	do	450 00
A. Halkett.....	do	do	450 00
J. S. Webster	do	do	500 00
Jules Morin.....	Messenger.....	do	500 00
Jas. Robertson.....	do	do	360 00
		Total	36,447 50

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 41

TO THE FOURTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING A SYNOPSIS OF THE REPORTS ON SUNDRY MARINE HOSPITALS, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1881.

BATHURST, N.B.

The Commissioners of this hospital report that 14 patients were admitted, of whom 5 were cured, 6 much relieved, and 3 remained. Various necessary improvements and alterations have been made to the Hospital during the year.

MIRAMICHI, N.B.

Dr. Thomson, the Medical Superintendent, states that of the 80 seamen admitted all have been discharged cured, with the exception of 2 who are dying of consumption. This hospital is now in thorough repair and all that could be desired.

RICHIBUCTO, N.B.

The 3 seamen remaining in the hospital at the close of the previous fiscal year were under treatment, in the aggregate, 25 days, and in addition 10 other patients were admitted remaining 224 days. Dr. Doherty, Medical Superintendent, reports these as being discharged cured or improved, excepting 2 who remained over for further treatment.

SACKVILLE, N.B.

At this hospital, Dr. Botsford, the Medical Superintendent, reports that since he took charge 2 patients have been admitted, both of whom were cured. The hospital and grounds are in a good condition.

ST. ANDREWS, N.B.

Dr. Gove, Medical Superintendent, reports 13 admissions and 12 discharged during the year, and that the chronic case remaining in the hospital after the close of last fiscal year had resulted in gangrene and death. 27 weeks' board and nursing patients were paid the matron and keeper.

Accounts of expenditures and receipts:—

DR.

Expenditure for quarter ended 30th September, 1880	\$176 66
do do 31st December, 1880.	118 40
do do 31st March, 1881.....	124 37
do do 30th June, 1881.....	140 34
	\$559 77

CR.

By quarterly payments for above amounts, per Mr. J. H. Harding, Agent of the Department at St. John.....

\$559 77

ST. JOHN, N.B.

The Commissioners in submitting their annual report for the fiscal year, and the medical officer's return of sick and disabled seamen received in the hospital during

that period, state that there were on the 1st July, 1880, 14 seamen in the hospital, and that 120 were subsequently admitted, making 134 under medical treatment during the year. Of that number 122 were discharged cured, 1 died, and 11 remained under treatment on 1st July, 1881.

The quarterly accounts and vouchers with receipts for the Department have been forwarded, amounting to \$3,672.81 for the fiscal year, the amount required for the quarterly payments being duly received. As will be noticed by comparison with the previous report, the expenditure has been decreased by the sum of \$270.31.

Dr. Botsford, the Medical Officer, reports the mortality being at a minimum, and the general management of the hospital well carried out, the supplies furnished being of good quality.

There has been no sickness among sailors arriving at the port during the year of such nature as to make it necessary to use the pest house on Partridge Island.

LUNENBURG, N.S.

Dr. Jacobs, Medical Officer to this hospital, reports 2 patients on register on 1st July, 1880, and that 24 have been admitted to the hospital during the fiscal year. Of these 23 have been discharged, 2 have died and 1 remained under treatment on 30th June, 1881.

SYDNEY, C.B.

The number of patients under treatment during the fiscal year was 54. There was only one death, that of a Swede, who died of cancerous disease of the knee joint. The wards of the hospital were occupied during the entire year.

YARMOUTH, N.S.

Seventeen sick seamen were attended by Dr. Perrin, Medical Officer, but only 6 of these were admitted to the hospital, the others being visited on board ship, or at their boarding houses.

CHARLOTTETOWN.

Dr. F. P. Taylor, Medical Superintendent, reports that 40 patients were admitted, and that only 1 death occurred during the fiscal year.

SOURIS, P.E.I.

Seven sick seamen were admitted during the year, and all discharged either cured or much improved. Dr. Ford is Medical Superintendent.

VICTORIA, B.C.

Dr. Davie, Medical Superintendent, reports 42 admissions, 41 of which were discharged cured or relieved so far as the nature of the cases allowed. One death occurred. The hospital and grounds are in good order, and the keeper and his wife perform their duties efficiently.

WM. SMITH,

Deputy Minister of Marine and Fisheries.

APPENDIX No. 42.

TO THE FOURTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING REPORT ON THE DECAYED PILOT FUND OF QUEBEC, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1881.

QUEBEC, 1st January, 1882.

SIR,—I transmit herewith a statement of the Decayed Pilot Fund of Quebec, for the year ended 31st ultimo., and I have, moreover, the honour of supplying you with the following information, viz. :—

The total receipts of the Corporation of Pilots for and below the Port of Quebec, for the year 1881, were as follows, viz. :—

Total receipts.....	\$115,141 31
Expenditure.....	22,671 28

There have been 153 foreign vessels which paid \$17,098.45, and 772 British vessels which paid \$98,042.86.

184 pilots have received, on an average, a net dividend of \$504.

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

C. R. MICHAUD,
Secretary.

Wm. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, during the year 1881.

RECEIPTS.		\$	cts.	\$	cts.
To Balance of 1880.....		3,269	81		
Percentage on contributions of Pilots.....		8,190	00		
Fines.....			90		
Interest on investments.....		3,128	00		
Interest, Savings Bank.....			49		06
				14,726	87
EXPENDITURE.		\$	cts.	\$	cts.
To Pensions.....		11,664	10		
Relief.....			194		66
Salaries.....			500		00
Deposits at the Savings Bank.....		2,346	23		
Balance on hand.....			21		88
				14,726	87
PILOTS RELIEVED BY THE FUND.		\$	cts.	\$	cts.
Edouard Antil.....			74		66
Léandre Raymond.....			96		00
Pierre Pelletier.....			24		00
				194	66
PENSIONERS AT THE EXPENSE OF THE FUND.		\$	cts.	\$	cts.
AMOUNT PAID TO EACH DURING THE YEAR, FROM 1ST NOVEMBER, 1880, TO 1ST NOVEMBER, 1881.					
<i>Ten Pilots at \$120 each.</i>					
Paul Blouin.....		120	00		
Frederick Bernier.....		120	00		
J. Bte. Dion.....		120	00		
Laurent Tremblay.....		120	00		
Hélie Normand (from the 6th October, 1881).....			8		23
Joseph Langlois.....		120	00		
Frs. Joseph Pouliot.....		120	00		
J. Bte. Bourget.....		120	00		
Yves Sylvestre (from the 17th September, 1881).....			20		00
Vital Chamberland.....		120	00		
				988	33
<i>Nine Pilots at \$110 each.</i>					
Cyprien Langlois (died on the 30th December, 1880).....			18		33
Joseph St. Laurent.....		110	00		
J. Bte. Turgeon.....		110	00		
F. X. Lachance.....		110	00		
Frs. Thivierge (from the 1st September, 1881).....			18		33
Jean Frs. Lamarre.....		110	00		
Pierre Pelletier (from the 1st September, 1881).....			18		33
Prudent Marmen (on account).....			82		50
Damien Boulanger (died on the 6th February, 1881).....			29		94
				607	43
<i>Five Pilots at \$100 each.</i>					
Edouard Demers.....		100	00		
J. Bte. Paquet (on account).....			75		00
Amable St. Laurent.....		100	00		
Clôvis Antil.....		100	00		
Marcel Côté.....		100	00		
				475	00
Carried forward.....				2,070	76

STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—Continued.

	\$	cts.	\$	cts.
Brought forward.....			2,070	76
PENSIONERS AT THE EXPENSE OF THE FUND—Continued.				
PILOTS—Continued.				
<i>Four Pilots at \$96 each.</i>				
François X. Lapointe	96	00		
Edouard Rousseau	96	00		
Pierre Gourdeau.....	96	00		
Jean Lavoie.....	96	00		
			384	00
<i>Eight Pilots at \$92 each.</i>				
F. X. Corriveau	92	00		
Michel Fournier	92	00		
Joseph Lapointe	92	00		
Louis Lemieux (on account, replaced at \$88).....	66	00		
Pierre Paquet	92	00		
François Pelletier	92	00		
Gabriel Plante (died on the 31st August, 1881).....	76	66		
Antoine Roussel.....	92	00		
			694	66
<i>Five Pilots at \$86 each.</i>				
Guillaume Fournier (died on the 17th April, 1881).....	40	82		
François Nadeau	88	00		
Alexis Roy.....	88	00		
Célestin St. Pierre.....	88	00		
Charles Vézina.....	88	00		
			392	82
<i>Two Pilots at \$84 each.</i>				
F. X. Menard	84	00		
Michel Vézina.....	84	00		
			168	00
<i>Five Pilots at \$80 each.</i>				
Pierre Charest.....	80	00		
Paul Pouliot	80	00		
J. Léon Roy.....	80	00		
François Côté	80	00		
			320	00
<i>One Pilot at \$48.</i>				
James Forbes (arrears).....	12	00		
do	48	00		
			60	00
WIDOWS OF PILOTS.				
<i>Eighty-seven Widows at \$70 each.</i>				
Widow of C. J. Adam.....	70	00		
do J. B. Asselin (arrears).....	17	50		
do do (on account)	52	50		
do L. (M. L.) Asselin.....	70	00		
do François Baquet (died on the 14th August, 1881).....	55	40		
do Grégoire Bernier.....	70	00		
do Magloire Bouchard	70	00		
Carried forward.....	405	40	4,090	24

STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—Continued.

	\$	cts.	\$	cts.	
Brought forward		405	40	4,090	24
PENSIONERS AT THE EXPENSE OF THE FUND—Continued.					
WIDOWS OF PILOTS—Continued.					
<i>Eighty-seven Widows at \$70 each—Continued.</i>					
Widow of Charles Brown		70	00		
do Felix Caron		70	00		
do Germain Caron		70	00		
do Edouard Chevalier		70	00		
do Firmin Couillard		70	00		
do David Cinqmars		70	00		
do Jean Giroux		70	00		
do Paul Goutrou dit Larochelle		70	00		
do Thomas Dick		70	00		
do Paschal Dick		70	00		
do Joseph Dion		70	00		
do Augustin Dorion		70	00		
do Frs. Curodeau (died on the 6th May, 1881)		36	17		
do Pierre Gourdeau (A. N.)		70	00		
do Chs. Chouinard		70	00		
do Joseph Dussil		70	00		
do Jean Gobeil		70	00		
do Alexis Pelletier		70	00		
do Louis Crépault		70	00		
do Jean Pelletier (on account)		52	50		
do Louis Joseph Lavoie		70	00		
do Denis Glynn		70	00		
do Pierre Gourdeau		70	00		
do Joseph Raymond		70	00		
do J. E. Adam		70	00		
do Wm. Irvine		70	00		
do C. F. Koenig		70	00		
do Ovide Lachance		70	00		
do F. Langelier		70	00		
do Julien Langlois		70	00		
do L. (E. D.) Langlois		70	00		
do Pierre Langlois		70	00		
do Frs. Lapointe (died on the 27th January, 1881)		16	92		
do Chs. Pouliot		70	58		
do J. B. Laroche		70	00		
do A. (L. M.) Lavoie		70	00		
do Henri Lavoie		70	00		
do L. M. Lavoie		70	00		
do Firmin Levesque		70	00		
do Jean Marcoux		70	00		
do Joseph Mercier		70	00		
do Antoine Michaud		70	00		
do Henri Noël		70	00		
do Pierre Normand		70	00		
do Bénoni Normand		70	00		
do Thomas Connell		70	00		
do Nicholas Paradis		70	00		
do Damase Babin		70	00		
do Max. Caron		70	00		
do Jean Bte. Patoine		70	00		
do David Petitgrew		70	00		
do Benj. Pineau (on account)		67	50		
do Paul Pouliot		70	00		
do J. M. Plante		70	00		
do Frs. Rioux		70	00		
do Pierre Curodeau		70	00		
do Eusèbe Thivierge		70	00		
do Fred. Simpson		70	00		
Carried forward		4,359	07	4,090	24

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, etc.—Continued.

	\$ cts.	\$ cts.
Brought forward.....	4,359 07	4,090 24
PENSIONERS AT THE EXPENSE OF THE FUND.—Continued.		
WIDOWS OF PILOTS.—Continued.		
<i>Eighty-seven Widows at \$70 each.—Continued.</i>		
Widow of John Simpson.....	70 00	
do Joseph Simpson.....	70 00	
do George St. Amand.....	70 00	
do R. E. Simard.....	70 00	
do Féréol Bourget.....	70 00	
do Pierre Ross.....	70 00	
do Robert Demers.....	70 00	
do Isaac Gourdeau.....	70 00	
do Joseph Levesque.....	70 00	
do J. B. Caron.....	70 00	
do Amable Fournier (on account).....	52 50	
do Pierre Laprise.....	70 00	
do Michel Morin.....	70 00	
do J. Bte. Tremblay.....	70 00	
do Ed. Antil (from the 10th August, 1881).....	15 56	
do Cyprien Langlois (from the 30th December, 1880).....	58 34	
do Magl. Mercier (from the 20th May, 1881).....	31 10	
do Gabriel Plante (from the 1st September, 1881).....	11 66	
do Alexis Delisle.....	70 00	
do Antoine Boucher.....	70 00	
do Damien Boulanger (from the 8th February, 1881).....	50 95	
do Edouard Vaillancourt.....	70 00	
do Vital Charest.....	70 00	
		5,769 18
<i>Eleven Widows at \$56 each.</i>		
Widow of Wm. Amyot.....	56 00	
do Paul Blouin.....	56 00	
do Frs. Boissinot.....	56 00	
do Célestin Coté.....	56 00	
do P. Desrosiers.....	56 00	
do F. X. Lachance.....	56 00	
do P. B. Lachance.....	56 00	
do F. Leclerc (arrears).....	14 00	
do do.....	56 00	
do Michel Pelletier.....	56 00	
do John O'Rielly.....	56 00	
do A. Royer.....	56 00	
		630 00
<i>Seven Widows at \$44 each.</i>		
Widow of J. Dandurand.....	44 00	
do André Keable.....	44 00	
do Guillaume Morency.....	44 00	
do Magloire Rioux (arrears).....	12 00	
do do.....	10 00	
do Pierre Rouleau.....	44 00	
do J. B. Servant.....	44 00	
do H. Perrault.....	44 00	
		286 00
<i>Fifteen Widows at \$40 each.</i>		
Widow of Zacharie Blanchet.....	40 00	
do Malc. Cavenagh.....	40 00	
do Fabien Caron.....	40 00	
do Magloire Coté.....	40 00	
Carried forward.....	160 00	10,775 42

**STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—Continued.**

		\$	cts.	\$	cts.
Brought forward.....		160	00	10,775	42
PENSIONERS AT THE EXPENSE OF THE FUND—Concluded.					
WIDOWS OF PILOTS—Concluded.					
<i>Fifteen Widows at \$40 each—Concluded.</i>					
Widow of P. Côté.....		40	00		
do Antoine Fortier.....		40	00		
do L. (A. K.) Langlois.....		40	00		
do Pierre Lapointe.....		40	00		
do P. Michaud.....		40	00		
do Thos. McNeil.....		40	00		
do Ed. Nolet (re-married on 25th April, 1881).....		19	34		
do A. Raymond.....		40	00		
do George Simard.....		40	00		
do Louis Thivierge.....		40	00		
do Alfred Turgeon (from the 6th August, 1881).....		9	34		
				548	68
CHILDREN OF PILOTS.					
David Charest (sick)	1	20	00		
Hilaire Couillard (sick ; arrears)		10	00		
do (on account)	1	10	00		
Henri Gauthier (arrears)		5	00		
do	1	20	00		
David Charest (Gervais)		(arrears)	5	00	
do	1	(on account)	15	00	
Wm. Petitgrew (sick)	2	35	00		
B. Pineau (arrears)	1	15	00		
Thomas Boutin (sick)	1	20	00		
P. Toussaint do	1	20	00		
F. Dupuis do	1	20	00		
N. Fortin do	1	20	00		
Jos. Johan	1	20	00		
E. Lavoie do	1	20	00		
Pierre Garneau	1	10	00		
Isaac Forbes do	2	35	00		
E. Gourdeau (arrears)	.	10	00		
do (on account)	1	10	00		
Chas. U. Chouinard	1	20	00		
				340	00
				11,664	10
RECAPITULATION OF PENSIONS.					
10 Pilots at \$120.....		988	33		
9 do 110.....		607	43		
5 do 100.....		475	00		
4 do 96.....		384	00		
8 do 92.....		694	66		
5 do 88.....		392	82		
2 do 84.....		168	00		
4 do 80.....		320	00		
1 do 48.....		60	00		
87 Widows at 70.....		5,769	18		
11 do 56.....		630	00		
7 do 44.....		286	00		
15 do 40.....		548	68		
18 Children at divers amounts.....		340	00		
186 Pensioners.....				11,664	10

STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—*Concluded.*

CREDIT.			
RECEIPTS—DETAIL.		\$	cts.
To Balance of 1880		3,269	81
Syndics of the Quebec Roads: 1 year's interest on \$22,800 to 1st July, 1881, at 5 per cent		1,368	00
The City of Quebec: 1 year's interest on \$9,000 to 1st July, 1881, at 7 per cent		630	00
Dominion of Canada: 1 year's interest on \$19,300 to 1st October, 1881, at 5 per cent		965	00
Estate P. Boisseau: 1 year's interest on \$2,000, and 9 months' interest on \$1,000 to 26th January, 1881, at 6 per cent		165	00
Savings Bank: Interest on current accounts to 25th May, 1881		49	06
Fines		90	00
Amount received from the Corporation of Pilots		8,040	13
do Pilot Captains		149	87
			14,726 87
DEBIT.			
PENSIONS AND RELIEF, ETC., PAID DURING THE SEASON OF 1881.			
To Relief		194	66
Arrears on pensions on 31st December, 1880		78	50
Amount of pay-list of pensions for quarter ended on 31st January, 1881		2,970	61
do do do 30th April		2,919	78
do do do 31st July		2,875	16
do do do 31st October		2,810	05
Salary of the Treasurer and Assistant		500	00
Deposits in Savings Bank		2,316	23
Balance in hand		21	88
			14,726 87
STATEMENT OF FUND.			
Moneys invested		54,352	71
Amount in Savings Bank		2,346	23
do Treasurer's hands		21	88
		55,720	82
To deduct arrears of pensions due this day		306	12
			55,414 70

F. X. DION,
Treasurer.

E. & O. E.

QUEBEC, 31st December, 1881.

APPENDIX No. 43

TO THE FOURTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING REPORT ON THE DECAYED PILOT FUND OF MONTREAL, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1881.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,
MONTREAL, 23rd January, 1882.

SIR,—I have the honour to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, statements of the receipts and disbursements of the "Montreal Decayed Pilot Fund" for the year ended the 31st December, 1881, also a statement showing the condition of the said fund at that date.

The fund, as has been stated in former Reports, is in a very satisfactory condition, the amount for poundage has, however, slightly decreased, viz.: \$459.91, as against that of last year—being for 1881, \$1,939.23; the interest on investments, &c., was \$2,022.66; sundries, \$23.28; total receipts, \$3,985.26.

There were no deaths among the pensioners, nor were there any pilots superannuated, so the list remains the same as last year.

In view of the large surplus of revenue over expenditure the Commissioners considered that it was both just and equitable that an increase should be made in the amount paid the present recipients, and they accordingly resolved to make an increase of about 25 per cent. in all cases, which took effect from the 1st May last.

There are now twenty-five pensioners on the list, twenty women and five men; the amount paid them in 1881 was \$2,682.

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

H. D. WHITNEY,
Secretary.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

CR.

H. D. WHITNEY, Treasurer, in account with the Decayed Pilot Fund.

DR.

1881.	\$ cts.	1881.	\$ cts.
January 1...	2,613 39	By Paid the following pensions for three months ending 1st February:—	
do 24...	767 50	Widow Zephira Boudreau.....	22 50
do 27...	23 28	do Thomas Dubord.....	18 75
do 27...	1 20	do Hubert Lemai.....	22 50
do 31...	125 00	do Pierre Page.....	22 50
April 9...	40 00	do Olivier Abelle.....	22 50
May 31...	127 28	do Olivier Raymond.....	22 50
June 22...	1 75	do Alexander Trottier.....	30 00
do 30...	296 71	Old Pilot Zéphirin Mayrand.....	15 00
do 30...	1 31	do P. E. Cotté.....	50 00
July 5...	2 00	do Onésime Naud.....	22 50
do 20...	1 23	Widow Joseph Bouez.....	22 50
do 21...	60 00	do Felix Hamelin.....	18 75
do 30...	125 00	do Joseph Lacoursière.....	22 50
Aug. 25...	308 17	do Scève Belisle.....	22 50
do 31...	767 50	do Narcisse Bouillé.....	17 50
do 30...	338 30	do Louis D. Bouillé.....	17 50
Sept. 30...	298 07	do Moise Biron.....	18 75
Oct. 31...	276 89	do David Mathieu.....	22 50
Nov. 17...	60 00	do Edward Boudreau.....	22 50
		do Joseph Mathieu.....	22 50
		do Eusèbe Toupin.....	18 75
		do Leandre Mayrand.....	22 50
		do Isaie Beaudry.....	22 50
		Old Pilot Joseph L. Dusseau.....	30 00
		do P. M. Mathieu, 5 months.....	50 00
		By Paid the following pensions for three months ending 1st May:—	
		Old Pilot P. E. Cotté.....	15 00
		do Onésime Naud.....	50 00
		Widow Olivier Abelle.....	22 50
		do Zéphirin Boudreau.....	22 50
		do Thomas Dubord.....	18 75
		do Hubert Lemai.....	22 50
		do Pierre Page.....	22 50
		do Leandre Mayrand.....	22 50
		do Joseph Bouez.....	22 50
		do Olivier Raymond.....	22 50
		Carried forward.....	841 25
	\$6,234 58		

Cr.

Dr. H. D. WHITNEY, Treasurer, in Account with the Decayed Pilot Fund—Continued.

		\$ cts.			\$ cts.
	Brought forward	6,234 68	1881.	Brought forward	841 25
Nov. 23...	To Received from L. N. Bouillé, Pilot Str. "Montreal," 5 per cent. of salary, 1881.....	50 00	May 9...	Widow Felix Hamelin.....	22 50
do 30...	Received from Collector of Customs, poundage for November.....	187 27	do 9...	do Joseph Lacoursière.....	18 75
Dec. 30...	Received six months interest on \$1,600, Canada Dominion Stock, due 1st October.....	40 00	do 12...	do Isidie Beaudry.....	22 50
do 31...	Received from City and District Savings Bank, interest.....	37 66		do Sévère Bélisle.....	22 50
do 31...	Received from Collector of Customs, Three Rivers, poundage, 1881.....	49 14		do Narcisse Bouillé.....	17 50
			do 23...	do Louis D. Bouillé.....	17 50
				do Moise Biron.....	22 50
				do Alexander Trottier.....	18 75
				do David Mathieu.....	22 50
				do Edward Boudreau.....	22 50
				do Joseph Mathieu.....	18 75
				do Eusebe Toupin.....	30 00
				do Joseph L. Dusseau.....	30 00
				do Joseph M. Mathie.....	30 00
				do Zéphirin Mayrand.....	30 00
			Aug. 1...	By Paid the following pensions for three months ending 1st August:—	50 00
				Old Pilot Zéphirin Mayrand.....	50 00
				do Onésime Naud.....	28 00
				Widow Olivier Abelle.....	28 00
				do Zéphirin Boudreau.....	24 00
				do Thomas Dabord.....	28 00
				do Hubert Lernal.....	24 00
				do Joseph Lacoursière.....	28 00
				do Pierre Pagé.....	24 00
			Aug. 1...	do Olivier Raymond.....	28 00
			do 2...	Old Pilot P. E. Cotté.....	19 00
			do 3...	Widow Felix Hamelin.....	28 00
			do 4...	do Léandre Mayrand.....	28 00
			do 5...	do Joseph Bouez.....	28 00
				do Eusebe Toupin.....	24 00
			do 12...	do Isidie Beaudry.....	28 00
				do Sévère Bélisle.....	28 00
				do Narcisse Bouillé.....	28 00
				do Louis D. Bouillé.....	22 00
				do Moise Biron.....	22 00
				do Alex'r Trottier.....	28 00
				do David Mathieu.....	28 00
				do Edw. Boudreau.....	28 00
				do Joseph Mathieu.....	28 00

		50 00
		50 00
Old Pilot Jos. L. Dusserrean		28 00
do P. M. Mathieu		24 00
By Paid the following pensions for three months ending 1st November—		50 00
Widow Zepherin Boudreau	2...	19 00
do Joseph Lacoursière		50 00
Old Pilot Zepherin Mayrand		28 00
do P. E. Côté		28 00
do Orésime Naud		28 00
Widow Olivier Abelle		28 00
do Joseph Bouez		24 00
do Thomas Dubord		28 00
do Felix Hamelin		28 00
do Hubert Lemai		28 00
do Olivier Raymond		28 00
do Léandre Mayrand		28 00
do Pierre Pagé		28 00
do Isais Beaudry		28 00
do Sèvère Belisle		28 00
do Narcisse Bouillé		22 00
do Louis D. Bouillé		22 00
do Moïse Biron		28 00
do Alex'r Trottier		24 00
do David Mathieu		28 00
do Edw. Boudreau		28 00
do Joseph Mathieu		24 00
do Eusèbe Toupin		50 00
Old Pilot Jos. L. Dusserrean		50 00
do P. M. Mathieu		3,916 65
Balance carried forward		6,598 65
Total		6,598 65

H. D. WHITNEY, Treasurer, in Account with the Decayed Pilot Fund—*Concluded.*

STATEMENT OF FUNDS—1881.		\$. cts.
Montreal Harbour Bonds—6½ per cent. interest		19,000 00
do do —6 do		5,000 00
do Water Works Bond—6 per cent. interest		2,000 00
Dominion Stock—5 per cent. interest		1,600 00
City of Montreal Consolidated Fund—5 per cent. interest		5,000 00
Cash deposited in City and District Savings Bank at 3 per cent. interest	\$3,841 34	
Cash in Treasurer's hands	75 31	
		3,916 65
		36,516 65

H. D. WHITNEY,
Treasurer,

Montreal, 31st December, 1881.

I hereby certify that I have examined the Statement of Receipts and Disbursements of the Treasurer of the "Montreal Decayed Pilot Fund" for the year ended the 31st December, 1881; also the securities mentioned in the above statement belonging to this Fund, and the cash on hand, all of which I find to be correct.

(Signed) ANDREW ALLAN,
Harbour Commissioner and Chairman Pilot Committee.

APPENDIX No. 44

To the Fourteenth Annual Report of the Department of Marine and Fisheries, being the General Summary of Expenditure for the Fiscal Year ended 30th June, 1881.

Vide Report Page	Service.	Amount.	Total.
		\$ cts.	\$ cts.
1	Maintenance of Lights above Montreal	67,541 21	
20	do between Quebec and Montreal	14,326 36	
27	do below Quebec	89,781 29	
48	do New Brunswick	63,921 90	
71	do Nova Scotia, including Cape Race and Sable Island Humane Establishment	128,918 59	
100	do Prince Edward Island	12,996 33	
106	do British Columbia	17,570 72	
			395,056 40
110	Construction of Lights above Montreal	12,798 87	
111	do Manitoba	1,381 15	
111	do between Quebec and Montreal	929 78	
111	do below Quebec	4,310 98	
112	do New Brunswick	4,578 52	
113	do Nova Scotia	7,758 36	
113	do Prince Edward Island	8,150 05	
116	do British Columbia	217 51	
		40,125 22	
	Queen's Printer	114 85	
			40,240 07
115	do Sands' Head, entrance to Fraser River, B.C.		8,427 88
116	Dominion Steamers		126,069 72
117	Examination of Masters and Mates		3,888 41
128	Investigations into Wrecks and Casualties		310 48
135	Marine and Immigrant Hospital, Quebec		19,964 33
137	Marine Hospitals, Sick and Disabled, and Shipwrecked and Dis- tressed Seamen		32,218 94
216	Minister's Salary and Departmental Staff		36,447 50
125	Meteorological Service		37,085 75
160	Observatory, Montreal		500 00
162	do New Brunswick		1,281 27
161	do Quebec		2,397 04
163	do Toronto		4,899 88
127	Registration and Survey of Canadian Shipping		607 43
164	Removal of Obstructions from Navigable Rivers		150 00
129	Rewards for Saving Life, purchase of Life-boats, &c.		1,806 13
126	Steamboat Inspection		12,211 65
130	Water Police, Quebec		21,953 26
131	do Montreal		13,497 81
185	Purchase and Maintenance of Steamer to replace "Lady Head"		50,550 18
186	Fisheries, Ontario	11,506 74	
188	do Quebec	15,123 79	
192	do Nova Scotia	14,909 42	
199	do New Brunswick	11,776 56	
203	do Prince Edward Island	2,691 49	
204	do British Columbia	1,721 48	
			57,729 48
205	Fish-breeding, Ontario	8,323 42	
207	do Quebec	5,444 89	
209	do Nova Scotia	3,454 29	
			17,222 00
	Carried forward		867,293 61

GENERAL SUMMARY of Expenditure, &c.—*Concluded.*

Vide Report Page	Service.	Amount.	Total.								
	Brought forward.....	<table style="margin-left: auto; margin-right: auto;"> <tr> <td>£</td> <td>cts.</td> </tr> <tr> <td>17,222</td> <td>60</td> </tr> </table>	£	cts.	17,222	60	<table style="margin-left: auto; margin-right: auto;"> <tr> <td>\$</td> <td>cts.</td> </tr> <tr> <td>867,293</td> <td>61</td> </tr> </table>	\$	cts.	867,293	61
£	cts.										
17,222	60										
\$	cts.										
867,293	61										
210	Fish-breeding, New Brunswick.....	3,455 91									
211	do Prince Edward Island.....	852 11									
			21,530 62								
212	Fisheries, Legal and Incidental Expenses.....		267 30								
213	do Legal Expenses in connection with Suits in the Supreme Court.....		734 77								
214	do Advertising.....		278 18								
215	Expenses in connection with Steam Corvette "Charybdis".....		9,040 37								
			\$899,194 85								

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

SUPPLEMENT No. 1

TO THE

FOURTEENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES,BEING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1881.

REPORTS

OF THE

CHAIRMEN OF THE BOARDS OF

STEAMBOAT INSPECTION**AND EXAMINERS OF MASTERS AND MATES,**

THE

TORONTO, MONTREAL, QUEBEC AND PICTOU

HARBOUR COMMISSIONERS,

THE PILOTAGE AUTHORITIES,

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS, AND ON THE
HARBOUR POLICE OF MONTREAL AND QUÉBEC, TOGETHER WITH
STATEMENT OF WRECKS AND CASUALTIES AND LIST
OF REWARDS FOR SAVING LIFE,

CHIEFLY UP TO THE

31ST DAY OF DECEMBER, 1881.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA :

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.

1882.

SUPPLEMENT No. 1.

The Hon. A. W. McLELAN,

Acting Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith Supplement No. 1 to the Fourteenth Annual Report of the Department of Marine and Fisheries, being for the year 1881 containing the Reports of the Chairmen of the Boards of Steamboat Inspection and Examiners of Masters and Mates, the Toronto, Montreal, Quebec and Pictou Harbour Commissioners, the Pilotage Authorities, the Harbour and Shipping Masters, certain Port Wardens, and on the Harbour Police of Montreal and Quebec, together with Statement of Wrecks and casualties and List of Awards for Saving Life.

My remarks on the subjects specified in the above-mentioned Reports, will be found in the Annual Report of this Department, submitted on the 1st January last.

I have the honour to be, Sir,

Your most obedient servant,

WM. SMITH,

Deputy of the Minister of Marine and Fisheries.

Department of Marine and Fisheries,

Ottawa, June, 1882.

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APPENDIX No. 1.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.

BOARD OF STEAMBOAT INSPECTION,

CHAIRMAN'S OFFICE,

TORONTO, 1st January, 1882.

Honorable A. W. McLELAN,
Acting Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg leave to submit herewith my Annual Report for the year ended the 31st December, 1881.

In my Annual Report for the year 1879, referring to the loss of the steamer "Waubuno" on Georgian Bay, I regret that a greater loss of life by steamboats had occurred during that year, than in the previous twenty-two years of my connection with the service. Again, in my report for the following year, 1880, reference is made to the loss of the propellers "Zealand" and "Simcoe," the former with all hands, and the latter twelve of a crew of seventeen, both losses occurring in the month of November. I have now to report the total loss of the propeller "Jane Miller," on Georgian Bay, on the 25th November, with passengers and crew, in all supposed to be about twenty-five persons.

In considering these disasters occurring within the past three years, something may be put down to the unusual heavy storms on the lakes in November, to which the vessels were exposed, but it would be wrong to attribute them entirely to that cause.

It may be assumed had they been perfectly seaworthy, properly manned and loaded, with steam power sufficient for the worst weather, so long as they kept off the shore or rocks they were quite safe, and the disasters would not have occurred; but, if they were deficient in power for bad weather, were overloaded, or had dangerous deck-loads liable to shift, any one of the causes referred to might have proved their loss. A suit is, I believe, still pending against the owners of the "Waubuno" for damages by her loss; it would be improper, therefore, to pass any opinion as to the cause of it. The loss of the "Zealand" is attributed to the shifting of the grain cargo in the hold. The foundering of the "Simcoe" is reported to have been by stress of weather and bursting of the gangways, no doubt from overloading. We have no account whatever respecting the loss of the "Jane Miller;" she appears to have gone down suddenly with all hands, and, as yet, nothing has been found to account for her loss. The hull and machinery were inspected in May last, and was then reported in good condition, seaworthy and properly found.

The Steamboat Inspection Act makes provision for the inspection of hulls, boilers, machinery and equipment of steamboats. They are not to be passed unless staunch, seaworthy, and in good condition for the route on which they are placed, but no provision is made against overloading or dangerous deck-loads, and to this may be traced the cause of the disasters referred to. The appointment of inspectors of hulls of steamboats, which, I am informed, the Government has under consideration, will afford a means to make proper provision in this respect.

At the recent meeting of the Board here in Toronto, in view of the care and personal inspection demanded of the inspector during the construction of steamboat boilers, owing to the increase of pressure consequent upon the introduction of the compound engine, the Board recommended that the Act be amended, and that the duties of engine inspector be confined to the survey of the boilers and machinery only; that the hull, boats, and life saving appliances, masts, sails, ground tackle and

other sailing equipment be placed under the inspection of the inspector of hulls. The recommendation will, I trust, be approved, as an Engine Inspector cannot be informed on all these points on which the safety of a vessel and those on board may entirely depend.

The fearful disaster at London, Ontario, the upsetting of the pleasure steamer "Victoria", and loss of 181 lives, was the result of overcrowding the boat beyond her capacity to stand up under the load. With 200 persons equally distributed on the main and upper decks the vessel was quite safe, with 400 she was dangerous, with from 500 to 600, the number ascertained to have been on her, and those mainly on the upper deck, the wonder is that she did not upset immediately on leaving the wharf. From the shape of the hull, a flat bottomed scow, if loaded down under the water's edge, there would be little tendency in it to right up if either guard got below the water, and this occurred almost immediately on leaving the wharf, according to the testimony at the Coroner's inquest.

The danger from overcrowding steamboats and devising means to prevent it, has engaged the attention of the Department for some years past. No rule appears elastic enough either to cover the various conditions of navigation, or to meet the wishes of steamboat owners on the one hand, and the demands of the public on the other. An approximate rule, based on the length and breadth of the vessel at the water line has been recommended, but as no two vessels of like dimensions in this respect would have the same stability under a load of passengers, it has not been adopted. In fixing a limit, the public would reasonably demand that life saving means be provided for each person under that limit. Steamboat owners in this port claim for some of the vessels running here a safe capacity for fifteen hundred passengers, while the life-saving equipment would not provide for one-fourth that number. There is, no doubt, great difficulty in fixing upon any rule that will satisfy both interests and insure safety even in a moderate degree; in cases of panic, or from any other cause by which a crowd of people are forced overboard, neither boats nor life preservers avail much in saving life, still the public, reasonably, I think, demand that there should be some limit, and, I trust, with the appointment of competent inspectors of hulls, something will be done to satisfy that demand. One thing in this connection should be specially enforced, namely, the prevention of the carriage of too many persons on the upper and promenade deck. Provision should also be made (when required as in some boats) that a dividing barrier be placed fore and aft amidships, to prevent the rush of passengers from side to side of the vessel.

In addition to the losses before mentioned, the propeller "City of Winnipeg" was burned at the wharf at Duluth on the 19th July. The engineer reports that the fire broke out in the wood pocket at the port side of boiler at 3:30 a.m., the alarm was at once given and the fire pump turned on, but the fire had got too much start before this could be done to be overcome; from the time he got out of bed until forced to leave the engine-room the chief engineer thinks not more than five minutes elapsed; the vessel was burned to the water and four lives were lost in the fire.

Whilst the tug "Prince Alfred," was on her way from Goderich to Sarnia in July, a plug in one of the boiler tubes blew out causing the death by scalding, of a fireman, the son of the engineer, Benjamin Filteau.

The propeller "Columbia," of the Collingwood and Chicago Line, foundered off the Port of Frankfort, Lake Michigan, 10th September. The cause of the disaster is not reported. Two boats, one with eight and the other with nine persons, were got away from the vessel as she was going down, of these seven persons were saved from one boat, the rest was all drowned in the surf.

The steamer "Lake Erie" was sunk by collision with the steamer "Northern Queen," on Lake Michigan, abreast of Poverty Island on the 24th November about 6 a.m., in a fog and snow storm, with some sea on but little wind. The "Northern Queen" struck the "Lake Erie" stem on abreast the smoke-stack; the shock broke the steam-pipe near the chest, the escaping steam scalding William Forbes, a deck hand, so severely, that he died seven hours after. The "Lake Erie" sunk about two

hours after the collision in deep water fifteen miles from the shore. All hands from the "Lake Erie" got on board the "Northern Queen" when Manistyne harbor, twenty miles distant, was made for, but in making the entrance she struck the pier and became a wreck.

21st October at, 8 p.m., on Lake St. Louis, the passenger steamer "Passport" ran into and sunk, in forty feet of water, the tug "Traveller," the crew barely escaping with their lives.

The steamer "Florence," on going out of St. Ann's lock, at Montreal, came in collision with a barge with such force as to shift the boiler ahead about nine inches breaking all the pipe connection to the boiler, scalding to death one of the firemen and severely the second engineer.

On the 25th August, the tug steamer "Margaret M.," when lying about 300 yards from the River du Loup wharf, took fire in the engine room; the vessel was towed inside the wharf. Engine and boiler saved; the hull a total loss.

In British Columbia, a new steamer, the "Elizabeth J. Irving," on the way up the Fraser River, had just tied up at Hope, when fire burst out from a large quantity of hay on the vessel, and in a short time she was burned to the water's edge.

The steamer "Royal" was burned at Gibson's, on the River St. Johns, N. B., on the 5th August; cause of the fire not known.

The wrecking steamer "Albert" was burnt to the water's edge at Indian Harbor, N. S., in the early part of December; cause of the fire not given.

There are several minor accidents reported by Inspectors, but not of sufficient importance to be referred to here.

Cases still continue among engineers, occupying positions as such, above that for which the grade of their certificates qualify them. The Board have recommended the suspensions of certificates in several cases for these offences, and it is to be hoped that that will put a stop to them.

Meetings of the Board were held at Montreal in October, and in Toronto in November. Amendments to the Steamboat Inspection Act were considered. They involve very important changes. They will be submitted to the Department as soon as I can put them in proper shape, the Board having left the work of framing them to me.

The following tables exhibit returns of all steamboats in the Dominion up to the close of the year 1881; their gross and registered tonnage; their class and the amount collected in dues and fees on account of their inspection. The revenue, including engineers' fees, which amount to \$3,652, being \$706 in excess of last year, amounts to \$14,372.58, being \$1,010.18 above that of the preceding year.

TABLE A.

Gross and Registered Tonnage of Steam Vessels in the Dominion, from 1873 to 1881, inclusive, also increase and decrease of tonnage during the same period.

Year.	Gross Tons.	Registered Tons.	Gross Tons.	Registered Tons.	Gross Tons.	Registered Tons.
			Increase.	Increase.	Decrease.	Decrease.
1873.....	92,278	56,457	.....	.....	.....	.....
1874.....	102,138	62,518	9,840	6,061	.....	.....
1875.....	117,251	72,851	15,113	10,333	.....	.....
1876.....	111,953	67,996	.....	.....	5,298	4,855
1877.....	118,588	71,713	6,635	3,717	.....	.....
1878.....	155,064	94,377	36,476	22,564	.....	.....
1879.....	155,631	94,686	566	308	.....	.....
1880.....	158,862	97,552	3,281	2,866	.....	.....
1881.....	162,928	100,646	4,066	3,094	.....	.....

TABLE B.

Gross and Registered Tonnage of all Steamboats in the Dominion up to the 31st December, 1881.

Division.	Gross Tons.	Registered Tons.	Dues and Fees.
			\$ cts.
West Ontario, Huron and Superior	49,159	31,848	3,067 13
East Ontario	19,850	11,916	1,348 58
Montreal	27,524	16,010	1,721 56
Three Rivers	18,993	11,875	1,099 30
Quebec	18,721	9,878	1,301 68
Maritime Provinces	17,442	10,870	1,349 20
British Columbia	8,983	6,763	602 53
Manitoba	2,253	1,536	230 68
Engineers' fees			3,652 00
Total	162,928	100,646	14,372 58

TABLE C.

NUMBER of Steamers in the Dominion, and their classification.

Division.	Number.	Paddle.	Screw.	Passenger.	Freight.	Tugs.
West Ontario, Huron and Superior.....	208	20	188	83	26	99
East Ontario	118	38	80	68	12	36
Montreal	131	56	75	43	24	64
Three Rivers	64	41	23	34	2	28
Quebec	109	54	55	25	1	83
Maritime Provinces	123	50	73	68	8	53
British Columbia.....	44	23	21	21	11	12
Manitoba.....	24	9	15	16	.....	8
Total.....	821	291	530	352	84	385

TABLE D.

STEAM Vessels added to the Dominion during the year 1881.

Division.	Number.	Gross Tons.	Registered Tonnage.	Paddle.	Screw.	Passenger.	Freight.	Tugs.
West Ontario, Huron and Superior.....	11	1,083	705	.....	11	4	2	5
East Ontario.....	10	985	610	.....	10	5	3	2
Montreal.....	13	1,179	580	.....	13	2	2	9
Three Rivers.....	Nil	.....	.....	.....	.....	.....	.....	.....
Quebec.....	8	497	308	2	6	1	.....	7
Maritime Provinces.....	9	657	417	2	7	6	2	1
Manitoba.....	4	Not measured.	.....	3	1	3	.....	1
British Columbia.....	7	1,251	1,028	2	5	3	.....	4
Total.....	62	5,652	3,648	9	53	24	9	29

TABLE E.

STEAM Vessels lost or broken up during the year 1881.

Division.	Number.	Gross Tons.	Registered Tonnage.	Paddle.	Screw.	Passenger.	Freight.	Tugs.
West Ontario, Huron and Superior.....	11	3,817	2,433	2	9	2	5	4
East Ontario.....	6	188	120	.....	6	2	2	2
Montreal.....	2	426	244	1	1	1	.....	1
Three Rivers.....	Nil	.....	.....	.....	.....	.....	.....	.....
Quebec.....	3	684	142	1	2	.....	.....	3
Maritime Provinces.....	4	540	338	3	1	4	.....	.....
Manitoba.....	2	590	375	2	.....	2	.....	.....
British Columbia.....	4	1,291	1,018	2	2	.....	.....	.....
Total.....	32	7,536	4,670	11	21	11	7	10

I am, Sir, your most obedient servant,

SAMUEL RISLEY,

Chairman of the Board of Steamboat Inspection.

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881, their Class and Place of Residence, the Year of their First Examination and Number of Renewals, the Name of the Steamer last employ, the Date of the Certificate and the amount of Fee.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Allan, A. B.	3	.....	1871	3	Lps'd.	1870	1	Chatham, N.B.	Gladiator	Board	1880	5 00
Abell, Ed. R.	1	.....	1876	1	1	.....	.....	L. Fort Garry	Coleville	do	1881	1 00
Avis, Joseph	.....	2	1877	2	3	.....	.....	Sarnia	Manitoba	do	1881	1 00
G. Allan, A. B.	3	.....	1871	3	1	1870	1	Chatham, N.B.	Gladiator	do	1881	1 00
Allan, Harman	.....	1	1871	3	8	1876	1	St. John, N.B.	General	do	1881	1 00
Andrews, W. A.	.....	2	1881	1	.....	.....	.....	Bathurst, N.B.	Gipsy	do	1881	5 00
Anderson, James	.....	2	1881	1	.....	.....	.....	Chatham, N.B.	Nil	do	1881	5 00
Anderson, Miller	L	.....	.....	.....	.....	.....	.....	Midland	Minnie Hall	Meneilley	1881	5 00
Anderson, Wm	3	.....	69	2	11	.....	.....	Port Colborne	Georgiana	Board	1881	1 00
Aird, Geo. H.	L	.....	.....	.....	.....	.....	.....	Kingston	Robt. Anglin	Taylor	1881	5 00
Abbey, A. B.	E	1	1880	1	1	1879	1	Port Dalhousie	Ada Allen	Board	1881	1 00
Avis, Joseph	L	2	1877	2	3	.....	.....	Sarnia	Manitoba	Risley	1881	5 00
Allison, James L.	.....	1	1876	1	Lps'd.	.....	.....	Morrisburg	Kendrick	Board	1881	5 00
Austin, Robt.	L	.....	.....	.....	.....	.....	.....	Digby	May Queen	Smith	1881	5 00
Anderson, James P.	.....	2	1882	1	.....	.....	.....	Owen Sound	Chicora	Board	1882	5 00
Abbey, A. B.	E	1	1880	1	2	1879	1	Port Dalhousie	da. Alice	do	1882	1 00

Aston, John W.	3	1877	4	1	Collingwood	Emerald	do	1882	1 00
Alexander, James	2	1865	2	16	St. Louis de Gonzague	Alexandra	do	1882	1 00
Allen, James		2 1870	1	12	Garden Island	Hastings	do	1882	1 00
Arnold, John		1 1870	2	11	Kingston	do	do	1882	1 00
Armstrong, John		1 1876	3	4	Morrisburg	Arctic	do	1882	1 00
Allison, James L.		1 1876	1		Omedee, P.Q.	Princess Louise	do	1882	1 00
Arpin, Louis	2	1860	1	22	St. Hugues	Nil	do	1882	1 00
Arcand, John	2	1869	4	10	Sorel	Quebec	do	1882	1 00
Audette, Pierre	3	1860	1	22	St. Sauveur	Victory	do	1882	1 00
Aubain, Michel	2	1860	1	22	St. Etienne	Humber	do	1882	1 00
Auger, Edouard		1 1868	2	13	Village Lauzon	Conqueror No. 2	do	1882	1 00
Austin, Robt.	E	1 1882	1		Digby, N.S.	May Queen	do	1882	5 00
Atkins, Wm.		1 1872	1	10	Annapolis	Nil	do	1882	1 00
Atkinson, Wm.	3	1869	2	12	Fredericton	Sarah H.	do	1882	5 00
Armstrong, Chris.		2 1882	1		St. John	Nil	do	1882	5 00
Alexander, Neil S.	3	1876	1	6	Halifax	Beta	do	1882	1 00
Allen, Geo. W.		1 1871	1	Lps'd.	Yarmouth, N.S.	Nil	do	1882	5 00
Allan, Harman	3	1871	3	9	St. John, N.B.	General	do	1882	5 00
Anderson, John	3	1869	2	12	Pictou, N.S.	Daisy	do	1882	1 00
Adair, John		1 1881	1	1	New Westminster	Nellie	do	1882	1 00
Bigelow, Ezra		2 1876	1	5	Georgeville	Nil	do	1880	1 00
Bell, David		1 1876	2	Lps'd.	St. John, N.B.	Maggie Noble	do	1880	5 00
Brown, George		1 1879	1	2	Lower Fort Garry	Colville	do	1881	1 00
Blondin, Moses	2	1867	2	13		Lake Erie	do	1881	1 00
Blackburn, Wm. A.		2 1880	1	1	Winnipeg	Marquette	do	1881	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Batelle, Fred.....	.....	1	1876	3	3	1877	3	Desmond.....	Utica.....	Board.....	1881	1 00
Buchanan, J. B.....	3	.....	1874	2	6	.....	.....	Keene.....	Cruiser.....	do.....	1881	1 00
Burns, Henry.....	3	.....	1869	1	12	.....	.....	Kingston.....	Indian.....	do.....	1881	1 00
Brown, Abraham J.....	.....	1	1874	3	5	.....	.....	Ottawa.....	Cruzier.....	do.....	1881	1 00
æ Bell, James.....	.....	2	1876	2	4	.....	.....	Newboro'.....	Dromedary.....	do.....	1881	1 00
Barton, Wm. J.....	2	.....	1874	5	3	1878	1	St. John, N.B.....	Fawn.....	do.....	1881	1 00
Bell, David.....	.....	1	1876	2	1	1876	1	do.....	Maggie Noble.....	do.....	1881	1 00
Bell, John.....	3	.....	1870	1	11	.....	.....	Chatham, N.B.....	Andover.....	do.....	1881	1 00
Betts, D. S.....	.....	2	1881	1	.....	.....	.....	do.....	Nil.....	do.....	1881	5 00
Butt, George.....	.....	1	1876	1	5	.....	.....	St. John, N.B.....	Scud.....	do.....	1881	1 00
Blackwell, Wm.....	2	.....	1865	1	Lps'd	.....	.....	Montreal.....	Nil.....	do.....	1881	5 00
Bartliffe, Henry.....	3	.....	1867	1	14	.....	.....	Chatham.....	Steinhof.....	do.....	1881	1 00
Baker, R. H.....	L	A.	.....	.....	.....	1881	1	New Westminster.....	Etta White.....	Westgarth.....	1881	5 00
Byrd, David.....	L.	2	1881	1	.....	1881	1	Wallaceburg.....	Wm. F. McRae.....	Risley.....	1881	5 00
Stecher, Wm.....	.....	1	1866	2	Lps'd	1876	1	Chatham.....	Nil.....	do.....	1881	5 00
Boyd, Wm.....	L.	.....	.....	.....	.....	1881	1	Windsor, N.S.....	Pinafore.....	Smith.....	1881	5 00
George.....	2	.....	1868	1	13	.....	.....	Kingston.....	Rover.....	Board.....	1881	1 00

Brown, James, No. 2.....	2	1873	2	8	1	Niagara.....	Empress India.....	do	1881	1 00
Brown, Richard.....	1	1877	1	4	1	Collingwood.....	Wales.....	do	1881	1 00
Brunette, Wm.....	1	1878	3	1	.....	Ottawa.....	Francis.....	do	1881	1 00
Brown, Archibald.....	2	1867	1	14	.....	Montreal.....	Gatineau.....	do	1881	1 00
Bergeron, Elize.....	1	1868	1	13	.....	St Appolinaire.....	Baisacan.....	do	1881	1 00
Booth, John.....	3	1831	1	Lps'd.	.....	Dundas.....	Nil.....	do	1881	5 00
Burk, Francis.....	L.	1875	2	5	1	Lindsay.....	Victoria.....	Taylor	1881	5 00
Brown, James H.....	3	1876	4	2	2	Hamilton.....	Acadia.....	Risley.....	1881	5 00
Brown, John.....	1	1860	1	21	.....	Kingston.....	E. of India.....	Board.....	1881	1 00
Bell, John E.....	3	1869	2	1	.....	London.....	Alma Munro.....	do	1881	1 00
Bellefeuille, Leon.....	1	1874	2	6	1	Point Claire.....	Grain Elevator.....	do	1881	1 00
Burk, Richard.....	L.	A.	.....	.....	1	Belleville.....	Nellie Cuthbert.....	Taylor	1881	5 00
Blair, Wm.....	L.	A.	.....	.....	1	St. Catharines.....	Glenfinlan.....	Risley.....	1881	5 00
Brunette, Honore.....	1	1870	2	10	.....	Valleyfield.....	Eureka.....	Board.....	1881	1 00
Bothwell, Wm.....	1	1875	3	4	.....	do	Florence.....	do	1881	1 00
Bellefeuille, Clovis.....	3	1874	1	Lps'd.	.....	Beauharnois.....	Charlotte.....	do	1881	5 00
Bracken, James.....	L.	A.	1	.....	1	St. Catharines.....	Alma Munro.....	Menelley.....	1881	5 00
Bishop, Godfrey.....	L.	.....	.....	.....	1	Nanaimo.....	Hyack.....	Westgarth.....	1881	5 00
Bell, John.....	3	1870	1	11	.....	Newcastle, N.E.....	St. George.....	Board.....	1881	1 00
Bass, Peter.....	L.	.....	.....	.....	1	Rond Eau.....	Tug New Era.....	Risley.....	1881	5 00
Brown, James.....	L.	.....	.....	.....	2	New Westminster.....	Brunette.....	Westgarth.....	1881	5 00
Bellefeuille, Clovis.....	L.	1879	1	2	1	Beauharnois.....	Charlotte.....	Burgess.....	1881	5 00
Black, Wm. A.....	2	1870	3	9	1	Howick.....	Fawn.....	Board.....	1881	1 00
Baker, R. H.....	L.	.....	.....	.....	2	New Westminster.....	Inis.....	Westgarth.....	1881	5 00
Bell, Wilson.....	2	1882	1	.....	.....	Rhein Road Eau.....	Nile.....	Board.....	1882	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
												\$ cts.
Brown, James.....	1	1882	1	.....	.....	.....	Goderich.....	J. Kidd.....	Board.....	1882	5 00
Batchelor, Wm.....	1	1866	2	1	1876	1	Chatham.....	Belle.....	do.....	1882	1 00
Bass, Peter.....	E.	1	1882	1	.....	1881	1	Rond Eau.....	New Era.....	do.....	1882	5 00
Bradshaw, Wm.....	2	1879	1	3	.....	.....	Windsor.....	G. Western.....	do.....	1882	1 00
Belton, Wm.....	2	1872	5	6	1871	1	do.....	Michigan.....	do.....	1882	1 00
Bruce, K. T.....	2	1878	3	2	1874	2	do.....	NH.....	do.....	1882	1 00
Brown, George.....	2	1881	2	.....	.....	.....	Point Edward.....	Huron.....	do.....	1882	5 00
Boyd, David.....	E.	1	1881	2	.....	1881	1	Wallaceburg.....	Wm. F. McRae.....	do.....	1882	5 00
Brown, James H.....	2	1876	5	2	1879	1	Hamilton.....	Acadia.....	do.....	1882	5 00
Baillie, Henry.....	3	1882	1	.....	.....	.....	Howe Island.....	Nipissing.....	do.....	1882	5 00
Beyer, Julius.....	2	1882	1	.....	.....	.....	Gravenhurst.....	Victoria.....	do.....	1882	5 00
Bute, Geo. James.....	1	1875	3	5	1875	2	Collingwood.....	Tender.....	do.....	1882	1 00
Brampton, Wm.....	1	1865	3	15	.....	.....	Cornwall.....	Mary.....	do.....	1882	1 00
Bush, Nelson.....	3	1865	1	10	Lps'd	.....	Dunnville.....	Wm. Ross.....	do.....	1882	5 00
Banks, Erastus.....	1	1872	3	8	1871	1	Yorkville.....	Hector.....	do.....	1882	1 00
Blair, Wm.....	3	1882	1	.....	1881	1	St. Catharines.....	Glenfinlan.....	do.....	1881	5 00
Bracken, James.....	2	1881	2	.....	.....	.....	do.....	Alma Mupro.....	do.....	1882	5 00

Banker, J. D.	1869	13	1877	Toronto	Glacie Office	do	1882	1 00
Battelle, Fred.	1	4	1877	Desmond	Hiram Easton	do	1882	1 00
Barlow, Thos.	2	8		Kingston	Hero	do	1882	1 00
Boyd, George.	1	4		Garden Island	S. F. Hodge	do	1882	1 00
Bonar, John.	1	18		Belleville	Prince Edward	do	1882	1 00
Burk, Francis.	1	6	1874	Lindsay	Victoria	do	1882	1 00
Boswell, H. G.	1	4	1876	Peterborough	Golden Eye	do	1882	1 00
Beaudreau, Gilbert.	1	4		Montreal	Nil	do	1882	1 00
Brunette, Honor.	1	11		Lachine	Eureka	do	1882	1 00
Brunette, Cyrien.	1	3		Rigeaud	Florence	do	1882	5 00
Bédard, Edouard	3	4		Carillon	do	do	1882	5 00
Bellefeuille, Leon.	1	7	1874	Point Clair	Elevator	do	1882	1 00
Black, Wm. A.	2	10		Montreal	St. Francis	do	1882	1 00
Burnet, Wm.	1	3		Ottawa	Carillon	do	1882	1 00
Burnel, Robert.	3	1		Ottawa	Carillon	do	1882	5 00
Brown, Abraham J.	1	5		do	Cruzier	do	1882	1 00
Belaire, Francis.	1	13		Sorel	Canada	do	1882	1 00
Boucher, Paul.	1	3	1880	do	Marie	do	1882	5 00
Beaucauge, Elle.	3	7		do	Quebec	do	1882	1 00
Boucher, Alexandre.	1	4		do	Star	do	1882	5 00
Befort, Francis.	3	4		do	Maskinonge	do	1882	1 00
Beaudette, Noel	2	14		do	Tom Doyle	do	1882	1 00
Bourgeois, Charles.	1	3		St. Angèle	Bourgeois	do	1882	1 00
Boudoin, Napoleon	1	4		Sorel	John Pratt	do	1882	1 00
Bigelow, E. T. C.	2	6		Georgetown	Steam Yacht	do	1882	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Berthiaume, H.	.....	3	1876	1	6	.....	.....	Sorel.....	Chambly.....	Board.....	1882	1 00
Briulle, Henry.....	.....	1	1871	2	10	.....	.....	do.....	Rover.....	do.....	1882	1 00
Brownrigg, John.....	.....	1	1874	3	Lps'd.	.....	.....	Quebec.....	Secret.....	do.....	1882	5 00
Belanger, Joseph.....	3	.....	1877	3	3	1874	2	Lévis.....	Aurelia.....	do.....	1882	5 00
Blais, Joseph.....	3	.....	1874	4	5	1875	1	do.....	Flora.....	do.....	1882	5 00
Bergeron, Honore.....	.....	1	1873	2	8	1872	1	St. Appolinaire.....	Batiscan.....	do.....	1882	1 00
Barron, Odilon.....	.....	1	1877	3	3	1880	1	do.....	Progress.....	do.....	1882	1 00
Barron, Xavier.....	.....	2	1875	3	Lps'd.	.....	.....	do.....	Conqueror No. 2.....	do.....	1882	5 00
Bolduc, Pierre.....	.....	1	1879	2	2	.....	.....	Lévis.....	Shop.....	do.....	1882	5 00
Brennan, Owen.....	.....	1	1880	1	2	.....	.....	Sellery.....	Ida.....	do.....	1882	1 00
Burns, Walter.....	1	.....	1877	1	1	1876	2	New York.....	Hadji.....	do.....	1882	5 00
Boisvert, Joseph.....	.....	3	1882	1	.....	.....	.....	Lothinière.....	St. Louis.....	do.....	1882	5 00
Beaudoin Luc.....	.....	1	1875	2	6	.....	.....	Village Lauzon.....	Margaret, M.....	do.....	1882	1 00
Blanchette, Ludger.....	.....	2	1880	2	1	.....	.....	Lotbinière.....	Nil.....	do.....	1882	5 00
Beaudette, Lazare.....	.....	2	1874	2	Lps'd.	.....	.....	Quebec.....	do.....	do.....	1882	5 00
Belanger, Eugene.....	.....	1	1876	3	4	.....	.....	Village Bienville.....	Napoleon III.....	do.....	1882	1 00
Brown, James.....	1	.....	1876	3	4	1874	2	New York.....	Bahama.....	do.....	1882	1 00

	2	1878	1	5	1877	1	Levis.....	C. H. Curtis.....	do	1882
Baras, Chophas									do	1 00
Bouchar, Pierre.....	E.	1876	3	2			do	May Flower.....	do	1 00
Bolduc, J. B.....	3	1869	3	11	1882	1	Village Lauzon.....	Laurentides.....	do	1 00
Bernard, Andre.....				Lps'd.			Lotoiniere.....	L. N. G.....	do	5 00
Beaudoin, Elzear.....	E.	1880	2	1			Village Lauzon.....	South.....	do	5 00
Blanchette D.....				6			Quebec.....	Fire Engine.....	do	1 00
Belanger, Germain.....				6			do	Dolphin.....	do	1 00
Bonfort, Xavier.....	3	1874	3	7	1870	2	Village Bienville.....	Chicoutimi.....	do	5 00
Belanger, Philias.....				2			Quebec.....	Fire Engine.....	do	1 00
Bolduc, Honoré.....	3	1860	1	22			Village Lauzon.....	Thor.....	do	1 00
Boon, Jard.....	1	1878	2	3			Fredericton, N.B.....	Sarah H.....	do	1 00
Bell, David.....	3	1878	2	3	1876	1	St. John, N.B.....	G. D. Hunter.....	do	5 00
Bell, John.....	3	1870	1	12			Chatham, N.B.....	St. George.....	do	1 00
Boutiller, Fred.....				6			Halifax.....	Beta.....	do	1 00
Barton, Wm. J.....	1	1874	6	3	1878	1	St. John, N.B.....	David Weston.....	do	5 00
Boutiller, Thos.....	1	1875	1	7			Sydney, C.B.....	Neptune.....	do	1 00
Boyd, Wm.....	E.	1882	1		1881	1	Hantsford, N.S.....	Pinafore.....	do	5 00
Butler, George.....				6			St. John, N.B.....	Secret.....	do	1 00
Brownrigg, John.....				Lps'd.			Quebec.....	do	do	5 00
Batte, George.....				4			Charlottetown, P.E.I.....	Henry Arthur.....	do	1 00
Burrows, George.....				9			Halifax.....	Nil.....	do	1 00
Blee, William.....	3	1878	1	4			Victoria, B.C.....	Lillie.....	do	1 00
Butler, Peter.....				1	1881	1	Nanaimo.....	Bernard Castle.....	Westgarth.....	5 00
Bramer, Jas., Van.....				5			Burrard Inlet.....	Leonora.....	Board.....	1 00
Baker, Rich. H.....	2	1882	1		1881	1	do	Etta White.....	Westgarth.....	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
												\$ cts.
Cameron, A. J.	2	.....	1866	2	13	.....	.....	Toronto.....	City of Toronto....	Board.....	1880	1 00
Crossley, Levi N.	.....	1	1874	2	5	1876	1	Collingwood.....	Lake Erie.....	do	1880	1 00
Crossley, Levi N.	.....	1	1874	2	6	1876	1	do	do	do	1881	1 00
Cameron, A. J.	2	.....	1866	2	14	.....	.....	Muskoka.....	Nil.....	do	1881	1 00
Campbell, Geo. K.	.....	3	1878	1	3	1877	1	St. Catharines.....	Niagara.....	do	1881	1 00
Caldwell, Angus.	.....	2	1879	1	2	.....	.....	Nottawa.....	Geo. Maythern.....	do	1881	1 00
Clancy, James.	.....	3	1879	1	2	1878	1	Windsor.....	Argyle.....	do	1881	1 00
Cochrane, George.	3	.....	1869	1	12	.....	.....	Montreal.....	Nil.....	do	1881	1 00
Champagne, Edward.	1	.....	1869	3	10	.....	.....	do	Nil.....	do	1881	1 00
Collins, Thos.	2	.....	1873	1	8	.....	.....	St. John, N.B.....	R. Doane.....	do	1881	1 00
Creighton, Heary	.....	2	1881	1	.....	.....	.....	Chatham, N.B.....	Laddie.....	do	1881	5 00
Crawford, Elijah.	.....	2	1880	1	1	.....	.....	St. John, N.B.....	Dredge	do	1881	1 00
Cunningham, Wm. A.	3	.....	1879	3	.....	.....	.....	do	Ferry.....	do	1881	5 00
Clark, John.	.....	1	1881	1	.....	1880	1	.....	.....	do	1881	5 00
Christie, John	2	.....	1869	1	12	.....	.....	Fredericton.....	Nil.....	do	1881	1 00
Crawford, George.	3	.....	1876	4	2	1880	1	Pictou.....	Scud.....	do	1881	1 00
Calcott, Wm.	3	.....	1872	4	6	.....	.....	St. Catharines.....	Dredge.....	do	1881	1 00

Coffard, Thos	2	1878	2	.....	Kingston	McArthur	do	1881	5 00
Connolly, Thos. J.	3	E. 1880	1	1879	1	Winnipeg	Manitoba	do	1 00
Crosbie, Randolph	2	1876	2	Lps'd	.....	Yarmouth	Nil	do	5 00
Conrick, Thos	2	1879	2	1	.....	Aurora	Mary Ann	do	1 00
Couture, Chas	L.	1875	3	Lps'd	1	Quebec	Ida	Samson	1881 5 00
Cumming, John	L.	.....	.....	.....	1	Winnipeg	Marquette	Risley	1881 5 00
Conley, Peter	L.	1873	2	5	1	Cornwall	Wren	Taylor	1881 5 00
Campbell, Geo. K.	L.	1878	1	2	2	St. Catharines	Persia	Risley	1881 5 00
Crossley, Levi N.	L.	1874	2	6	.....	Collingwood	Columbia	do	5 00
Corbière, D. E.	L.	1874	1	.....	1	do	Fishing Tug Doty	do	5 00
Chisham, James	L.	.....	.....	.....	1	Quebec	Tug Charlotte	Samson	1881 5 00
Chaffey, George	3	L. 1874	2	.....	1	New Westminster	Elizabeth Irving	Westgarth	1881 5 00
Caldwell, Angus	L.	1879	1	2	2	Parry Sound	Mittie Green	Meneilley	1881 5 00
Carr, Patrick J.	L.	1878	3	1	1	Port Dalhousie	Albion	do	5 00
Cook, Richard	L	.....	.....	.....	2	Rockport	Lily Nicholson	Taylor	1881 5 00
Cathlin, M. H.	2	1866	2	14	.....	Amherstburg	Isaac May	Board	1881 1 00
Charbonneau, Albert	.....	1870	1	Lps'd	1	Montreal	Express	do	5 00
Clark, John	L.	Ass't	.....	.....	1	Dufferin Bridge	J. C. Doty	Meneilley	1881 5 00
Cockburn, John	2	1875	3	5	2	Gordon, P.Q.	Transfer	Board	1882 1 00
Cook, Wm	.....	1875	3	5	1	Port Colborne	Sally Jack	do	1 00
Chater, Thos	3	1875	3	5	1	Western	Great Western	do	1 00
Cameron, James	3	1872	3	8	1	Collingwood	Sovereign	do	1 00
Cook, Alexander	.....	1882	1	.....	.....	Point Edward	Huron	do	5 00
Chapple, Charles	3	1882	1	.....	.....	Dresden	S. C. Clark	do	5 00
Chestnut, James	2	1872	5	5	1	St Catharines	Prussia	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 31st December, 1881.—Continued.

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Cameron, A. J.	2		1866	2	15			Collingwood.....	Manatoulin.....	Beard.....	1882	1 00
Crossland, James	2		1873	4	6	1872	1	do	N. Belle.....	do	1882	1 00
Chapman, John		1	1871	3	9			Dunville.....	W. J. Aikens.....	do	1882	1 00
Carl, Milo A.		2	1882	1				Port Colborne.....	C. M. Carter.....	do	1882	5 00
Carl, G. Samson		2	1882	1				Welland.....	Dufferin.....	do	1882	5 00
Cherry, Elbert	3		1865	1	17	1872	1	Dunville.....	Wm. Hall.....	do	1882	1 00
Carter, D. E. W.		1	1878	2	3			Port Colborne.....	Hector.....	do	1882	1 00
Coons, Alfred		1	1872	2	9	1871	1	Port Dalhousie.....	Sam Perry.....	do	1882	1 00
Campbell, Geo. K.		1	1878	2	3	1877	2	St. Catharines.....	Persia.....	do	1882	5 00
Camp, Robert		1	1876	2	5			Port Robinson.....	Bridge Tender.....	do	1882	1 00
Crandell, George	3		1860	1	22			Lindsay.....	Stranger.....	do	1882	1 00
Caldwell, Angus		1	1879	2	2	1880	2	Parry Sound.....	Mittie Grew.....	do	1882	5 00
Cole, Thomas Bonny		2	1882	1				Toronto.....	Pioneer.....	do	1882	5 00
Cook, Richard	E	1	1882	1		1880	2	Rockport.....	Lily Nicholson.....	do	1882	5 00
Cartmill, Matthew		2	1881	1	1			Kingston.....	Indian.....	do	1882	1 00
Cassleman, Henry		2	1879	2	2			Morrisburg.....	Bismarck.....	do	1882	1 00
Charland, Pierre		1	1872	3	8			Montreal.....	Carillon.....	do	1882	1 00

	1	1880	1	2	1879	1	Ottawa	Nil	1882	1 00
Corry, James.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Choquette, Nérée.....	.....	1882	1	.....	.....	.....	Montreal.....	do.....	.....	1882 5 00
Cayen, Jean.....	2	1860	1	22	.....	.....	do.....	Aurora.....	.....	1882 1 00
Castonguay, E.....	.....	1871	3	9	.....	.....	do.....	Elevator.....	.....	1882 1 00
Caswell, A. F.....	2	1881	1	1	.....	.....	Newport.....	Lady of the Lake.....	.....	1882 1 00
Casey, Charles.....	3	1876	3	4	.....	.....	Sorel.....	Dredge.....	.....	1882 1 00
Contois, John.....	1	1872	2	9	.....	.....	do.....	Nil.....	.....	1882 1 00
Champagne, Joseph.....	3	1877	3	3	.....	.....	do.....	Shop.....	.....	1882 1 00
Clement, Adjudor.....	.....	1882	1	.....	.....	.....	do.....	St. James.....	.....	1882 5 00
Charland, Nérée.....	3	1873	-4	6	1874	1	do.....	Nil.....	.....	1882 1 00
Charland, Adjudor.....	2	1880	2	1	.....	.....	Drummondville.....	do.....	.....	1882 5 00
Clement, Edward.....	3	1882	1	.....	.....	.....	Sorel.....	John Pratt.....	.....	1882 5 00
Charland, Hermingile.....	.....	1875	2	5	.....	.....	Trois Rivières.....	Laval.....	.....	1882 1 00
Clement, Napoleon.....	2	1876	2	5	1875	1	Sorel.....	Nil.....	.....	1882 1 00
Clement, Charles.....	1	1871	1	11	.....	.....	do.....	Cultivateur.....	.....	1882 1 00
Chapdelain, Francis, jun.....	2	1871	5	7	.....	.....	do.....	Sorel.....	.....	1882 1 00
Chapdelain, Francis.....	1	1860	1	22	.....	.....	do.....	Quebec.....	.....	1882 1 00
Cartier, Philippe.....	3	1880	1	2	1880	1	do.....	Dredge.....	.....	1882 1 00
Côté, Augustin.....	3	1860	1	22	.....	.....	St. Etienne.....	James.....	.....	1882 1 00
Catellier, Pierre.....	3	1862	2	19	.....	.....	St. Gervais.....	Helen.....	.....	1882 1 00
Costan, Frederic.....	3	1875	4	4	.....	.....	Lévis.....	Resolute.....	.....	1882 1 00
Charland, Victor.....	2	1869	5	9	.....	.....	St. Jean Deschallon.....	St. Louis.....	.....	1882 1 00
Caron, Cyprien.....	.....	1875	2	2	.....	.....	Lévis.....	Stormy Petrel.....	.....	1882 1 00
Côté, Alphonse.....	3	1872	4	8	.....	.....	Village Beauville.....	Anglesea.....	.....	1882 1 00
Cantin, Philippe.....	3	1882	1	.....	.....	.....	do.....	Polino.....	.....	1882 5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

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Côté, Ildevert.....	E.	1	1881	2	Village Bienville.....	Polino.....	Board.....	1882	5 00
Carbonneau, Phidime.....	2	1860	2	21	Lévis.....	Beaver.....	do.....	1882	1 00
Catara, Emanuel.....	E.	1	1877	3	3	.....	.....	St. Sauveur.....	J. R. Souter.....	do.....	1882	5 00
Côté, Germain.....	.....	1	1870	1	12	.....	.....	Village Bienville.....	Canada.....	do.....	1882	1 00
Cloutier, Joseph.....	E.	1	1879	2	2	.....	.....	Village Lauzon.....	Holiwell.....	do.....	1882	1 00
Charland, Eugene.....	.....	1	1876	2	6	.....	.....	St. Jean Deschallon.....	Nil.....	do.....	1882	1 00
Côté, Adolphe.....	E.	1	1878	2	3	.....	.....	Village Bienville.....	Nil.....	do.....	1882	5 00
Cayen, Napoleon.....	.....	1	1874	2	7	.....	.....	St. Gill.....	C. H. Curtis.....	do.....	1882	1 00
Cayen, Joseph.....	2	.....	1860	1	22	.....	.....	Portneuf.....	Bienvenu.....	do.....	1882	1 00
Cayen, Joseph.....	.....	1	1873	2	9	.....	.....	Village Bienville.....	Nil.....	do.....	1882	1 00
Carroll, Stephen.....	1	.....	1860	1	22	.....	.....	Quebec.....	Druid.....	do.....	1882	1 00
Cayen, Philippe.....	.....	2	1877	2	4	.....	.....	Portneuf.....	Beauharnois.....	do.....	1882	1 00
Christie, John.....	2	.....	1869	1	13	.....	.....	Fredericton, N.B.....	Shop.....	do.....	1882	1 00
Caldwell, E. F.....	2	.....	1876	4	3	1877	1	Wolfville, N.S.....	Earl Dufferin.....	do.....	1882	1 00
Chetwynd, Robt.....	.....	1	1877	1	5	.....	.....	Halifax, N.S.....	Alida.....	do.....	1882	1 00
Creighton, H. C.....	.....	1	1881	2	.....	.....	.....	Chatham, N.B.....	Laddie.....	do.....	1882	5 00
Campbell, J. W.....	3	.....	1876	3	Lps'd.	.....	.....	Pictou, N.S.....	Winnie.....	do.....	1882	5 00

	1	1879	2	Lps'd.		Prince Edward Island. Nil.	do	1882	5 00
Caldwell, Jas.	1	1869	2	12	St. John	Star	do	1882	1 00
Cummings, John C.	1	1869	2	12	do	Nil	do	1882	5 00
Chyne, J. F.	2	1882	1		do	Ferry	do	1882	5 00
Cunningham, Wm. A.	2	1879	4		Fredericton	Nil	do	1882	5 00
Cosebonne, G. V.	2	1882	1		St. John	Xanthus	do	1882	1 00
Collins, Thos.	2	1873	1	9	do	Empress	do	1882	1 00
Cox, Charles E.	1	1870	2	11	do	Neptune	do	1882	5 00
Clawson, Jas.	1	1881	2		Yarmouth	Dominion	do	1882	1 00
Crosby, Randolph	2	1876	2	5	St. John	L. Glasier	do	1882	1 00
Carrick, John	2	1870	1	13	Halifax	Delta	do	1882	1 00
Cormack, John	1	1877	1	5	Prince Edward Island	Winnie	do	1882	5 00
Cummings, Chas.	1	1877	2	6	Pictou, N.S.	Scud	do	1882	5 00
Crawford, George	2	1876	5	2	Prince Edward Island	St. Lawrence	do	1882	1 00
Clark, Joseph	1	1876	1	6	St. John	Scud	do	1882	5 00
Crawford, Elijah	1	1880	2	1	Winnipeg	Cheyenne	do	1882	5 00
Connolly, Thos	2	1880	2	1	New Westminster	Cassiar	do	1882	5 00
Clark, Jas. Anthony	2	1878	2	3	Lévis	Fog-Alarm	do	1882	1 00
Couture, Louis	1	1876	3	4	Sombra	Nil	do	1881	1 00
Doan, Moses	1	1877	3	2	Prescott	Elfin	do	1881	1 00
Dungan, James	2	1863	1	18	Montreal	Elevator No. 2	do	1881	1 00
Dennison, J. B.	E.	1860	1	1	St. Henry	Nil	do	1881	1 00
Donnelly, John	3	1879	1	2	Prescott	St. Ann's	do	1881	1 00
Dungan, John	2	1862	1	19	Montreal	Zebra	do	1881	1 00
Drew, Nathaniel	2	1870	3	9	St. Kitts	Canada	do	1881	1 00
Dawson, Joseph	3	1876	1	5			do	1881	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

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Donovan, Dan.....	1	1873	2	1	St. John, N.B.....	Fred Clinch.....	Board.....	1881	5 00
Doyle, Pat.....	2	1872	3	1	1874	1	P. E. Island.....	Ferry.....	do.....	1881	1 00
Dawson, Joseph.....	.....	3	1876	1	5	1875	1	St. Catharines.....	Dromedary.....	do.....	1881	1 00
Dunham, Isaac.....	L.	1	1869	1	12	1881	1	Warton.....	Warton Belle.....	Risley.....	1881	5 00
EDucap, Ulric.....	L.	3	1881	1	.....	1880	2	Sorel.....	Champlain.....	Béfort.....	1881	5 00
Davidson, Wm. Jas.....	1	.....	1873	5	4	1872	2	New York.....	Nil.....	Board.....	1881	1 00
Drysdale, Thos.....	1	.....	1869	3	10	.....	.....	Rimouski.....	Rimouski.....	do.....	1881	1 00
Donaldson, F. W.....	L.	2	1880	1	1	1879	2	Toronto.....	Esperanza.....	Menelley.....	1881	5 00
Dawson, Joseph.....	L.	3	1876	1	5	1875	2	St. Catharines.....	Canada.....	do.....	1881	5 00
Dobbie, John.....	1	.....	1880	1	1	.....	.....	Halifax.....	Newfoundland.....	Smith.....	1881	1 00
Day, David.....	.....	1	1876	1	Lps'd	.....	.....	Mill Village.....	La Have.....	do.....	1881	5 00
Dodge, Edwin C.....	L.	.....	.....	.....	.....	1881	1	Annapolis.....	Eva Johnson.....	do.....	1881	5 00
Ducap, N.....	L.	2	1880	2	.....	1881	1	Sorel.....	Tim Doyle.....	Béfort.....	1881	5 00
Dick, George.....	3	.....	1872	3	7	.....	.....	Chatham, N.B.....	Nil.....	Board.....	1881	1 00
Dobbie, John.....	1	.....	1880	1	1	.....	.....	Halifax.....	Delta.....	do.....	1881	1 00
Davis, Sandford.....	L.	E.	.....	.....	.....	1881	1	Collingwood.....	Ben Millwood.....	Risley.....	1881	5 00
Dunn, Henry.....	3	.....	1865	1	16	.....	.....	Chatham.....	Nil.....	Board.....	1881	1 00

	1865	1	17	do	Nil.	do	1882
Dunn, Henry.....	3						1 00
Duvell, Francis.....	3	1874	4	Michigan.....			5 00
Downey, John, No. 2.....		1	3	Port Edward.....			1 00
Doan, Moses.....		1	3	Sombra.....			1 00
Doran, John.....	2		20	St. Catharines.....			1 00
Dillon, Hugh W.....	3			Toronto.....			1 00
Dee, John.....	3	1875	4	Collingwood.....			1 00
Donaldson, F. W.....	E.	1	2	Toronto.....			5 00
Davidson, Andrew C.....		1	3	Toronto.....			1 00
Davidson, John.....	2	1874	5	Sable Mills.....			1 00
Dunoon, Daniel.....		1	2	St. Catharines.....			1 00
Dion, Leon.....		1	2	Owen Sound.....			1 00
Desjardin, Hermidas.....		1	9	Peterborough.....			1 00
Donnelly, John, sen.....		3	4	Lachine.....			1 00
Davis, James.....	1	1861	8	Garden Island.....			1 00
Dawson, Henry.....		1	21	Kingston.....			1 00
Dickinson, R. S.....		1	3	Kingston.....			1 00
Dennis, Jean B.....		1		Agnes.....			5 00
Dennison, John.....		1	2	Montreal.....			1 00
Dupré, Hyacinthe.....		2	6	Ottawa.....			5 00
Dennis, François.....	3	1875	4	Sorel.....			1 00
Dumas, Laurent.....	2	1875	4	do.....			1 00
Dumas, Alexis.....	3	1860	1	do.....			1 00
Ducette, Basile.....		1	3	do.....			1 00
Denis, Edouard.....	2	1874	6	do.....			1 00
		1874	6	do.....			1 00
		1882	2	do.....			1 00
		1882	15	do.....			1 00

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Ducharme, Alexis, jun.	3	1882	1	Sorel	Star	Board	1882	5 00
Davignon, Joseph	2	1881	2	do	John	do	1882	5 00
Ducharme, Alexis	3	1874	3	6	1873	1	do	Zebra	do	1882	1 00
Demerais, Joseph H.	3	1882	1	Belceil	Nil	do	1882	5 00
Duceap, Mathias	2	1864	1	18	Sorel	Star	do	1882	1 00
Ducap, Utric	1	1881	2	1880	2	do	Champlain	do	1882	5 00
Denis, Edouard, jun.	1	1881	1	1	do	Cultivateur	do	1882	5 00
Dunn, Peter	1	1865	1	17	do	Montreal	do	1882	1 00
Dunn, Robert	2	1880	2	1	do	do	do	1882	5 00
Duval, Evarice	2	1881	1	1	Nicolet	Lucie	do	1882	1 00
Ducap, N.	1	1880	3	Sorel	Tim Doyle	do	1882	5 00
Dumas, William	3	1882	1	do	Shop	do	1882	5 00
Dubort, Norbert	3	1878	1	4	do	Nil	do	1882	1 00
Drysdale, Thomas	1	1869	3	11	Rimouski	Rimouski	do	1882	1 00
Deschene, John	2	1873	3	Lps'd	St. Gill	Nil	do	1882	5 00
Desautnier, Arsen	3	1881	1	1	St. Croix	Conqueror No. 2...	do	1802	1 00
Deglise, Simeon	2	1864	3	Lps'd	Metabetchouan	Pioneer	do	1882	5 00

Name	E.	1882	1	1882	1	St. Appolinaire, P.	Aurilia	do	1882	5 00
Daigle, Ferdinand	2	1860	2	21	.....	Lévis	Montgomery	do	1882	1 00
Dion, Michel	E.	1881	2	.....	.....	St. Appolinaire	Azilda	do	1882	5 00
Daigle, Onésime	E.	1881	2	.....	.....	St. Croix	Rival	do	1882	5 00
Destrocher, Zephirin	3	1878	1	4	.....	do	Lake	do	1882	1 00
Destrocher, Stanislas	2	1868	4	11	.....	Village Bienville	do	do	1882	1 00
Destrocher, Louis	1	1875	2	6	.....	Lévis	Nil	do	1882	1 00
Dupere, Joseph	1	1869	2	.....	.....	St Romand	do	do	1882	5 00
Dion, Théophile	1	1879	2	.....	.....	Village Lauzon	Miramichi	do	1882	1 00
Despre, Alfred	2	1860	2	21	.....	Lévis	Nil	do	1882	1 00
Dupere, D.	E.	1882	1	.....	1881	Digby, N.S.	Eva Johnson	do	1882	5 00
Dodge, E. C.	2	1882	1	.....	.....	St. John, N.B.	Nil	do	1882	5 00
Dever, Henry	1	1872	1	10	.....	do	R. Doane	do	1882	1 00
Donovan, Daniel	3	1872	3	8	.....	Chatham, N.B.	Nil	do	1882	1 00
Dick, George	1	1875	1	1	.....	Mill Village	LaHave	do	1882	1 00
Day, David	2	1872	3	8	1874	P. E. Island	Southport	do	1882	1 00	
Doyle, Patrick	1	1880	1	2	.....	Halifax	Delta	do	1882	1 00
Dobbie, John	2	1875	2	5	1871	Silver Islet	Hattie Vinton	do	1882	1 00	
Downley, John	2	1874	4	5	1880	Winnipeg	Minnesota	do	1882	1 00	
Daly, Wm	2	1877	1	5	.....	New Westminster	Reliance	do	1882	1 00
Donnelly, John	1	1871	2	9	.....	Montreal	Nettleworth	do	1881	1 00
Écroyd, John R.	1	1877	2	3	.....	do	Nil	do	1881	1 00
Écroyd, Geo. J.	3	1876	1	5	.....	New Castle	New Era	do	1881	1 00
Ericsson, M.	1	1878	1	3	.....	St. George	Utopia	do	1881	1 00
Elliott, George E.	L	1878	2	.....	1881	Omenca	Maple Leaf	Rusley	1881	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 31st December, 1881, etc.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Ellison, John, jun.	.....	1	1874	2	6	1873	1	Port Stanley	Stanley	Board	1881	1 00
Esdaile, J. P.	L	.....	.....	.....	.....	1881	1	Halifax	Goliath	Smith	1881	5 00
Ellis, J. H.	3	.....	1875	4	3	1875	2	Toronto	W. T. Robb	Board	1881	1 00
Ernest, John	L	Asst.	.....	.....	.....	1881	1	Lunenburg	La Have	Smith	1881	5 00
Evans, Wm.	L	Asst	.....	.....	.....	1881	1	Halifax	Acadian	Samson	1881	5 00
Evans, Samed.	3	.....	1876	1	Lps'd.	.....	.....	Victoria, B.C.	Alexander	Board	1881	5 00
Edgar, James	.....	1	1872	3	8	1877	1	Dunville	R. B. McPherson	do	1882	1 00
Elliot, Thos.	2	.....	1862	2	19	.....	.....	Hamilton	Lake Ontario	do	1882	5 00
Ellis, J. H.	2	.....	1875	5	3	1875	2	Toronto	W. T. Robb	do	1882	5 00
Evans, Chas. T.	.....	1	1879	2	2	1879	1	Brockville	Private Yacht	do	1882	1 00
Edridge, John W.	.....	1	1878	3	2	1881	1	Bobcageon	Maple Leaf	do	1882	5 00
Fshernburg, Chas.	3	.....	1860	1	22	.....	.....	Lévis	Nil	do	1882	1 00
Emerson, Samuel	.....	3	1880	1	1	.....	.....	Winnipeg	Manitoba	do	1882	1 00
Evans, Wm. B.	2	.....	1877	3	3	.....	.....	St. John	Hercules	do	1882	1 00
Esdaile, J. P.	3	.....	1882	1	.....	1881	1	Halifax	Goliath	do	1882	5 00
Ewing, John	1	.....	1877	1	5	.....	.....	do	Beta	do	1882	5 00
Earle, Robt. G.	.....	2	1882	1	.....	.....	.....	St. John	Fire Engine	do	1882	5 00

Elliott, Wm. Alfred.....	1	1876	1	6	.....	Victoria, B.C.....	Princess Louise....	do	1882	1 00		
Ferguson, John C.....	2	1877	3	2	1876	2	Chicago, U.S.....	S. Bell.....	do	1881	1 00	
Fero, Solomon.....	.....	2	1876	2	5	1876	2	Welland.....	C. F. Wadsworth.	do	1881	1 00
Fleck, Alex.....	.....	1	1879	2	1	.....	.....	Ottawa.....	A. McMahon.....	do	1881	1 00
Francœur, Ed.....	.....	1	1869	2	11	.....	.....	Montreal.....	Passport.....	do	1881	1 00
Fraser, A. M.....	.....	2	1881	1	.....	.....	.....	Chatham, N.B.....	Nil.....	do	1881	5 00
Fraser, John.....	.....	3	1881	1	.....	.....	.....	Pictou, N.S.....	do	do	1881	5 00
Frost, S. J.....	.....	2	1881	1	.....	.....	.....	Chatham, N.B.....	do	do	1881	5 00
Francombe, Geo.....	1	.....	1861	1	20	.....	.....	Windsor.....	Prince Alfred.....	do	1881	1 00
Francombe, Thos.....	.....	3	1879	1	2	.....	.....	do	do	do	1881	1 00
Filteau, Octave.....	2	.....	1860	1	21	.....	.....	Montreal.....	Beaver.....	do	1881	1 00
Foster, Robt.....	L.	1	1879	2	1	1878	3	Victoria, B.C.....	Pilot.....	Westgrath.....	1881	5 00
Finucan, John.....	2	.....	1869	3	10	1878	1	Gananoque.....	Q. Victoria.....	Board	1881	1 00
Fox, Aisay L.....	3	L.	1881	1	.....	1879	2	New Westminster.....	Reliance.....	Westgrath.....	1881	5 00
Fox, Harry.....	L.	Ass't.	.....	.....	.....	1881	1	Victoria, B.C.....	Grappler.....	do	1881	5 00
Foster, D. M.....	L.	1	1878	2	1	1879	2	Port Dover.....	Annie Craig.....	Menielley.....	1881	5 00
Francombe, Thos.....	L.	Ass't.	1879	1	1	1881	1	Windsor.....	Emerald.....	Risley.....	1881	5 00
Fero, Solomon.....	L.	2	1875	2	4	1876	4	Thorold.....	Wadsworth.....	do	1881	5 00
Fullerton, John.....	.....	2	1877	1	4	1879	2	Deas Lake.....	.....	Board	1881	1 00
Fullerton, John.....	L.	2	1877	1	4	1879	3	do	Lady of the Lake.	Westgarth.....	1881	5 00
Fraser, Duncan.....	L.	Ass't.	.....	.....	.....	1881	1	St. John.....	Rotheray.....	Menielley.....	1881	5 00
Fugere, Uideric.....	.....	1	1874	2	6	.....	.....	Champlain.....	Lontard.....	Board	1881	1 00
Free, Henry.....	3	.....	1878	3	2	.....	.....	St. Catharines.....	Lake Michigan.....	do	1882	5 00
Fox, Aisay L.....	2	.....	1881	2	.....	1879	2	Victoria, B.C.....	Victoria.....	do	1882	5 00
Feightner, Joseph.....	.....	1	1876	3	4	1877	2	Collingwood.....	Myrtle.....	do	1882	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
Foster, D. M.	1	1878	3	2	1879	2	Port Dover.....	Annie Craig.....	Board.....	1882	1 00
Fraser, Charles.....	2	1879	1	3	.....	.....	Toronto.....	Chicora.....	do.....	1882	1 00
Fero, Solomon.....	2	1875	2	6	1876	3	Thorold.....	C. F. Wadsworth.	do.....	1882	1 00
Fraser, Duncan.....	2	1882	1	.....	1881	1	Toronto.....	Rothsay.....	do.....	1882	5 00
St. Ferguson, John.....	2	.....	1877	3	3	1876	2	do.....	City of Toronto...	do.....	1882	1 00
Filion, Paul.....	1	1870	2	11	.....	.....	Lindsay.....	Mary Ellen.....	do.....	1882	1 00
Fox, Ed. Wm.....	2	1881	2	.....	.....	.....	Napanee.....	Cuba.....	do.....	1882	5 00
Fournier, Joseph.....	1	1875	2	2	.....	.....	Montebello.....	Frank Pereu.....	do.....	1882	1 00
Flanagan, Patrick.....	1	1870	3	10	.....	.....	Kingston.....	Alexandra.....	do.....	1882	1 00
Fleck, Alex.....	1	1879	2	2	.....	.....	Ottawa.....	Agnes McMahon...	do.....	1882	1 00
Filteau, Octave.....	2	1860	1	22	.....	.....	Montreal.....	Rambler.....	do.....	1882	1 00
Frechette, Wm.....	2	.....	1869	3	11	.....	.....	Valleyfield.....	Chaudière.....	do.....	1882	1 00
Fugere, Ulderic.....	1	1874	2	6	.....	.....	Champlain.....	Lontard.....	do.....	1882	1 00
Fortin, Antoine.....	3	1877	4	2	1878	1	Sorel.....	John Young.....	do.....	1882	5 00
Fontuguay, John.....	1	1871	2	10	1869	1	do.....	Nil.....	do.....	1882	1 00
Fugere, Narcisse.....	1	1876	3	1	.....	.....	Champlain.....	Elevator.....	do.....	1882	5 00
Fortin, John.....	2	1860	2	22	.....	.....	Sorel.....	John.....	do.....	1882	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Grooms, Asael.....	.....	1	1875	2	5	1874	2	Wallaceburg.....	Ireland.....	Board.....	1881	1 00
Glynn, Michael.....	L.	.....	.....	.....	.....	1881	1	Port Hope.....	A. Wright.....	Taylor.....	1881	5 00
Greig, Franklin.....	L.	.....	.....	.....	.....	1881	1	Halifax.....	M. A. Starr.....	Smith.....	1881	5 00
Glendron, Francis, jun.....	L.	2	1879	2	.....	1881	1	Sorel.....	William.....	BeFort.....	1881	5 00
Gowau, John Wm.....	3	.....	1873	1	8	.....	.....	Windsor.....	Nil.....	Board.....	1881	1 00
Gidley, James W.....	L.	Ass't	.....	.....	.....	1881	1	Penetanguishene.....	Mary Beck.....	Meneilley.....	1881	5 00
Gray, John Henry.....	.....	1	1878	3	1	.....	.....	Toronto.....	Luella.....	Board.....	1881	1 00
Gelston, Wm.....	L.	2	1881	1	.....	1880	2	Collingwood.....	Prince Alfred.....	Meneilley.....	1881	5 00
Gray, Thomas.....	L.	2	1881	1	.....	1881	1	Garden Island.....	Wm. Johnston.....	Taylor.....	1881	5 00
Goodyer, Charles.....	L.	.....	.....	.....	.....	1880	2	Goorgina.....	Sutton Belle.....	Meneilley.....	1881	5 00
Gucker, Stephen.....	L.	3	1881	1	.....	1881	1	Waubashene.....	Marshall & May.....	do.....	1881	5 00
Grill, John.....	L.	Nil.	.....	.....	.....	1881	1	Lakefield.....	Tiger.....	Taylor.....	1881	5 00
Gillett, Joseph.....	L.	.....	.....	.....	.....	1881	1	Halifax.....	Jos. Edward.....	Smith.....	1881	5 00
Gill, Albert M.....	L.	.....	.....	.....	.....	1881	1	P. A. Landing.....	A. Neff.....	BeFort.....	1881	5 00
Gongeon, Xavier.....	.....	3	1878	1	3	.....	.....	Winnipeg.....	Alpha.....	do.....	1881	1 00
Gorrell, Charles.....	3	.....	1876	3	3	.....	.....	Brockville.....	Oneida.....	do.....	1881	1 00
Givard, Edward.....	L.	1	1876	3	4	1881	1	Kingston.....	Argyle.....	Risley.....	1881	5 00

George, Andrew	L.	1882	1	1881	1	Tonawanda	Isaac May	Menelley	1881	5 00
Grieve, Donald	3	1882	1			Windsor	City of Dresden	Board	1882	5 00
Grooms, Asael	3	1875	3	1874	2	Wallaceburg	Ireland	do	1882	5 00
Girard, Edward	3	1875	4	1881	1	Kingston	Argyle	do	1882	5 00
Gill, Albert M.		1882	1	1881	1	P. A. Landing	A. Neff	do	1882	5 00
Goyette, John M.	3	1874	3	1873	1	Toronto	Bruno	do	1882	1 00
Gidley, James W.		1882	1	1881	1	Penetanguishene	Mary Beck	do	1882	5 00
Green, Freeman		1872	3			Dunnville	Humming Bird	do	1882	1 00
Good, Thomas	1	1872	3			Port Colborne	Maggie	do	1882	1 00
Grabell, Richard S.	3	1882	1			Port Dalhousie	H. Neelon	do	1882	5 00
Gray, John Henry	3	1878	4			Toronto	Helena	do	1882	5 00
Goodyer, Charles	E.	1882	1	1880	2	Sutton	Sutton Belle	do	1882	5 00
Gillespie, Oliver	2	1866	2	1878	1	Cornwall	F. B. Maxwell	do	1882	1 00
Gaskin, Thos.	3	1877	4	1880	1	Kingston	Active	do	1882	1 00
Goyette, Charles		1869	2			do	Prussia	do	1882	1 00
Grant, Michael		1881	1			Newborough	Mill	do	1882	1 00
Goodheart, Hugh		1882	1			Coal Lake	Ontario	do	1882	5 00
Gray, Thomas		1881	2	1881	1	Garden Island	Wm. Johnston	do	1882	5 00
Gillie, James	2	1868	5			Kingston	Pierpoint	do	1882	1 00
Gorrell, Charles	3	1876	3			Brockville	Oneida	do	1882	1 00
Gallivan, James	3	1863	1			Kingston	Elevator	do	1882	1 00
Gray, William	3	1860	1			Hudson	Ivy	do	1882	1 00
Goulet, Ambrose	2	1864	2			Aylmer	Castor	do	1882	1 00
Graham, Samuel		1882	1			Beauharnois	Elevator	do	1882	5 00
Graham, Edward	1	1871	3			do	Prince Arthur	do	1882	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
												\$ cts.
Gauthier, Dolphus .....	.....	3	1882	1	.....	.....	.....	Rigaud.....	Owens.....	Board.....	1882	5 00
Gendron, Francis	2	.....	1880	1	22	.....	.....	Sorel.....	Laprairie.....	do.....	1882	1 00
Gendron, Francis, jr.....	.....	1	1879	2	.....	1881	1	Sorel.....	William.....	do.....	1882	5 00
Ginac, Alfred.....	2	.....	1880	2	21	.....	.....	do.....	New York.....	do.....	1882	1 00
Gilbean, Olivier.....	3	.....	1877	2	4	1877	2	do.....	Mountain Maid.....	do.....	1882	1 00
Giguac, Treflé.....	.....	3	1877	1	Lps'd	.....	.....	do.....	Nil.....	do.....	1882	5 00
Gendron, Charles.....	2	.....	1869	4	10	1869	1	do.....	C. G. Brydges.....	do.....	1882	1 00
Grannan, James.....	2	.....	1877	4	2	.....	.....	do.....	Dredge.....	do.....	1882	5 00
Godin, L'éandre.....	3	.....	1873	3	7	1871	1	do.....	Trois-Rivières.....	do.....	1882	1 00
Godin, Pierre.....	.....	1	1876	2	5	1876	1	do.....	ChAMPLAIN.....	do.....	1882	5 00
Gourdain, Dosithe.....	.....	1	1870	2	Lps'd	.....	.....	ChAMPLAIN.....	Caroline.....	do.....	1882	5 00
Gendron, Jean Baptiste.....	2	.....	1867	2	14	.....	.....	Sorel.....	Berthier.....	do.....	1882	1 00
Girard, Olivier.....	.....	1	1872	3	7	1872	1	do.....	Nil.....	do.....	1882	1 00
Gendron, Charles.....	.....	1	1879	2	1	.....	.....	do.....	E. W. Gruls.....	do.....	1882	1 00
Guilbault, Joseph	3	.....	1873	3	7	1872	1	do.....	ChAMPLAIN.....	do.....	1882	1 00
Germain, Solomon.....	.....	1	1878	3	2	.....	.....	Portneuf.....	Caroline.....	do.....	1882	5 00
Gingras, Zosiémé.....	.....	1	1870	3	10	1874	1	Batican.....	Nil.....	do.....	1882	1 00

Goliguer, Pierre.....	1	1876	1	6	1872	1	Sherbrooke	Asilda	do	1832	1 00
Gainau, Omer.....	2	1880	2	1	.....	.....	St. Croix	Contst.....	do	1882	1 00
Garneau, Romauld.....	2	1879	2	2	.....	.....	do	Polino.....	do	1882	5 00
Gagnon, Narcisse.....	3	1860	1	22	.....	.....	St. Nicholas	Castor	do	1882	1 00
Goupil, Louis.....	1	1881	3	.....	.....	.....	St. Michel.....	Lake.....	do	1882	5 00
Garneau, Xavier.....	2	1830	1	22	.....	.....	St. Antoine.....	Activity	do	1882	1 00
Guilmette, Auguste.....	E.	1831	1	1	.....	.....	Village Bienville	Honkey Doré.....	do	1882	1 00
Gagnon, Louis.....	3	1860	1	22	.....	.....	Quebec	New York	do	1882	1 00
Gilbault, Théophile.....	1	1873	2	7	1875	1	Village Lauzon.....	Fog Alarm	do	1882	1 00
Gongeon, X.....	3	1878	1	4	.....	.....	Manitoba.....	Alpha	do	1882	1 00
Gray, Wm. G.....	3	1875	3	5	.....	.....	St. John	Gladiator	do	1882	1 00
Griggs, Charles	3	1876	4	3	.....	.....	Halifax	M. A. Starr	do	1882	1 00
Grady, Andrew.....	3	1874	1	8	.....	.....	do	Ferry	do	1882	1 00
Greig, Franklin.....	2	1882	1	.....	1881	1	do	M. A. Starr.....	do	1882	5 00
Green, James.....	1	1877	1	5	.....	.....	do	Edgar Stuart.....	do	1882	1 00
Gray, Jas. H. D.....	3	1876	3	4	.....	.....	Chatham	St. George.....	do	1882	5 00
Gill, J. A.....	1	1869	1	13	.....	.....	Fredericton	Bismarck.....	do	1882	1 00
Gill, Justus.....	1	1869	1	13	.....	.....	do	Forest Queen	do	1882	1 00
Gill, F. H.....	1	1869	1	13	.....	.....	do	Nil	do	1882	1 00
Gill, John C.....	2	1881	1	1	.....	.....	Victoria, B.C.....	Western Slope	do	1882	1 00
Huff, George	1	1877	3	2	1877	3	Penetanguishene.....	M. Beck.....	do	1881	1 00
Hunter, James H.....	1	1860	1	21	.....	.....	Sorel	Dredge	do	1881	1 00
Hallada, Robt.....	1	1870	3	9	1869	1	Prescott	Pembroke.....	do	1881	1 00
Hazlett, Wm.....	3	1874	4	4	.....	.....	Kingston	Calabria.....	do	1881	1 00
Hazlett, John.....	2	1869	5	8	.....	.....	do	Africa.....	do	1881	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

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												\$ cts.
Hazlett, George.....	3	1879	1	2	Kingston.....	Africa.....	Board.....	1881	1 00
Hamelin, Zep.....	1	1871	3	8	Montreal.....	Mink.....	do.....	1881	1 00
Hathaway, H. A.....	1	.....	1869	1	12	.....	.....	St. John, N.B.....	City of St. John..	do.....	1881	1 00
Humea, James.....	.....	3	1876	1	Lps'd.	.....	.....	Sydney, C B.....	Dolphin.....	do.....	1881	5 00
S. Holmes, S. C.....	3	.....	1875	3	4	1873	1	Chatham.....	D. R. VanAllen....	do.....	1881	1 00
Hallock, L. D.....	E.	1	1877	2	3	1876	3	Meaford.....	Despatch.....	do.....	1881	1 00
Hattersley, Ed.....	1	.....	1876	2	4	.....	.....	Victoria, B.C.....	Otter.....	do.....	1881	1 00
Hardy, Joseph.....	3	.....	1865	1	16	.....	.....	Kingston.....	Robt. Anglin.....	do.....	1881	1 00
Hazzev, Thos.....	L.	Asst.	.....	.....	.....	1831	1	Victoria, B.C.....	Alexandria.....	Westgarth.....	1881	5 00
Holmes, Wm. Ed.....	L.	.....	.....	.....	.....	1881	1	do.....	Anna Beck.....	do.....	1881	5 00
Hay, John.....	3	.....	1867	1	14	.....	.....	Toronto.....	Victoria.....	Board.....	1881	1 00
Huff, John.....	L.	Asst.	.....	.....	.....	1881	1	Penetanguishene.....	Mary Beck.....	Meneilley.....	1881	5 00
Hardy, Cyrus.....	L.	.....	.....	.....	.....	1878	4	Victoria, B.C.....	Western Slope.....	Westgarth.....	1881	5 00
Hickey, Thos.....	2	.....	1869	4	9	.....	.....	Collingwood.....	Canada.....	Board.....	1881	1 00
Hoyer, Marcus.....	L.	3	1881	1	.....	1881	1	Toronto.....	Waterwitch.....	Risley.....	1881	5 00
Hazlett, Wm.....	3	L.	1874	4	4	1881	1	St. Catharines.....	Scotia.....	do.....	1881	5 00
Hayden, Wm.....	L.	.....	.....	.....	.....	1881	1	Halifax.....	Albert.....	Smith.....	1881	5 00

	1869	2	11	1869	2	11	1881	1	St. John.	Nil	Board	1881
Haddow, George.....							1881	1	Sandwich.....	Nil.....	Board.....	1881
Haggart, David.....							1881	1	Sandwich.....	Walter Scott.....	Risley.....	1881
Hiscock, Edgar.....	L.	3	3	1876	3	3	1881	1	Kingston.....	Ontario.....	Taylor.....	1881
Holman, J. H.....	L.	1		1881	1		1881	1	Owen Sound.....	City of Owen Sound.....	Meneilley.....	1881
Hamlin, Albert.....	L.						1881	1	Sarnia.....	Eclipse.....	Risley.....	1881
Hooper, F. T.....		2	2	1877	2	2			Rat Portage.....	Hooker.....	Board.....	1881
Hill, Robt.....	L.						1881	1	Port Perry.....	Lady Ida.....	Taylor.....	1881
Hutchison, John.....	L.						1881	1	Victoria, B.C.....	Grappier.....	Westgarth.....	1881
Hurshman, R. P.....	L.						1881	1	Halifax.....	Acadian.....	Samson.....	1881
Hanault, Pierre.....	E.	2	6	1874	2	6			Montreal.....	Grain Elevator.....	Board.....	1881
Harris, George.....	L.						1881	1	Dartmouth.....	Robt. Burns.....	Smith.....	1881
Hohn, Henry.....	E.		2	1877	2	2			Port Lambton.....	Colin Munro.....	Board.....	1882
Holmes, T. C.....	3		8	1875	3	8	1873	1	Walkerville.....	Nil.....	do.....	1882
Haywood, A. S.....			7	1874	2	7			Wallaceburg.....	Savelle.....	do.....	1882
Hoyer, Marcus.....		2		1881	2		1881	1	Toronto.....	D. R. Van Allen.....	do.....	1882
Hickey, Thos.....	2	4	10	1869	4	10			Hamilton.....	Canada.....	do.....	1882
Huff, George.....	3	4	2	1877	4	2	1877	3	Penetanguishene.....	Georgiana.....	do.....	1882
Hazlett, Wm.....	3	4	5	1874	4	5	1881	1	Kingston.....	Scotia.....	do.....	1882
Hugo, T. W.....	2	5	8	1870	5	8			Owen Sound.....	Campana.....	do.....	1882
Horgon, Thos.....	3	4	5	1874	4	5	1874	3	Collingwood.....	Cherokee.....	do.....	1882
Hart, Francis.....	E.	2	3	1878	2	3	1877	4	Warton.....	Jane Miller.....	do.....	1882
Huffa, John.....		3	2	1878	3	2			Allanburgh.....	J. H. Doyle.....	do.....	1882
Hevenley, Silas.....	3	2	2	1879	2	2	1878	2	Owen Sound.....	Magdalena.....	do.....	1882
Holt, Henry.....	3	2	1	1880	2	1	1877	2	Toronto.....	Muskoka.....	do.....	1882
Holman, John H.....		2		1881	2		1881	1	Collingwood.....	City of Owen Sound.....	do.....	1882

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 31st December, 1881.—Continued.

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Hill, J. E.	3	E.	1875	4	4	1874	4	Toronto	Toronto Belle.	Board	1882	1 00
Huff, John		2	1882	1		1881	1	Penetanguishene.	Georgiana.	do	1882	5 00
Harrington, John	3		1877	4	2	1879	1	Toronto	Shop.	do	1882	1 00
Hiscock, Edgar C.	3		1876	3	4	1881	1	Kingston.	Ontario.	do	1882	1 00
Hepburn, Robt.		1	1874	2	7			Battersea.	Allan Gilmour.	do	1882	1 00
Holmes, Wm.		3	1882	1				Morrisburg.	Arctic.	do	1882	5 00
Hynes, Horatio		3	1881	1	1			Wilton	Shop.	do	1882	1 00
Hazlett, Geo.		2	1879	2	2			Kingston.	Shickluna	do	1882	5 00
Hickey, James	2		1862	1	20			Garden Island.	Traveller.	do	1882	1 00
Helferty, Wm	3		1876	4	3	1881	1	Pictou.	Belle Wilson.	do	1882	5 00
Henderson, Geo		1	1870	3	10			Kingston.	H. F. Bronson.	do	1882	1 00
Harkin, Alex		3	1881	1	1			Aylmer	Kitty Friel.	do	1882	1 00
Hazlett, John	2		1869	5	9			Kingston.	Africa	do	1882	1 00
Higgins, James		1	1874	3	5	1880	1	Pembroke.	C. O. Kelly.	do	1882	5 00
Hodgins, Geo.		2	1875	2	6			Hudson	Peerless	do	1882	1 00
Hamelin, Hercules		1	1875	3	5			Champlain.	I. B. A.	do	1882	1 00
Hodgins, Joseph		1	1874	2	7			Como	Prince of Wales.	do	1882	5 00

Name	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Heneault, Pierre	1																										1 00
Hebert, Paul	1																										1 00
Harrison, John	2																										1 00
Hebert, Elie	2																										1 00
Hamel, Urbain	3																										1 00
Houde, Eusebe	3																										1 00
Hamel, Alfred	1																										1 00
Hamilton, Gavin	3																										1 00
Hamel, Constant	1																										1 00
Hick, Henry	1																										1 00
Haviland, Thos.	1																										1 00
Henrion, Richard	3																										5 00
St. Hathaway, Hy. A.	1																										1 00
Humphrey, Wm. H.	3																										5 00
Haviland, Geo. T.	2																										5 00
Haddow, Geo.	3																										1 00
Hume, Jas.	3																										1 00
Hutchins, M. A.	3																										1 00
Hattersley, Ed.	1																										1 00
Hare, Michael	2																										1 00
Hickey, Patrick	3																										1 00
Johnston, Gilbert	2																										1 00
Jamieson, Wm.	2																										5 00
Johnson, Jas. D.	3																										1 00
Jones, Daniel	L.																										5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of certificate.	Fee.	
												\$	cis.
Jennings, Charles.....	L.	.....	.....	.....	.....	1881	1	New Westminster.....	Peerless.....	Westgarth.....	1881	5	00
Johnston N.....	.....	1	1876	2	4	1875	3	Waubanshene.....	T. B Hayes.....	Board.....	1881	1	00
Jackson, Wm.....	.....	1	1870	2	10	.....	.....	Peterborough.....	Nil.....	do.....	1881	1	00
Johnson, Geo.....	L.	1	1869	3	10	1873	2	Belleville.....	Saxon.....	Taylor.....	1881	5	00
Johnson, Joseph.....	L.	Assist	.....	.....	.....	1881	1	Bradford.....	Victoria.....	Menelley.....	1881	5	00
Jamieson, Wm.....	.....	1	1881	1	1	.....	.....	Windsor.....	G. Western.....	Board.....	1882	5	00
Jacques, John W.....	.....	1	1877	3	3	.....	.....	Collingwood.....	Maganettawan.....	do.....	1882	1	00
Johnston, James.....	2	.....	1866	2	15	.....	.....	Owen Sound.....	F. Smith.....	do.....	1882	1	00
Jones, Wm.....	2	.....	1875	5	3	1877	1	Garden Island.....	Hodge.....	do.....	1882	1	00
Johnston, Gilbert.....	2	.....	1872	2	9	.....	.....	Desoronto.....	Mill.....	do.....	1882	1	00
Johnson, Geo.....	.....	1	1869	3	11	1878	2	Belleville.....	Saxon.....	do.....	1882	1	00
Jamieson, Isaac.....	3	.....	1870	2	11	.....	.....	Kingston.....	Champion.....	do.....	1882	1	00
Johnston, Wm.....	2	.....	1864	2	17	.....	.....	do.....	Military College.....	do.....	1882	1	00
Jones, Alfred G.....	.....	1	1876	2	Lps/d.	.....	.....	Ottawa.....	Nil.....	do.....	1882	5	00
Jolly, Joseph.....	3	.....	1876	4	3	.....	.....	Montreal.....	Faron.....	do.....	1882	5	00
Julien, Ludger.....	.....	1	1877	3	3	.....	.....	Deschambeault.....	Ontario.....	do.....	1882	5	00
Jean Marie, Peter.....	.....	3	1876	1	6	.....	.....	Quio.....	Chaudière.....	do.....	1882	1	00

Jean Marie, Xavier.....	3	1869	2	12		Sorel.....	Hope.....	do.....	1882	1 00
Jacques, Simson.....	E.	1876	6	4		St. Antoine.....	Dauntless.....	do.....	1882	1 00
Johnson, John.....	2	1876	3	4	1874	Victoria, B.C.....	Florenceville.....	do.....	1882	1 00
Judge, Charles.....		1881	2			Halifax.....	Water Boat.....	do.....	1882	5 00
Kelley, John, No. 2.....		1878	2	2		Sarnia.....	Ontario.....	do.....	1881	1 00
Kelley, John, No. 1.....		1878	2	2		Fort McLeod, N.W.T.....	Mill.....	do.....	1881	1 00
Kelly, James H.....	2	1864	2	16		Brockville.....	Shop.....	do.....	1881	1 00
Kaney, Terrance.....		1870	3	9		Pembroke.....	Matawan.....	do.....	1881	1 00
Kenney, John J.....	L.	1879	2	1	1879	Jones' Falls.....	Adventure.....	Taylor.....	1881	5 00
Kirkpatrick, David.....	L.	Ass't	1878	2	2	1881	Hamilton.....	Lake Erie.....	1881	5 00
Kennedy, Paul.....	L.				1881	New Westminster.....	Brunette.....	Westgarth.....	1881	5 00
Keating, Wm.....	L.				1881	Halifax.....	Bertha.....	Smith.....	1881	5 00
McKirby, Geo. E.....	L.				1881	Toronto.....	Arlington.....	Risley.....	1881	5 00
Kenney, Philip.....		1873	2	7	1871	Montreal.....	Herald.....	Board.....	1881	1 00
Kelly, John, No. 2.....		1878	2	3		Sarnia.....	Quebec.....	do.....	1882	1 00
Kerrigan, Dennis.....		1878	1	4		Port Edward.....	Beatrice.....	do.....	1882	1 00
Kirkpatrick, Neil.....		1877	3	3		Hamilton.....	Acadia.....	do.....	1882	1 00
Kerr, Achison, sen.....	1		1	22		Orillia.....	Emily May.....	do.....	1882	1 00
Kennedy, Wm.....	2	E.	1866	2	15	Toronto.....	Cuba.....	do.....	1882	1 00
Kissock, David.....		1882	2	1		do.....	Bouquet.....	do.....	1882	5 00
Kinnon, John.....	3		1879	2	2	1877	2	Orillia.....	1882	1 00
Kirkpatrick, David.....		1878	3	2	1881	1	Hamilton.....	Lake Erie.....	1882	5 00
Kennedy, John.....		1875	2	6	1873	3	Toronto.....	Golden City.....	1882	1 00
Kilcauley, Patrick.....		1872	3	8			Kingston.....	Pilgrim.....	1882	1 00
Kenny, Patrick.....		1879	3	1	1880	1	Jones' Falls.....	Robert Anglin.....	1882	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
												\$ cts.
Kenny, John J.....	.....	1	1879	3	1	1879	2	Jones' Falls	John Kenny	Board	1882	5 00
Kennedy, Wm	3	.....	1873	4	6	.....	.....	Kingston	Norman	do	1882	1 00
Kelly, Wm.....	3	.....	1866	2	15	.....	.....	Garden Island	Chiefstain	do	1882	1 00
Kirwin, James .....	.....	2	1882	1	.....	.....	.....	Quebec	Nil	do	1882	5 00
Keating, Wm. .....	.....	1	1882	1	.....	1881	1	Halifax.....	Bertha.....	do	1882	5 00
Kennedy, Wm	2	.....	1874	3	6	.....	.....	St. John	May Queen	do	1882	1 00
Kennedy, David	2	.....	1880	1	2	1877	3	Victoria, B C	Grappler	do	1882	1 00
Kennedy, John .....	.....	1	1882	1	.....	1879	2	do	Woodside	do	1882	5 00
Loyd, Robt.....	.....	3	1878	1	3	.....	.....	London.....	Lake Ontario.....	do	1881	1 00
Leitch, Robt.....	3	.....	1873	3	6	.....	.....	Strommers.....	Jessie.....	do	1881	1 00
Lemire, Peter	2	.....	1867	1	14	.....	.....	Prescott.....	Mill.....	do	1881	1 00
Lemay, Alphonse .....	.....	1	1875	2	5	.....	.....	Montreal.....	Brydges.....	do	1881	1 00
Lefebvre, Isidore	3	.....	1867	1	14	.....	.....	Carillon.....	Owens.....	do	1881	1 00
Larivière, Pierre	2	.....	1860	1	21	.....	.....	Montreal.....	Nil.....	do	1881	1 00
Leitch, Alexander	1	.....	1867	1	14	.....	.....	Dorval.....	Matawan.....	do	1881	1 00
Leclaire, Dominique.....	.....	1	1874	3	5	1876	1	Lachine.....	Aylmer	do	1881	1 00
Lefavre, François.....	3	.....	1865	1	16	.....	.....	Montreal.....	W. H. Francis	do	1881	1 00

Luke, Walter J.	2	1880	1	1	Halifax, N.S.	Nil.	do	1881	1 00
Ladouceur, Louis	1	1871	2	9	St. Andrews	Ivanhoe	do	1881	1 00
Lee, Christopher	2	1876	1	5	New Westminster	Reliance	do	1881	1 00
Lossé, Francis	3	1865	1	16	Ross Moore	Mary Ethel	do	1881	1 00
Lovely, Edward	3	1874	4	4	Sarnia	Tecumseth	do	1881	1 00
Locke, James Lee	3	1878	2	2	Montreal	Egan	do	1881	1 00
Lowe, Walter	L.				Hamilton	Dennis Rowen	Mencilley	1881	5 00
Little, David	1	1877	1	Lps'd	New Westminster	Nil	Board	1881	5 00
Leary, John	L.				Pirat Harbour	Tiger	Smith	1881	5 00
Lawler, Dennis	L.				New Westminster	Cassier	Wesgarth	1881	5 00
Lawrence, G.		1873	2	7	Godenich	Ada Carter	Mencilley	1881	1 00
Locke, James Lee	3	1878	2	2	Montreal	Prince of Wales	Burgess	1881	5 00
Levis, James	L.				Bobcaygeon	Gem	Taylor	1881	5 00
Lancaster, John W.	L.				Sombra	Admiral	Mencilley	1881	5 00
Littleton, Isaac	L.				Wallaceburg	Uncle John	do	1881	5 00
Link, James	L.				Victoria, B.C.	Grappler	Westgarth	1881	5 00
Leslie, James W.	1	1860	2	1	Montreal	Meteor	Board	1881	1 00
Lépine, Isidore	2	1876	2	Lps'd	Montebello	Mathilda	do	1881	5 00
Lewis, Wm.	L.	1881	1		Vic Harbour	Belle Taylor	Mencilley	1881	5 00
Lee, John	L.	1881	1		Wallaceburg	Jérôme	do	1881	5 00
Lewis, Edgar	L.				do	Colin Munro	do	1881	5 00
Lumsden, Geo.	E.	1880	1	1	Winnipeg	Adelaide	Board	1881	1 00
Littleton, Isaac		1882	1		Wallaceburg	Frank	do	1882	5 00
Lee, John		1882	1		do	Tug Jérôme	do	1882	5 00
Lancaster, John W.		1882	1		Sombra	Admiral	do	1882	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Lowe, Walter.....	.....	1	1882	1	.....	1881	1	Hamilton.....	Dennis Rowen.....	Board.....	1882	5 00
Leetch, Thos.....	3	.....	1873	4	6	1876	1	Welland.....	Gef Douglas.....	do.....	1882	1 00
Lawrence, Peter.....	.....	1	1871	3	9	1871	1	Ridgeway.....	Kittie Haight.....	do.....	1882	1 00
Linter, C.H. W.....	3	.....	1877	4	1	.....	.....	St. Catharines.....	Clinton.....	do.....	1882	1 00
Leaney, Walter.....	.....	1	1872	3	8	.....	.....	Port Robinson.....	Ada Carter.....	do.....	1882	1 00
Lewis, Wm.....	.....	2	1881	2	.....	1881	1	Victoria Harbor.....	Bella Taylor.....	do.....	1882	5 00
Linter, Charles.....	2	.....	1865	1	17	.....	.....	St. Catharines.....	Dominion.....	do.....	1882	1 00
Lockerbie, Wm.....	1	.....	1873	5	5	1872	1	Collingwood.....	Emerald.....	do.....	1882	5 00
Lacerte, Roderick.....	.....	1	1874	2	7	1877	1	Dundee.....	R. S. Speary.....	do.....	1882	1 00
Leslie, Wm.....	.....	2	1881	2	.....	.....	.....	Kingston.....	Champion.....	do.....	1882	5 00
Lewis, James.....	E.	1	1882	1	.....	1881	1	Bobcaygeon.....	Gem.....	do.....	1882	5 00
Leslie, James W.....	1	.....	1860	2	2	.....	.....	Montreal.....	South Eastern.....	do.....	1882	1 00
Lepine, Isadore.....	.....	1	1876	3	Lsp'd.	.....	.....	Montbello.....	Matilda.....	do.....	1882	5 00
Lemay, Alphonse.....	3	.....	1875	3	5	.....	.....	Montreal.....	St. Paul.....	do.....	1882	5 00
Lefebvre, Isadore.....	3	.....	1867	1	15	.....	.....	Carillon.....	Owens.....	do.....	1882	1 00
Loyer, Theodore.....	3	.....	1875	4	4	.....	.....	Gatineau.....	Raftsmen.....	do.....	1882	1 00
Latour, Frederick.....	.....	3	1882	1	.....	.....	.....	Montreal.....	Zebra.....	do.....	1882	5 00

	1874	4	5		Lachine	Shickluna	1882	5 00
Leclaire, Dominique	3						do	1 00
Ladoucier, Gaspard		1	5		Hawkesbury	Nymph	do	5 00
Leclere, Wm. Junr.	3	1			Montreal	Nil	do	5 00
Lavallie, Alfred	3	3	2		Sorel	Elevator	do	1 00
Lacombe, Alfred	3	3	5		do	Georgiana	do	5 00
Lavallie, Narcisse		1			do	Chambly	do	5 00
Lalonde, Alphonse	3	3	9		Rigaud	Cherry	do	1 00
Lanerville, Achil	2	2	11		Trois Rivières	Bourgeois	do	1 00
Ladebauche, Emile		2	1		Sorel	Canada	do	5 00
Leclaire, Paul		2			do	Marine Works	do	5 00
Lyons, Thos		2			do	Dredge	do	5 00
Lafleur, Jean Bte		1	Lps'd		do	Nil	do	5 00
Lusier, Raphael	2	2	21		do	Filgate	do	1 00
Lamotte, Olivier	3	1	18		do	Ripple	do	1 00
Lamontagne, Narcisse		1	1875	1	do	Marie	do	1 00
Lacombe, Louis Junr.		3	1	1	do	Star	do	1 00
Lafiche, Augustin	2	1	22		do	Trois Rivières	do	5 00
Lafrenière, Barnaby	3	2			do	Meteor	do	1 00
Lacroix, Louis	3	2	22		do	Arthur	do	1 00
Lacroix, Pierre	3	1	22		do	Nil	do	5 00
Laforge, Felix		3			do	Terrebonne	do	1 00
Lamette, Napoleon		2	1875	2	Champlain	Caroline	do	1 00
Lacombe, Louis		1	22		Sorel	Albert	do	1 00
Lecour, Napoleon		3			Lévis	Champion	do	5 00
Laverdure, Elzear	E.	1	1		St. Croix	Lady Duffrin	do	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer & last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Lamotte, Ubald.....	2	E.	1867	2	14	.....	.....	St. Antoine.....	South.....	Board.....	1882	5 00
Lesard, Angustin.....	.....	1	1876	3	4	1874	1	Quebec.....	J. R. Louter.....	do.....	1882	5 00
Lapointe, Eusebe.....	3	.....	1873	4	6	.....	.....	Village Lauzon.....	Mersey.....	do.....	1882	5 00
Latulippe, Michel.....	E. •	1	1880	2	1	.....	.....	St. Michel.....	Champion.....	do.....	1882	1 00
Lamotte, Louis.....	1	.....	1860	3	20	.....	.....	St. Nicholas.....	Brothers.....	do.....	1882	1 00
Lagace, Lazare.....	E.	2	1882	1	.....	.....	.....	Quebec.....	St. Catharines.....	do.....	1882	5 00
Lamontagne, Flavien.....	E.	1	1882	1	.....	.....	.....	St. Appolinaire.....	Laurentides.....	do.....	1882	5 00
Lemieux, Joseph.....	2	.....	1870	5	8	.....	.....	Lévis.....	Prince Edward.....	do.....	1882	1 00
Lamotte, Nazaire.....	3	.....	1870	3	10	.....	.....	St. Antoine.....	Margaret M.....	do.....	1882	1 00
Lacroix, Trefé.....	2	.....	1860	1	22	.....	.....	St. Ann.....	Etoile.....	do.....	1882	1 00
Lacroix, Wilbrod.....	2	.....	1860	1	22	.....	.....	Village Bienville.....	Nil.....	do.....	1882	1 00
Lapointe, Joseph.....	2	.....	1860	1	22	.....	.....	Village Lauzon.....	Powerful.....	do.....	1882	1 00
Langlois, Olivier.....	.....	1	1870	3	10	.....	.....	Lévis.....	Shannon.....	do.....	1882	1 00
Laverdier, Francois.....	E.	1	1881	2	.....	.....	.....	do.....	Shop.....	do.....	1882	5 00
Lavallier, Francois.....	.....	1	1874	2	7	1873	1	United States.....	Nil.....	do.....	1882	1 00
Lapointe, Michel.....	.....	1	1870	1	12	.....	.....	Village Lauzon.....	Challenger.....	do.....	1882	1 00
Lard, Rémie.....	3	.....	1870	1	12	.....	.....	Lothbèrièr.....	Herules.....	do.....	1882	1 00

Lard, Elois.....	2	1876	2	4	.....	St. Ed. of Lotbriér.....	Bee.....	do ..	1882	1 00
Lard, Jos. Gideon.....	3	1876	4	3	.....	Village Bienville.....	Rivet.....	do ..	1882	1 00
Lafleur, Xavier.....	2	1860	1	22	.....	St. Antoine.....	St. Croix.....	do ..	1882	1 00
Lamotte, Octave.....	.....	1871	1	3	.....	St. Croix.....	Eclipse.....	do ..	1882	1 00
Lemai, Isal.....	3	1867	2	Lps'd.	.....	St. Ed. of Lotbrenière.....	Nil.....	do ..	1882	5 00
Lacroix, Urbain.....	2	1860	1	22	.....	Lévis.....	Polino.....	do ..	1882	1 00
Lahaye, Francois.....	2	1860	1	22	.....	do ..	Clyde.....	do ..	1882	1 00
Lavallier, F., senr.....	3	1860	2	1	.....	St. Geo. of Windsor.....	Boston.....	do ..	1882	1 00
Leonard, Ed.....	.....	1874	1	3	Lps'd.	St. John.....	Steam Fire Ext.....	do ..	1882	5 00
Leary, John.....	E.	1882	1	.....	1881	Halifax.....	Tiger.....	do ..	1882	5 00
Luke, W. G.....	.....	1880	3	.....	.....	do ..	Robbie Burns.....	do ..	1882	5 00
Leggette, J. W.....	.....	1881	1	2	.....	Richibucto.....	Maggie Noble.....	do ..	1882	5 00
Lyons, J. A.....	.....	1876	1	6	.....	Fredericton.....	Xiphias.....	do ..	1882	1 00
L'heureau, Arthur.....	.....	1881	2	.....	.....	Winnipeg.....	North-West.....	do ..	1882	5 00
Lewis, Edwin H.....	3	1878	1	4	.....	do ..	Nil.....	do ..	1882	1 00
Lapointe, Frank.....	.....	1872	2	9	1875	do ..	do ..	do ..	1882	5 00
Lumsden, Geo.....	.....	1880	1	2	1877	do ..	Adelaide.....	do ..	1882	1 00
Lockhart, Jas King.....	2	1876	2	5	.....	Burrard Inlet.....	Leonora.....	do ..	1882	1 00
Lawson, Henry Charles.....	2	1878	2	3	.....	Victoria, B.C.....	Isabel.....	do ..	1882	1 00
Lee, Frederick A.....	.....	1877	2	4	1877	New Westminster.....	Western S. opé.....	do ..	1882	1 00
Lee, Christopher.....	2	1876	1	6	.....	do ..	Ada.....	do ..	1882	1 00
Link, James.....	.....	1882	1	.....	1881	Victoria, B.C.....	Grappler.....	do ..	1882	5 00
Munro, George.....	1	1866	1	15	.....	Glencoe.....	Chicora.....	do ..	1881	1 00
Mason, Robert.....	.....	1880	1	.....	1879	Victoria, B. C.....	Skidgate.....	do ..	1881	5 00
Marshall, Irwin.....	2	1879	2	1	.....	Toronto.....	Mystic.....	do ..	1881	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881—Continued.

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												\$
Merrill, Fred.....	1	1877	2	3	Wallaceburg.....	Essex.....	Board.....	1881	1 00
Miller, Wm.....	1	1876	3	3	Kingston.....	T. Daly.....	do.....	1881	1 00
Morrison, Donald, No 1.....	.....	1	1875	2	5	1874	1	Prince Arthur's Land'g Workman.....	Workman.....	do.....	1881	1 00
Morris, Malcolm.....	.....	1	1879	2	1	.....	.....	St. John, N.B.....	G. D. Hunter.....	do.....	1881	1 00
Morrison, Kenneth.....	2	.....	1881	1	.....	.....	.....	Hawkesbury, C.B.....	Nil.....	do.....	1881	5 00
Morrill, Thos. H.....	.....	1	1878	3	1	1879	1	Collingwood.....	Metamora.....	do.....	1881	1 00
Morrison, Reuben A.....	.....	1	1872	3	7	.....	.....	Montreal.....	St. Louis.....	do.....	1881	1 00
Munro, Alexander.....	3	.....	1870	3	9	1869	1	Glencoe.....	Hope.....	do.....	1881	1 00
Munro, Daniel.....	2	.....	1873	5	4	1876	2	do.....	Ferry.....	do.....	1881	1 00
Murray, James.....	2	.....	1861	1	20	.....	.....	Kingston.....	Spartan.....	do.....	1881	1 00
Moran, Robert.....	L.	1	1881	1	.....	1880	2	Victoria, B. C.....	Gertrude.....	Westgarth.....	1881	5 00
Morey, George.....	L.	Ass't.	.....	.....	.....	1881	1	Storington.....	Indian.....	Taylor.....	1881	5 00
Milne, Thomas.....	3	L.	1868	4	Lps'd.	1881	1	Quebec.....	Tug Porter.....	Samson.....	1881	5 00
Mill, Thomas.....	L.	2	1874	2	6	1873	3	Toronto.....	Luella.....	Menelley.....	1881	5 00
Moraney, John.....	L.	2	1879	1	2	1881	1	Peterborough.....	Cruiser.....	Taylor.....	1881	5 00
Moffat, Thomas.....	L.	.....	.....	.....	.....	1877	5	Perth.....	Peerless.....	do.....	1881	5 00
Muir, Archibald C.....	L.	.....	.....	.....	.....	1878	3	Esquimaux.....	Lillie.....	Westgarth.....	1881	5 00

Murphy, James.....	L.	Ass't	.....	.....	.....	1	South Crossly.....	S. S. Edsall.....	Taylor.....	1881	5 00
Morrison, Angus.....	L.	Ass't	.....	.....	.....	1	Halifax.....	A. C. Whitney.....	Smith.....	1881	5 00
Morrison, William.....		3	1869	1	Lps'd	.....	do	Nil.....	Board.....	1881	5 00
Myre, Louis.....	L.	.....	.....	.....	.....	1	Trenton.....	Utica.....	Taylor.....	1881	5 00
Marchand, Edward.....	2	.....	1864	1	17	.....	Kingston.....	Swan.....	Board.....	1881	1 00
Many, Edward.....	1	L.	1860	2	Lps'd	1881	Three Rivers.....	Foxboud.....	Samson.....	1881	5 00
Murphy, William.....	L.	3	1881	1	.....	1881	Chatham.....	Manitoba.....	Risley.....	1881	5 00
Merkley, Jacob.....	L.	2	1879	2	1	1881	Morrisburg.....	Eureka.....	Taylor.....	1881	5 00
Marchand, Adolphe.....	L.	1	1870	3	9	1881	Fenelon Falls.....	Coboconk.....	do	1881	5 00
Munson, A. E.....	.....	1	1868	1	1	.....	Cobourg.....	Emma Munson.....	Board.....	1881	1 00
Morrison, William.....	L.	.....	.....	.....	.....	1881	Halifax.....	Liena.....	Smith.....	1881	5 00
Murphy, Walter.....	L.	.....	.....	.....	.....	1881	do	Mermaid.....	do	1881	5 00
♂ Mario, E. A.....	L.	.....	.....	.....	.....	1881	Magannettawan.....	Pioneer.....	Meneilley.....	1881	5 00
Munson, Wm. H.....	.....	1	1875	2	5	1878	Ottawa.....	Bonita.....	Board.....	1881	1 00
Moubleau, Eusebe.....	L.	.....	.....	.....	.....	1881	St. John.....	Ripple.....	Béfort.....	1881	5 00
Machmore, Laughlin.....	L.	3	1872	1	Lps'd	1881	Morton.....	Eleanor.....	Taylor.....	1881	5 00
Marshall, Robert.....	L.	1	1877	3	2	1881	Kingston.....	Armenia.....	do	1881	5 00
Milne, William.....	3	.....	1864	2	Lps'd	.....	Deseronto.....	Reliance.....	Board.....	1881	5 00
Money, D. M.....	3	.....	1880	1	1	.....	Halifax.....	Nil.....	do	1881	1 00
Murphy, Wm.....	.....	2	1881	2	1881	1	Wallaceburg.....	Manitoba.....	do	1882	5 00
Morrison, Hugh.....	3	.....	1870	2	11	.....	do	John S. Noyes.....	do	1882	1 00
Munro, Daniel.....	2	.....	1873	5	5	1876	Windsor.....	Transit.....	do	1882	1 00
Morrison, T. W.....	.....	2	1878	2	3	.....	do	Eric Belle.....	do	1882	1 00
Mann, James.....	.....	1	1880	1	2	.....	Point Edward.....	International.....	do	1882	1 00
May, John.....	1	.....	1864	2	17	.....	do	Huron.....	do	1882	1 00

STEAMBOAT ENGINEERS' EXAMINATIONS and Renewals during the Year ended 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of first Board Examination.	Number of Board Examination.	Number of Renewals.	Date of first Local Examination.	Number of Local Examination.	Place of Residence.	Name of steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Mellon, George.....	3	.....	1876	4	3	.....	.....	Point Edward.....	Huron.....	Board.....	1882	5 00
Mayhead, Angus.....	.....	2	1881	2	.....	.....	.....	Tug Sewell.....	do.....	do.....	1882	5 00
Mitchell, James.....	.....	1	1880	1	2	1879	1	Hamilton.....	Dennis Bowen.....	do.....	1882	1 00
Merrill, Fred.....	3	.....	1877	3	3	.....	.....	Wallaceburg.....	Victoria.....	do.....	1882	5 00
Marriott, Thos.....	3	.....	1870	3	10	1870	1	Aldershot.....	St. Jean Bte.....	do.....	1882	1 00
Munro, George.....	1	.....	1866	1	16	.....	.....	Glencoe.....	Rothsay.....	do.....	1882	1 00
Murphy, Martin.....	3	.....	1875	4	4	.....	.....	Elgin, Ont.....	S. S. Edsale.....	do.....	1882	1 00
Marshall, Irwin.....	.....	2	1879	2	2	.....	.....	Toronto.....	F. Smith.....	do.....	1882	1 00
Mitchell, George.....	3	.....	1869	1	13	.....	.....	Port Colborne.....	L. Shickluna.....	do.....	1882	1 00
Mills, J. A.....	2	.....	1869	5	9	1873	1	St. Catharines.....	Water Works.....	do.....	1882	1 00
Marshall, Thos.....	3	E.	1874	3	6	1873	2	Orillia.....	Ontario.....	do.....	1882	1 00
Malcomson, S. S.....	1	.....	1861	3	18	.....	.....	Toronto.....	Armenia.....	do.....	1882	5 00
Morrow, James.....	.....	2	1879	2	2	.....	.....	Owen Sound.....	Minnie Walker.....	do.....	1882	1 00
Merrifield, John T.....	.....	3	1882	1	.....	.....	.....	Port Hope.....	Albert Wright.....	do.....	1882	5 00
Main, Thos.....	.....	1	1879	1	3	1878	1	Welland.....	Dufferin.....	do.....	1882	1 00
Mills, Thos.....	.....	2	1874	2	7	1873	3	Toronto.....	Lnelte.....	do.....	1882	1 00
Moore, Joseph.....	.....	3	1882	1	.....	.....	.....	Hamilton.....	Idle Wild.....	do.....	1882	5 00

	1	1872	3	8	1876	5	Newbere'	Edmund	1882
Murphy, Thos. No. 2	.....	.....	.....	.....	.....	.....	.....	.....	do
Merkley, Jacob	2	1879	2	2	1881	1	Morrisburg	Eureka	1882
Miller, John	2	1865	1	17	.....	.....	Kingston	Pictou	1882
Marshall, Robt	3	1877	4	2	1881	1	do	Armenia	1882
Marchand, Adolphe	.....	.....	.....	.....	.....	.....	Hastings	Coboconk	1882
Meraney, Ed	2	1882	1	.....	1880	1	Fenelon Falls	Stranger	1882
Marchand, Ed	2	1864	1	18	.....	.....	Kingston	Beaubocage	1882
Monck, Rollo C	3	1876	4	3	.....	.....	Morrisburg	Glide	1882
Murphy, James	2	1882	1	.....	1881	1	South Crossby	S. S. Edsall	1882
Merriam, Charles	3	1875	3	5	.....	.....	Desoronto	Eliza Bower	1882
Madden, Michael	2	1861	1	20	.....	.....	Kingston	Military College	1882
Maxwell, James	3	1870	4	9	1880	1	St. Louis de Gonzague	Vanna	1882
Muchmore, Laughlin	E.	1872	2	3	1881	1	Morton	Eleanor	1882
Miller, Wm	3	1876	4	3	.....	.....	Kingston	Scotia	1882
Mundell, John	3	1873	3	7	1872	1	do	City of Belleville	1882
Mullen, John	3	1873	3	7	.....	.....	Garden Island	Shop	1882
Mulholland, Jas	3	1875	4	4	1874	1	Kingston	Frank Perew	1882
Morden, C. H.	3	1877	4	2	1880	1	Deseronto	A. B. Sherwood	1882
Matthews, Jacob	.....	.....	.....	.....	.....	.....	Kingston	Carlisle	1882
Moore, John W. W.	2	1880	2	1	.....	.....	do	H. F. Brownson	1882
Munson, Wm. H.	.....	.....	.....	.....	1878	1	Ottawa	Bonito	1882
Menish, George	2	1867	2	14	.....	.....	Montreal	Elevator	1882
Marchand, Lucien	.....	.....	.....	.....	.....	.....	do	St. Francis	1882
Marchand, Joseph	E.	1873	3	7	.....	.....	Champlain	Elevator	1882
Musiel, James	1	1880	1	2	.....	.....	Montreal	do	1882

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Martin, Pierre.....	.....	1	1873	1	9	1873	1	Montreal.....	Elevator.....	Board.....	1882	1 00
Martineau, Joseph.....	2	.....	1867	2	14	.....	.....	do	Portneuf.....	do	1883	1 00
Montgomery, James.....	.....	3	1882	1	.....	.....	.....	Ottawa.....	Crozier.....	do	1882	5 00
Morin, Damase.....	.....	1	1875	3	5	.....	.....	Deschambault.....	Corsican.....	do	1882	1 00
Mallet, Hyacinthe.....	3	.....	1867	1	15	.....	.....	Montreal.....	Fire Engine.....	do	1882	1 00
Marchand, Hilaire.....	.....	1	1878	3	2	.....	.....	Sorel.....	Plover.....	do	1882	1 00
Morreau, Flavien.....	.....	1	1873	3	1	.....	.....	St. Antoine.....	Abenakis.....	do	1882	1 00
Matte, John.....	.....	3	1882	1	.....	.....	.....	Sorel.....	Mattawan.....	do	1882	5 00
Martin, Joseph.....	.....	1	1875	3	7	1872	1	do	Delisle.....	do	1882	1 00
Matte, John.....	2	.....	1860	1	22	.....	.....	do	Terrebonne.....	do	1882	1 00
Matte, Thos.....	.....	2	1881	2	.....	.....	.....	do	do	do	1882	5 00
Menny, James.....	3	.....	1877	3	3	.....	.....	do	Machine Shop.....	do	1882	1 00
Marchand, Narcisse.....	3	.....	1873	4	7	.....	.....	do	Como.....	do	1882	1 00
Marchand, Joseph.....	2	.....	1867	2	14	.....	.....	Champlain.....	Princess.....	do	1883	1 00
Meniah, Angus.....	3	.....	1869	2	12	.....	.....	do	St. John.....	do	1882	5 00
Matte, Charles.....	2	.....	1860	1	22	.....	.....	Sorel.....	N. F. Parsons.....	do	1882	1 00
Mercier, Joseph.....	.....	2	1881	2	.....	.....	.....	St. Rochachagan.....	Elfin.....	do	1882	5 00

Manderville, Frs.....	4	1860	1	22	Sorel.....	Dodge.....	do.....	1862	1 00
Mathieu, Thos.....	2	1860	2	21	do.....	John Brown.....	do.....	1862	1 00
Manderville, Frs, jun.....	2	1881	2	.....	do.....	Hope.....	do.....	1862	5 00
Mathieu, Xavier.....	2	1882	1	.....	do.....	Rivière du Loup.....	do.....	1882	5 00
Millotte, Pierre.....	3	1861	1	21	do.....	L'Assomption.....	do.....	1882	1 00
Monbleau, Eusebe.....	.....	1882	1	.....	St. John.....	Ripple.....	do.....	1882	5 00
Marcotte, Thos.....	3	1874	1	8	Sorel.....	Vermont.....	do.....	1882	1 00
Martin, Alexis.....	2	1862	2	19	do.....	Meteor.....	do.....	1882	1 00
Moore, Edmund.....	.....	1882	1	.....	do.....	Nipigon.....	do.....	1882	5 00
Matte, J. B.....	3	1866	1	16	do.....	Rivière du Loup.....	do.....	1882	1 00
Matte, Wm.....	.....	1872	3	7	do.....	City.....	do.....	1882	1 00
Mercier, Charles.....	.....	1880	3	.....	River Ouetta.....	Resolute.....	do.....	1882	5 00
Martin, Ernest.....	2	1876	3	4	Village Lauzon.....	Champion.....	do.....	1882	1 00
Milne, Thomas.....	2	1869	4	.....	Quebec.....	A. D. D. Porter.....	do.....	1882	5 00
Moreau, Louis.....	3	1870	4	9	Lévis.....	Champion.....	do.....	1882	5 00
Moreau, William.....	2	1860	2	19	St. Appolinaire.....	Gatineau.....	do.....	1882	1 00
Morin, Pierre.....	3	1860	1	22	Lévis.....	St. Antoine.....	do.....	1882	1 00
Moreau, Joseph.....	.....	1878	2	3	do.....	Nil.....	do.....	1882	1 00
Moreau, Philippe.....	.....	1882	1	.....	St. Appolinaire.....	Gatineau.....	do.....	1882	5 00
Michaud, Achille.....	.....	1879	3	1	Quebec.....	Druid.....	do.....	1882	1 00
Montgomery, L.....	3	1874	4	5	do.....	Rocket.....	do.....	1882	1 00
Many, Edouard.....	1	1860	3	1	Three Rivers.....	La Canadienne.....	do.....	1882	1 00
Money, D. M.....	3	1880	1	2	Halifax.....	Nil.....	do.....	1882	1 00
Morrison, Kenneth.....	2	1881	1	1	Hawkesbury.....	Marine Shop.....	do.....	1882	1 00
Morris, John.....	.....	1878	1	4	Quebec.....	East Riding.....	do.....	1882	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
												\$ cts.
Morris, James.....	1	.....	1873	2	8	.....	.....	St. John.....	Glendon.....	Board.....	1882	1 00
Mays, D. B.....	2	.....	1869	2	12	.....	.....	do.....	Fawn.....	do.....	1882	1 00
Murphy, Walter.....	E.	1	1882	1	.....	1881	1	Halifax.....	Mermaid.....	do.....	1882	5 00
Morrison, William.....	E.	1	1882	1	.....	1881	1	do.....	Sienna.....	do.....	1882	5 00
Morrison, Angus.....	.....	1	1882	1	.....	.....	.....	do.....	Nil.....	do.....	1882	5 00
Mowbray, James.....	.....	1	1872	1	10	.....	.....	St. John.....	Zulu.....	do.....	1882	1 00
Morris, Malcolm.....	.....	1	1879	2	2	.....	.....	do.....	St. John.....	do.....	1882	1 00
Morton, William.....	.....	3	1869	1	13	.....	.....	Halifax.....	Ferry.....	do.....	1882	1 00
Murray, D. J.....	.....	2	1882	1	.....	.....	.....	do.....	Nil.....	do.....	1882	5 00
Mitchell, William.....	.....	1	1875	2	6	.....	.....	do.....	Ferry.....	do.....	1882	1 00
Mowry, Justus.....	.....	2	1882	1	.....	.....	.....	St. John, N.B.....	Nil.....	do.....	1882	5 00
Mason, William.....	3	.....	1876	1	6	.....	.....	Halifax.....	Newfoundland.....	do.....	1882	1 00
Millen, John D.....	2	.....	1877	2	4	1871	1	Yarmouth.....	Alpha.....	do.....	1882	1 00
Miller, J. C.....	.....	1	1877	1	5	.....	.....	Derby.....	Derby.....	do.....	1882	1 00
Marshall, James.....	.....	1	1873	2	8	.....	.....	Sydney, C.B.....	Unicorn.....	do.....	1882	1 00
Martell, William.....	.....	2	1882	1	.....	.....	.....	do.....	Nil.....	do.....	1882	5 00
Murray, John.....	3	.....	1877	2	4	.....	.....	Victoria, C.B.....	Princess Louise.....	do.....	1882	1 00

Moran, Robert	3	1881	2	1890	2	do	Gertrude	do	1882	5 00
Meyer, Christian		1876	1	6		New Westminster	Princess Louise	do	1882	1 00
Melville, John	2	1882	1		2	Victoria	Star	do	1882	5 00
Meson, Robert	3	1880	3		2	do	Skidgate	do	1882	5 00
Menanteau, August	E.	1877	2	4	3	Kamloops	Spallumcheen	do	1882	1 00
Medigan, Benjamin	2	1876	1	6		Victoria	Beaver	do	1882	1 00
McGill, Jeremiah	2	1878	1	3		Victoria	Mande	do	1881	1 00
McIntyre, T. R.		1879	1	2		St. Catharines	Ocean	do	1881	1 00
McKen, John		1875	2	5		Dunaville	Jessie	do	1881	1 00
McPherson, W. C.	3	1873	2	Lps'd.		Montreal	Nil	do	1881	5 00
McLean, David	2	1870	2	10		Aylmer	Bohemian	do	1881	1 00
McDonald, J. C.		1881	1		2	Halifax, N.S.	Nil	do	1881	5 00
McKenzie, Wm.	3	1874	3	5		St. John, N.B.	D. Weston	do	1881	1 00
McMurray, Alex.	1	1869	2	11		do	Dredge	do	1881	1 00
McFarlane, Chas.	2	1876	1	5		Prince Edward Island	Nil	do	1881	1 00
McFarlane, Chas., jun.	3	1878	2	2		do	City of St. John	do	1881	1 00
McCarthy, Chas. J.		1880	2		1	St. John, N.B.	Victor	do	1881	5 00
McRobbie, J. D.		1880	1			do	Greenland	do	1881	1 00
McEwan, John F.	3	1871	2	9		Kingston	Shop	do	1881	1 00
McVicker, Daniel	L	Ass't			1	Victoria	Grappler	Westgarth	1881	5 00
McDonald, Ronald		1876	2	4	1	Pictou, N.S.	Tiger	Board	1881	1 00
McGillivray, James	L.	1878	2	2	3	Washburn	Norman	Taylor	1881	5 00
McNeil, John		1869	3	10		Ottawa	Dandy	Board	1881	1 00
McIver, Roderick					3	Victoria, B.C.	Alexander	Westgarth	1871	5 00
McCallum, John		1872	1	Lps'd.		Goderich	N.I.	Risley	1881	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 30th December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
McMurray, J. F.	.....	1	1869	1	12	.....	.....	St. John, N.B.	Nil.	Board	1881	1 00
McDermid, Alex.	L.	2	1881	1	.....	1880	2	Collingwood	Ontario	Risley	1881	5 00
McArdle, Patrick	.....	2	1879	2	1	1880	1	Kingston	Eleanor	Board	1881	1 00
McInnes, Duncan	.....	2	1871	2	9	.....	.....	Point Dalhousie	Nil.	do	1881	1 00
McKenzie, John	.....	2	1879	2	1	1881	1	Gravenhurst	.....	Risley	1881	5 00
McLatchie, A. T.	L.	Nil.	.....	.....	.....	1881	1	Cardinal	A. Kendrick	Taylor	1881	5 00
McDonald, Jos.	L.	.....	.....	.....	.....	1881	1	Halifax	Alida	Smith	1881	5 00
McGregor, Wm. A.	L.	.....	.....	.....	.....	1881	1	Bracebridge	Kate Murray	Menelley	1881	5 00
bb, John	.....	3	1881	1	.....	1881	1	Collingwood	Geo. Maythew	Risley	1881	5 00
McLeod, Kenneth	.....	1	1877	3	2	1877	3	Dresden	Enterprise	do	1881	5 00
McNeil, Angus	.....	.....	.....	.....	.....	1881	1	Sydney, C.B.	Annie	Smith	1881	5 00
McLeod, Kenneth	3	.....	1877	4	2	1877	3	Wallaceburg	Enterprise	Board	1882	5 00
McLeod, David	.....	1	1881	1	1	1880	1	Port Colborne	Salty Jack	do	1882	1 00
McDermid, Alex. C.	.....	2	1881	2	.....	1880	1	Sarnia	Ontario	do	1882	1 00
McDonald, Alex.	2	.....	1870	4	9	.....	.....	do	Saginaw	do	1882	1 00
McDonald, D. S.	.....	1	1872	3	8	.....	.....	Port Lambton	Nil	do	1882	1 00
McLeod, Roderick	.....	2	1881	2	.....	.....	.....	Wallaceburg	Asia	do	1882	5 00

McKenzie, John.....	1	1879	3	1	1880	1	Gravenhurst.....	Lake Joseph.....	do	1882	5 00
McGregor, Wm. A.....	1	1882	1	.....	1881	1	Bracebridge.....	Flora Burns.....	do	1882	5 00
McNabb, John.....	2	1881	2	.....	1881	1	Collingwood.....	Geo. Mayhew.....	do	1882	5 00
McRae, John.....	1	1882	.....	.....	1878	1	Meaford.....	Rescue.....	do	1882	5 00
McGee, Wm.....	1	1877	1	5	.....	.....	Collingwood.....	Mill.....	do	1882	1 00
McGee, James.....	2	1881	1	1	.....	.....	do	Shop.....	do	1882	1 00
McKee, John.....	1	1875	3	5	.....	.....	Dunville.....	W. J. Aikins.....	do	1882	5 00
McGuinnis, John.....	1	1872	2	Lps'd	.....	.....	Port Colborne.....	Shop.....	do	1882	5 00
McNullock, John.....	1	1872	2	9	1868	1	do	C. M. Carter.....	do	1882	1 00
McCracken, Josh T.....	1	1879	3	1	1880	1	Port Robinson.....	S. Kaceland.....	do	1882	1 00
McGuire, James.....	2	1881	2	.....	.....	.....	Port Colborne.....	Bruno.....	do	1882	5 00
McDougall, James.....	2	1881	2	.....	.....	.....	St. Catharines.....	Lincoln.....	do	1882	5 00
McMaugh, A. W.....	2	.....	5	3	1873	1	do	Glenfinlan.....	do	1882	1 00
McOppen, James.....	1	1878	3	2	.....	.....	Port Robinson.....	M. A. Laughlin....	do	1882	1 00
McBride, Robt.....	3	1882	1	.....	.....	.....	St. Catharines.....	Shop.....	do	1882	5 00
McLatchie, A. T.....	2	1882	1	.....	1881	1	Cardinal.....	R. Kendrick.....	do	1882	5 00
McQuade, David.....	3	1874	4	5	1877	1	Collingwood.....	Maganettawan....	do	1882	1 00
McArthur, James, No. 3.....	1	1878	3	1	.....	.....	Gravenhurst.....	Rosseau.....	do	1882	1 00
McGillvary, James.....	3	1878	3	2	1877	3	Washburn.....	Indian.....	do	1882	5 00
McFaul, Michael, sen.....	3	1865	1	17	.....	.....	Kingston.....	H. B. Sherwood....	do	1882	1 00
McBride, Arch.....	2	1863	2	18	.....	.....	do	Corsican.....	do	1882	1 00
McBride, Robt.....	3	1863	1	19	.....	.....	do	Spartan.....	do	1882	1 00
McLeod, Chas.....	3	1882	1	.....	.....	.....	Belleville.....	H. B. Sherwood....	do	1882	5 00
McCreedy, Wm.....	3	1874	1	8	1873	1	Garden Island.....	H. C. Galvin.....	do	1882	1 00
McSorley, Danl.....	3	1882	1	.....	.....	.....	Kingston.....	City of Belleville..	do	1882	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. cts.
McFaul, Michael, jun.....	.....	1	1878	3	2	1879	2	Deseronto.....	Deseronto.....	Board.....	1882	1 00
McFadden, John G.....	.....	2	1881	2	.....	.....	.....	Feeelen Falls.....	Coboconk.....	do.....	1882	5 00
McDonald, Henry.....	E.	1	1873	3	Lps'd.	1880	2	Port Perry.....	Angle-Saxon.....	do.....	1882	5 00
McEwan, John F.....	3	.....	1871	2	10	.....	.....	Kingston.....	Shop.....	do.....	1882	1 00
McRoberts, Alex.....	2	.....	1860	1	22	.....	.....	Chateaugay.....	Peerless.....	do.....	1882	1 00
McDonald, John W.....	.....	1	1881	2	.....	.....	.....	Ottawa.....	John McDonald.....	do.....	1882	5 00
McCuaig, Duncan.....	3	.....	1866	1	16	.....	.....	Allan's Corners.....	Chaudière.....	do.....	1882	1 00
McMillan, Wm.....	.....	1	1879	2	2	.....	.....	Quebec.....	Nil.....	do.....	1882	1 00
McDougall, Wm.....	.....	1	1882	1	.....	.....	.....	do.....	Lifting Barge.....	do.....	1882	5 00
McPherson, Alex.....	.....	1	1877	2	4	.....	.....	Prince Edward Island.....	Montague.....	do.....	1882	1 00
McMonegal, Wm.....	.....	1	1880	1	2	.....	.....	Windsor, N.S.....	R. H. Lowe.....	do.....	1882	1 00
McKinnon, A.....	.....	1	1875	1	7	1874	1	St. John, N.B.....	Ada G.....	do.....	1882	1 00
McDonald, Angus.....	.....	1	1871	2	10	.....	.....	Pictou, N.S.....	Dragon.....	do.....	1882	1 00
McDonald, R.....	.....	1	1876	2	5	1877	1	do.....	Tiger.....	do.....	1882	1 00
McMillan, John.....	1	.....	1878	1	4	.....	.....	Charlottetown, P. E.I.....	Northern Light.....	do.....	1882	1 00
McKenste, Wm.....	3	.....	1874	3	6	1880	1	St. John, N.B.....	New Eva.....	do.....	1882	1 00
McMurray, Alex.....	1	.....	1869	2	12	.....	.....	do.....	Dredge.....	do.....	1882	1 00

Name	Rank	Year	Age	Service	Station	Year	Age	Rank	Year	Age	Service	Station	Year	Age	Rank	Year	Age	Service	Station	Year	Age	Rank	Year	Age	Rank	Year	Age	
McAlister, Ed.	1	1869	2	12	St. John, N.B.	1882	1	00	1882	1	00	Board	1882	1	00	1882	1	00	Board	1882	1	00	1882	1	00	1882	1	00
McCarthy, Daniel	1	1876	2	5	do	1872	1	00	1872	1	00	Lincoln	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
McMurray, Jas. B.	1	1869	1	13	do	1869	1	13	1869	1	13	Nil	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
McLeod, Alex	2	1882	1	.....	Halifax	1881	1	.....	1881	1	.....	Nil	1882	5	00	1882	5	00	do	1882	5	00	1882	5	00	1882	5	00
McDonald, Jos	1	1882	1	.....	do	1882	1	.....	1882	1	.....	Nil	1882	5	00	1882	5	00	do	1882	5	00	1882	5	00	1882	5	00
McFarlane, D. H.	1	1872	2	9	Pictou	1872	2	9	1872	2	9	Nil	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
McFarlane, Chas	2	1878	3	2	Charlottetown	1880	1	2	1880	1	2	City of St. John	1882	5	00	1882	5	00	do	1882	5	00	1882	5	00	1882	5	00
McGachey, Henry	3	1874	2	7	St. John	1873	1	7	1873	1	7	Nil	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
McKenzie, Allen	1	1876	1	6	Sydney, C.B.	1876	1	6	1876	1	6	Lady of the Lake	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
McVicar, D.	1	1880	1	2	Glace Bay	1880	1	2	1880	1	2	E. M. Oates	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
McKenzie, D. H.	1	1876	1	6	Caledonia	1876	1	6	1876	1	6	L. Boyer	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
McLeod, John	1	1880	1	2	Grandique	1880	1	2	1879	1	2	Richmond	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
McDonald, J. C.	1	1881	1	1	Halifax	1876	2	1	1876	2	1	Sienna	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
McDonald, John	2	1882	1	.....	do	1882	1	.....	1882	1	.....	Nil	1882	5	00	1882	5	00	do	1882	5	00	1882	5	00	1882	5	00
McGill, Jeremiah	2	1878	1	4	Victoria, B.C.	1878	1	4	1878	1	4	Cariboo Fly	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
McArthur, James	2	1878	2	3	New Westminster	1878	2	3	1878	2	3	Wm. Irving	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
Nisbet, John	3	1876	3	3	Owen Sound	1876	3	3	1876	3	3	Simcoe	1882	1	00	1882	1	00	do	1882	1	00	1882	1	00	1882	1	00
Nichols, Abner	1	1873	2	7	Carleton Place	1873	2	7	1872	1	7	Enterprise	1881	1	00	1881	1	00	do	1881	1	00	1881	1	00	1881	1	00
Norval, Robert	2	1861	1	20	Beauharnois	1861	1	20	1861	1	20	St. Francis	1881	1	00	1881	1	00	do	1881	1	00	1881	1	00	1881	1	00
Nichols, J. D.	3	1879	3	.....	St. John, N.B.	1879	3	.....	1879	3	.....	Greenland	1881	5	00	1881	5	00	do	1881	5	00	1881	5	00	1881	5	00
Newcombe, G. H.	1	1881	1	.....	St. Stephen, N.B.	1881	1	.....	1881	1	.....	Wm. Stroud	1881	5	00	1881	5	00	do	1881	5	00	1881	5	00	1881	5	00
Nicholson, Kenneth	L.	Ass't	.....	.....	Victoria, B.C.	1881	1	.....	1881	1	.....	Enterprise	1881	5	00	1881	5	00	do	1881	5	00	1881	5	00	1881	5	00
Noble, Mathew	L.	.....	.....	.....	Owen Sound	1881	1	.....	1881	1	.....	Lothair	1881	5	00	1881	5	00	do	1881	5	00	1881	5	00	1881	5	00
Nicol, George	L.	.....	.....	.....	Victoria, B.C.	1881	1	.....	1881	1	.....	Wilson G. Hunt	1881	5	00	1881	5	00	do	1881	5	00	1881	5	00	1881	5	00
Neill, Andrew	L.	1879	1	1	Charlemagne	1879	1	1	1881	1	1	Nipigon	1881	5	00	1881	5	00	do	1881	5	00	1881	5	00	1881	5	00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 30th December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examinations.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Neff, Sylvanus S.....	3	.....	1875	3	5	1870	1	Port Colborne.....	M. R. King.....	Board.....	1882	1 00
Narcross, T. R.....	3	.....	1860	1	22	.....	.....	do.....	Olivia Gordon.....	do.....	1882	1 00
Norton, Francis J.....	.....	1	1875	2	6	1873	3	Penetanguishene.....	Georgiana.....	do.....	1882	1 00
Nash, Russell.....	.....	1	1871	3	6	1875	1	Morrisburg.....	Ontario.....	do.....	1882	1 00
C. Newton, James.....	3	.....	1878	4	1	1878	1	Ottawa.....	Agnes McMahon.....	do.....	1882	1 00
Norval, Robert.....	2	.....	1861	1	21	.....	.....	Beauharnois.....	St. Francis.....	do.....	1882	1 00
Noyes, John O.....	.....	1	1878	3	2	1880	1	Ohatham.....	Welshman.....	do.....	1882	1 00
Neill, Andrew.....	3	.....	1871	2	9	1881	1	Charlemagne.....	Nipigon.....	do.....	1882	5 00
Noel, Hypolite.....	3	.....	1877	4	2	1881	1	Lotbinière.....	P. Murphy.....	do.....	1882	5 00
Nadeau, Jean.....	3	.....	1870	2	11	.....	.....	St. Petronille.....	Maid of Orleans.....	do.....	1882	1 00
Nicollé, Frederick.....	E.	1	1882	1	.....	1881	1	Paspébiac.....	Plover.....	do.....	1882	5 00
Nichol, John D.....	2	.....	1879	3	1	.....	.....	St. John.....	Dominion.....	do.....	1882	5 00
Odette, Henry.....	3	.....	1871	2	9	1870	1	Sarnia.....	J. C. Clark.....	do.....	1881	1 00
O'Brien, Lawrence.....	3	.....	1865	1	16	.....	.....	Kingston.....	Elevator.....	do.....	1881	1 00
O'Neill, James O.....	3	.....	1876	4	2	.....	.....	Newboro'.....	Argyle.....	do.....	1881	1 00
O'Brien, Patrick.....	.....	3	1878	1	3	.....	.....	Pembroke.....	Nil.....	do.....	1881	1 00
O'Keefe, M.....	.....	1	1880	2	.....	.....	.....	Ohatham, N.B.....	do.....	do.....	1881	5 00

	1	1871	2	9		1881		Granville, Ohio.....	Railway.....	do	1881	1 00
O'Brien, J. N.....							1	Kingston.....	Lady Dufferin.....	Westgarth.....	1881	5 00
O'Connell, Chris.....	L.							do	Hastings.....	Board.....	1882	1 00
O'Reilly, Thos.....	2	1865	2	16				do	Elevator.....	do	1882	1 00
O'Brien, Lawrence.....	3	1865	1	17				Newboro'.....	Princess Louise.....	do	1882	1 00
O'Neill, Michael J.....								West Port.....	Armenia.....	do	1882	5 00
O'Neill, Thos.....								Portage du Fort.....	John Egan.....	do	1882	1 00
Ostrou, George.....	1	1863	1	19				Village Lauson.....	Conqueror No 1.....	do	1882	1 00
Onelle, Charles.....								do	do	do	1882	1 00
Onelle, F.....								St. John, N.B.....	Nil.....	do	1882	1 00
Orchard, Herman.....								Chatham, do	Champion.....	do	1882	5 00
O'Keefe, M.....								Sarnia.....	Quebec.....	do	1881	1 00
Pettigrew, Thos.....	1	1870	3	9				do	Ontario.....	do	1881	1 00
Pettigrew, Geo.....	2	1875	5	2	1874	2		Victoria, B.C.....	Western Slope.....	do	1881	1 00
Patterson, John.....	2	1880	1	1				Port Colborne.....	Steam Pump.....	do	1881	1 00
Polly, John.....								Hamilton.....	Columbia.....	do	1881	1 00
Patterson, James.....								Warton.....	J. Miller.....	do	1881	1 00
Port, Andrew.....								Kingston.....	Lady Frantin.....	do	1881	1 00
Painter, John.....	3	1869	1	12				Cornwall.....	Jessie Hall.....	do	1881	1 00
Pendergast, James.....								Montreal.....	Beauharnois.....	do	1881	1 00
Payette, Modest.....	3	1872	2	8				Beauharnois.....	St. Peter.....	do	1881	1 00
Parent, Pierre.....	2	1860	1	21				Longneille.....	Bohemian.....	do	1881	5 00
Potvin, Jean B.....								St. John, N.B.....	Hercules.....	do	1881	1 00
Pratt, Wm. J.....	3	1869	2	Lps'd.				Prince Edward Island.....	Nil.....	do	1881	1 00
Poole, Wm. Sargeant.....								St. John, N.B.....	Nil.....	do	1881	5 00
Perry, Wm. H.....										do	1881	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Parent, J. J.		1	1878	3	1			Windsor	Tug H. Smith	Board	1881	5 00
Price, Alfred E.		1	1875	2	5	1874	4	St. Catharines	Georgiana	do	1881	1 00
Pilgrim, James	L.					1881	1	Meaford	Othello	Meneilley	1881	5 00
Plante, Charles	L.	Asst.				1881	1	Sorel	Rover	Béfort	1881	5 00
Port, R. M.	L.	3	1881	1		1881	1	Warton	Tommy Wright	Meneilley	1881	5 00
Pearce, Wm.	L.					1881	1	Toronto	Nithsdale	Taylor	1881	5 00
Parker, Wm.	L.	1	1880	2		1881	1	Kingston	McArthur	Board	1881	5 00
Paris, Phidime		3	1880	1				St. Jean D.	Dredge	do	1882	1 00
Park, Joseph	2		1865	1	17			Windsor	Michigan	do	1882	1 00
Pettigrew, Thos.	1		1870	3	10			Sarnia	Quebec	do	1882	1 00
Pettigrew, George	3		1875	5	3	1874	2	do	Ontario	do	1882	1 00
Palmer, Lewis		3	1882	1				Newbury	Quebec	do	1882	5 00
Park, James M.		2	1878	2	3			Sarnia	Saginaw	do	1882	1 00
Paton, Peter		2	1882	1				New Lowell	Philo Parsons	do	1882	5 00
Palmer, Isaac W.		1	1878	3	2			Newberry	Campana	do	1882	1 00
Parent, Isaac John		1	1878	3	2			Windsor	Vanderbilt	do	1882	1 00
Port, Robt. E.		1	1861	2		1881	1	Warton	Fanny Wright	do	1882	5 00

Price, A. E.	1	1875	2	6	1874	4	St. Catharines	Paper Mill	do	1882	1.00
Paterson, Joseph	2	1874	5	4	1873	1	Toronto	Northern Queen	do	1882	1.00
Port, Wm. H.	3	1882	1				Warton	Jane Miller	do	1882	5.00
Peck, John H.	2	1882	1				Peterborough	Golden Eye	do	1882	5.00
Piché, Napoléon	2	1872	5	6			Montreal	Nasmith	do	1882	1.00
Paquin, Trefle	1	1870	3	10			Deschambault	St. George	do	1882	1.00
Potrais, François X.	2	1881	2				Lachine	Bohemian	do	1882	5.00
Paquin, Lactance	1	1880	3				Hull	Monitor	do	1882	5.00
Paquette, Jeremie	2	1860	1	22			Longueuil	Montarville	do	1882	1.00
aquette, Modeste	3	1865	1	17			Montreal	Beauharnois	do	1882	1.00
Purcell, John P.	1	1874	2	1			Ottawa	Agnes McMahon	do	1882	1.00
Pelletier, Edward	3	1870	3	9			Sorel	Nil	do	1882	1.00
Piché, George	3	1878	4	1			Portneuf	Melford	do	1882	5.00
Pudhomme, Tancred	3	1882	1				Sorel	Matawan	do	1882	5.00
Plante, Chas	3	1882	1		1881	1	do	Rover	do	1882	5.00
Phisik, Thos	3	1877	2	4			do	Dredge	do	1882	1.00
Picher, Ferdinand	2	1871	5	7			do	Champlain	do	1882	1.00
Patrie, Bertholomie	1	1873	3	7	1872	1	Lévis	Scotchman	do	1882	1.00
Paquin, Narcisse	1	1874	3	Lps'd			St. Albans	Nil	do	1882	5.00
Poliquin, Thos	1	1860	1	22			Lévis	Nil	do	1882	1.00
Pratt, Wm. T.	1	1872	1	10			St. John	Miramichi	do	1882	1.00
Pageau, Xavier	E.	1882	1				Lévis	Nil	do	1882	5.00
Parie, Phidime	3	1880	1	2			St Jean Deschallons	Dredge	do	1882	1.00
Paquin, George	2	1881	2				Potoucuif	E. D. Champion	do	1882	5.00
Pilot, Hector	2	1882	1				St. Alphonse	St. Lawrence	do	1882	5.00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee.
												\$ cts.
Poire, Norbaire	3	.....	1860	1	22	.....	.....	Lévis.....	Nil.....	Board.....	1882	1 00
Pilot, Philias .....	.....	2	1874	3	2	.....	.....	Lotbinière.....	Nil.....	do.....	1882	1 00
Pitré, Emile .....	.....	3	1880	1	2	.....	.....	Portneuf.....	Resolute.....	do.....	1882	1 00
Pritchard, John .....	.....	2	1882	1	.....	.....	.....	Dalhousie.....	East Riding.....	do.....	1882	5 00
Perkins, Ed. ....	.....	1	1872	1	10	.....	.....	St John.....	St. George.....	do.....	1882	1 00
Percy, J. A. ....	.....	2	1882	1	.....	.....	.....	do.....	Nil.....	do.....	1882	5 00
Parks, Wm. B.	2	E.	1877	5	1	.....	.....	do.....	Ouanguady.....	do.....	1882	5 00
Pierce, Abraham	2	.....	1870	1	12	.....	.....	Halifax.....	Sir C. Ogle.....	do.....	1882	1 00
Pierce, Wm.	3	.....	1870	1	12	.....	.....	do.....	Mic Mac.....	do.....	1882	1 00
Pratt, Wm. J.	3	.....	1869	2	1	.....	.....	St. John, N.B.....	Wellington.....	do.....	1882	1 00
Perry, Wm. H.	3	.....	1880	2	1	.....	.....	do.....	City of St. John... ..	do.....	1882	5 00
Paul, Francis .....	.....	1	1873	2	8	.....	.....	do.....	Nil.....	do.....	1882	1 00
Payne, J. G.	3	.....	1879	1	3	1869	1	Prince Edward Island.	Dredge.....	do.....	1882	1 00
Porter, J. E.	1	.....	1869	2	12	.....	.....	St. John.....	Soulanges.....	do.....	1882	1 00
Patterson, John	2	.....	1880	1	2	.....	.....	Victoria, B.C.....	Alexander.....	do.....	1882	1 00
Penny, Thos. ....	.....	1	1879	1	3	1879	1	Nanaimo.....	Nellie Taylor.....	do.....	1882	1 00
Pentz, John .....	.....	1	1881	1	1	1879	2	Victoria, B.C.....	Iris.....	do.....	1882	1 00

Quin, Michael	2	1860	1	21		Montreal	Joe Mac	Board	1881	1 00
Quig, John	2	1875	2	5		Beauharnois	St. Francis	do	1881	1 00
Quimby, Vestus	1	1880	1	1	1878	Nanaimo	Nyack	do	1881	1 00
Quigley, James	1	1870	1	11	1877	Kingston	Olive	do	1881	1 00
Quig, John	L. 2	1875	2	5	1881	Beauharnois	Elevator	Burgess	1881	5 00
Quigley, James	1	1870	1	11	1877	Kingston	Olive	Taylor	1881	5 00
Quackenbush, Charles	L. 1	1878	1	3	1876	Port Dalhousie	Ada Alice	Menilley	1881	5 00
Quinn, Patrick	1	1878	3	2		do	D. R. Van Allen	Board	1882	1 00
Quackenbush, Charles	1	1878	3	2	1876	do	Ada Alice	do	1882	1 00
Quig, Samuel	2	1862	1	20		Montreal	E. of India	do	1882	1 00
Quig, John	E. 1	1875	3	5	1881	Valleyfield	C. Anderson	do	1882	5 00
Query, Onezime	1	1860	1	22		Sorel	John Young	do	1882	1 00
Quinn, Henry	1	1873	3	7		Quebec	Dolphin	do	1882	1 00
Quinton, Daniel	2	1880	1	2		St. John	Nil	do	1882	1 00
Robitaille, Louis	3	1864	1	17		Montreal	Louise	do	1881	1 00
Revel, John	1	1879	2	1		Halifax	Glendon	do	1881	1 00
Ryan, James W	1	1878	3	1		Pictou, N.S.	Daisy	do	1881	1 00
Retallie, John	1	1871	4	7		St. John, N.B.	Dredge	do	1881	1 00
Ross, John	1	1869	2	1		Halifax	E. Stuart	do	1881	1 00
Raymond, M.	L. 3	1881	1		1881	Walkerville	A. E. Allen	do	1881	5 00
Ritchie, Wm.	3	1876	2	4	1876	Halifax	Flamborough	do	1881	1 00
Robinson, Wm. F.	3	1869	2	11		Windsor	Mystic	do	1881	1 00
Roberts, Dugald H.	1	1870	2	1	1872	London	Victoria	do	1881	1 00
Robertson, John	L. 3	1881	1		1881	Keewick	Isabella	Menilley	1881	5 00
Rose, Wm.	L. 1	1881	1		1881	Meaford	Rescue	do	1881	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Reeve, Elgin.....	.....	2	1874	2	1	.....	.....	Chatham.....	Van Allen.....	Board.....	1881	1 00
Reynolds, Thos.....	L.	3	1872	1	4	1881	1	Road Eau.....	Comet.....	Risley.....	1881	5 00
Reid, Thos. G.....	3	.....	1871	1	10	.....	.....	Hamilton.....	Nil.....	Board.....	1881	1 00
Robertson, John.....	3	L.	1876	1	5	1876	6	Victoria, B.C.....	Cariboo Fly.....	Westgarth.....	1881	5 00
Rogers, John.....	L.	.....	.....	.....	.....	1880	2	Port Carling.....	Kate Murray.....	Meneilley.....	1881	5 00
Robertson, Charles.....	L.	Asst.	.....	.....	.....	1881	1	Owen Sound.....	Wales.....	do.....	1881	5 00
Reeve, Elgin.....	L.	2	1874	2	1	1881	1	Chatham.....	D. R. Van Allen.....	do.....	1881	5 00
Robinson, John.....	L.	3	1881	1	.....	1881	2	Bradford.....	Victoria.....	do.....	1881	5 00
Reeve, Elgin.....	.....	2	1874	2	1	1881	1	Chatham.....	D. R. Van Allen.....	Board.....	1882	1 00
Robinson, Geo. E.....	.....	3	1882	1	.....	.....	.....	Leamington.....	City of Dresden.....	Board.....	1882	5 00
Ross, John.....	3	.....	1876	4	3	.....	.....	Windsor.....	do.....	do.....	1882	1 00
Rowan, Angus.....	.....	2	1881	1	1	.....	.....	Sarnia.....	Sovereign.....	do.....	1882	1 00
Reed, Thos. G.....	3	.....	1871	1	11	.....	.....	Hamilton.....	Louise.....	do.....	1882	1 00
Robertson, Charles.....	.....	1	1882	1	.....	1881	1	Owen Sound.....	Wales.....	do.....	1882	5 00
Rooth, Wm. Ernest.....	.....	3	1882	1	.....	.....	.....	Port Colborne.....	W. A. Rooth.....	do.....	1882	5 00
Rankin, Robt.....	.....	2	1882	1	.....	.....	.....	Port Dalhousie.....	H. Neelon.....	do.....	1882	5 00
Ramsay, Alex.....	3	.....	1869	1	13	.....	.....	St. Catharines.....	Lincoln.....	do.....	1882	1 00

Ross, John, No. 1.....	1	1869	1	13	.....	Port Robinson.....	M. R. Mitchell.....	do	1882	1 00
Ross, Robt.....	3	1874	4	5	.....	do	M. R. Bennett.....	do	1882	5 00
Ross, George, No. 1.....	3	1873	1	9	.....	do	do	do	1882	1 00
Ross, Wm.....	1	1869	1	13	.....	do	do	do	1882	1 00
Robinson, Fred.....	1	1878	3	2	1879	1	Keswick.....	Victoria.....	1882	1 00
Robinson, John.....	E.	1881	2	.....	1881	2	do	do	1882	5 00
Rickard, John.....	3	1882	1	.....	.....	.....	Belleville.....	Hastings.....	1882	5 00
Rochford, Alex.....	1	1869	2	11	.....	.....	Kingston.....	Eleanor.....	1882	1 00
Roy, Francis.....	3	1866	2	15	.....	.....	Prescott.....	Transit.....	1882	1 00
Reynolds, Geo.....	2	1880	1	2	.....	.....	Kingston.....	City of Montreal.....	1882	1 00
Ross, Wm.....	3	1882	1	.....	.....	.....	do	Gipsy.....	1882	5 00
Rodman, Joseph.....	3	1878	4	1	1878	2	Little Britain.....	City of Montreal.....	1882	5 00
Rice, John.....	1	1877	3	3	.....	.....	Newborough.....	Africa.....	1882	1 00
Racicot, Antoine.....	3	1883	1	19	.....	.....	Sorel.....	Mac.....	1882	1 00
Robitaille, Louis.....	3	1864	1	18	.....	.....	Montreal	Louise	1882	1 00
Roy, Saml.....	3	1882	1	.....	.....	.....	do	do	1882	5 00
Ruel, Léon.....	2	1880	1	22	.....	.....	do	Nil	1882	1 00
Rooney, Wm. H.....	2	1881	2	.....	.....	.....	Ottawa.....	Portsmouth.....	1882	5 00
Robinson, James.....	2	1879	2	2	.....	.....	Montreal	Rocket.....	1882	5 00
Robert, Placide.....	3	1867	1	15	.....	.....	Sorel.....	Huginis.....	1882	1 00
Raymond, Bruno.....	3	1882	1	.....	.....	.....	do	St. Louis	1882	5 00
Rondeau, Louis.....	3	1864	1	18	.....	.....	do	Louise	1882	1 00
Raymond, Onésime.....	2	1876	2	5	.....	.....	do	Nipigon	1882	1 00
Racette, Moïse.....	1	1879	3	1	.....	.....	do	Nil.....	1882	1 00
Roberge, Louise.....	1	1876	3	2	1879	1	Champlain.....	Calumet.....	1882	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Local Examination.	Number of Board Examination.	Number of Renewals	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Rondeau, Dieudonné.....	.....	3	1877	1	5	.....	.....	Sorel.....	Caribou.....	Board.....	1882	1 00
Raple, George.....	3	.....	1879	3	3	.....	.....	do	Dredge.....	do.....	1882	1 00
Ritter, E. Arthur.....	3	.....	1873	4	6	.....	.....	do	Elevator.....	do.....	1882	5 00
Rodgers, Godfrey.....	.....	3	1882	1	.....	.....	.....	do	Dredge.....	do.....	1882	5 00
Rousseau, Luc.....	E.	1	1879	2	2	.....	.....	Lévis.....	Fairy.....	do.....	1882	1 00
Ralph, Josie.....	1	.....	1866	3	14	.....	.....	Quebec.....	Napoleon III.....	do.....	1882	1 00
Ringuet, Louis.....	.....	2	1882	1	.....	.....	.....	Lévis.....	Nil.....	do.....	1882	5 00
Rousseau, Elizé.....	3	.....	1860	1	22	.....	.....	do	Beaver.....	do.....	1882	1 00
Roy, Achille.....	.....	2	1881	2	.....	.....	.....	St. Michel.....	Champion.....	do.....	1882	5 00
Roger, Cleophas.....	2	.....	1870	5	8	.....	.....	Lévis.....	do	do.....	1882	1 00
Revet, Jean.....	E.	1	1880	2	1	.....	.....	do	Fog-Alarm.....	do.....	1882	1 00
Ryan, Thos., sen.....	1	.....	1860	2	21	.....	.....	St. Romuald.....	Saw Mill.....	do.....	1882	1 00
Ryan, Thos., jun.....	.....	1	1878	2	3	1877	1	St. Romuald.....	Saw Mill.....	do.....	1882	1 00
Rouleau, Frederic.....	.....	1	1874	3	6	.....	.....	Lévis.....	Maud.....	do.....	1882	1 00
Roy, Cyrille.....	3	.....	1873	3	7	.....	.....	do	Nil.....	do.....	1882	1 00
Roy, Alfred.....	3	.....	1869	4	10	.....	.....	do	Rhoda.....	do.....	1882	1 00
Ruel, Joseph.....	.....	3	1882	1	.....	.....	.....	do	La Canadien.....	do.....	1882	5 00

	1	1872	1	10		Yarmouth	Dominion	do	1882	1 00
Rowe, Wm. C.	1	1872	1	10		Yarmouth	Dominion	do	1882	1 00
Reardon, J. D.		1881	2			St. John	Alpha	do	1882	5 00
Ross, John	1	1869	2	12		Halifax	E. Stuart	do	1882	1 00
Retallick, John	1	1871	4	8		St. John	Canada	do	1882	1 00
Russel, Jas.	E.	1880	2	1		Newcastle	Nil	do	1882	5 00
Ruel, John	3	1879	3	1		Halifax	Glendon	do	1882	5 00
Riddle, G. W.		1872	1	10		Yarmouth	Freddie V	do	1882	1 00
Rowe, Frank H.		1882	3	1		do	Nil	do	1882	5 00
Russel, Robert	3	1869	1	Lps'd		Pictou	Nil	do	1882	5 00
Rennie, Robert	3	1875	3	4	1877	Bruce Mines	Kate Marks	do	1882	1 00
Smith, S. W.		1872	2	8		Newcastle	New Era	do	1881	1 00
Smith, James S.	2	1877	1	4		Victoria, B.C.	Grappier	do	1881	1 00
Suffern, John	2	1880	1	1	1879	do	Pilot	do	1881	1 00
Simmons, Geo L.	2	1869	5	8		Detroit	Nil	do	1881	1 00
Sabourin, David		1880	1	1		Brydon	Nil	do	1881	1 00
Spedding, Henry, jun.		1873	3	6	1874	Montreal	Nil	do	1881	1 00
Suttie, C. D.		1877	3	2		Yarmouth	Dominion	do	1881	1 00
Salter, Wm. H.		1877	4	1		Halifax	Nil	do	1881	1 00
Stephenson, Patrick	3	1870	2	10		St. John	Soulanges	do	1881	1 00
Steele, Wm. Anderson	1	1876	2	1	1879	Victoria, B.C.	Dredger	do	1881	1 00
Swaney, Chas. B.	1	1879	1	2	1878	do	Hunt	do	1881	1 00
Simons, John	L.	1871	3	8	1881	Garden Island	J. A. Macdonald	Taylor	1881	5 00
Sommerville, Alex	1	1860	1	21	1872	Kingston	Passport	Board	1881	1 00
St. Michel, Charles	2	1862	1	19		Naperville	Rover	do	1881	1 00
Sherwood, Malcolm	L.	1881	1		1880	Wallaceburg	Thames	Risley	1881	5 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Smith, Jas. Gray.....	.....	1	1874	3	5	1871	2	Fort Garry.....	Colville.....	Board.....	1881	1 00
Scott, Robert.....	L.	.....	.....	.....	.....	1879	2	St. John.....	Royal.....	Smith.....	1881	5 00
Spedding, Henry, jun.	L.	1	1873	3	6	1874	1	Montreal.....	Ontario.....	Burgess.....	1881	5 00
Siaghill, Thos. S.....	L.	Ass't	.....	.....	.....	1881	1	Lloydtown.....	Isabella.....	Meneilley.....	1881	5 00
Spence, John.....	L.	.....	.....	.....	.....	1881	1	Victoria, B.C.....	Evangeline.....	Westgarrn.....	1881	5 00
Sharpe, James.....	3	.....	1866	1	16	.....	.....	Muskok Mills.....	Wales.....	Board.....	1881	1 00
Smith, Wm. H.....	L.	1	1875	3	4	1879	2	Mount Healy.....	Bruno.....	Meneilley.....	1881	5 00
Sheridan, Alex.....	3	.....	1869	1	Lps'd	.....	.....	Toronto.....	Princess of Wales.....	do.....	1881	5 00
Smith, Hanford.....	L.	.....	1881	1	.....	.....	.....	Waubushene.....	Enterprise.....	do.....	1881	5 00
Somerville, Wm.....	L.	Ass't	.....	.....	.....	1880	2	Victoria.....	E. Irving.....	Westgarrn.....	1881	5 00
Smith, Hanford.....	.....	2	1882	1	.....	1881	1	Dorset.....	Enterprise.....	Board.....	1882	5 00
Stroner, David.....	.....	1	1876	4	3	1877	1	Kincardine.....	Bob Hackett.....	do.....	1882	1 00
Sherwood, Malcolm.....	.....	2	1831	1	1	1880	2	Wallaceburg.....	Thames.....	do.....	1882	1 00
Smith, Wm. H.....	.....	1	1880	3	.....	1874	3	Bingham Road.....	Mary.....	do.....	1882	1 00
Smith, J. H.....	.....	1	1872	3	8	1875	1	Port Colborne.....	W. A. Routh.....	do.....	1882	1 00
Smith, Wm.....	.....	1	1875	3	5	1879	1	Port Dalhousie.....	Jas. Norris.....	do.....	1882	1 00
St. John, O. P.....	2	.....	1869	3	11	.....	.....	St. Catharines.....	Factory.....	do.....	1882	1 00

Smiley, John.....	1	1877	2	4	1877	1	Hunterville.....	Northern.....	do	1882	1 00
Shepherd, Ed. Chas.....	2	1882	1	.....	.....	.....	Toronto	Shop	do	1882	5 00
Smith, F. E.....	3	1875	3	4	.....	.....	Lindsay	Victoria	do	1882	1 00
Smeaton, Alex.....	2	1879	1	3	1879	1	Kingston.....	Lake Ontario.....	do	1882	1 00
Stewart, James.....	2	1881	1	1	.....	.....	Portsmouth.....	Shop	do	1882	1 00
Stevens, James.....	E.	1877	3	3	.....	.....	Bobaygeon.....	Eva	do	1882	1 00
Simmons, Thos.....	1	1874	3	6	1873	3	Elgin.....	O. A. West.....	do	1882	1 00
Sloan, Robert.....	3	1869	4	10	.....	.....	Kingston.....	Active.....	do	1882	1 00
Sullivan, Wm.....	1	1869	1	13	.....	.....	do	Nile.....	do	1882	1 00
Simons, John.....	1	1871	3	9	1881	1	Garden Island.....	J. A. Macdonald..	do	1882	1 00
Smith, Thos.....	3	1862	1	20	.....	.....	do	Hiram A. Calvin..	do	1882	1 00
Somerville, Francis.....	2	1872	1	10	.....	.....	Kingston.....	Belémian.....	do	1882	1 00
Spedding, Henry, sen.....	2	1861	1	21	.....	.....	Montreal.....	Engineer.....	do	1882	1 00
Smith, Hudson.....	2	1882	1	.....	.....	.....	Pembroke.....	Walter B.....	do	1882	5 00
Seguin, Jean B.....	3	1871	3	9	.....	.....	Rigaud.....	Arctic.....	do	1882	5 00
Scott, Charles.....	1	1872	5	6	.....	.....	Montreal.....	Mattawan.....	do	1882	1 00
Spedding, Henry, jun.....	3	1873	4	6	1874	1	do	Ontario.....	do	1882	5 00
Smith, Joseph.....	3	1881	1	1	.....	.....	do	Nil.....	do	1882	1 00
Seguin, Jean B.....	2	1871	3	9	1870	1	do	Monitor.....	do	1882	1 00
St. Michael, August.....	1	1875	3	5	.....	.....	Portage du Fort.....	A. H. Baldwin.....	do	1882	5 00
St. Martin, Felix.....	1	1871	3	9	.....	.....	Sorel.....	Liza.....	do	1882	1 00
St. Pierre, Alfred.....	3	1876	3	4	1874	1	Sorel.....	Saligne.....	do	1882	1 00
St. Martin, Narcisse.....	2	1877	1	5	.....	.....	do	Water Works.....	do	1882	1 00
Sberidan, Michael.....	1	1871	2	10	1876	1	do	Montreal.....	do	1882	1 00
Spénard, Jean Baptiste.....	3	1867	4	8	.....	.....	do	Elevator.....	do	1882	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ending 31st December, 1881.—Continued.

Name of Engineer.	Class of Engineer.	Class of Assistant Engineer.	Date of First Board Examination.	Number of Board Examination.	Number of Renewals.	Date of First Local Examination.	Number of Local Examination.	Place of Residence.	Name of Steamer last employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
St. Pierre, Antoine.....	3	.....	1868	3	12	.....	.....	Three Rivers.....	St. Marie.....	Board.....	1882	1 00
St. Arnaud, H.....	3	.....	1867	1	15	.....	.....	Sorel.....	British America...	do.....	1882	1 00
Samson, Odinée.....	.....	2	1880	2	.....	.....	.....	Village Lauzon.....	Beaver.....	do.....	1882	1 00
Stewart, W. S.....	3	.....	1878	2	3	.....	.....	New York.....	Santiago.....	do.....	1882	1 00
Samson, Ernest.....	2	.....	1272	5	6	.....	.....	Village Lauzon.....	Nil.....	do.....	1882	1 00
Samson, Alex.....	3	.....	1864	1	18	.....	.....	Lévis.....	Napoleon III.....	do.....	1882	1 00
Samson, Jean.....	3	.....	1870	4	9	.....	.....	Village Bienville.....	Beaver.....	do.....	1882	1 00
Smith, J. Lorne.....	.....	1	1881	2	.....	.....	.....	St. John.....	Nil.....	do.....	1882	5 00
Smith, Samuel U.....	.....	1	1872	2	9	.....	.....	do.....	Norman.....	do.....	1882	1 00
Salter, Wm. H.....	.....	1	1877	4	2	.....	.....	Halifax.....	Newfoundland.....	do.....	1882	1 00
Stephenson, Patrick.....	3	.....	1870	2	10	1876	3	St. John.....	Champion.....	do.....	1882	1 00
Stephens, Douglas.....	1	.....	1877	1	5	1876	1	Halifax.....	Delta.....	do.....	1882	1 00
Sweeton, William.....	1	.....	1869	2	12	.....	.....	Pictou.....	Mayflower.....	do.....	1882	1 00
Smith, D. W.....	3	.....	1880	2	1	.....	.....	St. John.....	Nil.....	do.....	1882	1 00
Strickland, James.....	.....	1	1882	1	.....	.....	.....	Yarmouth.....	Nil.....	do.....	1882	5 00
Scott, William.....	.....	1	1878	3	2	.....	.....	Sydney, C.B.....	Nil.....	do.....	1882	1 00
Stalker, Hugh.....	.....	1	1876	1	6	.....	.....	Burrard Inlet.....	Senator.....	do.....	1882	1 00

Stephen, David	2	1876	2	5	1873	2	Victoria, B.C.....	Otter.....	do	1882	1 00
Taylor, Henry .....	.....	1877	1	4	1873	2	Chatham	John S. Noyes	do	1881	1 00
Tudhope, George	1	1873	2	7	.....	.....	St. John, N.B.....	Starr	do	1881	1 00
Tait, William .....	.....	1879	1	Lps'd	.....	.....	Chatham, N.B.....	Laddie	do	1881	5 00
Tower, W. H.....	.....	1881	1	.....	.....	.....	St. John, N.B.....	S. Clinch.....	do	1881	5 00
Thompson, A. F .....	.....	1875	1	6	.....	.....	do	Soulanges	do	1881	1 00
Thompson, William.....	3	1879	1	2	1877	2	Toronto	Nil.....	do	1881	1 00
Tedman, Eli E.....	L.	1872	2	8	1872	3	do	Prince of Wales... ..	do	1881	5 00
Thorpe, William .....	.....	1870	1	Lps'd	1870	1	Ottawa.....	Welshman	do	1881	5 00
Thorburn, John.....	.....	1873	1	8	1871	1	Goderich.....	Isaac May	do	1881	1 00
Taber, George Lee	L.	1881	1	.....	1881	1	Wallaceburg	E. Windsor	do	1881	5 00
Trotter, Samuel.....	2	1873	5	5	.....	.....	Chatham.....	Steinhoff.....	do	1882	1 00
Taylor, Henry .....	.....	1877	1	5	1873	2	do	John S. Noyes	do	1882	1 00
Taylor, William	2	1873	4	6	.....	.....	Windsor.....	Great Western.....	do	1882	1 00
Thorp, George.....	.....	1874	2	7	.....	.....	Windsor.....	Michigan.....	do	1882	1 00
Trickey, Alex.....	3	1875	4	4	1880	1	Hamilton.....	Dromedary	do	1882	1 00
Thornton, John.....	.....	1881	2	.....	.....	.....	do	Steam Yacht.....	do	1882	1 00
Tedman, Eli E.....	.....	1872	2	9	1872	3	Toronto	Prince of Wales... ..	do	1882	1 00
Thorne, Wm.....	.....	1875	2	6	1874	1	Collingwood.....	Mary Ann	do	1882	1 00
Trotter, Wm. F.....	.....	1880	2	1	.....	.....	Owen Sound.....	Manitoulin	do	1882	1 00
Thompson, Joseph	E.	1879	3	1	1880	1	Port Colbourne	D. P. Day	do	1882	1 00
Taylor, Joseph F.....	1	1861	1	21	.....	.....	St. Catharines	Railway.....	do	1882	1 00
Townsend, Wm.....	3	1861	1	21	.....	.....	Port Dalhousie.....	H. Neelon	do	1882	1 00
Taylor, Samuel C .....	.....	1881	1	1	.....	.....	Kingston.....	Shop.....	do	1882	1 00
Thériault, François, jun .....	.....	1877	3	3	.....	.....	do	J. A. Macdonald... ..	do	1882	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881.—Continued.

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Todd, Wm.	1	1880	3	1	Kemptville.....	Gatineau.....	Board.....	1882	5 00
Thibeau, Alexis	3	1870	3	10	Sorel.....	St. Lambert.....	do.....	1881	1 00
Thompson, Andrew	2	1873	4	6	.....	.....	do.....	Dredge.....	do.....	1882	1 00
Treupe, Pierre	3	1864	1	18	.....	.....	do.....	Fire Fly.....	do.....	1882	1 00
Thompson, Thos. P.	1	1869	4	10	.....	.....	Quebec.....	Progress.....	do.....	1882	1 00
Tanguay, Isidore	2	1867	2	14	.....	.....	Lévis.....	North.....	do.....	1882	1 00
Thériault, J. B.	1	1860	1	22	.....	.....	do.....	Saguenay.....	do.....	1882	1 00
Tanguay, Joseph	2	1860	2	Lps'd	.....	.....	St. Gervais.....	Nil.....	do.....	1882	5 00
Thériault, Siméon	2	1860	2	21	.....	.....	Village Lauzon.....	Beaver.....	do.....	1882	1 00
Turcot, Uldéric	2	1880	2	.....	.....	.....	St. Edward of Lotbinière	Royal.....	do.....	1882	5 00
Tanguay, Xavier	3	1860	1	23	.....	.....	Village Bienville.....	do.....	do.....	1882	1 00
Thériault, Siméon	2	1879	2	2	.....	.....	Lévis.....	St. Lawrence.....	do.....	1882	1 00
Tanguay, Alfred	3	1881	1	1	.....	.....	Village Bienville.....	Rhoda.....	do.....	1882	1 00
Tardie, Napoléon	3	1875	4	4	.....	.....	do.....	Rover.....	do.....	1882	5 00
Thorn, J. Fred	2	1872	4	7	.....	.....	St. John.....	Wm. Stroud.....	do.....	1882	1 00
Todvin, Daniel	3	1872	2	9	.....	.....	Prince Edward Island	H. Belle.....	do.....	1882	1 00
Turner, James	1	1869	1	13	.....	.....	do.....	St. Lawrence.....	do.....	1882	1 00

Tanguay, Théophile.....	2	1882	1	1	1	Sydney, C.B.....	Nil.....	do	1882	5 00
Tower, W. H.....	1	1881	1	1	1	St. John.....	Fred Clinch.....	do	1882	1 00
Taylor, Peter.....	1	1881	1	1	1880	1 Nanaimo.....	Elevator.....	do	1884	1 00
Utter, Wm. E.....	1	1880	1	1	1	Woodrow.....	Spray.....	do	1881	1 00
Utter, Wm. C.....	1	1880	1	2	1	do	Flight.....	do	1882	1 00
Vancott, James A.....	L. Assist	.....	.....	.....	1881	1 Rossmore.....	Saxon.....	Taylor.....	1881	5 00
Vince, Samuel.....	2	1879	1	2	1	Toronto.....	W. T. Robb.....	Board.....	1881	1 00
Vreland, David.....	2	1866	2	15	1880	1 Port Edward.....	International.....	do	1882	1 00
Vreland, James.....	2	1881	2	.....	.....	do	do	do	1882	5 00
Vancott, James.....	3	1882	1	.....	1881	1 Rossmore.....	Belle Wilson.....	do	1882	5 00
Van Buskirk, W. H.....	1	1880	1	2	.....	Yarmouth.....	Alpha.....	do	1882	1 00
Watt, Saml.....	3	1880	1	1	.....	Merriton.....	Nil.....	do	1881	1 00
Warren, Augustus	1	1881	1	.....	1880	1 Victoria, B.C.....	Pilot.....	do	1881	5 00
Welch, Wm. M.....	1	1880	1	1	.....	Windsor.....	Nil.....	do	1881	1 00
Wilson, Henry Thos.....	2	1876	2	4	.....	St. Catharines.....	Calambria.....	do	1881	1 00
Wright, Emerson.....	2	1869	3	10	.....	do	do	do	1881	1 00
Whitney, J. H.....	E.	1879	2	1	.....	Prescott.....	Buckley.....	do	1881	1 00
White, J. L.....	1	1877	2	3	1877	1 Harwood.....	Maggie S.....	do	1881	1 00
Weir, Robert.....	3	1879	2	1	1871	1 St. John.....	Gladiator.....	do	1881	1 00
Wiggins, C. M.....	2	1880	1	1	.....	do	do	do	1881	1 00
Weir, Allan.....	1	1873	1	8	.....	Halifax.....	Newfield.....	do	1881	1 00
Wilson, S. T.....	2	1871	3	Lpsd.	1870	1 do	do	do	1881	5 00
Wilson, S. T.....	2	1871	3	1	1870	1 do	do	do	1881	1 00
West, James.....	3	1874	4	5	1874	2 Sarnia.....	Nil.....	do	1881	1 00
Warner, Archd.....	1	1869	1	2	.....	Halifax.....	Newfield.....	do	1881	1 00

STEAMBOAT ENGINEERS' Examinations and Renewals during the Year ended 31st December, 1881—Continued.

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Webster, Henry.....	L.	3	1877	2	1	1875	1	St. John.....	Alhambra.....	Smith.....	1881	5 00
Williamson, Andrew.....	L.	1	1870	2	10	1875	1	Goderich.....	Maythaw.....	Board.....	1881	1 00
Walker, J. G.....	L.	1	1875	1	6	1874	1	Halifax.....	Nil.....	do.....	1881	1 00
Walker, David.....	L.	1	1871	3	8	1881	1	Gravenhurst.....	Winonah.....	Meneilley.....	1881	5 00
Ward, Wm.....	L.	2	1881	1	.....	1881	1	Dominionville.....	St. J. Baptiste.....	Risley.....	1881	5 00
Williams, Saml.....	L.	3	1876	3	3	1875	4	Toronto.....	Nil.....	Board.....	1881	1 00
Whittaker, James.....	L.	2	1875	2	.....	1881	1	Hawkesbury.....	Manxman.....	Burgess.....	1881	5 00
Webster, Henry.....	L.	3	1877	1	1	1881	1	Pictou.....	H. Hoover.....	Smith.....	1881	5 00
Wallace, R. L.....	L.	3	1877	1	1	1881	1	Southampton.....	Mary Anna.....	Risley.....	1881	5 00
Watt, James.....	L.	.....	.....	.....	.....	1881	1	Dresden.....	Myrtle.....	Meneilley.....	1881	5 00
White, Thomas.....	L.	2	1880	1	1	.....	.....	Lachine.....	Nil.....	Board.....	1881	1 00
Wells, Charles.....	L.	.....	.....	.....	.....	1876	6	Ogdensburg.....	Florence.....	Taylor.....	1881	5 00
Waddle, Charles.....	L.	1	1879	2	1	.....	.....	Halifax.....	R. Burns.....	Board.....	1881	1 00
Wallace, J. A.....	L.	.....	.....	.....	.....	1881	1	Deseronto.....	Sarah Doly.....	Taylor.....	1881	5 00
Waddell, Wm.....	L.	Asst.	.....	.....	.....	1878	2	Penetanguishene.....	City of Montreal.....	Meneilley.....	1881	5 00
Wilson, James.....	L.	3	1880	1	1	1881	1	Collingwood.....	Ben Millwood.....	do.....	1881	5 00
Wilmot, H. C.....	L.	.....	.....	.....	.....	1881	1	Esquimaux.....	Lillie.....	Westgarth.....	1881	5 00

Weich, Wm. M.	L.	1	1880	1	1881	1	Windsor	Prince Alfred	Risley	1881	5 00
Watt, James		2	1882	1	1881	1	Dresden	Myrtle	Board	1882	5 00
Westaway, John	2		1885	2	16		Gordon	Transfer	do	1882	1 00
Webster, Wm. L.		1	1881	2		1	Windsor	Hope	do	1882	5 00
Whitty, D. T. K.		2	1879	1	Lpsd.		Sarnia	Ontario	do	1882	5 00
Wells, Joseph	3	E.	1875	5	3	2	Dresden	Hiawatha	do	1882	1 00
Webster, Wm.	2		1867	2	14		Montreal	Chicora	do	1882	1 00
Walker, David		1	1871	3	9	1	Lindsay	Winonah	do	1882	1 00
Wilson, James		2	1880	2	1	1	Collingwood	Ben Millwood	do	1882	5 00
Wilson, James M.	3		1879	3	1		Owen Sound	S. R. Norcross	do	1882	5 00
Wilcox, David		1	1867	3	13		Port Colborne	J. L. McEdwards	do	1882	1 00
Wilcox, Geo. H.		1	1876	3	4	1	Port Robinson	C. J. G. Munro	do	1882	1 00
Wright, Emerson	2		1869	3	11		St. Catharines	Prussia	do	1882	1 00
Walsh, Wm.	1		1865	3	14		do	Persia	do	1882	1 00
Wheeler, Fred. E.		1	1878	3	2	2	do	Shop	do	1882	1 00
Whipps, Wm.		2	1882	1			Orillia	Emerald	do	1882	5 00
Warner, Chris.		1	1877	2	4		Toronto	Mail Office	do	1882	1 00
Wells, Starr S.	E.	1	1881	2			Ogdensburg	Florence	do	1882	5 00
Welsh, Warren		1	1877	3	3		Newboro'	Henry Smith	do	1882	1 00
Wadsworth, Thos.	2		1862	1	20		Lambton	Corinthian	do	1882	1 00
White, Thos.		2	1880	1	2		Lachine	Nil	do	1882	1 00
White, John		1	1831	2			Montreal	Fawl	do	1882	5 00
Wells, Wm. F.	1		1871	4	8		Halifax	Acadian	do	1882	1 00
Wells, Wm.		1	1880	2	1		Chicoutimi	Cookoo	do	1882	5 00
Wool, Joseph		1	1869	1	13		Village Lauzon	Star of the Sea	do	1882	1 00

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Wiggins, C. M.	2	1880	1	2	St. John.	Nil	Board	1882	1 00
Webb, George	2	1878	1	4	Prince Edward Island.	Gulnere	do	1882	1 00
Wilson, S. T.	2	1871	3	9	1870	1	Chatham, N.B.	Relief	do	1882	1 00
Weir, Allan	1	1873	1	9	Halifax	Newfield	do	1882	1 00
Weir, Wm.	2	1876	3	4	do	Nil	do	1882	1 00
Wilder, Willard	2	1877	3	3	1875	2	do	Geo. Shattuck	do	1882	1 00
Waring, Wm. L.	1	1879	2	2	1878	1	St. John.	Nil	do	1882	1 00
Warner, Arch.	1	1869	1	13	Halifax	Newfield	do	1882	1 00
Wilson, Alex, sen.	1	1869	1	13	St. John.	Lillie Glacier	do	1882	1 00
Walsh, John	1	1869	2	12	do	Speck	do	1882	1 00
Webster, Henry	1	1877	2	1881	1	Pictou	H. Hoover	do	1882	5 00
Wilson, Wm.	2	1872	1	10	Halifax	Ferry	do	1882	1 00
Waddle, Charles	1	1879	2	2	do	R. Burns	do	1882	1 00
Williams, H. C.	2	1876	5	2	1874	1	Cow Bay, C.B.	Ingraham	do	1882	1 00
Wilson, Thos.	3	1875	3	5	1874	1	Halifax	Norwegian	do	1882	1 00
Weir, Robt.	3	1879	2	2	1871	1	do	Newfield	do	1882	1 00
Wilson, James	1	1882	1	St. John	Nil	do	1882	5 00

Walker, J. G.....	1	1875	1	7	1874	1	Halifax.....	Nil.....	do	1882	1 00
Webster, Wm.....	1	1882	1	.....	.....	.....	do	Nil.....	do	1882	5 00
Woolley, Frank W. F.....	3	1882	1	.....	.....	.....	Winnipeg.....	Cheyenne... ..	do	1882	5 00
Wickens, Robt.....	1	1881	1	1	.....	.....	Victoria, B.C.....	Emma.....	do	1882	1 00
Weller, John.....	2	1882	1	.....	.....	.....	do	Lillie.....	do	1882	5 00
Warren, Augustus.....	1	1881	1	1	1880	1	do	Pilot.....	do	1882	1 00
York, Edward.....	3	1871	1	11	.....	.....	Brockville.....	Shop.....	do	1882	1 00
Youle, John.....	2	1882	1	.....	.....	.....	Hochelega.....	Messenger.....	do	1882	5 00

STEAM VESSELS Inspected for the Year ended 31st December, 1881.

WEST ONTARIO, HURON AND SUPERIOR DIVISIONS.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Lothair.....	Sarnia.....	Mathewson.....	April 13	413	280	16 52	5	April 20	21 52	Lake freight barge.
Hiawatha.....	do	do	do 13	163	111	6 48	8	do 2	14 48	Passenger, Dresden and Sarnia.
Despatch.....	Windsor.....	Benson.....	do 14	33	22	1 32	5	do 12	6 32	Fishing tug, Duck Island, Lake Huron.
Coral.....	do	do	May 3	119	81	4 76	5	May 3	9 76	Wood barge, Detroit River.
D. R. Van Allen.....	do	do	April 14	318	216	12 72	5	April 1	17 72	Lake and River barge.
Mystic.....	do	do	do 23	60	35	2 40	5	do 25	7 40	Detroit River, tug.
Henry Smyth.....	do	do	May 3	40	27	1 60	5	do 28	6 60	Duck Island, Lake Huron, fishing boat.
Ada E. Allen.....	do	do	do 16	135	70	5 40	5	May 26	10 40	Freight barge, Lake Erie to Huron.
Bob Hackett.....	do	do	do 3	134	56	5 36	5	do 3	10 36	Detroit River, tug.
Hope.....	do	do	do 3	170	116	6 80	8	do 3	14 80	Windsor and Detroit, ferry.
Erie Belle.....	do	do	do 3	221	110	8 84	5	do 3	13 84	Detroit River, tug.
Walter Scott.....	do	do	do 9	12	8	0 48	5	do 9	5 48	Fishing tug, Lake Huron.
John S. Noyes.....	Chatham.....	Pennefather.....	do 10	34	23	1 36	5	do 10	6 36	Thames River, tug.
J. W. Steinhoff.....	do	do	do 19	312	208	12 48	8	April 18	20 48	Passenger, Chatham and Detroit.
La Belle.....	do	do	do 19	75	58	3 00	5	May 18	8 00	Wood barge, do
Comet.....	Rond Eau.....	Duck.....	do 20	22	15	1 88	5	April 26	6 88	Harbour tug, Rond Eau.
Eclipse.....	Sarnia.....	Mathewson.....	do 27	60	41	2 40	5	May 27	7 40	River tug, Sarnia.

City of Guelph.....	Puslinch.....	June 10	11	7	0 44	5	do	15	5 44	Excursion boat, Puslinch Lake.
Isaac May.....	Benson.....	do 29	558	393	22 30	5	June	28	27 30	Lake barge tug, Parry Sound & Buffalo.
City of Dresden.....	do.....	March 31	194	126	7 76	8	April	5	15 76	Passenger, Windsor and Leamington.
Great Western.....	do.....	June 14	1,210	745	48 00	8	June	10	56 00	Car ferry, Windsor and Detroit.
Michigan.....	do.....	March 31	1,464	922	58 56	8	do	10	66 56	do do
Huron.....	Mathewson.....	June 21	1,051	688	42 08	8	April	26	50 08	Grand Trunk Railway, carboat, Sarnia.
International.....	do.....	do 21	851	560	34 04	8	do	26	42 04	do do do
Beatrice.....	do.....	do 21	31	21	1 20	5	June	27	6 20	do ferry.
Saginaw.....	Benson.....	May 27	357	243	14 28	8	do	10	22 28	Great Western Railway, car boat, do
Manitoba.....	Mathewson.....	April 15	980	574	39 20	8	April	25	47 20	Passenger, Lake Superior.
Quebec.....	do.....	do 15	1,004	955	56 15	8	do	25	64 15	do do do
Ontario.....	do.....	do 15	1,338	910	53 52	8	do	25	61 52	do do do
Asia.....	do.....	do 15	613	361	24 52	8	do	25	32 52	do and freight, do do
Sovereign.....	do.....	do 15	684	426	27 36	8	do	25	35 36	Only freight, do do
J. C. Clark.....	do.....	May 27	145	99	5 80	8	do	12	13 80	Passenger, freight, Wallaceburg & do
Toronto Belle.....	Patton.....	June 23	17	12	0 68	5	June	21	5 68	Tug, Toronto Harbour.
Luella.....	do.....	July 4	38	26	1 52	5	July	4	6 52	Ferry, do and Island.
Ruby.....	Finlay.....	June 28	72	41	2 88	5	June	28	7 88	Excursion boat, Port Stanley.
Minnie Morton.....	Benson.....	do 30	36	24	1 44	5	July	6	6 44	Tug, Detroit River.
Argyle.....	Collier.....	July 4	626	397	25 01	5	do	4	30 04	Freight, propeller.
Glenfinlas.....	Kittson.....	do 5	686	425	27 45	8	do	5	35 45	do and passenger, propeller.
Essex.....	Benson.....	do 15	142	60	5 68	8	do	15	13 68	Windsor and Detroit, ferry.
Salty Jack.....	Amberstburg.....	do 15	45	28	1 80	5	April	27	6 80	Dredge tug, Amherstburg.
Transfer.....	do.....	do 15	1,512	971	61 67	8	July	26	69 67	Car, ferry, boat.
Kincardine.....	Pennefather.....	do 25	182	124	7 28	5	April	28	12 28	Freight, propeller.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—West Ontario, &c., Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Dennis Bowen	Hamilton	Kittson	May 23	31	21	1 25	5	May 20	6 25	Excursion ferry, Hamilton.
Frank	Windsor	Benson	April 14	81	55	3 24	5	April 14	8 24	Wood barge, Detroit and Chatham.
Annie Craig	Port Dover	Barrett	April 11	80	48	3 20	5	April 13	8 20	Screw, freight and passenger, Port Dover and Port Rowan.
Armenian	Toronto	Patton	do 13	613	403	24 48	8	do 21	32 48	Screw, freight and passenger, Toronto and Ogdensburg.
do	do	do	do 13	577	357	23 08	8	do 21	31 08	do do do
J. H. Doyle	do	do	do 14	17	11	0 68	5	do 14	5 68	Screw tug, Toronto Harbor, dredging.
California	do	do	do 22	688	413	26 72	8	do 26	34 72	Screw, freight and passenger, Montreal and Chicago.
Scotia	Port Dalhousie	Collier	do 26	629	390	24 96	8	do 25	32 96	do do do
Clinton	do	do	do 26	361	284	14 44	5	do 25	19 44	do do do
H. Neelon	do	do	do 26	65	47	2 56	5	do 25	7 56	Screw tug, Lake Ontario.
J. Norris	do	do	do 26	50	34	1 88	5	do 25	6 88	do Port Dalhousie Harbor.
Sam Perry	do	do	do 26	52	36	1 68	5	do 25	6 68	do do do
Lincoln	do	do	do 26	347	247	13 88	5	do 25	18 83	Screw, freight, Montreal and Chicago.
Alma Munro	do	do	do 27	689	439	27 56	8	do 29	35 56	do and passenger, Montreal and Chicago.
Albion	do	do	do 27	287	250	11 88	5	May 5	16 88	Screw, freight, Pt. Dalhousie & Quebec.
Persia	St. Catharines	do	do 27	757	500	30 28	8	April 25	38 28	do and passenger, Montreal and St. Catharines.

Celtic.....	Hamilton.....	Rittson.....	do	28	698	441	27 32	8	do	27	35 92	Screw, freight, and passenger, Montreal and Chicago.
Lake Ontario.....	do	do	do	28	675	412	27 00	8	do	27	35 00	do do do
Lake Michigan.....	do	do	do	28	693	440	27 72	8	do	27	35 72	do do do
Geneva.....	do	do	do	28	97	39	3 88	5	do	28	8 88	Screw, passenger, Burlington Bay.
Acadia.....	do	do	do	29	612	373	24 49	8	do	21	32 49	do freight, and passenger, Montreal and Chicago.
St. Magnus.....	do	do	do	29	853	541	33 12	8	May	9	41 12	Screw, freight, and passenger, Montreal and Hamilton.
City of Montreal.....	Toronto.....	Patton.....	do	29	652	410	26 08	8	April	29	34 08	Screw, freight, and passenger, Montreal and Chicago.
City of Owen Sound.....	Owen Sound.....	Stephens.....	do	30	898	557	43 72	8	May	4	51 72	Screw, freight, and passenger, Collingwood and Duluth.
Jane Miller.....	do	do	do	30	210	143	4 40	8	do	2	12 40	Screw freight, and passenger, Owen Sound and Manitoulin Island.
City of Winnipeg.....	do	do	May	2	1,211	824	48 44	8	do	6	56 44	Screw, freight and passenger, Collingwood and Duluth.
Tommy Wright.....	do	do	do	2	12	6	0 48	5	do	2	5 48	Screw tug, Colpoys Bay.
Belle.....	Meaford.....	Sing.....	do	3	7	5	0 28	5	do	3	5 28	do fishing, Meaford fishing grounds.
Othello.....	do	do	do	3	8	5	0 32	5	do	11	5 32	do do do
Lake Erie.....	Collingwood.....	Watson.....	do	3	729	464	29 16	8	April	29	37 16	Screw, freight and passenger, Collingwood and Chicago.
Columbia.....	do	do	do	4	630	409	25 16	8	do	38	16 00	do do do
Cherokee.....	do	do	do	4	179	121	7 16	5	May	2	12 16	Screw tug, Georgian Bay.
Northern Queen.....	do	do	do	4	619	318	24 76	8	do	4	32 76	Screw, freight and passenger, Collingwood and Chicago.
Mary Ann.....	do	do	do	4	86	57	3 48	5	do	4	8 48	Screw tug, Georgian Bay.
Northern Belle.....	do	do	do	4	511	349	20 53	8	do	4	28 52	do freight and passenger, Collingwood and Parry Sound.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—West Ontario, &c., Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Total	Remarks.
						\$ cts.	\$		\$ cts.	
Manitoulin.....	Collingwood.....	Watson	May 5	706	480	28 24	8	May 4	36 24	Screw, freight and passenger, Collingwood and Sault Ste. Marie.
Magnetawan.....	do	do	do	208	179	10 76	8	do 4	18 76	Screw, freight and passenger, Georgian Bay ports.
Emerald.....	do	do	do 5	463	379	18 52	8	do 4	26 52	do do
S. S. Edsall.....	Toronto	Collier.....	do 7	150	94	6 00	5	do 5	11 00	Screw tug, Lake Ontario.
S. S. Norcross.....	Owen Sound	Stephens.....	do 10	22	12	0 88	10	Oct. 6	10 88	do Owen Sound Harbor.
Wiarion Belle.....	do	do	do 10	38	59	3 52	5	do 10	8 52	Screw, freight and passenger, Owen Sound and Wiarion.
St. Jean Baptiste.....	Toronto	Patton	do 12	208	127	8 32	8	do 12	16 32	Paddle, passenger ferry, Toronto and Island.
Queen Victoria.....	do	do	do 13	652	363	26 08	8	do 11	34 08	Paddle, passenger ferry, Toronto and Victoria Park.
Chicora.....	do	do	do 14	931	540	37 24	8	do 18	45 24	Paddle, passenger, Toronto, Niagara and Lewiston.
Rothsay.....	do	do	do 14	879	529	33 56	8	do 23	41 56	Paddle, passenger, Ports on St. Lawrence River.
Francis Smith.....	Owen Sound.....	Stephens	do 16	1,323	833	52 96	8	do 14	60 96	Paddle, passenger, Collingwood and Duluth.
Esperanza.....	Toronto.....	Patton.....	May 18	22	15	0 88	5	May 20	5 88	Screw, passenger, ferry and yacht, Toronto Harbor.
Princess of Wales.....	do	do	do 18	114	65	4 56	8	do 31	12 56	Paddle, passenger ferry, Toronto and Island.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—West Ontario, &c., Division —Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.			\$ cts.	
Victoria.....	Bradford.....	Patton.....	June 11	64	43	2 56	5	June 16	7 56	Screw, tug, Lake Simcoe.
Isabella.....	do	do	do 11	44	30	1 76	5	do 16	6 76	do do
Tender.....	Penetanguishene	Routledge.....	do 15	31	21	1 20	5	May 11	6 20	do do and passenger, Muskoka Mills.
City of Toronto.....	Niagara.....	Patton.....	do 17	898	513	35 92	8	June 27	43 92	Paddle, passenger, Toronto and Niagara.
Dominion	St. Catharines...	Collier.....	do 17	601	376	24 04	8	May 2	32 04	Screw, freight and passenger, Montreal and Chicago.
Annie Louise.....	Chatham.....	Pennefather.....	do 20	15	12	0 60	5	June 20	5 60	do tug, Thames River.
Manitoba.....	do	do	do 21	100	68	4 00	5	do 20	9 60	do freight, Chatham and Detroit.
Beaver.....	Wallaceburg.....	Fraser.....	do 22	62	42	2 48	5	do 22	7 48	do tug, Dresden do
Thames.....	do	do	do 22	52	36	2 08	5	do 22	7 08	do freight, Cartwright and Fairhaven.
R. F. Childs.....	do	do	do 22	5	3	0 20	5	do 22	5 20	do yacht, Sydenham River.
Victoria.....	do	do	do 22	88	70	3 52	5	do 22	8 52	do freight, Dresden and Detroit.
Jerome.....	do	do	do 22	60	41	2 40	5	do 22	7 40	do tug, Wallaceburg and Detroit.
Beaver.....	do	do	do 22	55	37	2 20	5	do 22	7 20	do freight, Walpool Island and Port Edward.
Collin Munro.....	do	do	do 22	28	14	1 12	5	do 22	6 12	do tug, Wallaceburg and Detroit.
Myrtle.....	do	do	do 22	9	6	0 36	5	do 22	5 36	do do Sydenham River.
Harry Sewell.....	do	do	do 23	25	17	1 00	5	May 26	8 00	do do do and St. Clair Rivers.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—West Ontario, &c, Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Tecumseh.....	Port Colborne ...	Mathewson	July 12	840	540	24 92	5	April 25	29 92	Screw, freight, Port Colborne and Chicago.
Maggie	do ...	McFarland.....	do 13	37	26	1 48	5	June 28	6 48	do tug, Port Colborne and Lake Erie.
Kittie Haight.....	do ...	do	do 13	60	28	2 40	5	July 11	7 40	do tug, Welland Canal.
Jane Armstrong	do ...	do	do 13	45	24	1 80	5	do 11	6 80	do do do
G. G. Douglass.....	do ...	do	do 13	42	18	1 68	5	May 2	6 68	do do do
W. J. Aikens.....	do ...	Brownson.....	do 13	42	17	1 68	5	July 8	6 68	do do do
M. A. Laughlin.....	do ...	McFarland.....	do 13	23	12	0 92	5	June 25	5 92	Screw, tug, Welland Canal.
Louis Shickluna.....	do ...	Collier.....	do 13	16	11	0 64	5	July 12	5 64	do Port Colborne Harbour.
Jessie L. McEdwards.....	Dunnville.....	Brownson.....	do 14	22	20	0 88	5	do 4	5 88	do do and passenger, Grand River and Canal.
Louise.....	Welland.....	McFarland.....	do 14	6	5	0 21	5	May 30	5 24	Screw, passenger, Welland Canal.
D. P. Day.....	do	Coulter	do 15	11	6	0 41	5	June 23	5 44	Screw, tug do
Dufferin.....	do	do	do 15	20	15	0 84	5	July 23	5 84	do do do
C. J. G. Munro.....	do	do	do 15	43	31	1 72	5	do 15	6 72	do Welland Canal and Lake Erie.
C. F. Wadsworth.....	Allenburgh.....	do	do 15	16	9	0 61	5	do 15	5 64	do Welland Canal.
M. A. Bennett.....	do	do	do 15	34	12	1 36	5	June 10	6 36	do do do
M. R. Mitchell.....	do	do	do 15	26	17	0 96	5	do 10	5 96	do do do

M. R. King.....	do	do	18	1 00	5	Aug. 3	6 00	do	do
Geo. Maythem.....	Collingwood	Watson	27	1 60	5	July 20	6 60	do	Collingwood Harbour.
R. B. McPherson.....	do	do	20	1 20	5	do 21	6 20	do	do
W. T. Robb.....	Toronto.....	Patton.....	244	9 72	5	Aug. 3	14 72	do	Lake Ontario.
Sable Queen.....	Saugeen.....	Flemming.....	21	0 86	5	July 25	5 86	do	Sable Harbour.
Mary Anna.....	do	do	10	0 40	5	do 25	5 40	do	Big Pike Bay.
Minnie Walker.....	Goderich	Doty	21	0 84	5	do 25	5 84	do	Goderich Harbour.
Ada Carter.....	Toronto.....	Collier.....	1	1 00	5	do 12	6 00	do	Toronto.
W. A. Routh.....	Port Colborne	Anderson	52	2 08	5	April 18	7 08	do	Welland Canal and Lake Erie.
Prince Alfred	Sarnia	Benson.....	289	11 66	5	Aug. 5	16 66	do	Detroit & St. Clair Rivers.
Wales.....	do	Mathewson.....	350	14 00	5	do 11	19 00	do	Georgian Bay and Buffalo.
New Era.....	Walkerville	Benson.....	19	0 76	5	do 11	5 76	do	Detroit & St. Clair Rivers.
W. S. Ireland	Windsor.....	Fraser.....	105	4 20	5	Aug. 10	9 20	do	Screw, freight, Wallaceburg and Detroit.
Clara Louise.....	Hamilton	Mingaye.....	20	0 80	5	May 1	5 80	do	Screw, yacht and tug, Burlington Bay.
Enterprise.....	Port Dalhousie	Collier.....	915	36 60	5	Sept. 9	41 60	do	do freight, Lakes Ontario and Erie.
Princess Louise	London.....	Reid.....	62	2 46	5	Aug. 11	7 46	do	Paddle, passenger, River Thames.
Erin.....	St. Catharines	Collier.....	392	15 63	5	do 19	20 68	do	Screw, freight, Montreal and Chicago.
Bruno.....	Toronto	Patton.....	475	19 00	5	do 27	24 00	do	do
Josephine Kidd.....	Goderich	Doty.....	70	2 80	5	July 23	7 80	do	Screw, tug, Goderich Harbor.
Sutton Belle.....	Jackson's Point.....	Patton.....	6	0 24	5	Aug. 10	5 24	do	do do and yacht, Sutton and Shores.
Golden City.....	Toronto.....	do	35	1 40	5	May 11	6 40	do	do Toronto Harbor.
Enterprise.....	do	Fraser.....	137	7 88	5	April 21	12 88	do	do freight, Georgian Bay and Dresden.
Transit.....	Windsor.....	Benson.....	1058	42 32	8	June 10	141 06 } 50 30 }	do	do Great Western Railway Car Ferry, Windsor.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—West Ontario, &c., Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Wm. Hall	Sarnia.....	Mathewson.....	June 21	56	32	\$ 2 24	\$ 5	June 21	\$ 7 24 cts	Screw, tug, Detroit River.
Alfred Wilson	Not inspected....	.....	.....	33	22	.....	.....	.....	.....	do do Wallaceburg.
Ada.....	do .....	.....	.....	3	2	.....	.....	.....	.....	do do Muskoka.
Almada Corvell	do .....	.....	.....	9	6	.....	.....	.....	.....	do do Toronto.
Bouquet.....	do .....	.....	.....	196	162	.....	.....	.....	.....	Paddle, Toronto and the Island.
ccFairy Queen.....	do .....	.....	.....	10	6	.....	.....	.....	.....	Screw, fishing boat, Manitoulin Island.
Forest City	do .....	.....	.....	42	26	.....	.....	.....	.....	Paddle, passenger, London.
George H. Parker.....	do .....	.....	.....	212	139	8 48	5	5 May	13 48	Screw, tug, Detroit River.
Helen.....	do .....	.....	.....	5	3	.....	.....	.....	.....	do fishing, Sauguen.
Jessie.....	do .....	.....	.....	118	65	.....	.....	.....	.....	do tug, Lake Erie.
J. T. Clark	do .....	.....	.....	33	14	.....	.....	.....	.....	do do Toronto.
Leslie	do .....	.....	.....	11	6	.....	.....	.....	.....	do canal tug.
Little Eva.....	do .....	.....	.....	12	8	.....	.....	.....	.....	do dredge tug.
Minnie Wade	do .....	.....	.....	9	6	.....	.....	.....	.....	do trading yacht.
Niagara	do .....	.....	.....	15	11	.....	.....	.....	.....	do harbor tug.
Pinafore.....	do .....	.....	.....	3	2	.....	.....	.....	.....	do yacht and tug.
Sea Gull.....	do .....	.....	.....	51	44	.....	.....	.....	.....	do tug and ferry.
S. E. Day.....	do .....	.....	.....	5	4	.....	.....	.....	.....	do harbor tug.

Starting.. .. .	do .....	.....	.....	.....	.....	.....	.....	.....	.....	do ferry, Burlington Bay.
• Water Witch.....	do .....	.....	.....	.....	.....	.....	.....	.....	.....	Paddle, passenger, Saugseen River.
Wm. Ross	do .....	.....	.....	.....	.....	.....	.....	.....	.....	Screw, dredge tug.

W. J. MENEILLEY,
Steamboat Inspector.

STREAM VESSELS Inspected for the Year ended 31st December, 1881—Continued.

EAST ONTARIO DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Pierpont.....	Kingston .	W. R. Mingaye..	March 31	252	153	10 08	8	March 31	18 08	Paddle, passenger, St. Lawrence and Cape Vincent.
Deseronto	Deseronto	John Benson.....	April 9	56	38	2 24	5	April 8	7 24	Screw, passenger, Bay of Quinté.
Armenia	do	do	do 9	110	85	4 40	5	do 8	9 40	do do do and St. Lawrence.
Pilgrim.....	do	do	do 9	19	15	0 76	5	do 8	5 76	do do Bay of Quinté.
H. B. Sherwood.....	do	do	do 9	36	21	1 44	5	do 8	6 44	do do do do
Indian	Kingston .	W. R. Mingaye...	do 13	452	307	18 08	5	do 19	23 08	do freight, Upper Lakes.
Norseman.....	Port Hope	E. J. W. Burton.	do 16	783	493	31 32	8	do 16	39 32	Pa ile, passenger, Lake Ontario.
Albert Wright.....	do	do	do 16	29	21	1 16	5	do 7	6 16	Screw, tug, Port Hope Harbor.
Maud	Kingston	W. R. Mingaye..	do 18	293	133	11 72	8	do 18	19 72	Paddle, passenger, River St. Lawrence and Cape Vincent.
Norman	do	do ..	do 19	152	96	6 08	5	do 12	11 08	Screw, freight, Belleville and Oswego.
Jessie Hall	Portsmouth.....	do ..	do 20	57	29	2 28	5	do 19	7 28	do tug, River St. Lawrence and Lakes.
H. F. Bronson.....	Kingston	do ..	do 20	137	70	5 48	5	do 20	10 48	do do do do
Active.....	do	do ..	do 20	346	204	13 84	5	do 20	18 84	do do do do
Algerian	do	do ..	do 25	914	576	36 56	8	do 23	44 56	Paddle, passenger, Montreal and Hamilton.
Corsecan.....	do	do ..	do 25	1,203	714	48 12	8	do 23	56 12	do do do do

Frank Perew.	Portsmouth.....	do	do	27	43	24	1 70	5	do	19	6 70	Screw, tug, River St. Lawrence.
Alexandra	Kingston.....	Walter F. Ross.	do	28	941	550	37 60	8	do	25	45 60	Paddle, passenger, Trenton & Montreal.
Africa	do	W. R. Mingaye.	do	28	652	404	26 08	8	do	27	34 08	Screw, do Montreal and Cleveland.
Chieftain	Garden Island...	do	do	29	435	197	17 40	5	do	16	22 40	Paddle, tug, Lake Ontario and River.
Hiram A. Calvin	do	do	do	29	309	167	12 00	5	do	16	17 00	do do do
William Johnston	do	do	do	29	81	55	3 24	5	May	3	8 24	Screw, tug, River St. Lawrence.
Princess Louise	Kingston.....	do	do	30	72	39	2 88	5	April	29	7 88	do passenger, do do
D. C. West	do	do	do	30	60	32	2 40	5	do	30	7 40	Screw, passenger, Rideau Canal.
Traveller	Garden Island...	do	do	May	208	58	8 32	5	do	16	13 32	Paddle, tug, River and Lake.
Pictou	Pictou.....	Walter T. Ross.	do	3	802	491	32 04	8	May	2	40 04	do passenger, Lake Ontario.
Empress of India	do	do	do	3	579	336	23 16	8	do	3	31 16	do do do
Champion	Kingston.....	W. R. Mingaye.	do	5	161	87	6 44	5	do	5	11 44	Screw, tug, River St. Lawrence.
Peerless	do	do	do	6	26	14	1 04	5	do	5	6 04	do do between Kingston and Montreal.
Nile	do	do	do	6	96	49	3 84	5	do	5	8 84	do freight, Rideau Canal and River.
John A. Macdonald	Garden Island...	do	do	9	273	163	10 92	5	April	16	15 92	Paddle, tug, River St. Lawrence.
Glide	Kingston.....	do	do	13	78	37	3 12	5	May	13	8 12	Screw do do
Ontario	do	do	do	13	252	160	10 36	8	do	14	18 36	do passenger, Rideau Canal and Ottawa.
Wren	do	do	do	17	71	40	2 84	5	do	17	7 84	do tug, River St. Lawrence.
Eiswood	do	do	do	19	30	17	1 20	5	do	19	6 20	do do do and Ottawa.
Voruna	Trenton.....	Walter T. Ross.	do	25	134	85	5 56	8	do	25	13 36	do passenger, Bay of Quinté.
Utic	do	do	do	25	49	36	2 08	5	do	25	7 08	do do do
Annie Gilbert	Belleville.....	Wm. Webster.	do	26	15	12	0 60	5	do	26	5 60	do do do
Eliza Bonar	do	do	do	26	26	10	1 04	5	do	26	6 04	do tug do

STEAM VESSELS inspected for the Year ended 31st December, 1881—East Ontario Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cis.	\$		\$ cts.	
Prince Edward.....	Belleville.....	Wm. Webster.....	May 27	97	61	3 88	5	May 21	8 88	Paddle, passenger, ferry at Belleville.
Mary Ethel.....	do	do	do 27	99	56	3 96	5	do 18	6 96	do do Reduerville.
Flight.....	Pictou.....	J. Benson.....	do 27	37	27	1 48	5	April 28	6 48	Screw, do Bay of Quinté.
Watertown.....	Kingston.....	W. R. Mingaye..	do 28	267	163	10 68	8	May 25	18 68	Paddle do do and River St. Lawrence.
Saxon.....	do	do	June 6	181	123	7 24	5	June 6	12 24	Screw, freight, Montreal and Toledo.
Hero.....	do	do	do 7	306	177	12 24	8	April 28	20 24	Paddle, passenger, Bay of Quinté.
McArthur.....	do	M. Collins.....	do 10	169	77	6 76	5	do 25	11 76	Screw, tug, on upper lakes and to Montreal.
Ontario.....	do	W. R. Mingaye..	do 13	57	30	2 28	5	June 13	7 28	do River St. Lawrence.
Emma Munson.....	Cobourg.....	Geo. Perry.....	do 14	33	13	1 28	5	do 13	6 28	do Lake Ontario.
Isaac Butts	Harwood	do	do 14	240	174	9 56	8	do 4	17 56	Paddle, passenger, Rice Lake and Otonabee River.
Golden Eye	do	J. Stratton.....	do 14	287	181	11 52	8	July 13 Aug. 3	19 52	do do do
Fairy.....	do	Geo. Perry.....	do 14	23	15	0 92	5	May 28	5 92	Screw, do do
Dora.....	do	do	do 14	20	14	0 80	5	do 11	5 80	do do do
White-Wing.....	Peterboro'.....	J. Stratton.....	do 15	88	71	3 52	5	June 13	8 52	Paddle do do
Cruiser.....	Lakefield.....	do	do 15	31	24	1 24	5	do 13	6 24	Screw, passenger, Clear and Stony Lakes.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—East Ontario Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Chafey	Brockville	George Easton.....	July 13	42	29	1 72	5	June 11	6 72	Screw, passenger, River St. Lawrence.
John Harris.....	do	do	do 13	67	57	2 88	5	April 19	7 68	do do do
Tolford	do	do	do 13	4	3	0 16	5	July 7	5 16	do do do
Florence	Prescott.....	S. J. Bellamy.....	do 13	6	5	0 24	5	do 12	5 24	do do do
Lorena.....	do	do	do 13	8	7	0 36	5	do 13	5 36	do tug, do
City of Belleville.....	do	do	do 14	101	69	4 04	5	do 13	9 04	do passenger, do
Transit.....	do	do	do 14	141	93	5 60	8	do 13	13 60	do do do
Sarah Daly.....	do	do	do 14	25	17	1 08	5	do 14	6 08	do tug, Bay of Quinté and River St. Lawrence.
Arctic.....	Morréburg.....	H. Carman	do 14	65	59	2 64	5	do 14	7 64	do do River St. Lawrence.
Eureka	do	do	do 14	58	44	2 32	5	do 14	7 32	do passenger, do
R. S. Sperry	Corrwall	A. McMillan	do 14	23	16	0 92	5	do 13	5 92	do do Lake St. Francis.
Princess Louise	do	A. McMillan	do 15	45	31	1 80	5	do 13	6 80	do passenger, Lake St. Francis.
James Buckley.....	do	S. J. Bellamy.....	do 15	10	7	0 36	5	June 11	5 36	do do River St. Lawrence.
Metanora.....	Kingston.....	W. A. Stevens...	do 16	239	152	9 56	5	May 7	14 56	do tug, between Quebec and Chicao.
Nellie Cuthbert.....	do	W. R. Mingaye .	do 20	59	40	2 36	5	July 5	7 36	do passenger, neighborhood of Toronto.
Edmund.....	do	do	do 22	39	23	1 56	5	May 7	6 56	do tug, Rideau Canal and River St. Lawrence.

Rose.....	do	do	28	122	92	4 88	5 April 19	9 88	do freight do	do
Hiram Easton.....	do	Z. Wilson	do 29	34	23	1 36	5 May	6 36	do tug, Rideau Canal.	do
Olive	Smith's Falls.....	do	Aug. 16	213	124	8 52	8 do	3 16 52	do passenger do	do
Enterprise.....	Carleton Place....	do	do 17	69	38	2 40	5 June 9	7 40	Paddle, tug, Mississippi Lake.	do
Belle Wilson.....	Kingston.....	W. R. Mingaye....	do 22	186	129	7 44	5 Aug. 22	12 44	Screw, freight, Lake and River St. Lawrence	do
Eleanor	do	do	Sept. 9	25	7	1 00	5 April 30	6 00	do tug, Rideau Canal and River St. Lawrence.	do
H. M. Mixer	do	do	do 10	21	9	0 84	5 do	5 84	do tug, Bay of Quinte and River St. Lawrence.	do
Crusoe.....	do	do	do 26	43	29	1 72	5 Sept. 20	6 72	do freight, Rideau Canal and River St. Lawrence.	do
Lily.....	Collins' Bay	do	Oct. 1	16	2	0 61	5 June 13	5 64	do tug, Rideau Canal and Harbor.	do
F. A. Folger.....	Kingston.....	do	do 14	64	26	2 56	5 Oct. 14	7 56	do do Kingston Harbor and Lake Ontario.	do
Reliance.....	Deseronto.....	J. Benson.....	do 19	221	150	8 80	5 do	13 80	do freight, Bay of Quinte to Oswego.	do
Marquis of Lorne	Kingston.....	W. R. Mingaye	June 8	20	11	0 80	5 June 8	5 80	do passenger, River St. Lawrence.	do
Adventure.....	Kingston.....	W. R. Mingaye .....	.....	160	103	.....	.....	.....	Inspection not applied for. Not running.	do
Alec.....	Peterborough.....	J. Stratton.....	.....	35	35	.....	.....	.....	do do	do
Alert.....	Harwood.....	G. Perry.....	.....	6	1	.....	.....	.....	do do	do
City of Kingston	Kingston.....	W. R. Mingaye .....	.....	253	176	.....	.....	.....	do do	do
Grenville.....	do	do .....	.....	21	11	.....	.....	.....	do do	do
Minden.....	Minden.....	D. Brown.....	.....	4	3	.....	.....	.....	do do	do
Mayflower.....	Kingston.....	W. R. Mingaye .....	.....	23	11	.....	.....	.....	do do	do
Peterson's Ferry.....	Deseronto.....	W. T. Ross.....	.....	9	9	.....	.....	.....	do do	do
Shannon.....	Pictou.....	do .....	.....	39	25	.....	.....	.....	do do	do
Victor.....	Brockville.....	Geo. Easton.....	.....	2	1	.....	.....	.....	do do	do

STEAM VESSELS Inspected for the Year ended 31st December, 1881 East Ontario Division—Concluded.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees	Date of Payment.	Totals.	Remarks.
						\$ cts	\$		\$ cts.	
City of Hamilton.....	Garden Island...	W. R. Mingaye.	.....	224	120	.....	.....	.....	.....	Inspection not applied for. Not running.
Forest City.....	Harwood.....	Geo. Perry.....	.....	104	46	.....	.....	.....	.....	do do
Bay of Quinte.....	Garden Island...	W. R. Mingaye..	.....	284	158	.....	.....	.....	.....	do do

JOSEPH TAYLOR,
Steamboat Inspector.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—Continued.

MONTREAL DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
St. Lambert.....	Montreal.....	W. B. Simpson...	April 23	172	109	\$ cts 6 88	\$ 8	May 4	\$ 14 88	Centre-wheel, ferry steamer.
Hope.....	Lachine.....	do ..	do 25	305	161	12 20	5	July 12	17 20	Side-wheel, tug, Ottawa and Lake Champlain.
Ivy	do	Z. Wilson.....	do 25	76	34	3 04	5	May 10	8 04	do do
Fawn.....	Hull.....	do	do 27	114	56	4 56	5	April 29	9 56	do do
Carillon.....	do	do	do 27	128	61	5 12	5	do 29	10 12	do do
L. Shickluna.....	Montreal.....	W. B. Simpson...	do 29	626	394	25 04	5	do 28	30 04	Screw, freight, Montreal and Chicago.
Prussia.....	do	do	do 29	710	457	28 40	8	do 28	36 40	do freight and passenger, Montreal and Chicago.
Grain Elevator No. 1.....	do	do	do 30	165	102	6 60	5	June 4	11 60	Elevating Grain, Montreal Harbor.
do No. 2.....	do	do	do 30	172	104	6 88	5	do 4	11 88	do do
do No. 3.....	do	do	do 30	162	91	6 08	5	do 4	11 08	do do
do No. 4.....	do	do	do 30	188	118	7 52	5	do 4	12 52	do do
do No. 5.....	do	do	do 30	161	91	6 04	5	do 4	11 04	do do
do No. 6.....	do	do	do 30	170	107	6 80	5	do 4	11 80	do do
do No. 7.....	do	do	do 30	170	104	6 80	5	do 4	11 80	do do
do No. 8.....	do	do	do 30	178	112	7 12	5	do 4	12 12	do do
do No. 9.....	do	do	do 30	172	106	6 88	5	do 4	11 88	do do

STEAM VESSELS Inspected for the Year ended 31st December, 1881—Montreal Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Grain Elevator No. 10....	Montreal.....	W. B. Simpson....	April 30	173	107	6 92	5	June 4	11 92	Elevating Grain, Montreal Harbor.
do No. 11....	do	do	do 30	169	103	6 76	5	do 4	11 76	do do
do No. 12....	do	do	do 30	183	114	7 32	5	do 4	12 32	do do
Bohemian.....	do	do	May 2	1,138	690	45 52	8	May 6	53 52	Side-wheel, passenger, Montreal and Cornwall.
Passport.....	do	do	do 2	1,033	591	41 32	8	do 6	49 32	do do and Hamilton.
Yaletia.....	do	do	do 2	655	507	26 20	8	31	34 20	Screw, freight, passenger, Montreal and Pictou.
St. George.....	do	do	do 3	49	31	1 96	5	do 31	6 96	Screw, tug, Ottawa and Lake Champlain.
Como.....	St. Ann's.....	do	do	75	47	3 00	5	do 2	8 00	Side-wheel, passenger, Cornwall and Massena.
J. B. A.....	Montreal.....	do	do 4	124	23	4 96	5	Aug. 27	9 96	Side-wheel, tug, Ottawa and Lake Champlain.
Montarville.....	Longueuil.....	do	do 5	268	166	10 72	8	June 18	18 72	Side-wheel, ferry, Montreal and Longueuil.
Charlotte.....	Montreal.....	do	do 5	59	36	2 36	5	April 30	7 36	Screw, tug, Montreal and Kingston.
Grain Elevator No. 1.....	do	do	do 6	83	49	3 32	5	May 5	8 32	Elevating grain, Montreal Harbor.
Corinthian.....	do	do	do 6	1,061	614	42 44	8	do 6	50 44	Side-wheel, passenger, Montreal and Hamilton.
Spartan.....	do	do	do 6	1,169	678	46 76	8	do 6	54 76	Montreal.

Calumet.....	do	do	do	do	do	13	1 60	5	July	8	6 60	Screw, tug, Montreal and Quebec.
Longueuil.....	Longueuil.....	do	do	do	do	119	12 68	8	June	18	20 08	Side-wheel, ferry, do Longueuil.
Messenger.....	Montreal.....	do	do	do	do	28	1 12	5	May	31	6 12	Screw, tug, Lachine Canal.
Georgiana.....	do	do	do	do	do	53	2 12	5	July	8	7 12	do do Montreal and Quebec.
Caroline.....	do	Z. Wilson.....	do	do	do	89	3 56	5	May	6	8 56	do do freight, Ottawa and Lake Champlain.
Florence.....	do	do	do	do	do	62	2 48	5	do	11	7 48	do tug, do do
Beauharnois.....	do	W. B. Simpson.....	do	do	do	331	13 24	8	do	14	21 24	Side-wheel, passenger, Montreal and Beauharnois.
Dolphin.....	do	do	do	do	do	69	2 76	5	Sept.	6	7 76	Screw, tug, Ottawa and Lake Champlain.
St. Francis.....	do	do	do	do	do	803	32 12	8	May	17	40 12	Side-wheel, passenger, Montreal and Cornwall.
Tim Doyle.....	do	do	do	do	do	20	0 80	5	do	7	5 80	Screw, tug, Montreal & Lake St. Louis.
Fligate.....	do	do	do	do	do	263	10 52	8	June	4	18 52	Side-wheel, ferry, Montreal and St. Helen's Island.
Dagmar.....	Como.....	do	do	do	do	405	16 20	8	May	18	24 20	Side-wheel, ferry, Toronto and Island.
Princess.....	Montreal.....	do	do	do	do	579	23 16	8	do	3	31 16	do passenger, Montreal and Carillon.
Millford.....	do	Z. Wilson.....	do	do	do	148	5 92	5	do	11	10 92	Stern-wheel, tug, Montreal & Ottawa.
Owens.....	do	W. B. Simpson.....	do	do	do	156	6 24	5	.....	.....	11 24	Side-wheel, tug, Montreal and Ottawa.
Nasmith.....	do	do	do	do	do	49	1 96	5	July	20	6 96	Screw, tug, Montreal and Quebec.
Mink.....	do	Z. Wilson.....	do	do	do	90	3 60	5	do	28	8 60	do Ottawa and Lake Champlain.
Cherry.....	do	W. B. Simpson.....	do	do	do	140	5 60	5	May	13	10 60	Side-wheel, tug, Ottawa and Montreal.
E. B. Eddy.....	do	Z. Wilson.....	do	do	do	78	3 12	5	do	11	8 12	Screw, tug, Ottawa & Lake Champlain.
Laprairie.....	do	W. B. Simpson.....	do	do	do	523	20 92	8	do	18	28 92	Side-wheel, passenger, Montreal and Laprairie.
Elfric.....	do	do	do	do	do	108	4 32	5	Aug.	16	9 32	Screw, tug, Montreal and Kingston.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—Montreal Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
William	Montreal.....	W. B. Simpson..	May 30	49	31	1 96	5	May 31	6 96	Screw, tug, Montreal and Ottawa.
Manitoba.....	do	do	do 31	355	198	14 20	8	June 14	22 20	Side-wheel, passenger, Montreal and Carillon.
Prince of Wales.....	do	do	June 1	610	314	24 40	8	May 13	32 40	do do do
Welchman	do	Z. Wilson	do 2	143	86	5 72	5	do 2	10 72	Screw, freight, Ottawa and Lake Champlain.
Doan	do	W. B. Simpson..	do 4	405	159	16 20	5	June 4	21 20	Side-wheel, tug, Montreal and Father Point.
Allan Gilmour.....	do	Z. Wilson.....	do 4	61	42	2 44	5	May 2	7 44	Screw, tug, Ottawa and Lake Champlain.
Rigaud.....	do	W. B. Simpson...	do 6	46	22	1 84	5	June 21	6 84	do do do
W. C. Francis	do	do	do 6	37	13	1 48	5	July 8	6 48	do Montreal and Quebec.
Gatineau.....	do	Z. Wilson.....	do 13	133	87	5 32	5	May 4	10 32	Screw, freight, Montreal and Ottawa.
Express.....	do	W. B. Simpson...	do 18	44	30	1 76	5	June 18	6 76	do tug, Montreal and Ottawa.
Ocean.....	do	Arch. Hodges....	do 19	694	454	27 36	8	May 5	35 36	do passenger, freight, Montreal and Chicago.
Zebra	do	W. B Simpson...	do 20	30	14	1 20	5	do 31	6 20	do tug, Ottawa, and Lake Champlain.
Walter B.....	Pembroke	Z. Wilson.	do 25	33	22	1 32	5	June 16	6 32	do passenger, Pembroke & Joachim.
C. O'Kelly.....	do	do	do 25	308	153	12 32	8	do 13	20 32	Side-wheel do do
Ripple.....	do	Joseph Warren...	do 25	14	10	0 56	5	do 25	5 56	Screw do do Island.

Pembroke	Allumette Lake. Z. Wilson	June	25	162	101	6 48	5	Aug.	13	11 48	Side-wheel tug, Allumette Lake.
Empress	Pembroke	do	28	168	95	7 52	8	June	13	15 52	do passenger, Pembroke and Joachim.
John Egan	do	do	26	313	197	12 52	8	do	13	20 52	do do do
Alliance	Sand Point	do	27	274	172	10 96	8	do	13	18 96	Side-wheel, passenger, Chatt's Lake.
A. H. Baldwin	do	do	27	177	98	7 08	5	do	13	12 08	Screw, do do
St. Ann	do	do	27	25	18	1 00	5	do	8	6 00	do do do
Lizzie	do	do	27	2	1	0 08	5	do	21	5 08	do do do
Sir John Young	Chapeau	do	27	282	178	11 28	8	do	13	19 28	Side-wheel, do Bryson and Chapeau.
Jessie Cassels	Aylmer	do	27	413	257	16 52	8	do	13	24 52	Side-wheel, do Deschesne Lake.
Chaudiere	do	do	27	282	177	11 28	8	do	13	19 28	do do do
Monitor	do	do	27	333	210	13 32	5	do	1	18 32	do tug, do do
Aylmer	do	do	27	26	17	1 04	5	May	10	6 04	Screw, passenger, do do
Castor	do	do	27	54	35	2 16	5	July	12	7 16	do tug, do do
Matilda	Ottawa	do	29	139	74	5 56	5	do	5	10 56	Side-wheel, tug, Ottawa and Grenville.
Agnes McMahon	do	do	29	82	47	3 28	5	May	3	8 28	Screw tug, Ottawa and Lake Champlain.
John Hency	do	do	29	19	13	0 76	5	do	4	5 76	Screw tug, Ottawa and Rivers.
Spray	do	do	29	42	28	1 68	5	June	1	6 68	do passenger, Ottawa & Grenville.
Vermont	do	do	29	206	118	8 24	5	July	12	13 24	Side-wheel tug, Ottawa River.
Mac	do	do	29	191	112	7 64	5	May	10	12 64	do do do
Champlain	do	do	30	195	108	7 80	5	July	12	12 80	do do do
1000 Island Rambler	do	do	30	20	13	0 80	5	do	4	5 80	Screw, passenger, Ottawa and Hull.
John McDonald	do	do	30	24	16	0 96	5	June	8	5 96	do tug, Ottawa River.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—Montreal Division—Continued.

Name of Vessel	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Maude	Ottawa.....	Z. Wilson.....	July 1	269	144	10 76	8	June 25	18 76	Side wheel, passenger, Ottawa and Grenville.
Peerless	do	do	do 1	1039	571	41 56	8	do 24	49 56	do do
Nymph.....	Hawkesbury.....	W. B. Simpson.....	do 2	74	43	2 96	5	Aug. 1	7 96	do do Hawkesbury and Calumet.
Cultivateur.....	L'Original	do ..	do 2	15	10	0 60	5	do 1	5 60	Centre-wheel, passenger, L'Original and Calumet.
Manxman	Hawkesbury.....	do ..	do 2	74	46	2 96	5	July 5	7 96	do tug, Ottawa River.
Nil Desperandum.....	Carillon.....	do ..	do 2	27	18	1 08	5	June 6	6 08	do passenger, Carillon and Point Fortune.
Raftsmen	do	Z. Wilson	do 2	94	57	3 76	5	May 10	8 76	Side-wheel, tug, Ottawa River.
J. K. Ward.....	Montreal.....	W. B. Simpson.....	do 6	23	15	0 92	5	July 9	5 92	Screw do do
Caribou.....	do	do ..	do 6	114	63	4 56	5	do 8	9 56	do tug, St. Lawrence and Ottawa Rivers.
Portsmouth	do	Z. Wilson.....	do 8	150	102	6 00	5	May 3	11 00	do freight, Ottawa and Lake Champlain.
Dandy.....	do	do	do 8	46	15	1 84	5	do 3	6 81	do tug, do do
Joe Mac	do	W. B. Simpson.....	do 12	43	29	1 72	5	Aug. 12	6 72	do do Montreal and Cornwall.
Plover.....	do	do ..	do 13	43	30	1 72	5	July 9	6 72	do do do Carillon.
Prince Arthur.....	do	do ..	do 13	635	384	25 40	8	Aug. 4	33 40	Side-wheel, passenger, Montreal and Dickinson's Landing.

F. B. Maxwell.....	do	S. McMillan.....	do	14	338	177	13 52	8	do	10	21 52	do	do
Niagara	do	Douglas	do	14	348	273	13 92	5	April	8	18 32	Screw, freight, Montreal and Chicago.	do
Louise	do	Z. Wilson.....	do	15	255	146	10 20	5	May	3	15 20	Side-wheel do	do Ottawa.
Grain Elevator, No. 13...	do	W. B. Simpson..	do	26	178	109	7 12	5	Aug.	24	12 12	Elevating Grain, Montreal Harbor.	do
do 14...	do	do ..	do	26	181	112	7 24	5	do	24	12 24	do	do
Canada.....	do	Z. Wilson.....	do	27	146	68	5 84	5	May	4	10 84	Side-wheel, tug, Ottawa and Lake Champlain.	do
M. P. Davis.....	do	W. B. Simpson..	Aug.	3	11	7	0 44	5	June	6	5 44	Screw, tug, Lachine Canal.	do
Swan.....	do	Z. Wilson	do	10	42	23	1 68	5	May	7	6 68	do do Montreal and Ottawa.	do
Arctic.....	do	do	do	11	85	48	3 40	5	July	22	8 40	Screw, freight, Ottawa and Lake Champlain.	do
Herald	do	W. B. Simpson..	do	12	73	46	2 92	5	Aug.	12	7 92	do do Montreal & Cornwall.	do
C. Anderson.....	Coteau Landing.	do ..	do	24	105	64	4 20	8	do	31	12 20	do passenger, Coteau Landing and Valleyfield.	do
Portneuf.....	Lachine.....	do ..	do	25	218	137	8 72	8	June	30	16 72	Side-wheel, passenger, Lachine and Caughnawaga.	do
George H. Millan.....	Ottawa.....	Z. Wilson.....	Sept.	1	11	7	0 44	5	do	23	5 44	Screw, tug, Ottawa River.	do
Albert.....	Montreal.....	W. B. Simpson..	do	23	194	110	7 76	5	July	12	12 76	Side-wheel, tug	do do
Mayflower.....	Buckingham.....	Z. Wilson.....	do	23	23	16	0 92	5	Dec.	1	5 92	Screw, tug	do do
South Eastern	Montreal.....	.....	Oct.	1	395	127	15 80	8	do	9	23 80	do passenger, Montreal & Longueuil.	do

STEAM VESSELS Not Inspected for the Year ended 31st December, 1881—Montreal Division.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts	
Aurora.....				125	78					Laid up before inspection.
C. W. Dennis.....				17	8					Bought by Board of Works and informed by Department not liable for inspection.
Champion.....				124	88					Inspected in Kingston.
C. J. Brydges.....				30	21					Bought by Montreal Harbor Commissioners; inspected in Sorel.
Meteor.....				336	180					Bought by Sincennes & McNaughton; inspected in Sorel.
Queen Victoria.....				651	312					Gone to Toronto.
Resolute.....				36	23					Re-built and not employed.
Bonito.....				17	11					Not employed.
Julia.....				9	6					do
Ivanhoe.....				62	33					Laid up before inspection.
Shickluna.....				66	33					Inspected in Sorel.
James Worthington.....				31	21					Not employed.
National.....				122	77					do

JOHN BURGESS,
Steamboat Inspector.

STEAM VESSELS Inspected for the Year ended 31st December, 1881.

THREE RIVERS DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.		Registered Tonnage.	Tonnage Dues.		Inspection Fees.	Date of Payment.	Totals.		Remarks.
							\$	cts.			\$	cts.	
St. Francis	Sorel	G. Peltier.....	April 9	55	37	2 20	5	May 16	7 20	Screw, tug, dredge tender.			
Sorel	do	do	do 9	158	89	6 32	8	April 28	14 32	Side-wheel, passenger, Sorcl and St. Francis.			
St. John.....	do	do	do 11	55	37	2 20	5	May 16	7 20	Screw, tug, dredge tender.			
St. Peter.....	do	do	do 11	43	29	1 72	5	do 16	6 72	do do			
Minnie F. Parsons.....	do	do	do 11	45	22	1 80	5	do 16	6 80	do do			
St. Louis	do	do	do 13	34	23	1 36	5	do 16	6 36	do do			
St. Paul.....	do	do	do 13	45	27	1 80	5	do 14	6 80	do do			
Polino.....	do	do	do 14	807	524	32 28	8	April 14	40 28	Screw, passenger and freight, Montreal and Gulf Ports.			
C. J. Brydges.....	do	do	do 18	39	21	1 56	5	May 16	6 56	Screw, tug, dredge tender.			
Berthier	do	do	do 19	1,101	671	41 04	8	April 28	52 04	Side-wheel, passenger, Montreal and Berthier.			
John Young.....	do	do	do 19	163	103	6 52	8	May 16	14 52	do do Buoy & lights.			
Terrebonne.....	do	do	do 20	601	361	24 04	8	April 28	32 04	do do Montreal and Terrebonne.			
Abenakis.....	do	do	do 20	145	77	5 80	5	do 20	10 80	Centre-wheel, tug, St. Francis & Sorel.			
Chambly	do	do	do 20	647	394	25 88	8	do 28	33 88	Side-wheel, passenger, Montreal and Chambly.			
Delisle.....	do	do	do 21	45	17	1 80	5	May 16	6 80	Screw, tug, dredge tender.			

STEAM VESSELS Inspected for the Year ending 31st December, 1881—Three Rivers Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Nipigon.....	Sorel.....	Clark, pro Collector.	April 21	604	384	24 16	8	April 18	\$ 32 16	Screw, freight and passenger, Montreal and Quebec.
John	do	G. Feltier.....	do 21	203	99	8 12	5	June 25	13 12	Side-wheel, tug, Chambly & Montreal.
Trois Rivières.....	do	do	do 23	1,710	1,047	68 40	8	April 28	76 40	do passenger, Montreal and Three Rivers.
Quebec	do	do	do 23	3,056	1,794	122 24	8	do 28	130 24	do do Montreal and Quebec.
Marie	do	do	do 23	30	21	1 20	5	June 3	6 20	Screw, tug, Ottawa River.
Montreal.....	do	do	do 23	2,211	1,279	88 44	8	April 28	96 44	Side-wheel, passenger, Montreal and Quebec.
New York	do	do	do 25	311	143	12 44	5	do 25	17 44	do tug, do
Rover	do	do	do 25	202	109	8 08	5	June 21	13 08	Side-wheel, tug, Ottawa and Grenville
City.....	do	do	do 25	52	33	2 08	5	do 1	7 08	do do Sorel and Chambly.
Fire Fly.....	do	do	do 26	214	129	8 56	8	April 28	16 56	do passenger, Sorel and Berthier.
John Pratt.....	do	do	do 26	70	21	2 80	5	June 2	7 80	Screw, tug, dredge tender.
Maskinoné.....	do	do	do 26	51	28	2 04	5	April 28	7 04	Side-wheel, passenger, Maskinongé River.
Star.....	do	do	do 27	366	200	14 64	5	June 25	19 64	Side-wheel, tug, Montreal and Chambly
Shickluna	do	do	do 27	66	33	2 04	5	April 27	7 64	Screw, tug, Ottawa and Lake Champlain.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—Three Rivers Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Mouche à Feu.....	Charlemagne	G. Peltier.....	Aug. 3	20	13	\$ 0 80	\$ 5	Aug. 3	\$ cts. 5 80	Centre-wheel, tug, Charlemagne and L'Assomption.
Boucherville.....	Boucherville.....	do	do 3	36	24	1 44	5	do 3	6 44	do passenger, Boucherville and Long Point.
L'Outard.....	Charlemagne	do	do 3	13	9	0 52	5	do 18	5 52	do passenger, L'Assomption and Bout de l'Isle.
Ripple.....	St. Johns	E. D. Phillips	do 4	28	19	1 12	5	do 3	6 12	Screw, passenger, River Richelieu.
Eddy Arpin.....	do	do	do 4	5	3	0 20	5	do 3	5 20	do do do
Canard.....	do	do	do 4	Not measured		.....	5	do 3	5 00	do family pleasure yacht.
Memphremagog.....	Georgeville.....	C. T. Chennell .....	.....	66	44	Received no Customs receipt. No certificate granted.				Centre-wheel, ferry, Georgeville and Bolton.
Lady of the Lake	Magog.....	do	Aug. 9	637	309	24 28	8	Aug. 12	32 28	Side-wheel, passenger, Lake Magog.
Lucie	Three Rivers.....	A. A. Lantier	do 17	25	8	1 00	5	do 17	6 00	Centre-wheel, tug, Nicolet and Three Rivers.
St. Léon	Louisville	G. Peltier	do 17	25	17	1 00	5	do 16	6 00	do passenger, Louisville and Sorel.
Star.....	Sorel	do	Nov. 18	.....	.....	.....	3	Nov. 18	3 00	Side-wheel, passenger, Mon'treal and Beauharnois.
Mabel	do	do .....	.....	2	.....	0 08	5	Oct. 15	5 08	Screw, passenger, Sorel and Yarenes.

STEAM VESSELS Inspected for the Year ended 31st December, 1881.
QUEBEC DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Total.	Remarks.
						\$ cts.	\$		\$ cts.	
Admiral D. D. Porter....	Dinning's Boom, Quebec.	J. W. Dunscomb, Quebec.	April 14	141	99	5 64	5	April 27	10 64	Screw, tug, Kingston and Sarnia.
Maid of Orleans.....	Hall's Boom.....	do	do	119	76	4 76	8	do	12 76	Side-wheel, ferry, Quebec and Island of Orleans.
Miramichi.....	Dinning's Boom.	do	do	727	491	29 08	8	do	37 08	do passenger, Montreal and Pictou, N.S.
Beaver.....	Lévis.....	do	do	146	100	5 84	8	do	13 84	Screw, passenger and freight, Quebec and Campbelltown, N.S.
Belle.....	do	do	do	7	5	0 28	5	do	5 28	do tug, Repentigny River.
Rocket.....	Wolf Cove.....	do	do	590	329	23 60	8	do	31 60	Side-wheel, towing, Montreal and Gulf.
Laurentides.....	Ind'n Cove, Lévis	do	do	292	185	11 68	8	May 2	19 68	do passenger, Quebec and St. Ann.
Champion No 2.....	Lévis.....	do	May 16	323	81	12 92	5	do	17 92	do towing, Montreal and Gulf.
Champion No. 1.....	Ind'n Cove, Lévis	do	do	185	90	7 40	5	do	12 40	Screw, towing, Montreal and Father Point.
Patrick Murphy.....	Lampson's Boom	do	do	10	5	0 40	5	do	5 40	do tug, Quebec Harbor.
James.....	Quebec.....	do	do	127	31	5 08	8	do	13 08	Side-wheel, passenger, Quebec and New Liverpool.
Montmagy.....	Hall's boom and Russell Gridiron	do	April 26	199	112	7 96	8	do	15 96	do passenger, Quebec and Berthier.
Sampson.....	Lévis.....	do	May 5	168	106	6 72	5	do	11 72	do tug, Saguenay River.

South	Hall's Boom, Quebec.	do	...	April 27	255	161	10 20	8	do	9	18 20	do	ferry, Quebec and Lévis.
North	do	do	...	do	27	239	15 16	8	do	9	23 16	do	do
Anrelia	Quebec	do	...	May 11	32	19	1 28	5	do	9	6 28	Screw, tug, Quebec Harbor.	
Asilda	do	do	...	do	9	24	0 96	5	do	9	5 96	do	do
C. W. Jones	do	do	...	do	10	37	1 48	5	do	10	6 48	do	do
Brothers	do	do	...	do	5	262	10 48	8	do	12	18 48	Side-wheel, passenger, Quebec and St Nicholas.	
Flora	Lévis	do	...	do	10	50	2 00	5	do	13	7 00	Screw, tug, Quebec Harbor.	
Rhoda	do	do	...	do	10	182	7 28	5	do	13	12 28	Side-wheel, towing, Montreal and Father Point.	
Batiscan	do	do	...	do	12	40	1 60	5	do	13	6 60	Side-wheel, tug, Quebec and Batiscan.	
St. Croix	Quebec	do	...	do	3	318	12 72	8	do	14	20 72	Side-wheel, passenger, Quebec and St. Croix.	
Etoile	do	do	...	do	14	560	22 40	8	do	14	30 40	Side-wheel, passenger, Quebec and St. Jean Deschallons.	
St. Lawrence	do	do	...	do	2	869	34 76	8	do	14	42 76	Side-wheel, passenger, Quebec and Chicoutimi.	
Lake	Indian Cove, Lévis.	do	...	April 29	145	89	5 80	5	do	16	10 80	Screw, towing, Montreal and Gulf.	
Merrimac	Lévis	do	...	May 13	86	26	3 44	5	do	16	8 44	Screw, tug, Sydney Harbor, C.B.	
Activity	do	do	...	do	9	6	0 60	5	do	25	5 60	Screw, Quebec Harbor tug.	
Conqueror No. 1	Wolfe Cove, Quebec.	do	...	do	24	199	7 96	8	do	27	15 96	Side-wheel, towing, Lake Ontario.	
Ida	Quebec	do	...	do	14	20	0 80	5	do	27	5 80	Screw, Quebec Harbor tug.	
St. Louis	do	do	...	April 30	428	269	17 12	8	do	28	25 12	Side-wheel, passenger, Quebec and St. Jean Deschallons.	
St. Antoine	do	do	...	May 3	159	100	6 36	8	do	28	14 36	Side-wheel, passenger, Quebec and St. Antoine.	
J. N. G.	Lampson's Boom, Quebec.	do	...	June 23	11	7	0 44	5	April	23	5 44	Screw, Quebec Harbor tug.	

STEAM VESSELS Inspected for the Year ended 31st December, 1881—Quebec Division—Continued

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Victor.....	Quebec.....	J. W. Dunscomb, Quebec.	April 25	35	18	1 40	5	April 25	6 40	Screw, Quebec Harbor tug.
Arctic.....	Lévis.....	do	June 15	153	104	6 12	8	May 9	14 12	Screw, winter ferry, Quebec and Lévis.
Chicoutimi.....	do	do	May 18	110	71	4 40	8	June 3	12 40	Side-wheel, passenger, Quebec and Chicoutimi.
Swallow.....	Quebec.....	do	June 15	3	2	0 12	5	do 6	5 12	Screw, Quebec Harbor tug.
Express.....	do	do	do 1	100	62	4 00	8	do 7	12 00	Side-wheel, passenger, Ottawa River.
Otter.....	do	do	May 7	219	135	8 76	8	do 7	16 76	Screw, passenger, Quebec and Natashquan.
Clyde.....	Wolfe Cove, Quebec.	do	do 30	592	373	23 68	8	do 9	31 68	Side-wheel, passenger, Mulgrave and East Bras d'Or.
Commodore Holivell.....	Quebec.....	do	do 18	9	3	0 36	5	do 9	5 36	Screw, tug, Quebec Harbor.
Lady Forest.....	do	do	do 15	6	4	0 24	5	do 10	5 24	do do
Stormy Petrel.....	do	do	May 3	11	8	0 44	5	do 13	5 44	do do
Fairy.....	Lampson's Boom, Quebec.	do	do 20	16	9	0 64	5	do 18	5 64	do do
Kate.....	Lévis.....	do	June 18	23	7	0 92	5	do 18	5 92	do do
Rambler.....	do	do	May 7	59	20	2 36	5	do 18	7 36	do do
Challenger.....	do	do	do 17	68	31	2 72	5	do 18	7 72	do do
H. C. Curtis.....	Quebec.....	do	June 26	36	25	1 44	5	do 24	6 44	do do

Sensation.....	do	...	May	20	15	4	0 60	5	do	25	5 60	do	do
Lampson's Boom, Quebec.	do	...	do	10	13	3	0 52	5	do	28	5 52	do	do
Burst Hall's Boom, Lévis.	do	...	June	15	14	9	0 56	5	do	28	5 56	do	do
Quebec.....	do	...	do	22	93	58	3 72	5	do	28	8 72	Side-wheel, towing, Nicolet River and Quebec.	do
Lévis.....	do	...	do	21	1077	654	43 08	8	do	28	51 08	Side-wheel, passenger, Quebec and Chicoutimi.	do
Wolf Cove, Quebec.	do	...	July	23	6	4	0 24	5	do	10	5 24	Screw, tug, Chicoutimi.	do
Chicoutimi.....	do	...	do	26	176	110	7 04	5	do	14	12 04	Side-wheel, towing on Lake St John.	do
Matabatchouan Lake, St John.	do	...	May	20	17	7	0 68	5	July	5	5 68	Screw, tug, Quebec Harbor.	do
Quebec.....	do	...	do	20	17	9	0 68	5	do	4	5 68	do	do
Lampson's Boom, Quebec.	do	...	June	25	687	432	27 48	8	do	4	35 48	Side-wheel, passenger, Quebec and Chicoutimi.	do
Wolf Cove, Quebec.	do	...	May	20	5	3	0 20	5	do	7	5 20	Screw, tug, Quebec Harbor.	do
Lampson's Boom, Quebec.	do	...	do	20	140	40	5 60	5	do	10	10 60	do	do
Dinning's Boom, Quebec.	do	...	do	7	42	26	1 68	5	do	10	6 68	do	do
do	do	...	July	8	54	34	2 16	5	do	18	7 16	Side-wheel, towing, Montreal & Quebec.	do
Quebec.....	do	...	June	8	323	203	12 92	5	Aug.	16	17 92	do	do
Lévis.....	do	...	May	20	8	5	0 32	5	do	16	5 32	Screw, Quebec Harbor tug.	do
Quebec.....	do	...	do	23	233	25	9 32	8	do	16	17 32	Side-wheel, towing, Montreal and Gult.	do
Lévis.....	do	...	do	6	269	40	10 76	5	do	16	15 76	Screw, do	do
Hall's Booms, Quebec.....	do	...	do	20	81	35	3 24	5	do	16	8 24	do	Quebec Harbor tug.
Quebec.....	do	...	do	24	64	36	2 50	5	do	16	7 56	do	do
do	do	...	do	24	64	36	2 50	5	do	16	7 56	do	do

STEAM VESSELS Inspected for the Year ended 31st December, 1881—Quebec Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.			\$ cts.	
St. Catharine	Lampson's Boom Quebec	J. W. Dunscomb, Quebec.	May 20	11	5	0 44	5	Aug. 16	5 44	Screw, Quebec Harbor tug.
Albion	Lévis	do	do 20	171	107	6 84	5	do 16	11 84	Side-wheel, towing, Montreal & Quebec.
Robert Stoker	Quebec	do	do 23	14	2	0 56	5	do 16	5 56	Screw, Quebec Harbor tug.
Hope	Lampson's Boom Quebec	do	do 20	15	7	0 60	5	do 16	5 60	do do
Randolph	do do	do	do 20	18	11	0 64	5	do 16	5 64	do do
Alminda	Lévis	do	do 24	11	3	0 44	5	do 8	5 44	do do
Rival	Quebec	do	do 11	125	36	5 00	5	do 8	10 00	Side-wheel, towing, Montreal & Quebec.
May Flower	Lampson's Boom Quebec	do	do 20	13	9	0 52	5	do 16	5 52	Screw, Quebec Harbor tug.
Acadian	Quebec	do	July 9	939	592	37 56	5	do 9	42 56	do freight, Montreal and Pictou, N.S.
Star of the Sea	do	do	June 4	8	5	0 32	5	do 10	5 32	do Quebec Harbor tug.
Progress	do	do	July 29	690	267	27 60	8	do 13	35 60	do towing, Montreal and Gulf.
Five Brothers	Lampson's Boom Quebec	do	May 20	11	7	0 44	5	do 15	5 44	do Quebec Harbor tug.
Bienvenu	Quebec	do	July 9	623	373	24 92	8	do 18	32 92	Side-wheel, passenger, excursion.
Boston	do	do	May 4	321	33	12 84	5	do 18	17 84	do towing, Montreal and Quebec.
Contest	do	do	do 23	231	90	9 24	5	do 18	14 24	do do Montreal and Gulf.

Mersey.....	do	do	...	do	14	60	36	2 40	5	do	18	7 40	Screw, tug, Quebec Harbor.
Shannon	Lévis.....	do	...	do	5	64	29	2 56	5	do	18	7 56	do do
Helen.....	Wolfe Cove, Que	do	...	do	30	135	76	5 40	5	do	18	10 40	Side-wheel, towing, Montreal and Quebec.
Gatineau.....	Quebec	do	...	do	19	175	78	7 00	5	do	18	12 00	do do do
Ranger	Lévis.....	do	...	do	19	241	152	9 64	5	do	18	14 64	do do do
Powerful.....	Quebec	do	...	do	17	199	120	7 96	5	do	18	12 96	do do do
Eclipse.....	do	do	...	Aug.	11	366	33	14 64	5	do	18	19 64	do do do
Hero.....	do	do	...	May	13	209	131	8 36	5	do	18	13 36	do do do
Scotchman.....	Wolfe Cove, Que	do	...	do	30	89	66	3 56	5	do	18	8 56	do do do
Hercules	Lévis.....	do	...	do	10	200	125	8 00	5	do	25	13 00	do do do
Anglesea.....	do	do	...	do	23	153	96	6 12	5	do	25	11 12	Side-wheel, towing, Montreal and Bic.
Honkey Dore	Sampson's Boom, Quebec.	do	...	do	20	10	3	0 40	5	do	26	5 40	Screw, tug, Quebec Harbor.
Cap Blanc Boy.....	do	do	...	Aug.	26	11	7	0 44	5	do	27	5 44	do do do
Royal	Quebec	do	...	June	1	260	164	10 40	5	do	29	15 40	Side-wheel, towing, Quebec and Montreal.
Canada	Wolfe Cove, Que	do	...	May	30	239	19	9 56	5	do	29	14 56	do do do
Betsiamits.....	Betsiamits	do	...	Aug.	18	50	30	2 00	5	June	13	7 00	Side-wheel, towing, Betsiamits River.
Prince Edouard	Lévis.....	do	...	Oct.	7	162	112	6 48	8	May	9	14 48	Screw, winter ferry, Quebec and Lévis.
Rover	Paspebiac	do	...	Aug.	21	5	.....	0 20	5	Sept.	20	5 20	do tug, Paspebiac Harbor.
Bee.....	St. Nicholas	do	...	Oct.	16	61	32	2 44	5	Oct.	17	7 44	Side-wheel, towing, Quebec and St. Nicholas.

STEAM VESSELS NOT INSPECTED FOR THE YEAR ENDED 31st DECEMBER, 1881—Quebec Division—Continued

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
St. Charles.....	Not inspected being laid up all summer.	.....	.....	117	74	.....	.....	.....	.....	Side-wheel, towing, Montreal and Quebec.
Lucinda.....	do ..	.....	.....	42	21	.....	.....	.....	.....	do do do do
St. Andrew.....	do ..	.....	.....	218	137	.....	.....	.....	.....	do do Montreal and Brandy Potts.
William.....	do ..	.....	.....	276	85	.....	.....	.....	.....	do do do do
Tiger.....	do ..	.....	.....	141	89	.....	.....	.....	.....	do passenger.
Eugenie.....	do ..	.....	.....	138	87	.....	.....	.....	.....	do do
St. Joseph.....	do ..	.....	.....	22	6	.....	.....	.....	.....	do tug, Quebec Harbor.

JOS. SAMSON,
Steamboat Inspector.

STEAM VESSELS Inspected for the Year ended 31st December, 1881.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$	\$		\$	
Victor.....	St. John, N.B.....	J. R. Ruel.....	Feb. 8	29	8	1 16	5	Feb. 8	6 16	Screw, tug, St. John Harbor.
Dominion.....	do	H. A. Hood.....	Mar. 12	574	390	22 96	8	Mar. 9	30 96	do passenger, St. John, Yarmouth and Boston.
Fawn.....	do	J. R. Ruel.....	April 9	621	457	24 84	8	April 9	32 84	Paddle, passenger, St. John River and tributaries.
Star.....	do	do	do 9	461	328	18 44	8	do 9	26 44	do do do
Xanthus.....	do	do	do 11	64	23	2 56	5	do 12	7 56	Screw, tug, St. John Harbor.
Soulanges.....	do	do	do 11	318	200	12 72	8	do 11	20 72	Paddle, passenger, St. John River.
Derigo.....	do	do	do 12	57	21	2 28	5	do 11	7 28	Screw, tug, St. John Harbor.
Captain.....	do	do	do 13	68	21	2 72	5	Mar. 22	7 72	Paddle do do River.
Tiger.....	do	do	do 13	105	19	4 20	5	do 22	9 20	do do do do
Norman.....	do	do	do 14	46	12	1 84	5	April 20	6 84	Screw, tug, St. John Harbor.
Onangcndy.....	do	do	do 18	294	98	11 76	8	do 22	19 76	Paddle, ferry do
New City.....	do	do	do 19	78	53	3 12	5	do 18	8 12	Screw, tug do
General.....	do	do	do 19	159	26	6 36	5	Mar. 22	11 36	Paddle, do St. John River.
May Queen.....	do	do	do 20	539	361	21 56	8	April 19	29 56	do passenger, do
Alpha.....	Yarmouth, N.S.....	H. A. Hood.....	do 26	307	211	12 28	8	do 26	20 28	Screw, do and freight, Coast-wise, N.S. and N.B.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—Maritime Provinces Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts	
Empress.....	St. John, N.B.....	J. R. Ruel.....	April 28	929	660	37 16	8	April 28	45 16	Paddle passenger, Bay of Fundy.
Lincoln.....	do	do	do 29	87	32	3 48	5	do 26	8 48	do tug, St. John River.
St. John.....	do	do	do 29	47	32	1 88	5	do 29	6 88	Screw do do Harbor.
Lilly Glasier.....	do	do	do 29	209	131	8 36	5	do 26	13 36	Paddle do do River.
Ada G.....	do	do	May 2	102	30	4 08	5	do 26	9 08	do do do do
Royal.....	do	do	do 3	430	271	17 20	8	do 28	25 20	do passenger, St. John River.
Hercules.....	do	do	do 4	87	23	3 48	5	Mar. 22	8 48	Screw, tug do Harbor.
St. George.....	do	do	do 5	37	18	1 48	5	May 7	6 48	Screw, tug, St. John Harbor and Bay.
Wm. Stroud.....	do	do	do 5	229	156	9 16	8	do 9	17 16	do and passenger, St. John Harbor and Bay.
Admiral.....	do	do	do 7	158	99	6 32	5	April 26	11 32	Paddle, tug, St. John River and tributaries.
G. D. Hunter.....	do	do	do 9	67	13	2 68	5	May 9	7 68	Screw, tug, St. John Harbor and Bay.
St. Patrick.....	do	do	do 11	52	13	2 08	5	do 11	7 08	do do do do
Florenceville.....	Fredericton.....	A. F. Street.....	do 11	185	116	7 40	8	do 11	15 40	Stern-wheel, Upper St. John River.
Forest Queen.....	do	do	do 12	115	72	4 60	8	do 12	12 60	Paddle, ferry, Fredericton, N.B.
Sarah H.....	do	do	do 12	81	68	3 24	5	do 12	8 24	do do do do
City of St. John.....	Point DuChêne.....	J. R. Ruel.....	do 16	709	518	28 36	8	do 14	36 36	do passenger, Campbellton to Gaspé.

Princess of Wales.....	Summerside, P.E.I.....	Jas. Currie.....	do	17	935	685	37 40	8	.....	45 40	Paddle, passenger, between Nova Scotia, Prince Edward Island and New Brunswick.
Wellington.....	do	C. W. Strong....	do	17	75	20	3 00	5	do	8 00	Paddle, ferry, Summerside Harbor.
Goliath.....	Halifax, N.S.....	Wm. Ross.....	do	23	92	65	3 68	5	do	8 68	Screw, tug, Halifax Harbor.
M. A. Starr.....	do	do	do	24	244	166	9 76	8	do	17 76	do passenger, Coastwise, Nova Scotia and Prince Edward Island.
David Weston.....	St. John, N.B.....	J. R. Ruel.....	do	27	765	552	30 60	8	do	38 60	Paddle, passenger, St. John River.
Joe Edwards.....	Annapolis, N.S.....	A. Fullerton.....	June	1	35	27	1 40	5	July	2 6 40	Screw, ferry, Annapolis to Granville.
Richard Doane.....	St. John, N.B.....	J. R. Ruel.....	do	2	70	47	2 80	5	May	25 7 80	do tug, St. John Harbor.
Aida.....	Halifax, N.S.....	Wm. Ross.....	do	7	64	29	2 56	5	June	8 7 56	do tug and ferry, Halifax, N.S.
La Have.....	Lunenburg, N.S.....	Ed. Dowling.....	do	9	48	32	1 92	5	do	8 6 92	do tug, La Have River, N.S.
Mernaid.....	Halifax, N.S.....	Wm. Ross.....	do	13	15	10	0 60	5	do	13 5 60	Turn-screw, ferry, Halifax Harbor.
Henry Hoover.....	do	do	do	13	43	23	1 72	5	do	13 6 72	Screw, tug and ferry, Halifax Harbor and Bay.
Arrow.....	do	do	do	14	10	7	0 40	5	do	14 5 40	Screw, ferry, Halifax Harbor.
Edgar Stuart.....	do	do	do	14	246	183	9 84	8	do	14 17 84	do passenger, Coastwise, Nova Scotia.
Bessie and Harry.....	do	do	do	14	22	13	0 88	5	do	14 5 88	Screw, freight, Halifax Harbor.
Water Boat.....	do	do	do	14	6	6	0 24	5	do	14 5 24	do do do
Geo. Shattuck.....	do	do	do	15	361	231	14 44	8	do	15 22 44	do passenger, sea-going.
Albert.....	do	do	do	16	290	165	11 60	5	.....	..... 16 60	do wrecking tug do
Fred. Clinch.....	Musquash, N.B.....	J. R. Ruel.....	do	20	13	3	0 52	5	.....	..... 5 52	do tug, Musquash River and Harbor.
Novelty.....	St. John, N.B.....	do	do	21	42	26	1 68	5	May	28 6 68	Paddle, tug and ferry, Indian town to Rothsay.
St. Lawrence.....	Charlottetown, P.E.I.....	Jas. Currie.....	do	22	845	675	33 80	8	June	22 41 80	Paddle, passenger, between Nova Scotia, Prince Edward Island and New Brunswick.
Winnie.....	Crapsaud, P.E.I.....	do	do	23	12	9	0 48	5	do	23 5 48	Screw, tug, Harbor tug, P.E.I.

STEAM VESSELS Inspected for the Year ending 31st December, 1881—Maritime Provinces Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.			\$ cts.	
Montague.....	Georgetown, P.E.I.....	Jas. Currie.....	June 25	129	37	5 16	8	June 22	13 16	Paddle, ferry, Georgetown, P.E.I.
Southport.....	Charlottetown, P.E.I.....	do	do 27	210	186	9 60	8	do 22	17 60	do do Charlottetown, P.E.I.
Elfin	do	do	do 27	122	34	4 88	8	do 22	12 88	do do do
Heather Belle	do	do	do 28	185	95	7 40	8	do 22	15 40	do passenger, Coastwise, P.E.I.
Henry Aitken.....	do	do	do 28	38	26	1 52	5	do 22	6 52	Screw, tug, Charlottetown Harbor, P.E.I.
Tiger	Pictou, N.S.....	D. McDonald.....	July 5	60	28	2 40	5	do 3	7 40	Screw, tug, Pictou Harbor, N.S.
Dragon	do	do	do 5	136	38	5 44	5	do 3	10 44	do do do &c., N.S.
Winnie	do	do	do 5	3	2	0 12	5	do 3	5 12	do do do N.S.
Gipsy	do	do	do 6	17	11	0 68	5	do 3	5 68	do do ferry & tug, do &c., N.S.
Daisy.....	do	do	do 6	10	7	0 40	5	do 3	5 40	do do do do
Alpha.....	do	do	do 7	36	25	1 44	5	do 3	6 44	do do do do
Mayflower	do	do	do 7	377	169			do		do passenger, do N.S.
New Era.....	Newcastle, N.B.....	R. B. Haddow.....	do 12	54	43	2 16	5	July 4	7 16	do ferry, Newcastle, N.B.
Lady Dufferin	do	do	do 12	47	28	1 88	5	June 29	6 88	do do do
St. George.....	Chatham, N.B.....	D. Ferguson.....	do 13	160	101	6 40	5	do 23	11 40	Paddle, tug, Miramichi River.
St. Louis	do	do	do 13	4	3	0 16	5	do 23	5 16	Screw, ferry and tug, Miramichi River.

Teaser.....	do	do	do	do	14	42	24	1 68	6	do	28	6 68	Paddle do	Chatham, N.B.
Relief.....	do	do	do	do	14	76	59	3 04	5	do	28	8 04	Screw, tug,	Miramichi River.
Champion.....	Newcastle, N.B.	R. B. Haddow	do	do	15	190	119	7 60	5	July	15	12 60	Paddle do	do
Gladiator.....	do	do	do	do	15	70	36	2 80	5	do	4	7 80	Screw do	do
Zulu.....	Chatham, N.B.	D. Ferguson	do	do	16	18	10	0 72	5	do	4	5 72	Paddle do	do
Maggie Noble.....	do	John Rusk	do	do	18	14	8	0 56	5	Aug.	18	5 56	Screw, yacht and tug,	Richibucto, N.B.
Grip.....	Newcastle, N.B.	R. B. Haddow	do	do	18	3	3	0 12	5	July	4	5 12	do ferry do	Miramichi River.
Derby.....	do	do	do	do	18	11	8	0 44	5	do	4	5 44	Paddle do	do
East Riding.....	Dalhousie, N.B.	W. Montgomery	do	do	19	85	45	3 40	5	do	19	8 40	do tug,	Restigouche River.
Utopia.....	Bathurst, N.B.	W. J. O'Brien	do	do	20	17	17	0 68	5	do	21	5 68	Screw, do	Bathurst Harbor.
Andover.....	Newcastle, N.B.	R. B. Haddow	do	do	21	185	139	7 40	8	dp	4	15 40	Stern-wheel, passenger,	Miramichi Riv.
Soud.....	Pictou, N.S.	D. McDonald	do	do	22	481	286	19 24	8	do	22	27 24	Paddle,	do sea-going.
Eva Johnson.....	Annapolis, N.S.	Aug. Fullerton	do	do	26	19	10	0 76	5	do	26	5 76	Screw, ferry and tug,	Annapolis River.
Freddie V.....	Yarmouth, N.S.	H. A. Hood	do	do	28	27	12	1 08	5	do	29	6 08	do	Yarmouth Harbor.
Highland Mary.....	Halifax, N.S.	Wm. Ross	Aug.	Aug.	9	74	50	2 96	5	Aug.	9	7 96	Twin-screw, tug, freight and wrecking.	
Robert Burns.....	do	do	do	do	9	89	80	3 56	5	do	9	8 56	Screw, ballast boat,	Halifax, N.S.
Pinafore.....	Hantsport, N.S.	Edward O'Brien	do	do	10	26	14	1 04	5	do	11	6 04	do tug and ferry,	Avon and Wal- ton River.
R. H. Lowe.....	Windsor, N.S.	do	do	do	10	28	16	1 12	5	do	5	6 12	do tug,	Windsor River, N.S.
Earl Dufferin.....	do	do	do	do	12	170	92	6 80	8	do	13	14 80	do passenger,	Minas Basin, N.S.
May Queen.....	Digby, N.S.	B. Veits	do	do	13	6	2	0 24	5	.....	.....	5 24	do freight,	Digby Basin, N.S.
Siens.....	Halifax, N.S.	Wm. Ross	do	do	25	5	3	0 20	5	do	24	5 20	do ferry,	Halifax Harbor.
Mayflower.....	do	do	do	do	26	18	10	0 72	5	do	4	5 72	do	do and tug.
Neptune.....	St. John, N.B.	J. R. Ruel	Sept.	Sept.	1	52	19	2 08	5	June	23	7 08	do tug,	St. John Harbor.
Speck.....	do	do	do	do	5	36	7	1 44	5	Sept.	6	6 44	do	do River and Harbor.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—Maritime Provinces Division—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
Laddie.....	Chatham, N.B....	Daniel Ferguson	Sept. 9	42	28	1 68	5	June 28	\$ 6 68	Screw, tug, Miramichi River, N.B.
Western Extension.....	St. John, N.B....	J. R. Ruel.....	do 19	424	196	16 96	8	Sept. 17	24 96	Paddle, ferry, St. John Harbor.
Secret.....	Annapolis, N.S....	A. Fullerton.....	do 22	466	293	18 64	8	do 28	26 64	do passenger, Annapolis to Boston.
Annie.....	Sydney, C.B.....	A. G. Hamilton.	Oct. 5	13	9	0 52	5	Aug. 4	5 52	Screw, ferry and tug, Sydney Harbor.
Unicorn.....	do	do	do 5	46	20	1 84	5	do 3	6 84	do tug, Sydney Harbor.
D. P. Ingraham.....	Cow Bay, C.B....	Wm. Bown.....	do 6	140	84	5 60	5	Oct. 8	10 60	do do Coastwise, N.S.
E. M. Cates.....	Glace Bay, C.B..	C. H. Rigby.....	do 7	59	46	3 48	5	do 8	8 48	do do Glace Bay, C.B.
L. Boyer.....	Caledonia, C.B..	D. McKeen.....	do 7	56	49	2 24	5	do 8	7 24	do do Caledonia Bay, C.B.
Dolphin.....	Lingen, C.B.....	R. Laffin.....	do 8	72	45	2 88	5	do 9	7 88	Paddle, tug, sea-going.
Lady of the Lake.....	Sydney, C.B.....	A. G. Hamilton.	do 8	61	32	2 44	5	Aug. 25	7 44	do ferry, Sydney Harbor.
Neptune.....	do	E. Leonard.....	do 10	138	66	5 52	8	Oct. 8	13 52	do passenger, Bras d'Or Lake, C.B.
Richmond.....	Grandique, C.B..	R. Beriot.....	do 10	44	33	1 76	5	do 12	6 76	do ferry, Lennox Passage, C.B.
Norwegia.....	Port Mulgrave, N.S.	D. Murray, jun..	do 11	131	40	5 24	8	do 12	13 24	Screw, ferry, Strait of Canso, C.B.
Effort.....	Hawkesbury, C.B.	M. Bourinot.....	do 11	24	15	0 96	5	Sept. 10	5 96	do do do do
Gambinas.....	Halifax, N.S....	Wm. Ross.....	do 14	28	9	1 12	5	Oct. 14	6 12	do freight, Halifax Harbor.
Mic-Mac.....	do	do	do 14	150	102	6 00	8	do 14	14 00	Paddle, ferry do
Xiphias.....	Fredericton, N.B.	A. F. Street.....	Nov. 1	46	29	1 84	5	June 2	6 84	do tug, St. John River.

STEAM VESSELS Inspected for the Year ended 31st December, 1881.
MANITOBA AND WESTERN ONTARIO.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Magdalena.....	Killarney.....	Jas. Wilson.....	June 24	18	12	0 72	5	June 30	5 72	Screw, fishing tug, Killarney.
Kate Marks.....	Bruce's Mines....	do	do 25	54	43	2 16	5	do 6	7 16	do passenger, Prince Arthur and Selkirk.
Albert Dymont.....	Thessalonia Riv'r	do	do 27	25	.....	1 00	5	do 27	6 00	do tug, Thessalonia River.
Hettie Venton	Silver Islet.....	Levingston, for Collector.	do 29	55	45	2 20	5	do 29	7 20	do do Silver Islet Co. Steam Tender.
Silver Spray.....	do	do	do 29	130	99	5 20	8	do 29	13 20	do do do do do
Watchman	do	P. Nicholson.....	do 30	31	.....	1 24	5	do 30	6 24	do passenger and tug, Thunder Bay.
A. Neff.....	P. A. Landing...	do	July 1	129	74	5 12	8	do 30	13 12	do do P. A. Landing and Silver Islet
Three Friends.....	do	do	do 1	97	65	3 91	5	do 30	8 91	do do do Thunder Bay.
Colville.....	Winnipeg.....	Geo B. Spence..	do 6	164	145	6 56	8	May 21	14 56	do do and freight, Lower Fort Garry and Grand Rapids.
Manitoba.	do	do	do 7	Not measured	.....	17 00	8	July 18	25 00	Paddle, passenger and freight, Winnipeg and Assiniboine River.
City of Winnipeg.	do	do	do 7	do	do	17 00	8	do 18	25 00	Stern-wheel, passenger, Winnipeg and Pembina.
North-West.....	do	do	do 8	do	do	24 00	8	do 18	32 00	do do and freight, Lake Winnipeg.
Victoria.	Red River	do	do 8	22	15	0 88	5	do 8	5 88	Screw, passenger and tug, Red River and Lake Winnipeg.

Cheyenne	do	do	9	135	85	5 40	8	May 9	13 40	Paddle	do	and freight, Red River and Tributaries.
Adelaide	do	do	9	84	76	3 36	5	July 8	8 36	do	ferry, Winnipeg and St. Boniface.	
Lady Ellen	do	do	13	18	12	0 72	5	do 13	5 72	Screw,	passenger and tug, Winnipeg and Rapids.	
Spray	do	do	14	Not measured		6 00	5	do 14	11 00	do	tug, Lake Winnipeg and Red River.	
Marguerite	do	do	13	354	266	14 16	8	April 26	22 16	Stern-wheel,	passenger and freight, Red River and Tributaries.	

STEAMERS NOT INSPECTED.

Northcote .....	.....	.....	.....	461	290	.....	.....	.....	.....	.....	Other side Lake Winnipeg. Could not meet her.
Lily Brook .....	.....	.....	.....	207	130	.....	.....	.....	.....	.....	do do do
Mocking Bird .....	.....	.....	.....	45	36	.....	.....	.....	.....	.....	On Lake Superior. Could not meet her.
Blanch Shelby .....	.....	.....	.....	20	11	.....	.....	.....	.....	.....	Not running.
Alpha .....	.....	.....	.....	180	113	.....	.....	.....	.....	.....	do
Lizzie .....	.....	.....	.....	24	19	.....	.....	.....	.....	.....	do

F. X. BEFORT,
Steamboat Inspector.

STEAM VESSELS Inspected for the Year ended 31st December, 1881.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Total.	Remarks.
Emma.....	Victoria, B.C....	W. Hamley.....	Jan. 18	35	25	1 40	5	Jan. 20	6 40	Tug-boat.
Maudie.....	do	do	Feb. 7	214	156	8 56	8	Feb. 7	16 56	Passenger and freight, Victoria to Nanaimo.
Anna Beck.....	do	do	do 14	41	36	1 68	5	do 14	6 68	Freight-boat.
Grappier.....	do	do	do 25	218	161	8 72	8	do 26	16 72	Passenger and freight, Victoria to Wrangel.
Otter.....	do	do	March 5	289	220	11 56	8	March 7	19 56	do do do
Etta White.....	do	do	do 25	98	83	3 92	5	do 25	8 92	Tug-boat.
Thornton.....	do	do	do 30	32	29	1 28	5	April 4	6 28	Freight-boat.
Alexander.....	do	do	April 11	332	192	13 28	8	do 12	21 28	Tug-boat.
Enterprise.....	do	do	do 11	380	302	15 24	8	do 13	23 24	Passenger and freight, Victoria to New Westminster.
Western Slope.....	do	do	do 12	832	726	33 28	8	do 13	41 28	do do Victoria to Yale.
Lillie.....	Esquimalt.....	do	do 22	34	28	1 36	5	do 22	6 36	Ballast-boat.
Gertrude.....	Victoria, B.C....	do	do	302	178	12 08	8	do 27	20 08	Passenger and freight, Stickeen River.
Skidgate.....	do	do	May 9	37	26	1 48	5	May 11	6 48	Freight-boat.
Cassiar.....	do	do	do 18	462	383	18 48	8	do 21	26 48	Passenger and freight, New Westminster to Yale.
Senator.....	Burrard Inlet....	Isaac Johns.....	do 21	28	21	1 10	5	do 24	6 10	Ferry-boat, Burrard Inlet.

Princess Louise.....	New Westminster	J. S. Clute.....	do	24	16	13	0 66	5	do	24	5 66	Freight-boat, Fraser River.
Reliance.....	do	do	do	24	314	216	12 56	8	do	24	20 56	Passenger and freight, New Westminster to Yale.
William Irving.....	do	do	do	24	738	591	29 52	8	do	24	37 52	do do do do
Nellie	do	do	do	24	3	2	0 12	5	do	24	5 12	Fish-tug.
Iris.....	Victoria, B.C....	W. Hamley.....	do	28	19	13	0 80	5	do	30	5 80	do
Peerless.....	Kamloops.....	J. S. Clute.....	June	8	307	256	12 32	8	Aug.	4	20 32	Passenger and freight, Kamloops Lake.
Lady Dufferin.....	do	do	do	10	60	52	2 40	5	do	4	7 40	do do do do
Spalluncheon	do	do	do	12	54	51	2 20	5	do	4	7 20	do do do do
Victoria	Soda Creek.....	do	do	18	365	282	14 60	8	do	4	22 60	do do Soda Creek to Quesnelle.
Maggie.....	Victoria, B.C....	W. Hamley.....	do	10	2	1	0 08	5	June	11	5 08	Fish-tug, Skeena River.
Lady of the Lake.....	Dea's Lake.....	Rd. Hunter.....	do	22	21	13	0 84	5	July	22	5 84	Ferry-boat, Dea's Lake—Cassiar.
Eva	Victoria, B.C....	W. Hamley.....	July	11	7	4	0 27	5	do	11	5 27	Fish-tug, Skeena River.
Brunette.....	New Westminster	J. S. Clute.....	Aug.	2	3	2	0 12	5	Aug.	4	5 12	do Fraser River.
Maggie	do	do	do	3	72	49	2 88	5	do	4	7 88	Freight-boat and tug.
Elevator.....	Nanaimo.....	Thomas Peck....	do	9	23	20	0 96	5	do	11	5 96	Ballast-boat, Nanaimo.
Hyak.....	do	do	do	9	34	31	1 36	5	do	11	6 36	do do
Nellie Taylor.....	do	do	do	9	6	4	0 24	5	do	15	5 24	Ferry-boat do
Evangeline.....	Victoria, B.C....	W. Hamley.....	do	29	14	9	0 55	5	do	29	5 56	Pleasure yacht.
Pilot.....	do	do	do	31	183	107	7 32	8	do	31	15 32	Tug-boat.
Elizabeth I. Irving.....	do	do	Sept.	19	848	693	33 62	8	Sept.	19	41 92	Passenger and freight, Victoria to Yale.
Isabel.....	do	do	do	20	446	338	17 84	8	do	20	25 84	do do Victoria to Puget Sound.
Woodside	do	do	Oct.	8	50	33	2 64	5	Oct.	12	7 04	do do Victoria to Sooke.
Cariboo Fly	do	do	do	10	302	232	12 68	8	do	20	20 08	do do do Nanaimo.

STEAM VESSELS Inspected for the Year ended 31st December, 1881—British Columbia Division—Continued

Name of Vessel.	Port of Inspection.	Name of Collector.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspection Fees.	Date of Payment.	Totals.	Remarks.
						\$ cts.	\$		\$ cts.	
Beaver.....	Victoria, B. C....	W. Hamley.....	Oct. 26	159	109	6 40	8	Nov. 7	14 40	Tug-boat.
Leonora.....	New Westminster	J. S. Clute.....	Nov. 5	33	18	1 32	5	do 8	6 32	Ferry-boat, Burrard Inlet.
Ada.....	do ..	do ..	do 7	71	57	2 85	5	do 8	7 85	Freight and tug-boat.
Princess Louise.....	Victoria, B. C....	W. Hamley.....	do 10	971	624	38 81	8	do 21	46 81	Passenger and freight, Victoria to Wrangel.
Wilson G. Hunt.....	do ..	do ..	.....	468	350	18 72	8	Dec. 29	26 72	Repairing at Victoria, B.C.
Gem.....	New Westminster	J. S. Clute.....	.....	60	27	.....	.....	.....	.....	do New Westminster.

THOS. WESTGARTH,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended 31st December, 1881; their Class and Horse-power, whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

WEST ONTARIO, HURON AND SUPERIOR DIVISIONS.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Esperanza.....	4 65	Screw	Wood ..	22	15	Buffalo, U.S., 1876	Yacht and ferry, Toronto Harbour.
Annie Louisa.....	0 68	do	do ...	15	12	Chatbam, 1881.....	Tug, Thames River.
Uncle John	1 15	do	do ...	7	15	Wallaceburg, 1881	do Sydenham River.
12 Muskoka	19 18	do	do ...	99	67	Gravenhurst, 1881.....	do Muskoka Lakes. *
Kate Murray.....	0 78	do	do ...	3	2	Hamilton, 1881.....	do do
Pioneer	0 53	do	do ...	11	8	Magnettawan, 1879.....	Passenger, Magnettawan River.
Interocean.....	17 18	do	do ...	144	98	Nipissing, 1881.....	do Lake Nipissing.
Lake Joseph	3 00	do	do ...	28	19	Gravenhurst, 1881.....	do do and tug, Muskoka Lakes.
Wales	36 23	do	do ...	350	238	Sarnia, 1881	Tug, Georgian Bay and Buffalo.
Erin	49 89	do	do ...	392	233	St. Catharines.....	Freight, Montreal and Chicago.
Walter Scott.....	4 00	do	do ...	12	8	Buffalo, U.S., 1867.....	Fishing boat, Lake Huron.

W. J. MENEILLEY,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended the 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

EAST ONTARIO DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
William Johnston	10	Screw	Wood ...	81	65	Garden Island	Freight steamer on River St. Lawrence.
Ontario	30	do	do ...	259	160	Wolfe Island	Passenger, between Kingston and Montreal.
Ontario	25	do	do ...	57	30	Buffalo	Tug, River St. Lawrence.
Dora	4	do	do ...	20	14	Harwood	Passenger, Rice Lake and Otonabee River.
Eva	6	do	do ...	34	12	Bobcaygon	do Ports on Lindsay waters.
Nellie Cuthbert	6	do	do ...	59	40	Belleville	do neighborhood of Toronto.
Belle Wilson	25	do	do ...	186	120	Picton	Freight, Lake Ontario & River St. Lawrence.
F. A. Folger	10	do	do ...	64	26	Kingston	Tug, Bay of Quinté and River St. Lawrence.
Reliance	25	do	do ...	221	150	Deseronto	Freight, Belleville and Oswego.
Gem	2	do	do ...	4	3	Toronto	Passenger, Gull River and Lake.

JOSEPH TAYLOR,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MONTREAL DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Florence	36	Screw	Wood ...	62	23	Rockland	Towing, between Ottawa & Lake Champlain.
Dolphin	36	do	do ..	69	36	Montreal	do do do
E. B. Eddy	70	do	do ..	78	38	Hull	do do do
Allan Gilmour	40	do	do ..	61	42	do	do do do
Rigeaud	36	do	do ..	46	22	Montreal	do do do
Lizzie	4	do	do ..	2	1	Ottawa	Employed on Chats Lake.
Castor	36	do	do ..	54	35	Aylmer	Towing, on Deschêne Lake.
Thousand Islands Rambler ..	14	do	do ..	20	13	United States	Ferry, Ottawa and Hull.
J. K. Ward	14	do	do ..	23	15	Lachine	Towing, St. Lawrence and Ottawa Rivers.
Grain Elevator No. 13	28	do	do ..	178	109	Montreal	Elevating grain, Montreal Harbor.
do No. 11	28	do	do ..	181	112	do	do do do
George H. Millen	12	do	do ..	10	7	Ottawa	Towing about Ottawa.
South Eastern	• 125	do	do ..	395	127	Montreal	Railway ferry, Montreal and Ottawa.

JOHN BURGESS,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

THREE RIVERS DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
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F. X. BEFORT,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

QUEBEC DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Thor.....	61.73	Side-wheel.....	Composition	333	203	Lévis, 1881.....	Towing, Chicoutimi River.
Cap Blanc Boy.....	4.08	Screw.....	Wood.....	11	7	Island of Orleans, 1881.....	Quebec, Harbor tug.
Star of the Sea.....	6.18	do.....	do.....	8	5	do..... 1875.....	do do
Chicoutimi.....	18.71	Side-wheel.....	do.....	110	70	Lévis, 1881.....	Passenger, Quebec and Chicoutimi.
Bell.....	4.08	Screw.....	do.....	7	5	do 1880.....	Tug, Repentigny River.
Joanna B.....	6.18	do.....	do.....	17	9	Quebec, 1881.....	Quebec, timber tower.
Fairy.....	4.08	do.....	do.....	16	9	do 1881.....	do do
Rover.....	4.56	do.....	do.....	5	.....	New Carlisle, 1873.....	do Harbor tug.

JOS. SAMSON,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Royal.....	97	Passenger.....	Wood...	430	271	St. John, N.B.....	Stern-wheel, passenger, St. John River.
Joe Edwards.....	25	Ferry.....	do ..	35	27	Granville, N.S.....	Screw, ferry, Annapolis to Granville.
Novelty.....	20	do	do ..	42	26	Hampton, N.B.....	Paddle do St. John, Clifton and Rothsay.
Mermaid.....	30	do	do ..	15	10	Yarmouth, N.S.....	Screw do Halifax Harbor, N.S.
Freddie V.....	50	do and tug.....	do ..	27	12	do	do do and tug, Yarmouth Harbor, N.S.
May Queen.....	10	Freight.....	do ..	6	2	Smith's Cove, N.S.....	do freight, Dighy Basin, &c., N.S.
Highland Mary.....	75	do and tug.....	do ..	74	50	Halifax, N.S.....	Twin-screws, freight and tug, Halifax, N.S.
Mayflower.....	25	Ferry do	do ..	.....	.....	do	Screw, tug and ferry, Halifax Harbor, N.S.
Gambinas.....	25	Freight.....	do ..	28	19	do	do freight do

W. M. SMITH,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended the 31st December, 1881; their Class and Horse Power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MANITOBA DIVISION.

Name of Vessel.	Horse-Power.	Class.	Wood or Iron.	Gross Tonnage.		Registered Tonnage.	Where Built.	Where and how Employed.
City of Winnipeg.....	14-31	Passenger	Wood ...	Not measured.....	Minnesota.....	Passenger, Winnipeg and Pauline.		
Manitoba.....	14-31	do	do ...	do	Grand Forks.....	do do and Assiniboine River.		
North West.....	16-35	do	do ...	do	Red River.....	Freight and passenger, Lake Winipeg.		
Spray.....	12-51	Tug.....	do ...	do	River Winnipeg.....	Tug, Lake Winnipeg and Red River.		

F. X. BEFORT,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended the 31st December, 1881; their Class and Horse Power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built and where and how Employed.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Horse-Power.	Class	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Anna Beck.....	2-07	Screw.....	Wood...	41	36	San Francisco.....	As a fishing boat for seals.
Thornton.....	2-07	do	do ...	32	29	Dungeness, W.I.....	do do
Peerless.....	53-04	Stern-wheel.....	do ...	307	256	Kamloops.....	Passenger and freight, Kamloops Lake and Thompson River.
Maggie.....	1-00	Screw.....	do ...	2	1	Cowes, Isle of Wight.....	Fish tug, Naas River.
Elizabeth T. Irving.....	86-07	Stern-wheel.....	do ...	848	693	Victoria, B.C.....	Passenger and freight, Victoria to Yale.
Eva.....	4-05	Screw.....	do ...	7	4	In China.....	Fish tug, Skeena River.
Evangeline.....	4-00	do	do ...	14	9	Victoria, B.C.....	Pleasure yacht.

THOS. WESTGARTH,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

WEST ONTARIO, HURON AND SUPERIOR DIVISIONS.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
City of Winnipeg	24-65	Screw	Wood ...	1,211	824	Gibraltar, U.S., 1870.....	Passenger and freight, Collingwood and Duluth.
Columbia	34-41	do	do ...	630	409	Hamilton, 1873.....	Freight and passenger, Collingwood and Chicago.
Wales	35-37	do	do ...	253	172	Brockville, 1864.....	Tug, Collingwood and Buffalo.
Victoria	8-64	Paddle.....	do ...	44	28	London, 1880	Passenger, River Thames.
Mystic	32-16	Screw	do ...	61	35	Buffalo, 1857.....	Tug, Detroit and St. Clair Rivers.
Hockrock.....	2-79	do	do ...	4	3	Toronto, 1880.....	do Lake Muskoka.
J. B. Newman.....	3-39	Paddle.....	do ...	26	16	Wallaceburg, 1873.....	Freight, Sydenham River.
Prince Alfred	5-76	Screw	do ...	31	21	Brockville, 1867.....	Fishing tug, Killarney.
Lake Erie.....	31-41	do	do ...	729	464	St. Catharines, 1873.....	Freight and passenger, Collingwood and Chicago.
Northern Queen.....	69-01	do	do ...	619	318	Detroit, 1872.....	do do do
Jane Miller.....	18-63	do	do ...	210	143	Little Current, 1879.....	Freight and passenger, Owen Sound and Manitoulin Island.

W. J. MENEILLEY,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

EASTERN ONTARIO DIVISION.

Name of Vessel	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
John Bright.....	10	Screw.....	Wood ..	30	14	Buffalo.....	Tug, steambot on Bay Quinté.
Lady Franklin.....	20	do	do ..	33	20	Cleveland	do do
Rover.....	2	do	do ..	18	12	Wolfe Island.....	Freight, River St. Lawrence and Bay of Quinté.
Silver Spray.....	3	do	do ..	10	7	Milford.....	Passenger, Bay of Quinté.
Kitty Friel.....	6	do	do ..	85	58	Battersea.....	Freight, Rideau Canal.
Maggie Somerville.....	4	do	do ..	12	9	Harwood.....	Passenger, Rice Lake and River.

JOSEPH TAYLOR,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MONTREAL DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
L'Assomption	50	Side-wheel.	Wood ...	366	220	Montreal,	Ferry, Montreal and St Helen's Island.
Engineer	40	Screw	do ...	60	24	do	Towing.

JOHN BURGESS,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

THREE RIVERS DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
.....

F. X. BEFORT,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

QUEBEC DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Fairy.....	4.08	Screw.....	Wood...	13	9	Hamilton, Ont.....	Timber tower, Quebec.
Margaret M.....	100.00	do.....	do...	269	40	Lévis, 1878.....	Towing, Montreal and Gulf.
Mary.....	31.41	Side-wheel.....	do...	60	22	Mill Cove, Lévis, 1871.....	do do

JOS. SAMSON,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MARITIME PROVINCES.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Royal	90	Passenger	Wood ..	430	271	St. John, N.B.	Passenger, St. John River, burnt at wharf at Fredericton.
Carrie	25	Ferry	do ..	5	2	Halifax, N.S.	Ferry, Halifax Harbor, broken up.
Marysville	30	do	do ..	65	41	Fredericton, N.B.	do St. John River
New Dominion	30	do	do ..	40	24	do	do do

W. M. SMITH,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up, or laid up, as unfit for service, in the Dominion, during the Year ended 31st December, 1881; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

MANITOBA DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Minnesota	14-31	Passenger	Wood ...	281	181	United States	Winnipeg and St. Boniface.
Manitoba	14-31	do	do ...	309	194	do	Red River and Tributaries.

F. X. BEFORT,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels lost, broken up or laid up, as unfit for service, in the Dominion, during the Year ended the 31st December, 1881; their Class and Horse Power; whether of Wood or Iron; their Gross and Registered Tonnage; where Built, and where and how Employed.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Royal City	86.07	Stern-wheel.....	Wood	439	322	Victoria, B. C.....	The engine and boiler have been taken out.
Victoria.....	1.00	Screw.....	do	2	2	St. Johns, N. B.....	do do
Elizabeth T. Irving.....	80.07	Stern-wheel.....	do	848	693	Victoria, B. C.....	Burnt to the water's edge at Hope, Fraser River, 29th September, 1881.
Maggie.....	1.00	Screw.....	do	2	1	Cowes, Isle of Wight.....	Engine and boiler taken out.

THOS. WESTGARTH,
Steamboat Inspector.

APPENDIX No. 2.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian waters, and to Canadian Sea-going Vessels in other waters, from 1st January, 1881, to 31st December, 1882.

Date of Casualty.	Name of Vessel.	Tons.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Feb. 6	Adriana	17	St. John, N.B.	Ship	1305	Galveston, Texas	Galveston Bay	Stranded	Dragged anchor.	.....	Total	\$ 25,000 cargo unkn.
do	Acadian	5	Arichat, C.B.	Brigantine	483	Doboy, U.S., to Lisbon	Near Western Islands.	Damaged by sea.	Stress of weather.	2	Partial	4,500 cargo no loss.
do	A. E. Botsford	5	Sackville, N.B.	Barquentine	431	Newport, G.B., to Havana.	Britain Reef, Isle Barbuda, W.I.	Stranded	Current	.....	Total	16,000 total 1,000
do	Ann Amelia	4	Halifax, N.S.	Schooner	92	Cienfuegos to Halifax	Lat. 38', 16' N., Lon. 68', 10', W.	Loss of main mast, &c.	Stress of weather.	.....	Partial	2,800 partial 1,500
do	Aimwell	3	do	Brigantine	132	Halifax to Demerara.	Atlantic Ocean	Lost spars, sails and rigging.	Gale of wind	.....	Total	3,500 total 3,500
Mar. 29	Amity	13	St. John	Barque	535	Savannah to Pensacola, U.S.	Little Inagua, Bahamas.	Stranded	Hazy weather	.....	do	12,000 ballast.
April 21	Acadia	13	Pictou, N.S.	Brigantine	271	Barbados to Moncton N.B.	Between Barbados and St. Thomas.	Sprung a leak.	Stress of weather.	.....	do	6,000 total 20,000
June 8	Advice	29	Glasgow	Barque	1260	Quebec to the Clyde.	St. Lawrence River, Quebec.	Trifling	Collision with steamer.	.....	Trifling	.....
do	Asbarne	2	Sunderland	Steamer	1613	Montreal to Glasgow.	Mal Baie, Miquelon.	Stranded	Fog	.....	Partial	Unknown.

STATEMENT of Wrecks and Casualties to Sea-going Vessels — *Continued.*

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
June 25	Aurora borealis.	14	St. John, N.B.	Schooner.....	89	Fredericton, N.B., to Salem River, Mass.	Salem, Mass.	Stranding....	Error of judgment.....	.....	Partial.	\$ 100 partial 120
July 22	Alice Roy.....	14	Halifax, N.S.	Barque.....	610	Sydney, C.B., to Montreal.	N.-E. ledge Great Pilgrims' Island.	Stranded.....	do.....	.....	do.	10,000
do 28	Argo.....	12	Digby, N.S.	Schooner.....	91	Bear River, N.S., to Boston.	Ford Bar, Broad Sound.	do.....	Thick fog.....	.....	do.	30 partial 100
Aug. 4	Alice Ada.....	8	St. John, N.B.	Brigantine...	309	Glasgow to Sackville, N.B.	Off the Cambraes.	Collision.....	Unknown.....	.....	do.	1,000
do 6	Annabell.....	15	Pictou, N.S.	Schooner.....	30	Cape North, C.B., to St. Pierre Miquelon.	Langly, St. Pierre Miquelon.	Stranded.....	Strong tide carrying vessel out of her course.	.....	Total.....	500 total 800
do 18	Adah E.....	6	Port Medway, N.S.	do.....	119	Port Medway to Barbados	Lat. 39°, 31', Lon. 52°, 57'.	Sprung spars and lost sails.	Stress of weather.	.....	Partial.	2,500
do 27	Alphonse.....	11	Montreal.....	Brigantine...	294	Cienfuegos to New York.	About 120 miles east of Charleston	Abandoned..	do.....	.....	Total.....	8,000 total 30,000
Oct. 1	Annie M. Allen	8	Providence R.I.	Schooner.....	450	Sagua to New York.	Atlantic, Lat. 40° 55', N., Lon. 67° 10', W.	Derelict, towed into Halifax by str. Elysia	Leaky.....	.....	Partial.	8,000
do 4	Acacia.....	8	St. John, N.B.	do.....	98	Vineyard Haven to St. John, N.B.	Off Vineyard Haven, Mass.	Dismasted...	Stress of weather.	.....	do.	1,600

do	10	Annie May	8	Halifax, N.S.	do	113	Hifax to Boston	Aricibo, Port of Rico, West Indies	Stranded	Parted chains in a gale.	Total	8,000
do	21	Alice Butt	5	do	do	40	Halifax to Bay St George.	Jeddore, bearing north about 18 miles.	Dismasted	Loss of sails	Partial	c'rgo 16,000
do	22	Annie Gardner	14	St. John, N.B.	Brigantine	196	Philadelphia to St. John, N.B.	Ahead of Newcastle, Delaware.	Collision	By unknown vessel.	do	2,000
do	26	Alexander	7	Halifax, N.S.	Schooner	119	Truro to London-derry.	Near Londonderry Mines Basin.	Stranded	Stress of weather.	do	700
do	29	Annie W	11	St. John, N.B.	do	74	St. John, N.B., to Boston.	Masquash Harbor, St. John County.	do	Dragging her anchors.	do	200
Nov.	3	Alice Ada	8	do	Brigantine	309	Sackville, N.B., to Glasgow, Scotland.	1 mile W. by S. of Beaver Harbor, Bay of Fundy.	do	Thick fog and heavy weather.	do	1,500
do	22	Alta	1	Halifax, N.S.	Schooner	168	Paspheas, N.B., to Boston.	0 1/4 m. on Breakwater, N.B.	do	Stress of weather.	Total	8,000
do	23	Avon	8	Windsor, N.S.	do	204	Windsor, N.S., to New York.	Brook Bay, 30 miles east of Portland.	do	Leaking	Partial	820
Dec.	22	Annie Bogart	5	Digby, N.S.	Brigantine	148	Dorchester, N.B., to Newburyport, Mass.	Cedartowne Island, Bay of Fundy.	do	Beys being lifted.	Total	7,000
.....	.....	Anna P. Odell	6	St. Andrews, N.B.	Brigantine	379	Sackville, N.B., to Morecomb, Eng.	At Sea	Spung a leak, deck swept.	Stress of weather.	Partial	1,800
Jan.	3	Bolivia	7	Yarmouth, N.S.	Ship	925	Ronen to Hampton Roads.	French Coast	Stranded	Snow storm	Total	25,000
do	19	Basiris	6	St. John, N.B.	Schooner	248	Miragoane, Hayti, to Boston.	During the voyage	Loss of Sails and sprung a leak.	Stress of weather.	Partial	1,000
do	19	Beta	6	Glasgow	Steamer	677	Halifax, N.S., to Bermuda.	Lat. 37° 30' N, Lon. 64° 20' W.	Collision	Fault of "Ke-dron."	do	4,000
do	23	Busy Bee	6	Londonderry, N.S.	Brigantine	330	Wilmington to London.	Lat. 48° 40' N, Lon. 45° 43' W.	Damaged by sea	Stress of weather.	do	4,260
Mar.	12	Brinkburn	1	Newcastle, G.B.	Steamer	1265	New York to London.	Lat. 40° 08' N, Lon. 57° 32' W.	do	do	do	1,000

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Tons.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Mar.	Bertha.....	11	Halifax, N.S.	Brigantine...	86	Cienfugas to Halifax.	Not known.....	Supposed to have foundered.	Not known.....	Not Total.....	Total.....	\$ 4,500 cargo 5,000
May	Bessie Black...	9	St. John, N.B.	Schooner...	208	Portland, Maine, to Pensacola.	Mavis Island, Bahamas.	Stranded....	Supposed to have been the current.	do	do	5,000 ballast.
do	Bywell Castle.	11	London.....	Steamer.....	892	New York to Leith...	Lat. 45° 57' N., Lon. 43° 02' W.	Propeller shaft broken	.....	.....	.....	.....
June 11	Balmoral.....	23	Christiana.....	Bark.....	549	Glasgow to Quebec.	Harbor of Quebec.	Stranding....	Error of judgment.	Partial..	Partial..	3,770
do	Bertha.....	.....	Burin.....	Schooner.....	.....	Burin, Straits of Belleisle to Isle au Bois.	Greenly Island, Straits of Belleisle	Stranded....	Parted chain cable.	Total ...	Total ...	1,500 cargo 194
July 9	Beatrice	7	Annapolis, N.S.	Bark.....	521	Philadelphia to Rouen.	Near mouth of Delaware River.	Foundering.	Struck by lightning.	1	do	10,000 cargo 17,000
do	Blomidon.....	17	Windsor, N.S.	do	563	Eatonville, Cumberland Co., N.S., to Cork, Ireland.	Brier Island, Bay of Fundy.	Stranded....	Error in judgment.	.....	Partial..	2,203 cargo 3,500
Aug. 20	Bride.....	16	Yarmouth, N.S.	Brigantine...	178	Demerara to St. Thomas.	Ledge of Rocks off St. Thomas, W.I.	do	Cables parted.	.....	Total ...	5,000
do	Bedouin	2	Liverpool.....	Steamer.....	1276	New Orleans to Sydney, C.B.	Grand Baitens Shoal, Louisburg Harbor.	do	Error of judgment.	.....	Partial..	Unknown.
Sept. 16	Bessie Carson.	2	St. John, N.B.	Schooner....	80	Boston, Mass., to Margaretsville, N.S.	South East Point, Hypocrite Island, Booth Bay, Maine.	do	Stress of weather.	.....	do	500 ballast.

do	17	Bothal	3	Newcastle, G.B.	Steamer	1228	Montreal to Sydney, C.B.	Below Crane Island	Collision	do	10,000
Oct.	10	Break of Day	6	Charlottetown P.E.I.	Schooner	25	Pictou, N.S., to Port Hill, P.E.I.	Rock Barra, Lot 46, P.E.I.	Stranded	do	400
do	16	Bonnie Kate	26	Halifax, N.S.	do	56	Charlottetown, P.E.I. to Sydney, C.B.	Boulevardrie, C.B.	do	do	971
Nov.	16	Bell Stewart	10	St. John, N.B.	Barque	603	Cork, Ireland, to Sandy Hook, U.S.	Lat. 42° 36' N.; Lon. 38° 30' W.	Abandoned	Total	12,000
Oct.	17	Bonita	27	Halifax, N.S.	Schooner	38	Glance Bay, C.B., to Halifax, N.S.	Ecum Secum, C.B.	Stranded	do	500 cargo 108
do	18	Busy Bee	7	Londonderry, N.S.	Brigantine	330	Newry, Ireland, to Five Islands, N.S.	Lat. 48° N.; Lon. 39° 1' W.	Abandoned	do	10,000
Jan.	10	Catharine Morris	15	Windsor, N.S.	do	138	Cornwallis, N.S., to New York.	Long Island, Me.	Stranded	do	1,000 cargo 2,000 ballast.
Feb.	15	Coringa	2	do	Ship	1343	Bremerhaven to New York.	Off Scally Islands.	Decks swept & started forward house, &c.	Partial	800
do	...	Clydesdale	8	Quebec	do	1823	Hong Kong to London.	During voyage	Condemned and sold at St. Helena	Total	60,000
Mar.	7	Cumming	5	Halifax, N.S.	Schooner	154	Porto Rico to New York.	Lat. 33° 30'; Lon. 71°	Continued	Partial	3,800 cargo 3,800
do	23	Charles E. Scammell	9	St. John, N.B.	do	254	New York to Demara.	80 miles S.E. of Bermuda.	Dismasted	do	1,735 c'go no loss.
April	7	O. B. Manning	14	American	do	72	Gloucester, U.S., to Banks, fishing.	3 miles N.N.W. of Clark's Bank.	Loss of foremast	do	175
May	3	Cerere	13	Lussenpecio, Austria.	Barque	611	Quebec to Queens- town, G.B.	3 miles W. of Fox River, Gulf of St. Lawrence.	Beached to prevent sinking.	Total	10,000 c'go unkn'wn
do	5	Canonbury	1	London, G.B.	Steamer	1079	Liverpool, G.B., to Sydney, C.B.	to 3 miles E. of Island.	Collision with ice.	Unkn'wn	
do	9	O. C. Vanhorn	13	Windsor, N.S.	Brigantine	376	Windsor, N.S., to New York.	Near Thatcher's Island, Atlantic Ocean.	Loss of iron works and yards.	Partial	500

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
May 14	Colombo	9	London, G.B.	Steamer	11231	Sydney, C.B., to Montreal.	2 miles S.W. by W. of Matane Light-house.	Slight injury to bow.	Grounded on shoal.	.....	Partial.	Trifling.
Aug. 7	Clara B. Warren.	20	American	Schooner	52	Gloucester, U.S., to Western Bank, Fishing.	Duncan's Reef, entrance Halifax Harbor.	Stranded	Thick fog	.....	Total	2,250 cargo 500
14 do	Cortes	19	do	Steamer	1246	Halifax, N.S., to St. Johns, Nfld.	Thrum Cap Shoal, entrance Halifax Harbor.	do	Error in judgment.	.....	do	60,000 c'go 25,000
do	Catharine	9	Llanelly, G.B.	Brigantine	294	Shediac, N.S., to Llanelly, G.B.	North Cape, P.E.I.	do	Tides	.....	do	4,850 No cargo.
Sept. 27	Calista Haws	25	St. John, N.B.	Ship	1124	New York to Trieste.	Lat. 42°, Lon. 69° 48'.	Abandoned	Water-logged.	.....	do	10,000 unknown.
Dec. 3	Cyclone	2	do	Schooner	90	St. John to Boston	Cow Ledge, Mouth of Westport, Brier Island.	Stranded	Snow storm	.....	do	1,000
Feb. 1	Douro	1	Sunderland	Steamer	1060	Middlesborough to Mobile.	During the voyage.	Shifted c'go and other damage.	Stress of weather.	.....	Partial.	c'go unknown no loss.
do	D. H. Morris	4	Windsor, N.S.	Ship	1197	Liverpool to Philadelphia.	Early part of voyage.	Loss of sails, spars, &c.	do	1	do	260
May 20	Douglas Campbell.	5	Weymouth, N.S.	Barque	845	Workington, Eng., to St. John, N.B.	12 miles S.W. of Partridge Island, Bay of Fundy.	Collision	Thick fog	.....	do	1,650

Date	Name of Vessel	Origin	Destination	Cause of Stranding	Result	Value	Notes
June 4	Dauntless	14 St. Andrews, N.B.	75 Moncton to Boston	Cape Ann, Mass	Stranded	Not known	Total ... 1,600 cargo 500
Aug. 2	Dart	St. John, N.B.	98 Newberryport, Mass. to Dorchester, N.B.	Bay of Fundy	Collision	Fog	Partial ... 400
do	Dauber	19 Yarmouth, N.S.	52 Amherst, N.S., trading in Gulf St. Lawrence	Entry Island, Magdalen Islands	Stranded	Vessel mistimed	Total ... 200
Sept. 3	David Taylor	12 St. John, N.B.	599 New York to Bordeaux, France	Bordeaux Harbor	Collision	Barque Violet	Trifling
do	Dolphin	14 Port Hawkesbury, N.S.	16 Prince Edward Isld to Margaree	Margaree Beach	Stranded	Stress of weather	Partial ... 100
Oct. 12	Don Pedro	12 St. John, N.B.	61 St. John, N.B., to River Hebert, N.S.	Black Point, 5 miles S.S.E. from St. John, N.B.	do	Error of judgment	do ... 750 ballast
Nov. 12	Delight	19 Lunenburg, N.S.	49 Mahone Bay to Halifax	Off Herring Cove, Halifax	Collision	No lights	do ... 45 partial 10
Jan. 12	Emma Frances	8 Windsor, N.S.	567 Antwerp to Cruz	Vera Lat. 43° 56' N, Lon. 32° 50' W	Sprung a leak and abandoned	Stress of weather	Total ... 16,000 unknown
Feb. 17	Ella Vose	5 do	884 Baltimore to Dublin	Mid-Ocean	Loss of boats and other damage	do	Partial ... 500 unknown
May 12	Ethel Blanche	4 Charlottetown, P.E.I.	398 London, Eng. to Charlottetown	Rifleman Reef, South side P.E. Island	Stranded	Fog	Trifling
April 14	Esther	14 St. Andrews, N.B.	98 St. Andrews to Boston	Misery Island, Mass	do	Stress of weather	Total ... 1,000
May 24	Eriar Tamboro Kyveler	36 Skein, Norway	1164 London to Quebec	Opposite Quebec, Riv. St. Lawrence	Collision	do	Partial ... 800 ballast
Aug. 30	Eider	10 Shelburne, N.S.	64 Casso to Loekport, N.S.	Yankeelock Rock, near Pope's Harbor	Striking Jack Rock	Keeping too close to land	do ... 330
Sept. 1	Ella & Winnie	8 Halifax, N.S.	50 White Head, N.S., to Boston	Green Island	Dismasted	Stress of weather	Trifling
Oct. 12	Elbe	11 Halifax, N.S.	152 Agua to New York	St. Domingo	Stranding	Sunken rock	Total ... 5,000 cargo unknown

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Nov. 1	Emma Pitcairn	15	Llanely, Eng.	Brigantine...	192	Madeira to New London, P.E.I.	Bull Creek, Lat. 46° P.E.I.	Stranded....	Ship mistayed.....	.....	Total...	\$ 4500 stg ballast.
do 15	Emma	3	Lunenburg, NS	do ...	167	Philadelphia to Halifax, N.S.	22 miles S.W. from Sambro Light.	Collision ...	Could not see lights.	.....	do ...	8 000 cargo 1,330
do 17	Edith.....	3 mos	Weymouth, NB	Schooner....	52	Sandy Cove, N.S., to St. John, N.B.	Middle of St. John Harbor.	do ...	Error of judgment.	.....	Partial..	153
do 18	Enterprise.....	3 mos	Parraboro, N.S	do ...	15	Windsor to Parraboro N.S.	Partridge Island...	Capsized....	Inexperience of master.	5	do ...	100 ballast.
do 28	Eugenie	new	Charlottetown P.E.I.	Barque	699	Alberton to Georgetown, P.E.I.	Souris	Collision with break-water.	Gale of wind and anchors not holding.	.....	do ...	100
Dec. 2	Emilienne	7	do	Schooner....	65	St. Pierre to Cow Bay, C.B.	St. Jacques.....	Stranded....	Stress of weather.	.....	Total....	1,600
Jan. 23	Fanny Givan..	18	Windsor, N.S.	do ...	86	Boston to Cornwallis, P.E.I.	East Point Light, Gloucester, Mass.	do ...	Sprung a leak.....	.....	do ...	1,000 ballast.
do 27	Flying Arrow.....	.....	St. John, N.B.	do ...	178	New York to Halifax, N.S.	Not known.....	Missing	Not known.	6	do ...	9,000 cargo 1,040
Mar. 14	Flying Cloud.	6	do	Brigantine...	235	Cienfugas to New York.	Lat. 32° 9' N, Lon. 77° 29' W.	Abandoned.	Sprung a leak.....	.....	do ...	13,000 cargo 30,000
do ...	Frank L.....	1	do	Schooner....	124	St. John, N.B.	St. John Harbor..	Took fire....	Galley tunnel.....	.....	Partial..	1,200 cargo 150

30	Freddie L. Porter.	16	Boston.....	do	349	Windsor, N. S., to New York.	Off Horton Bluff River, Avon.	Collision, ribboom carried away & bowsprit, & windlass damaged.	Collision.....	do	390
May 23	Florence May..	9	Windsor, N.S.	Brigantine...	213	New York to Surinam	Lat. 35° 43' N, Lon. 65° 28' W.	Abandoned.	Stress of weather.	Total....	8,000 cargo 12,000
do	30 Flora P. Stafford.	1	do	Barque	1120	Bordeaux to Hampton Roads.	Lat. 40° 29' N, Lon. 45° 40' W.	Collision....	S. S. Haytien..	do	33,000 cargo 1,500
Sept. 7	Franklin.....	.....	Halifax, N.S.	Schooner.....	32	Pictou to Halifax, NS	Cape Jack Shoal...	Stranded....	Mistook shore light for Cape Jack light.	do	1,000
Nov. 3	Fanny Young.	1	Shelburne, N.S	do	86	St. Pierre, Martinique to Boston.	Lat. 19° 30' N, Lon 62° 12' W.	Strained and sprung a leak.	Stress of weather.	Partial..	2,000 cargo 1,600
do	10 Florence	3	Charlottetown P.E.I.	Brigantine...	176	Liverpool, G.B., to Charlottetown, P.E.I.	Lat. 44° W, Lon. 45° N.	Abandoned.	do	Total....	6,509 cargo 5,000
do	10 Figlio	11	Austria.....	Barque	523	Chatham, N. B., to Toulon.	Miramichi Bay.....	Stranded....	Vessel swung at her anchors and went ashore.	Partial..	2,500
.....	Freeman Dennis.	16	Yarmouth, N.S	do	808	St. John, N.B., to Liverpool, G.B.	Unknown.....	Unknown....	Unknown.....	14 Total....	8,000 cargo 6,000
Jan. 27	Georgie	5	Windsor, N.S.	do	646	Vineyard Haven to Portland.	During the voyage.	Loss of sails, &c.	Stress of weather.	Partial.	100
Feb. 7	George H. Jenkins.	17	Yarmouth, N.S	do	582	Pensacola to Liverpool, G.B.	Gulf of Mexico	Condemned at Key West and sold for benefit of all concerned.	Badly strained during a hurricane.	Total ...	12,000
March 5	Green Leaf....	1	Lunenburg, N.S.	Schooner....	69	Lunenburg, N.S, to Boston.	Iron Bound Island, N.S.	Stranded....	Mistayed.....	do	4,000 cargo 3,500
do	5 Granville Belle	6	Annapolis, N.S	Barque	1128	Marseilles to New York.	Atlantic.....	Sprung yards.	Stress of weather.	Trifling	

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
April 15	Gazelle	20	St. John, N.B.	Wood boat.	64	St. John, N.B., to Fredericton, N.B.	Balyea's Landing, Long Reach, River St. John.	Stranded	Heavy snow storm.	.....	Total ...	\$ 200 ballast.
May 4	Gardenia	2	North Shields, G.B.	Steamer	1275	Gardenas to Montreal.	Mon-Off Sydney, C.B....	Struck ice and stove plate in.	Struck ice .....	.....	Partial.	Unknown.
do 10	Bananogue	24	Belfast, Ireland	Barque	766	Belfast to Ohatham, N.B.	Four miles north-east from Bird Rock, Gulf of St Lawrence.	Bows stove in by sunken ice; ship foundered.	do .....	.....	Total ...	11,500 ballast.
June 14	Uction .....	.....	Arendal, Norway.	do	442	Arendal to St. Thomas, River St. Lawrence.	Off Miquelon, Gulf of St. Lawrence.	Collision ....	.....	.....	Partial..	5,000
July 20	Governor	4	Charlottetown, P.M.I.	do	595	Miramichi, N.S., to Clyde.	North Beach of Amherst Island, Magdalen Islands	Stranded.....	Fog .....	.....	Trifling.	Landed 7,000 ft. deals, sold at auction for \$236.
Aug. 7	Gertie	4	Shelburne, N.S.	Schooner	50	Lockeport to Bank Quero.	South-western part of Bank Quero.	Blown up while lying at anchor.	By a spark falling into a powder magazine of counter munit in a keg with a keg of powder.	1 died	Total....	2,700 cargo 1,800
do 23	Gleirs	19	Windsor, N.S.	Ship	1138	Bremen to New York	New York.....	Collision	Barque Penang .....	.....	Partial..	500

Oct.	5	G. F. Baird	9	St. John, N.B.	Schooner	94	New York to St Pollock Rip, bearing west about 80 miles.	Abandoned.	Stress of weather.	Total	2,500 cargo
do	5	G. F. Hatheway,	133	Harvey, Albert Co., N.B., to New York	do	133	Nantucket Shoals, Mass.	Foundered	do	do	5,000 cargo
do	17	George Bell	1137	Quebec to Antwerp.	Ship	1137	Unknown	Leaking	do	do	28,000 cargo
Nov.	5	Grace Greenwood.	88	Pinette, P.E.I., to New London, N.S.	Schooner	88	Pinette Bar, P.E.I.	Stranded	Tug could not keep her off bar.	Partial	300 cargo
do	17	Glenrose	75	Cornwallis, N.S., to Boston.	do	75	Goose Creek, N.B.	do	do	Total	750 cargo
do	21	Grand Master	108	Georgetown, P.E.I., to New York.	do	108	Cape Jack Shoal, Antigonish Co., N.S.	Foundered	Striking shoal, Cape Jack, N.S.	Total	4,000 cargo
Dec.	17	Gaven	234	Murray Harbor, P.E.I. to Queenstown.	Brigantine	234	On north side Eddy Point Reef, Strait of Canso.	do	Buoys not in position.	Partial	600 cargo
Jan.	3	Happy Home	884	Hamburg to St. John, N.B.	Barque	884	Trinity Ledge, 7 miles off Yarmouth, N.S.	Stranded	Snow storm	Total	25,000 ballast
Mar.	3	Hadji	659	St. John's, Porto Rico, to New York	Steamer	659	Atlantic Ocean	Jettisoned cargo.	Stress of weather.	Partial	1,500
April	10	Harmony	102	Halifax, N.S., to Boston.	Schooner	102	Bull Island, N.S.	Stranded	do	do	250
May	27	Howards	696	Cow Bay, N.S., to Montreal.	Steamer	696	Montreal Harbor	Damage to officer's messroom.	Fire	Trifling	
June	11	Hope	90	St. Kitts, B.W. Indies, to Halifax.	Schooner	90	Oven's Reef, entrance of Lunenburg Harbor.	Stranded	Thick & foggy weather.	Total	4,000 cargo
Aug.	25	Hadji	959	Cow Bay, C.B., to Portland.	Steamer	959	Blond Rock, 10 miles south of Seal Island.	do	Error in judgment.	do	3,000
do	27	Herbert J. Olive.	315	Darien to St. John, N.B.	Brigantine	315	Whipper's Point, Brier Island.	do	Error in ship's position.	do	10,000

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Oct. 2	H. A. Parr.....	7	Yarmouth, N.S.	Barque.....	1111	Liverpool, G.B., to New York.	Lat. 49° 30', Lon 46° 20'.	Dismasted & abandoned	Stress of weather.	1	Total ...	\$ 20,000
do	H. B. Jones....	10	Liverpool, N.S.	Brigantine..	327	Halifax to Bett's Cove Newfoundland.	Cape Cove, Fogo's Island.	Stranded ...	do	.....	do ...	8,500 c'go 40,000
do	Henry	28	St. John, N.B.	Ship.....	1095	Liverpool, G.B., to St. John, N.B.	25 miles S.W. of Holyhead.	Loss of sails	do	.....	Partial..	2,000
do	Harmony	10	Windsor, N.S.	Barque.....	624	New York to Dunkirk.	.....	Stranded	do	.....	Total ...	13,000 c'go 21,000
do	Heidi.....	23	Drammen, Norway.	do	450	Dalhousie, N.B., to Liverpool, G.B.	Off Bird Rocks, Gulf of St. Lawrence.	Leaking	do	.....	Partial..	3,000 cargo 500
Nov. 15	Howards	1	Sunderland, G.B.	Schooner....	696	Sydney, O.B., to Portland, U.S.A.	22 miles S.W. from Sambre Light	Collision ...	No lights seen.	.....	Total ...	80,000 cargo 2,500
do	Hattie M.....	12	Digby, N.S.....	Barque.....	596	Dublin to St. John, N.B.	Lat. 47° 40', Lon 40° 45'.	Abandoned.	Stress of weather.	.....	do ...	15,000 ballast.
do	Henry Buschman.	8	Parraboro, N.S.	Schooner....	229	New York to Windsor, N.S.	Indian Beach, N.B.	Stranded	do	.....	do ...	5,000
Dec. 13	Harvest Home.	14	Lunenburg, N.S.	do	60	Boston to St. Pierre et Miquelon.	Battery Point, Lunenburg	do	Thick weather	.....	Partial..	900 c'go unkn'n.
Mar. 10	Impero	11	Sydney, C.B...	do	135	Halifax, N.S., to Jamaica.	Lat. 40° 52', Lon 65° 40'.	Loss of foremast.	Stress of weather.	.....	do ...	250 no damage.
Aug. 21	Ivanhoe	5	Parraboro, N.S.	Brigantine..	263	Belfast, Ireland, to Parraboro, N.S.	Lat. 43° 20', Lon 53°.	Dismasted ...	do	.....	do ...	3,000

Date	Ship Name	Port of Origin	Destination	Company	Incident	Location	Details	Loss	Total
Oct. 29	Imperial	Port Glasgow, G.B.	Quebec to Liverpool, G.B.	1364	40 miles N.N.W. off Bird Rocks, Gulf of St. Lawrence.	do	do	27,000	Total
Jan. 3	Journal	Charlottetown P.E.I.	Georgetown, P.E.I., to Baltimore.	349	Arichat Harbor	Sprung & leak.	Field ice	8,000 cargo 3,500	Partial
do	Josie F. Marshall	Digby, N.S.	Antwerp to New York.	1073	Long Island, New York.	Stranded	Fog and stress of weather.	40,000 ballast.	Total
do	Jane P. Hala	Halifax, N.S.	107 Ponce, Porto Rico, to Halifax.	107	Lat. 40° 6', Lon. 65° 4'.	Damaged at sea.	Stress of weather.	3,000 ballast.	Partial
Feb. 11	Joanah Cann	Yarmouth, N.S.	Antwerp to Hampton Roads.	1168	Cape Henry, U.S.	Stranded	Fog	40,000	Total
do	Jennie M. Hammond	Shelburne, N.S.	Nevis, W.I., to Halifax, N.S.	98	Thrum, Cap Shoal, Halifax.	do	Dragged anchors.	4,200	do
April 14	Josephine	Charlottetown P.E.I.	Baltimore to Oienfuegos.	576	Near entrance of the Harbor of Oienfuegos.	do	Stress of weather.	15,000	do
May 24	J. H. Dexter	Liverpool, N.S.	Montague, P.E.I., to Boston.	148	Oerberus Rock, Strait of Canso.	Struck Cerberus Rock	Tide swept vessel out of course.	3,500 cargo 2,000	Partial
Nov. 6	Juanita	Barcelona, Spain.	Quebec to Rotterdam.	425	Brandy Pots	Stranded	Error of judgment.	22,000 cargo 16,200	Total
May 27	John Murphy	Yarmouth, N.S.	Liverpool, G.B., to St. John, N.B.	1472	Cape Spencer, S.E. from Partridge Island.	do	Thick fog	20,000 cargo 840	Partial
June ...	Jumna	Pictou, N.S.	Antwerp to San Francisco.	877	Off Cape Horn	do	Stress of weather.	19,000	do
July 12	J. Williams	Windsor, N.S.	Newport, G.B., to Delaware Breakwater	338	Atlantic	Dismissed	do	3,750	do
do	J. P. Jubal	Straulсанд, Germany.	St. Nazaire, France, to Miramichi, N.B.	440	East Point of Magdalen Islands.	Stranded	do and fog.	10,000	Total
Aug. 27	Jessie Hoyt	St. John, N.B.	Lanquille, Porto Rico to Fagardo, P.R.	296	Near Lanquille, Porto Rico.	do	Stress of weather.	8,000	do
Sept. 2	Jardine Brothers	Miramichi	Maryport, Eng., to Miramichi.	523	Sandy Hook, Magdalen Islands.	do	Strong tide	400 cargo 150	Partial

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Lost.	Amount.
Sept. 14	Jessie Burrill..	2	Yarmouth, N.S.	Ship.....	1396	Liverpool to New York.	Lat. 20° W.....	Leaking	Stress of weather.	.....	Partial..	\$ 2,500
Nov. 26	J. Morton.....	10	do	Schooner....	96	Metigan to Yarmouth.	Outside of Meighan Breakwater.	Stranded....	Dragged anchors.	.....	do	150
Dec. 16	J. A. Hatfield.	6	Paraboro' N.S.	do	128	White Head, N.S., to New York.	Off Thatcher's Island, N.S.	Collision....	Ran down by an unknown Vessel.	.....	Total ...	4,000 cargo 6,000
do	J. Morton.....	10	Yarmouth	do	96	Yarmouth to New York.	Maddy's Point, Westport.	Stranded in leaving the Harbour.	Wind baffling.	.....	do	2,500 cargo 1,400
.....	John H. Glover.....	.....	Catalina, Nfld	do	.....	Fishing Voyage.....	Greenly Island, Straits of Belle Isle.	Stranded....	Parted chain..	.....	Slightly damaged	
Jan. 20	Kwasind.....	2	Sackville, N.B.	Barque.....	364	Hamburg to Baltimore.	Farmer Island, Virginia, U.S.	do	Fog.....	.....	Total ...	40,000
Feb. 7	Kate Covert...	11	St. John, N.B.	do	811	Baltimore to Dunkirk	Dover Harbor, G.B.	Collision and other damages.	Stress of weather.	.....	Partial..	
April 10	Kestrel.....	9	Windsor, N.S.	do	466	Curacao to New York.	Unknown.....	Sprung main yards and lost sails.	do	.....	do	300
June 2	Kildonan.....	5	Pictou, N.S.	Brigantine...	372	Buenos Ayres Roads.	Buenos Ayres.....	Collision....	Vessels dragging anchors.	.....	do	1,500
Oct. 17	Karoon.....	3	Truro, N.S.	Barque.....	447	Musquodoboit, N.S., to Queenstown.	Lat. 45° N., Lon. 46° W.	Abandoned.	Stress of weather.	.....	Total ...	12,000 cargo 3,220

Jan. 20	Lima.....	11	Yarmouth, N.S.	do	.....	892	Havre to Philadel- phia.	Delaware	Break	Stranded...	Dragged an- chors.	Partial..	6,600 ballast.
March 1	Laura B.....	11	St. John, N.B.	Brigantine...	277	St. John, N.B., to Cardenas.	Ginger-bread Shoals, Bahamas.	do	do	Stress of wea- ther and cur- rent.	Total ...	10,000 cargo	3,644
May 18	Larnax.....	2	Sunderland, G.B.	Steamer.....	898	Baltimore to Sydney, C.B.	Charles Islands, near Tangiers, N.S.	do	do	Fog.....	do	do	105,000
Mar. 30	Louisburgh....	7	St. John, N.B.	Schooner....	68	St. John, N.B., to Boston.	Long Ledge, near Bass Harbor, Me.	do	do	Thick snow storm.	do	do	2,000 cargo
April 4	Linden.....	.....	Halifax.....	Barque.....	913	Truro, N.S., to New York, U.S.A.	Taylor's Island, four miles W. Partridge Island.	do	do	Fog.....	Partial..	do	5,000 ballast.
do 16	Lyra.....	9	Windsor, N.S.	Ship.....	1069	Chittagong, Asia, to Port Lewis, Mauritius	Chittagong River..	do	do	Took the ground in coming down the river.	do	do	8,937
May 16	Limosa.....	1	London.....	Steamer.....	991	Gibraltar to Mon- treal.	Off Cape North. ...	do	do	Collision with sunken ice.	do	do	400
Aug. 11	Lionel.....	2	Charlottetown	Brigantine...	273	Plymouth, G.B., to Charlot'town, P.E.I.	Herron Rock, Che- dabucto Bay, N.S.	Stranded...	do	Thick weather.	Total ...	do	12,000 cargo
do 20	Light of Home	14	Halifax, N.S.	Schooner....	51	Labrador to Halifax, N.S.	Seven Islands Ledge.	do	do	Ledge not marked on chart.	do	do	2,000
Sept. 17	Lake Cham- plain.	6	Montreal.....	Steamer.....	1437	Montreal to Liver- pool, G.B.	Sorel, River St. Lawrence.	Grounded on sand bar	do	do	Trifling	do	do
Sept. 19	Lake Manitoba	1	Liverpool, G.B.	do	2159	Liverpool to Liver- pool, G.B.	Lying at wharf....	Fire.....	do	Carelessness with lights.	do	do	do
do 21	Lancefeld.....	.....	Moncton, N.B.	Barque.....	994	St. John, N.B., to Liverpool, G.B.	Blond Rock.....	Struck Blond Rock, Seal Island.	do	Error in judg- ment.	Partial..	do	7,000 cargo
Oct. 30	Lord Bury.....	22	Halifax, N.S.	Schooner....	47	Halifax, N.S., to Atri- chat, C.B.	South side of Sable island.	Stranded....	do	Stress of wea- ther.	Total ...	do	1,000 cargo
Nov. 2	Lifty.....	4	St. John, N.B.	Barque.....	645	St. John, N.B.....	St. Patrick's Bridge Kilmore, Wex- ford, Ireland.	do	do	Mastermistook lights.	do	do	3,600

STATEMENT OF WRECKS and CASUALTIES to Sea-going Vessels — Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Nov. 3	La Canadienne	1	Ottawa.....	Schooner....	227	Gaspé to Quebec.....	White Island Reef.	Stranded....	Error of judgment.	.....	Partial..	\$ 6,000
do	Lartington....	2	London, Eng.	do	1136	Quebec to London, Eng.	About S.E. distance 10 miles from S.W. Point Light, Anticosti.	do	Fog and stress of weather.	.....	Total ...	90,000
do	Larnica.....	3	Windsor, N.S.	Ship.....	1458	New York to London, Eng.	Gravesend.....	Collision....	S.S. Hartes.....	.....	Partial..	1,000
do	Little Annie...	8	St. John, N.B.	Schooner....	91	St. John, N.B., to Boston, Mass.	Middle of St. John Harbor.	do	Helms turned wrong way.	.....	do ...	100 cargo no loss
do	Lida and Lizzie.	16	Pictou, N.S....	do	56	Canso, N.S., to Pictou, N.S.	Sand Point, Gut of Canso.	Stranded....	Thick weather, buoy out of place.	.....	Total ...	2,000 cargo 144
Dec. 21	Lavinia Elizabeth.	24	Halifax, N.S....	do	48	Charlottetown, P.E.I. to Halifax, N.S.	Close by Three Top Light-house.	do .....	.....	.....	do ...	500
.....	Lara.....	9	Maitland, N.S.	Barque	948	Rio Janeiro to San Francisco.	.....	Fire.....	Spontaneous combustion.	8	do ...	30,000 cargo 2,800
.....	Lalla.....	7	Amherst, N.S.	do	1099	Philadelphia to London, Eng.	Atlantic.....	.....	Heavy weather	.....	Partial..	10,000
Jan. 29	M. & E. Cann.	11	Yarmouth, N.S.	do	920	Baltimore to Londonderry, Ireland.	Sharp's Island, Chesapeake Bay.	Stranded....	Mistaking Sharp Island Light for that of a vessel.	.....	Partial..	6,000 cargo 6,500
Feb. 1	Milo.....	2	Arichat, N.S....	Brigantine...	208	Yarmouth, N.S. to Antigua, W.I.	Lat. 40° 36' N.; Lon. 54° W.	Abandoned.	Sprung a leak.	Total ...	3,000 cargo 1,800

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Month	Name	Origin	Destination	Incident	Details	Partial	Loss
Feb.	4) Magnolia	Halifax, N.S.	Halifax Harbor	Took fire	Overturning a lamp	Partial	6,000 no cargo
March	9) Medina	Annapolis, N.S.	Digby Gut, N.S.	Stranded	Mis-stayed	do	1,000 ballast
do	11) Medford	Windsor, N.S.	Lat. 29° N.; Lon. 69° W.	Abandoned	Sprung a leak	Total	20,000 cargo unknown
April	3) Minnie J. L.	Charlottetown, P.E.I.	Halifax, N.S., to Souris, P.E.I.	Stranded	Error of judgment	Partial	600 cargo unknown
do	15) Minnie	St. John, N.B.	1/2 mile S.E. of Quaco Breakwater, St. John, N.B.	Leaking	Stress of weather	do	700 cargo 298
do	16) Minnie	Picton, N.S.	South of Cape Hatteras	Partially d-masted	do	do	500
May	3) Meteor	Montreal	Sorel, Que.	Lowering of water during night	do	do	do
do	10) Marathon	Belfast, Ireland	Lat. 49° 54' W.; Lon. 39° 17' N.	Ship sprung a leak and pumps choked	Ship sprung a leak and pumps choked	Total	10,000 ballast
do	15) Mayfield	Dundee, G.B.	Abreast of Sydney, C.B., 10 miles	Hole in the bow	Struck an iceberg	Partial	300 cargo 200
June	28) Miramichi	Quebec	Off Champaign, Riv. St. Lawrence	Collision	Very dark	do	300
July	5) Mette Margrethe	Sauwig, Norway	St Paul's Island	Stranded	Fog	Total	4,000 ballast
do	29) Mary Lea	Quebec	St. Ann des Monts to Gros Male	do	Captain's ignorance of this locality	do	1,000 cargo 100
Aug.	25) Margaret M.	do	Quebec to Lower St. Lawrence	Burned	Unknown	Partial	22,000
do	26) Minnie N.	St. John, N.B.	1 1/2 miles off Point Wolfe, St. John Co., N.B.	Collision	Thick weather	do	275
Sept.	7) M. P. Harrington	Liverpool, N.S.	Lat. 24° 49' N.; Lon. 66° 18' W. Cienfuegos	Dismasted & abandoned	Stress of weather	Total	10,000 cargo 1,000

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Tonnage.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Oct. 1	Montagnais	2	Quebec	Barque	1298	Hull, G.B., to Wilmington, Cal.	Lat 37° N.; Lon. 141° W.	Total loss of ship.	Spontaneous combustion.	.....	Total	\$ 52,000 cargo 3,500
do	Malinche	2	Charlottetown, P.E.I.	do	649	St. Simons, to Buenos Ayres.	Gulf Stream, off the coast of Georgia.	Ship strain'd and sprung a leak.	Stress of weather.	.....	Partial.	600
do	Merlin	16	St John, N.B.	Schooner	98	Fredericton, N.B., to Vineyard Haven, U.S.	E. side of Vineyard Haven, N. of Norris Wharf.	Stranded	do	.....	do	88 cargo 311
do	Martha J. Brady	6	Windsor, N.S.	Brigantine	287	Windsor, N.S., to New York.	Isle Hants ledges	do	Struck ledge at high water.	.....	do	1,300
do	Maritime Union	5	do	Ship	1500	Hull, G.B., to San Francisco.	Lat. 28° 50' N.; Lon. 136° W.	do	Spontaneous combustion.	.....	Total	63,000 cargo 4,500
do	Mary A. Kersten	4	do	Brig.	344	St. John, N.B., to Dundalk, Ireland.	Dundalk Bay, Ireland.	Dismasted	Stress of weather.	.....	Partial.	7,000
do	Maggie Miller	6	Yarmouth, N.S.	Barque	1076	Antwerp to Hampton Roads.	Lat. 41° N.; Lon. 32° W.	Abandoned	do	.....	Total	22,000
do	Mattie D.	3	Liverpool, N.S.	Schooner	110	Lying at Clifton Breakwater, Chaleur Bay, N.B.	Clifton Breakwater, N.B.	Stranded	Vessel going adrift.	.....	Partial.	2,000
do	Mary & Louis	15	Halifax, N.S.	do	60	Isaac's Harbor, N.S., to Ingonish, N.S.	Live Point, Nfld.	do	Lost rudder	.....	Total	2,100 cargo 4,500

do.	30	Merlin	16	St. John, N.B.	do	98	Vineyard Haven, U.S., to St. John, N.B.	Off Moosepecca, Me	Dismasted	Stress of weather.	Partial.	350
.....	Mary Lower-son.	13	do	Barque	.....	572	Belfast Ireland, to St. John, N.B.	Unknown	Unknown	Unknown	Total	5,000 ballast.
Nov.	Mist	10	Gloucester, Mass.	Schooner	.....	72	Grand Banks, Nfld. to Gloucester, U.S.	Lost rudder.	Stress of weather.	Stress of weather.	Partial.	132
do	26 Muskrat	11	Arichat, C.B.	do	.....	16	Margaree, N.S., to Halifax, N.S.	Collision	Schooner prey.	Schooner prey.	do	100 cargo
Dec.	3 Montreal	13	Windsor, N.S.	Barque	.....	806	New York to Dun-Off Terry Point, Long Isl'd Sound kirk, G.B.	do	Barque Kestrel	Barque Kestrel	do	450
do	11 Mello	1	St. John, N.B.	Schooner	.....	110	Caledonia, C.B., to St. John, N.B.	Stranded	Ice	Ice	Total	5,000 500
April	22 Numa	4	Maitland	Barque	.....	821	Baltimore to St. Nazaire.	Breaking 16 stanchions, man-rail & bulwarks.	Struck by a heavy sea	Struck by a heavy sea	Partial	1,117
May	4 Nellie	20	Svelvey, Norway.	do	.....	401	Grimsby to Quebec.	Ship sprang a leak and abandoned.	Heavy gale	Heavy gale	Total	8,000
Aug.	5 Navigator	10	Norwegian	do	.....	537	St. John, N.B., to Ceu't, France.	Lat 35° 05' N., Lon. 68° 49' W.	.....	.....	Partial	1,500
do	17 Nellie Brett	4	New York	do	.....	725	Cadiz to Boston	Red Head about 3 miles west of Shelburne Light.	Thick fog	Thick fog	do	7,000 cargo 6,000
Sept.	7 Nicanor	24	Drammen	do	.....	423	Caraqueet, Tail of the Bank, G.B.	West side of Point d'Herbes, Caraqueet Harbor.	do	do	do	1,500 cargo 250
do	17 Nelson	81	Maryport, G.B.	do	.....	288	Durdalk to Quebec.	Near Crane Island Gulf of St. Lawrence	Collision	Str Bothal	do	3,000
do	25 Nota Bene	4	Parrsboro' N.S.	Schooner	.....	5	Quantsport, St. Stephen, N.B.	Bliss Island	Stranded	Thick fog	do	400

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Tonnage.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from.— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
June 16	Olivia.....	20	Cardiff.....	Barque.....	778	St. Vincent, C.V., to Quebec.	Red Island Reef, River St. Lawrence	Stranded....	Error of judgment.	.....	Partial....	\$ 5,000 ballast.
July 14	Olive Branch....	1	Lunenburg, N.S.	Schooner....	149	Boston, U.S., to Halifax, N.S.	Near Sambro Island, Halifax Harbor.	Struck on Broad Breaker, Halifax Harbor.	do .....	.....	do	1,300 unknown.
May 1	Oliver Emery..	8	St. John, N.B.	Barque.....	623	St. John, N.B., to Belfast, Ireland.	Blind Sound, between Cope land Island, near Belfast.	Stranded....	Towed too close to shore	.....	do	1,300 no loss.
Mar. 1, 8	Parana.....	11	do	Brigantine...	293	Mobile, U.S., to Ponce, Porto Rico.	On the voyage.....	Vessel strained and sprung a leak.	Stress of weather.	.....	Total ...	8,000
May 10	Pursuit.....	16	Miramichi.....	Schooner ...	18	Charlottetown to Pinette, P.E.I.	At McAuley's Wharf, Pinette, P.E.I.	Fire.....	.....	1	do ...	400
June 24	Prindsesse Lovise.	11	Norwegian....	Barque.....	430	Baltimore to Rotterdam.	Lat. 40° N., Lon 56° W.	Hove down in hurricane.	Stress of weather.	3	Partial..	5,000
Oct. 13	Paragon.....	7	St. John, N.B.	Schooner....	65	Moncton, N.B. to Salem, Ma.s.	Red Head, 3 miles east of Partridge Island.	Stranded....	Parted chains and dragged ashore.	.....	Total....	1,800 cargo 690

do	14	Pactolus.....	9	Windsor, N.S.	Barque	536	Lying in Salisbury Basin.....	536	Lying in Salisbury Basin.....	Partly dis-	Striking dock	.....	Partial..	2,400
do	21	Parana	16	Brebig, Nor-	do	708	Philadelphia to Am-	708	Philadelphia to Am-	Damaged at	Stress of wea-	.....	do	600
do	26	President Sver-	8	Kragroes, Nor-	do	445	Quebec to Grange-	445	Quebec to Grange-	Leaking.....	do	.....	do	1,049
do	30	Premier.....	9	Yarmouth, N.S.	Brigantine....	293	Yarmouth to Clyde	293	Yarmouth to Clyde	Stranded	Sunken rock....	.....	do	300
Nov.	7	P. R. McKenzie	21	Shelburne, N.S.	Schooner....	41	Port le Bear to	41	Port le Bear to	do	Buoy out of	.....	Total ...	800
July	28	Queen of the	26	Halifax, N.S.	Brigantine....	130	Barbadoes to Halifax,	130	Barbadoes to Halifax,	Loss of spars	Stress of wea-	.....	Partial.	300
Nov.	5	Quebec	14	Windsor, N.S.	Barque	1454	New York to Ant-	1454	New York to Ant-	Grounded...	While in tow of	.....	do	2,000
Jan.	3	Ranger	13	Yarmouth, N.S.	do	630	Dotboy, N.S., to Am-	630	Dotboy, N.S., to Am-	Foundered...	Stress of wea-	.....	Total ...	13,000
Mar.	31	Ragnar	10	Pictou, N.S.	Ship.....	993	Darian, U.S., to King's	993	Darian, U.S., to King's	Loss of spars,	Stress of wea-	.....	Partial..	15,000
Dec.	9	Ralph B. Peake	5	Charlottetown	Barque	699	London to Charlotte	699	London to Charlotte	Stranded	do	.....	do	12,000
Apr.	13	R. W. Wood...	21	St. John, N.B.	Barque	314	Mobile to Havana....	314	Mobile to Havana....	Gulf Stranded ...	.....	.....	Total....	1,200
Aug.	5	Royal .....	.....	do	Steamer	271	Indian town, St John,	271	Indian town, St John,	Burnt.....	Unknown .....	.....	do	16,000
Jan.	7	Sylph	2	Shelburne, N.S.	Schooner....	76	Boston to Shelburne,	76	Boston to Shelburne,	Loss of spars	Stress of wea-	.....	Partial.	ballast.
Feb.	7	Sutherland.....	7	Chatham, N.B.	Barque	316	Troon to Cardenas...	316	Troon to Cardenas...	Stranded	do	.....	Total....	14,000

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry	Rig.	Register Tonnage.	Place sailed from— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Feb. 11	Sabra.....	6	Windsor, N.S.	Brigantine..	551	New Orleans to Bay- onne.	St. Jean de Luz, France.	Stranded	Dragged an- chors.	.....	Total.....	\$ 15,000 cargo 30,000
do	Scotland.....	11	Maitland, N.S.	Barque	512	Cardiff to Havana ...	West Coast of Ire- land.	do	Sprung a leak. ....	.....	do ...	15,000 cargo 2,000
Mar. 3	Spring Bird....	11	Halifax, N.S.	Schooner.....	92	Halifax to New York	Cockeen Reef, U.S.	do	Stress of wea- ther.	.....	Trifling.	230
Apr. 1	Sultana.....	4	Windsor, N.S.	Barque	812	Newcastle, G.B., to Baltimore.	Lat. 40° N.; Lon. 65° W.	Lost foretop- sail and main top- sail yard, &c.	do .....	.....	Partial.	.....
do	Sumatra.....	24	American	Ship.....	1072	Departure Bay to San Francisco.	Baynes Channel, entrance of Haro Straits, B.C.	Stranded	Ship in tow of tugboat.	.....	do ...	Unknown.
do	S. Fortin.....	4	Quebec.....	Brigantine...	240	Quebec to Monte Video.	Lat. 49° N.; Lon. 53° W.	Collision	Barque Wm. J. Stairs.	.....	Total....	8,000
June 4	Stormy Petrel.	4	St. John, N.B.	Barque	748	Baltimore, U.S., to Waterford.	Tramore Bay.....	Stranded	Fog .....	.....	Partial..	1,200
July 16	S. S. Aviona...	2	Dundee	Steamer.....	1279	Newcastle, G.B., to Montreal.	Above Traverse Lightship, River St. Lawrence.	Collision	Foggy weather .....	.....	do ...	1,459
Sept. 18	S. B. Nickerson	16	Yarmouth, N.S.	Schooner.....	35	Canso, N.S., to Hall- fax, N.S.	7 miles S.E. from Beaver Island Light.	Burnt.....	Forecastle lamp.	.....	Total....	800

Oct.	8	S. S. Corean...	6	Glasgow, G.B. Barque	2268	Quebec to Glasgow, G.B. River St. Lawrence.	Point St. Michel, five miles below Montreal.	Stranded	Error of judgment.	Partial.	200,000 cargo 180,000
do	20	S. S. Rory..... new	Liverpool, G.B. Steamer	1261	Barrow, G.B., to Montreal.	Long Point, five miles below Montreal.	do	Leaving channel.	do	do	4,000
do	23	S. Vaughan.....	Windsor, N.S. Ship	940	Liverpool, N.S., to Valparaiso.	Lat. 53° 36' N.; Long. 56° 10' W.	Dismasted ...	Stress of weather.	Partial.	do	15,000
do	22	Stella	St. John, N.B. Brigantine...	445	Bantry, Ireland, to Smithville, N.C.	Lat. 42° 37' N., Lon. 30° W.	Dismasted & abandoned	do	Total	do	6,000 ballast.
do	23	Sarah	Halifax, N.S. Schooner...	46	Glace Bay to Halifax, N.S.	15 miles east Scatarie Island.	Stranded	Leaking	do	do	700 cargo 150
Nov.	12	Shaughraun ...	Liverpool, N.S. do	42	Halifax to Port Mor-ton.	OF Herring Cove, Halifax Harbor.	Collision.....	No lights seen.	Partial.	do	200 cargo 300
Oct.	24	Speculator.....	Shediac, N.B. do	78	Bay of Islands to Shediac, N.B.	Goose Shoal, 5 miles south Cas-cumpec, P.E.I.	Stranded.....	Loss of sails...	Total	do	7,000 cargo 2,500
May	24	Trenton	Christiana	1022	Greenock, G.B., to Quebec.	Opposite Quebec, River St. Lawrence.	Collision.....	.....	Partial.	do	1,500
Aug.	28	Traveller.....	Yarmouth, N.S. Barque	830	Coosan to London ...	70 miles N.E. of Tybee Island.	Dismasted.	do	Total	do	14,000
Sept.	21	Two Sisters....	Digby, N.S. Schooner ...	130	St. John, N.B., to Ireland.	South Shore, Bay of Fundy.	Stranded.....	Anchors dragging.	do	do	3,000
do	23	Thrasher.....	American	80	Gloucester, U. S., fishing voyage.	Cape Sable	Fire.....	Fire	do	do	2,500
do	27	Thorquy.....	Gottenburg.... Barque	341	Chatham, N.B., to Cardiff.	2 miles west of Horse Shoe Bar, Miramichi.	Collision.....	Steamer-Champion.	Partial.	do	600

STATEMENT of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age	Port of Registry.	Rig.	Register Tonnage.	Port sailed from.— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Oct. 16	Tonni	26	Norwegian.....	Barque	513	Chatham, N. B., to Marseilles.	West side of Amherst, Magdalen Islands.	Stranded.....	Stress of weather.	.....	Total ...	\$ 12,000 cargo 6,000
do	Teal	9	St. John, N.B.	Schooner	147	New York to Halifax	Atlantic.....	Loss of sails, &c., &c.	do .....	.....	Partial.	1,600 cargo 1,200
Nov. 18	Trial	4	do	do	40	Five Islands to Boston, Mass.	Opposite Light-house Head Harbor, Campobello.	Stranded.....	Change of wind & chain parting.	.....	do ...	100 cargo 1,000
May 9	Valetta	16	Montreal.....	Steamer	507	Montreal to Lower Ports.	Between Cape North and Antigonish Island.	Propeller broke.	Ice.....	.....	do ...	70
June 3	Victoria Amelia.	17	Arichat, N.S.	Brigantine...	187	New Carlisle, Quebec to Barbadoes.	North Beach, near Richibucto.	Stranded.....	Thick weather	.....	do ...	1,250 cargo 400
July 20	Virginie	13	Chatham, N.B.	Schooner	12	Chatham, N. B., to Charlottetown, P.E.I.	Kouchibouguac Sand Bar.	Stranded.....	Stress of weather.	.....	do ...	100
Jan. 18	William	8	Yarmouth, N.S.	Ship.....	998	Liverpool, G.B., to New Orleans.	Bristol Channel.....	Lost spars from lower masts up..	do .....	.....	do ...	11,000
do	Weddrington..	1	North Shields.	Steamer	1026	Halifax, N. S., to Hamburg.	Halifax Harbor.....	Collision.....	Canima .....	.....	do ...	unknown cargo 66,000

28 W. H. D. Cha pin.	1	Moncton, N.B. Schooner....	134/4 Pon, Porto Rico to Vineyard Haven, for orders.	Lat. 37° 27' W., Lon. 70° W.	Loss of spars and aban- doned.	Stress of wea- ther.	Total ...	7,600 cargo 16,000
May 26 William	8	Yarmouth, N.S. Ship	998 Liverpool to St John, N.B.	Off Brier Island....	Lost bow- sprit, chan- nel ways & quarter gallery.	Collision with Douglas Campbell.	Partial.	1,000

APPENDIX No. 3

STATEMENT of Wrecks and Casualties reported as having occurred on the Inland Waters of Canada, from the 1st January, 1881, to the 31st December, 1881.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Aug. 5	Arctic.....	12	St. Catharines	Barque.....	172	Chicago, Prescott and Quebec.	Head of Galops Rapids.	Stranded.....	While in tow of tug Albion.	.....	Partial.	\$ 450
Sept. 10	Arctic.....	12	do	do	172	Cleveland to Hamilton.	South of Long Point, Lake Erie.	Partly dismasted.	Squall.....	.....	do	350
.....	Asia.....	8	do	Steamer.....	267	Sault to Sarnia.....	Buoyed Channel, Lake George.	Collision.....	Schooner Helena.	.....	Total.....	10,000 c'go 18,200
July 17	Corsican.....	9	Montreal.....	do	714	Montreal to Hamilton.	Galops Rapids.....	Foundered.	Striking a rock	.....	do	1,000
do	City of Winnipeg.	10	Collingwood..	do	823	Prince Arthur's Landing to Duluth.	Duluth.....	Burnt.....	Unknown.....	4	Total ...	60,000 c'go 30,000
Aug. 8	Oultivateur....	6	Montreal.....	Barge.....	79	Berthier to Montreal.	Harbor of Montreal.	Mon-Fire.....	Supposed a spark falling from a passing steamer in the bay.	.....	Partial..	200 cargo 1,500
Sept. 10	Columbia.....	8	do	Steamer.....	408	Chicago to Collingwood.	Off the Port of Frankfort, Lake Michigan.	Foundered.	Stress of weather.	16	Total ...	24,000 c'go 14,000
Oct. 2	Camanche.....	14	Oswego, U.S..	Schooner.....	322	Cleveland to Sacketts Harbo.	Between Lock at Port Colborne and Stone Bridge in Welland Canal.	do	Striking a rock	.....	Partial..	10,000 cargo 8,000

do	28 Elizabeth	93 Quebec	Barge	130 Montreal to Quebec	Seven miles below Sorel	Stranded	Tug ran out of her course	do	700 cargo
Nov. 14	E. P. Dorr	20 Buffalo	Schooner	263 Toledo to Buffalo	Twenty miles East of Long Point, Ont	Foundered	Unknown	Total	650 cargo
	Europe	10 St. Catharines	Steamer	395 Picton to Buffalo	Lock No. 1, Old Welland Canal	Striking against lock	Not properly secured	Partial	2,000 cargo
May 20	Florence	Ottawa	do	23 Rockland to Quebec	St. Ann's Locks	Shifted the boiler and broke steam & wat. pipes	Struck a-barge	do	100
Nov. 10	Flirt	17 Montreal	Barge	90 Ottawa to Burlington	Below Lachine Lighthouse, River St. Lawrence	Stranded	Stress of weather	Total	500 No loss.
July 16	Flora Emma	8 Picton, Ont	Schooner	154 Oswego, N.Y., to Oshawa	About four miles S. W. of Port Hope	Dismasted	do	Partial	1,600
Nov. 10	Game	11 Montreal	Barge	98 Ottawa to Burlington	Below Lachine Lighthouse, River St. Lawrence	Stranded	do	Total	1,000 No loss.
July 11	Ionia	14 Kingston	Schooner	52 Wolfe Island to Cape Vincent	Port Metcalfe, Ont.	Fire	Fire lodging in hay	do	1,500 cargo
Nov	Jane Miller	2 Collingwood	Steamer	143 Meaford to Michael's Bay, Manitoulin Island	Unknown	Foundered	Stress of weather	do	250 ballast
Nov. 24	Lake Erie	8 Hamilton	do	464 Chicago to Collingwood	About 12 miles S.E. by E. of E. Pointe aux Basques, west shore, north end, Lake Michigan	do	Run into by Northern Queen	do	30,000 ballast
April 8	M. P. Davis	2 Montreal	do	7	Lachine Harbor	Leakin	Leakin	Partial	25
do	Meteor	14 do	do	180	Sorel	Canted over and sank at wharf	Lowering of water	do	3,500
June 4	Montreal	19 do	do	1279 Quebec to Montreal	Lake St. Peter	Fire	Heating of port smokestack	do	100

STATEMENT of Wrecks and Casualties reported as having occurred in the Inland Waters of Canada, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Place sailed from— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Lost.	Amount.
Oct. 29	Marysburg.....	11	Picton, Ont.....	Schooner....	150	Oswego to Toronto..	Port Union.....	Stranded....	Fog.....	.....	Total ...	\$ 3,500 cargo 1,100
Nov. 8	Mary.....	13	Port Stanley...	do ...	252	Port Stanley to Detroit.	Tryconnel Dock....	do	Parting of chain.	.....	Partial.	2,000
.....	Minnie Blakely	8	Toronto	do ...	111	Trenton to Oswego..	Shoal on North shore, three miles east of Belleville.	do	Low water and fog.	.....	do ...	500
April 16	Northman	4	Hamilton	do ...	326	Dalhousie to Kingston.	From 7 to 10 miles off Port Credit, Lake Ontario.	Foundered...	Stress of weather.	8	Total ...	16,000 c'go 23,360
Nov. 29	Norseman	13	Kingston.....	Steamer.....	493	Port Hope to Whitby, Ont.	Shoal, two miles East of Oshawa.	do	do .....	.....	Partial.	4,000
.....	Northern Queen.	9	Collingwood..	do	318	Chicago to Collingwood.	Poverty Island, Esquisaba.	Collision.....	Steamer Lake Erie.	.....	Total ...	10,000 cargo 8,240
Sept. 10	Ontario.....	14	Picton, Ont....	Schooner.....	79	Charlotte to Picton..	About 15 miles S.E. from Point Peter Light.	Leaky and foundered.	Sprung a leak.	.....	Total....	2,300
Oct. 22	Passport.....	35	Kingston, Ont.	Steamer.....	592	Montreal to Hamilton	4 miles East of Isle Perreault, Lachine Lake.	Collision.....	Tug Traveller....	.....	Partial..	1,000
.....	Regina.....	15	St. Catharines.	Schooner.....	93	Goderich to Owen Sound.	4 miles of Cove Island Light.	Foundered...	Heavy load and stress of weather.	1	Total...	900 cargo 550

Oct.	Richardson.....	16	Kingston.....	do	West Pier, Oswego, N. Y.	do	Striking West Pier in Oswego Harbor	do	5,000 cargo 8,300
do	6 Rosseau	14	Toronto	Steamer	Muskoka River.....	Fire.....	Accident.....	do	380
Mar.	19 Surprise	4	do	Schooner.....	Port Credit	Stranded....	Stress of weather and stronghood.	do	500
April	26 St. Peter.....	6	Montreal.....	Steamer	Montreal to Boucherville.	Injury to bottom.	Struck an old stump.	Partial..	150
June	20 San Jacinto....	10	American	Schooner.....	265 Milwaukee to Col-lingwood.	Foundered..	Stress of weather.	Total... cargo 7,842	8,400
Sept.	20 St. Francis	6	Montreal.....	Steamer	472 Montreal to Cornwall	Collision....	Steamer Bohe-mian.	Partial.	100
Oct.	4 Swan	17	Kingston.....	do	23 Kingston to Ottawa.	Stranded and sunk.	Error of judgment.	do	509
do	12 Spartan.....	13	Montreal.....	do	678 Gananoque to Hamilton.	Stranded....	Low state of water.	do	868
.....	Silver Spray...	1	Picton.....	do	10	Fire.....	Fire, unknown.	do	1,500
Oct.	21 Traveller.	6	Kingston.....	do	58 Lachine to Cornwall.	Collision & Struck by foundered.	steamer Pass-port.	do	10,000
May	24 Victoria	1	Port Stanley...	do	27 Springbank to London, Ont.	Steamer up-set.	Overcrowding	do	3,000
Sept.	24 Vanderbilt.	9	Port Hope.....	do	182 At dock; laid up.....	Destroyed by fire.	Lightning	do	10,000
Oct.	15 W. A. Routh..	10	Port Colborne.	do	31 Erie, Pa., off Long Point.	Stranded....	Stress of weather.	do	1,400
Nov.	21 William	101	Kingston.....	Barge	287 Oswego to Montreal.	Foundered... near Cape Vincent.	Collision.....	do	1,000
.....	Wm. Elgin.	156	Picton, Ont....	Schooner.....	156 Kingston to Cleve-land.	Stranded....	Fog.....	do	1,500

APPENDIX No. 4.

SUPPLEMENT to the Statement of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels during the Calendar Year of 1880.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Losses.	Amount.
July 15	Albion	17	Quebec	Steamer	108	Quebec to Rivière des Prairies.	Off St. Antoine, Que.	Collision	Error of judgment.	.....	Partial..	\$ 3,000
Aug. 14	Admiral D. D. Porter.	16	do	do	96	Towing in St. Lawrence River.	2½ miles below Crane Island.	do	SS. Reindeer...	.....	do ...	2,000
Sept. 26	A. Painchaud.	17	Magdalen Islands.	Schooner	36	North Bay, fishing ...	Off Liscomb	Foundered...	Leak .....	.....	Total ...	500 cargo 400
Oct. 3	Adria	9	St. John, N.B.	Brigantine...	194	Musquash to Barbadoes.	Lat. 35° N., Lon. 58° 56' W.	Thrown on beam ends & damaged by sea.	Hurricane .....	.....	Partial..	3,000 unknown.
do 19	Ada R.	4	Charlottetown P.E.I.	Schooner	123	Souris, P.E.I., to Rustico, P.E.I.	Beaton's Cove, S. side East Point, P.E.I.	Stranded	Stress of weather.	.....	Total ...	4,000 ballast.
do 23	Alhambra	9	Quebec	Steamer	722	Halifax	Halifax Harbor	Collision	do .....	.....	Partial..	250
Sept. 16	Audhill	33	Norwegian...	Barque	686	Sharpness Point to Quebec.	White Island Reef, River St. Lawrence.	Stranded	Error of judgment.	.....	Total ...	12,700 ballast.
Nov. 5	Arctic	4	Halifax	Schooner	72	Halifax to Long Point Gulf St. Lawrence.	Black Point, Gulf of St. Lawrence.	do	Stress of weather.	.....	do ...	4,000 cargo 5,000

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea going Vessels--Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Sept. 29	Conmarra	13	Liverpool, G.B.	Ship	1292	Liverpool to Quebec.	Off Indian Cove, River St. Lawrence.	Collision ...	Error of judgment.	.....	Partial.	Unknown; ballast.
Oct. 30	Constitution ..	30	Norwegian.....	Bark	1269	Betsiamis, River St. Lawrence.	Betsiamis Banks, River St. Lawrence.	Stranded	Parted chains.	.....	Total ...	38,000 unknown.
174	Calvin.	13	St. John, N.B.	Schooner ...	176	New York to Halifax	During the voyage	Not known; missing.	Not known	6	do ...	3,600 cargo 1,200
Dec. 22	C. W. Gwinn.	7	Sydney, C.B...	do	8	Aspy Bay, C.B., to North Sydney.	White Point, N.S.	Stranded	Stress of weather.	.....	do ...	200
Nov. ...	Notre Dame....	15	Magdalen Islands.	do	19	Fishing voyage.....	Natashquan Harbor	do	High wind and snow storm.	.....	do ...	300
.....	D. W. Hennessy.	10	Port Hawkesbury, N.S.	Brigantine..	149	Shelburne, N.S., to Philadelphia.	Lat 37° 18' N.; Long 74° 40' W.	Abandoned at sea.	Sprung a-leak.	1	do ...	6,000 unknown.
.....	Daniel York ...	21	Parrsboro', N.S.	Schooner....	116	Dorchester to Boston.	Mouth of Apple River, N.S.	Stranded	Stress of weather.	.....	Partial.	700 cargo 100
Aug. 1	Edmund Kays	25	Newcastle, G.B.	Ship	1091	Garricha to Quebec.	Cape Henry, near West Point, Anticosti.	do	Fog.....	.....	do ...	10,000 ballast.
Nov. 1	Edward Cardwell.	16	Greenock.....	Bark.	1089	Quebec to Liverpool.	Grand Harbor Ledges, Labrador	do	Currents .....	.....	Total ...	30,000 unknown.
do	Endeavor	9	Charlottetown	Schooner....	15	Charlottetown to West Point, P.E.I.	West Point, P.E.I.	do	Stress of weather.	.....	do ...	300

do	21	England	10	Quebec	do	74	Sydney to Rimouski or Quebec	Unable to state	Foundered	Unknown	6	do	1,500 cargo
do	...	Emma Gidney	5	Halifax	do	47	Halifax to Magdalen Islands	Entrance of Amherst Harbor, on Sand Beach.	Stranded	Sand bar	.....	Trifling	.....
Aug.	7	Farewell	16	Quebec	Barquentine	318	Montreal to Buenos Ayres	Lake St. Peter, Riv St. Lawrence.	Collision	S.S. Lombard	.....	Partial	1,000
Nov.	25	Feme	18	Pugwash	N.S. Schooner	55	Pictou, N.S., to Pugwash, N.S.	1 mile east of Toney River, N.S.	Stranded	Loss of sails	.....	do	100 c'go unk' wn
Dec.	2	Fanchon	8	Yarmouth	N.S. Barque	597	Charleston, S.C., to Certe, France.	Lat. 41° 30' N.; Lon. 37° 30' W.	Struck by heavy sea & abandoned.	Stress of weather	.....	Total	16,000 cargo 6,000
do	8	Glenfruin	12	Greenock	G.B.	472	Newcastle, G.B., to Portland, Oregon.	by W. Cape Peale Lighthouse, distant 7 miles.	Foundered	do	.....	do	14,000 c'go unk' wn
do	26	Gardner Tart.	5	Gloucester	Mass. Schooner	80	Gloucester, Mass., to Gloucester, Mass.	50 miles S.S.E. of Cape Ann.	Loss of spars and sails.	do	.....	Partial	175 ballast
Oct.	23	Helene	9	Quebec	do	111	Sydney, C.B., to Montreal	to Beaumont Shoals, River St. Lawrence.	Stranded	Dragged anchors	.....	do	1,270
Nov.	.....	Hirondelle	16	Magdalen Islands	do	28	Trading voyage	Nantissipi, Labrador.	do	Stress of weather	.....	Total	400
do	21	Hetty Ellen	20	Aberystwith	G.B. Brig	189	Summerside, P.E.I. to Scailly Islands.	India Point, P.E.I.	do	do	.....	do	3,100 cargo 1,000
Oct. or Nov.	.....	Henrietta	9	St. John	N.D. Barque	562	New York to Antwerp.	Unknown	Missing	Unknown	.....	do	12,500 c'go 20,000
Aug.	20	Initium	10	Austrian	do	315	Montreal to Queens-town.	Lake St. Peter, River St. Lawrence.	Stranded	Low water	.....	Partial	250 c'go no loss
Nov.	.....	Irving Hall	.....	Digby	N.S. Schooner	142	St. John's, Nfld., to Sydney, O.B.	to Unknown	Unknown	Unknown	.....	6 Total	7,000 ballast
Oct.	.....	June Bird	4	do	do	10	Eastport, Me., to River, N.S.	Bear, Mary's Cove	Stranded	.....	.....	Partial	200
Dec.	20	Keepsake	31	Workington	G.B. Brig	270	St. John, N.B., to Mumblies Roads.	to South side Cutler River, Maine.	do	Unknown	.....	Total	3,240 cargo 2,016

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from.— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Dec. 24	Khedive.....	4	Barrington, N.S.	Schooner.....	35	Liverpool, N.S., to Halifax, N.S.	Off the Puffer, en- trance Bay, N.S.	Foundered..	Scuttled by master.	.....	Total ...	1,000
Feb. 19	Lord Lytton...	4	St. John, N.B.	Ship.....	1287	Liverpool, N.S., to New York.	During the voyage	Loss & split sails, &c.	Stress of wea- ther.	.....	Partial.	13,000 c'go unkn'n
Oct. 11	Lavinia Eliza- beth.	23	Halifax, N.S.	Schooner.....	49	Louisburg to Halifax	Jeddore Ledge, N.S.	Stranded ...	Fog.....	.....	do ...	600 c'go no loss
do	L'Aquilon....	10	Quebec	do ...	15	Egg Island, Gulf of St. Lawrence.	North side, off Egg Island.	Stranded ...	Stress of wea- ther.	.....	Total ...	350 cargo 250
Nov. 15	Liberty.....	.....	Yarmouth, N.S.	do ...	53	Barrington, N.S., to Halifax, N.S.	15 miles S. E. of Little Hope, N.S.	Abandoned.	Sprung a leak	.....	do ...	500
Dec. 29	Louise	1	P. E. Island...	Brigantine...	149	Halifax, N. S., to Georgetown, P. E. I.	2 miles west of Red Head, N.S.	Stranded....	Stress of wea- ther.	.....	do ...	6,000
July 1	Maggie M.....	10	St. John, N.B.	Barque.....	430	Cette, France, to Sydney, C.B.	Europa Point, Gib- raltar.	do ...	Calm weather	.....	Partial.	3,160 ballast.
Sept. 26	Marie Luce ...	1	Quebec	Schooner ...	52	Quebec to Betsiamis, River St. Law- rence.	St. Patrick's Hole, River St. Law- rence.	Collision ...	Thick fog.....	.....	do ...	250
Oct. 11	Margaret	24	do	Barque.....	965	Mobile to Greenock. Lat. 47° 41' N., Lon. 41° 5' W.	.....	Foundered...	Stress of wea- ther.	.....	Total ...	28,000 c'go unkn'n
Sept. 20	Mirjam	15	Norwegian....	do	522	London to Saguenay	Cape Bergeron, 16 miles below Sag- uenay.	Stranded....	Error of judg- ment.	.....	Partial.	800 ballast.
Oct. 21	Marie Sophie...	13	Quebec	Schooner ...	21	Quebec to Bay St. Paul.	Goose Island, River St. Lawrence.	do ...	Stress of wea- ther.	.....	Total ...	600 ballast.

Nov. 22 Moselle.....	3	Charlottetown P. E. I.	499	Quebec to Bremen....	Off East Point, Anticosti.	Struck by heavy sea, and ice up. Crew frozen.	1	Partial.	20,000 cargo 10,000
Sept. 6 Marie Eva.....	15	Quebec.....	58	Matane to Quebec....	Goose Island Flats, River St. Lawrence.	Collision....	do	do	c'rgo unkn'n
.....		Matilda Hil-yard.							
July 15 Margaret M....	3	St. John, N.B.	589	Dieppe, France, to Ardrossan, G.B.	Ardrossan, G.B....	Stranded....	Total	Total	12,000
Dec. 27 Maids.....	47	Halifax, N.S.	41	Montreal to Quebec..	Off St. Antoine, River St. Lawrence.	Collision....	Partial.	Partial.	100
July 22 Maggie Masters	5	Windsor, N.S.	100	Halifax, N.S., to Fal mouth, Jamaica.	George's Bank.....	Thrown on beam ends and cut away fore-mast.	do	do	750 ballast.
Dec. 21 Mediator.....	25	Shelburne, N.S.	151	Trinidad to Hampton Roads.	Lat. 14° N., Lon. 61° 10' W.	Sprung a leak and condemned at Antigua	Total	Total	4,700 c'rgo unkn'n
Nov. 31 Mavis.....	3	Maitland, N.S.	56	Halifax, N.S., to Yarmouth, N.S.	Off Little Hope....	Abandoned at sea	do	do	800 cargo 160
Aug. ... Mary.....	37	Arichat, G.B.	889	New York to Amsterdam.	Near Kalwyk, South Holland.	Stranded....	do	do	34,000 cargo 30,000
Oct. 1 Marie Cecilia..	9	Quebec.....	24	Trading voyage.....	Near Petite Gras, C.B.	Stranded....	do	do	200 cargo 500
Nov. 29 Mangerton.....	30	Greenock, G.B.	42	Les Eboulements to Quebec.	Les Eboulements..	do	do	do	1,000
Dec. 14 M. E. Coipel...	10	Yarmouth, N.S.	987	Quebec to Greenock, G.B.	Murray Bay, River Lawrence	Lost anchor and chain.	Partial.	Partial.	2,100
.....		Mignonette.....	115	Yarmouth, N.S., to Martinique.	Yarmouth Harbor	Stranded....	do	do	203
.....		Maggie.....	135	Turk's Island to Liverpool, N.S.	Unknown.....	Foundered..	7	Total	5,000 cargo 1,400
.....			490	Cardenas to Philadelphia, U.S.	21 miles east of Hatteras.	Sprung a leak.	do	do	19,000

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Aug. 30	New Republic.	10	Quebec.	Barque	580	Brunswick, Ga., to Rio Janeiro.	Coast of Florida.	Stranded	Hurricane	.....	Total	\$ 17,000 c'go unkn'n.
Sept. 19	Nora	33	Norwegian	do	958	Liverpool, G.B., to Quebec.	Off Cape Gaspe, Gulf St. Lawrence	Loss of spars	Stress of weather.	.....	Partial.	700
Dec. 23	Nellie G. Troop	1	St. John, N.B.	do	1098	Baltimore, U.S., to Bremen.	Ameland, Nether-lands.	Stranded	Hazy weather.	4	Total	45,000 c'go 40,000
179	Ned	21	St. Andrews, N.B.	Schooner	74	Dorchester to St. John, N.B.	Pisarinco, N.B.	do	Stress of weather.	.....	do	700 c'go 200
Sept. 29	Ocean Child	17	Carnarvon, G.B.	Barque	300	Quebec to Port Maudock.	Off Indian Cove, River St. Lawrence.	Collision	Commarra	.....	Partial.	1,169
Nov. 5	Otter	14	Quebec	Steamer	135	Quebec to Mingan, N.S.	20 miles south of West Point, Anticosti.	Broke shaft.	Unknown	.....	do	2,000 no loss.
March 5	Playfair	14	Windsor, N.S.	Schooner	114	Mantanzas to New York.	About twodays sail off Bermuda.	Stranded	Stress of weather.	.....	do	2,200 Cargo no damage.
Nov. 22	Famlico	.....	Quebec	Brigantine	377	Quebec to Monte Video.	Strawberry Cove, Anticosti.	Stranded	Unknown	.....	Total	8,000 c'go unkn'n.
Dec. ...	P. Dixon	13	Digby, N.S.	Schooner	31	Digby to Halifax, N.S.	Petite Passage, N.S.	do	Parted chains.	.....	do	300 cargo 1,500
May 21	Quebec	15	Windsor, N.S.	Ship	1454	Bremerhaven, to Halifax, N.S.	Lat, 46° N.; Lon., 69° 13' W.	Collision	Brig A.B. of St. Pierre.	.....	Partial.	300
Nov.	Notre Dame	.....	Amherst, Magdalen Islands	Schooner	19	Fishing voyage	Natasquan Har- bour.	Stranded	High wind and snow storm.	.....	Total	300

Aug. 31/Reindeer	23 Quebec	Steamer	64 Towing in Quebec/Harbor.	Quebec/Breakwater, Quebec Harbor.	Fire; cause unknown.	Total	10,000
Oct. 5 Richard Hutcheson.	Chatham, N.B.	Barque	767 Liverpool to New York.	120 miles W. of Cape Clear.	Loss of spars and sails.	Partial..	200
Nov. 21 Reata to 27.	Charlottetown P.E.I.	Brigantine...	141 Charlottetown, P.E.I., to Liverpool, G.B.	Lat. 48° 30' N., Lon. 22° 6' W.	Abandoned at sea.	Total ...	4,500 cargo 17,000
Jan. 3 Salisbury	St. John, N.B.	do	349 Bayonne, France, to New York.	Breaksey Point, British Channel.	Collision ...	Partial..	350
May 17 Sebastopol	North Shields, G.B.	Barque	849 Marseilles to Quebec.	Off St. Paul's Island, Gulf of St. Lawrence.	Foundered...	Total ...	8,490 ballast.
Sept. 10 Southern Cross	Parrsboro', N.S.	Schooner.....	138	Vineyard, Haven, U.S.	Unknown ...	do ...	1,500
Nov. 13 Sophia Cook...	Halifax, N.S.	Brigantine...	503 Workington to Balmore.	Lat. 50° 20' N., Lon. 12° W.	Damaged at sea.	Partial..	4,500 unknown.
Dec. 10 Sea Lark.....	St. John, N.B.	Schooner.....	69 St. John, N.B., to Boston, U.S.	Man Island, Head Harbor, U.S.	Stranded ...	Total ...	600 cargo 800
do 25 Survivor.....	Windsor, N.S.	Brigantine...	194 Cornwallis, N.S., to New York.	New York Harbor.	Collision ...	Partial..	200
Oct. 6 Tonsberg	Norwegian....	Barque	677 Dundee to Quebec ...	Stone Pillars, River St. Lawrence.	do	do ...	700
Nov. 22 Thos. Roy	Barrington, N.S.	Schooner.....	61 St. Pierre Miquelon to Sydney.	Lat. 46° 45' N., Lon. 57° 44' W.	Abandoned .	Total ...	3,000 ballast.
do 12 Umpire.....	Halifax, N.S.	do	64 Yarmouth to Barrington.	Pease's Island Ledge-	Stranded	Partial..	150
Sept. 7 Winslow	Norwegian	Barque	548 Liverpool to Quebec.	Lat. 57° 3' N., Lon. 26° 32' W.	Sprung a leak.	do ...	900
Nov. 21 Wasp	Gaspé	Schooner.....	31 Gaspé to Ellis Bay...	Ellis Bay, Anticosti	Stranded	do ...	Unknown ballast.
Dec. 26 W. T. Harward	Yarmouth, N.S.	Barque	676 Calais to Sandy Hook	Delaware Breakwater.	do	do ...	17,000 ballast.
Sept. 28 Z. Ring	St. John, N.B.	Shp.....	1371 Rio Janeiro to San Francisco.	About 59° 24' S., 71° 30' W.	Collision	do ...	8,750

APPENDIX No. 5.

SUPPLEMENT to the Statement of Wrecks and Casualties reported as having occurred on the Inland Waters of Canada, from the 1st January, 1880, to the 31st December, 1880.

Date of Casualty.	Name of Vessel.	Age	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
Nov. 7	Albatross	11	Oakville	Schooner	142	Port Hope to Oswego	Wellington Beach.	Stranded	Loss of sails, rudder broke, &c.	.....	Partial..	Unknown.
Jan 3, 79	A. N. Pike	5	Chatham	Steamer	22	Chatham, Ont., to Windsor.	Lake St. Clair, Ont.	.....	Fire .....	.....	Total ...	1,600
Oct. 17	Coaster	17	do	Schooner	29	Chatham, Ont., to Rondeau.	Lake Erie, Point Pelee.	Stranded	Bad spars .....	.....	do ...	No cargo.
Nov. 5	Canadian	27	Toronto	do	153	Mudge Bay to Sarnia	10 miles north of Cape Robert, Lake Huron.	do ...	Snow storm ...	.....	do ...	3,000 cargo 1,600
April 11	David Andrews	7	Napanee	do	150	Belleville to Toronto.	7 miles east of Oswego.	do ...	do .....	.....	do ...	5,000 cargo 9,000
May 16	Gildersleeve	8	Goderich	Barge	91	.....	Town Dock, Col-lingwood.	Sunk	Sprung a leak.	.....	Partial..	800 No cargo.
Nov. 17	Garibaldi .....	.....	Hamilton	Schooner	209	Presqu'ile to Toronto	Wellers Beach	Stranded	Stress of weather.	1	Total ...	7,000 cargo 1,500
.....	Isaac May	8	Toronto	Steamer	392	Byng Inlet to Tonawanda.	Byng Inlet	Cut by Ice	Ice .....	.....	Partial..	Unknown.
April 16	Jennie Graham	9	St. Catharines	Barque	362	Milwaukee to land.	Great Duck Island	Stranded	Unknown rock	.....	Total ...	11,000 c'go 20,000

Oct. 12	Morning Star.	12	Picton, Ont.	Schooner	64	Gananoque to Oswego.	Os-Scribe, State of New York.	do	Loss of sails	do	1,500 cargo 2,000
June 21	Mary Allen	18	Chatham	do	179	Wallaceburg to Buf-falo.	Lake Erie, Ont.	do	Stress of weather.	do	1,000
April 16	Northman	4	Hamilton	do	325	Port Dalhousie to Kingston, Ont.	Off Port Credit, Ont.	8	Stress of weather and supposed cargo shifted.	do	18,000 c'go 24,000
.....	New Dominion	12	Toronto	do	154	Wallaceburg to Buf-falo.	Bar Point, Lake Erie.	Partial	Wind and ice.	Partial	1,000
.....	Olive Branch	9	Picton, Ont.	do	121	Oswego to Kingston, Ont.	Halt way between False and Seal Ducks.	Total	Stress of weather.	Total	3,600
Nov. 6	Phebe Catharine	.....	do	do	141	Michael's Bay to Goderich.	8 miles south of Kincardine.	Partial	do	Partial	1,000 cargo 350
Dec. 6	Rover	1	Kingston, Ont.	Steamer	12	Wolfe Island to Cape Vincent.	Brown Point	Total	Fire	Total	600 cargo 120
May 30	Sligo	6	St. Catharines	Schooner	335	Parry Harbor to Fort William.	Cookburn Island	do	Fog	do	8,000 cargo 890
.....	Severn	8	Toronto	do	454	Byng Inlet to Tona-wanda.	Byng Inlet	Partial	Ice	Partial	Unknown.
Oct. 16	Two Friends	7	Port Burwell	do	262	Goderich to Chicago	North Bay, Michigan.	Total	Stress of weather.	Total	10,000 c'go 21,000
Nov. 7	Wood Duck	13	Oakville	do	77	Frenchman's Bay to Oswego.	do	do	Stress of weather & missed the piers.	do	3,000 cargo 2,000
Dec. 19	W. R. Taylor	3	Picton, Ont.	do	322	Chicago to Toronto.	South Manitowish Island, Lake Michigan.	Partial	Snow storm	Partial	1,000 c'go 15,000

APPENDIX No. 6.

REPORT OF THE CHAIRMAN OF THE BOARD OF EXAMINERS OF
MASTERS AND MATES, FOR THE CALENDAR YEAR ENDED 31st
DECEMBER, 1881.

HALIFAX, N.S., 1st January, 1882.

SIR,—I have the honor to submit the following Report of the proceedings of the Board of Examiners of Masters and Mates, for the year ending the 31st December, 1881.

The Board met for the examination of candidates at the Ports of Halifax, N. S., St. John, N. B., Yarmouth, N.S., Quebec and Charlottown, P.E.I., as follows —

At Halifax, N.S., on the 6th and 7th January :

Masters who obtained certificates.....	4
Mates do do	1

At St. John, N.B., on the 13th and 14th January :

Masters who obtained certificates.....	nil
Mates do do	nil

Two candidates for the grade of Master, and one for that of Mate, having failed in navigation.

At Quebec, on the 5th and 7th of February :

Masters who obtained certificates.....	2
Mates do do	nil

At Halifax, on the 9th and 10th of February :

Masters who obtained certificates.....	1
Mates do do	3

At St. John, N.B., on the 14th and 15th February :

Masters who obtained certificates.....	3
Mates do	1
Second Mates do	2

One candidate for grade of Master failed in seamanship, and one for Mate in navigation.

At Yarmouth, N.S., on the 17th and 18th February :

Masters who obtained certificates.....	nil
Mates do	1
Second Mates do	1

Two candidates for the grade of Mate having failed.

At Halifax, N.S., on 7th and 8th March :

Masters who obtained certificates.....	1
Mate do do	1

At St. John, N.B., on the 10th and 11th of March :

Masters who obtained certificates.....	2
Mates do do	1

Two candidates for the grade of Master having failed.

At Yarmouth, N.S., on the 14th and 15th March :

Masters who obtained certificates.....	2
Mates do do	2

One candidate for the grade of Master having failed.

At St. John, N.B., on the 14th and 15th April :

Masters who obtained certificates	4
Mates do	2
Second Mates do	2

One candidate for the grade of Master, and one for that of Mate, having failed.

At Yarmouth, N.S., on the 18th and 19th April :

Masters who obtained certificates.....	2
Mates do do	1

At Halifax, N.S., on the 21st and 22nd April :

Masters who obtained certificates.....	3
Mates do do	nil

At Quebec on the 25th and 26th April :

Masters who obtained certificates.....	nil
Mates do do	4

At Charlottetown, P.E.I., on the 30th April and 2nd May :

Masters who obtained certificates.....	3
Mates do do	1

One candidate for the grade of Master, and one for that of Mate, having failed.

At Halifax, N.S., on the 16th and 17th of May :

Masters who obtained certificates.....	1
Mates do do	2

One candidate for the grade of Mate having failed.

At St. John, N. B., on 19th and 20th May :

Masters who obtained certificates.....	2
Mates do do	2

Two candidates for the grade of Mate having failed.

At Yarmouth, N. S., on 23rd and 24th May :

Masters who obtained certificates	nil
Mates do do	3

At St. John, N. B., on 20th and 21st June :

Masters who obtained certificates.....	2
Mates do do	1
Second Mates do do	1

One candidate for the grade of Master, and three for that of Mate, having failed.

At Charlottetown, P. E. I., on 23rd and 24th June :

Masters who obtained certificates.....	1
Mates do do	nil
One candidate for the grade of Mate having failed.	

At Halifax, N. S., on 28th and 29th June :

Masters who obtained certificates.....	1
Mates do do	2
Second Mates do do	1
Three candidates for the grade of Mate having failed.	

At Yarmouth, N.S., on 4th and 5th July :

Masters who obtained certificates.....	4
Mates do do	nil
One candidate for the grade of Master having failed.	

At Halifax, N.S., on 1st and 2nd August :

Masters who obtained certificates.....	2
Mates do do	4
Three candidates for the grade of Master, and two for that of Mate, having failed.	

At St. John, N. B., on 4th and 5th of August :

Masters who obtained certificates.....	nil
Mates do do	6
Two candidates for the grade of Master having failed.	

At Yarmouth, N. S., on August 15th and 16th :

Masters who obtained certificates.....	3
Mates do do	1
One candidate for the grade of Master having failed.	

At Halifax, N.S., on 1st and 2nd September :

Masters who obtained certificates.....	2
Mates do do	4
One candidate for the grade of Master, and one for that of Mate, having failed.	

At St. John, N. B., 8th and 9th September :

Masters who obtained certificates.....	3
Mates do do	nil
Second Mates do do	1
One candidate for the grade of Master, and one for that of Mate, having failed.	

At Yarmouth, N.S., on 19th and 20th September :

Masters who obtained certificates	5
Mates do do	1
Two candidates for the grade of Mate having failed.	

At Halifax, N.S., on 4th and 5th October :

Masters who obtained certificates.....	2
Mates do do	3
One candidate for the grade of Master, and two for that of Mate, having failed.	

At St. John, N.B., on 13th and 14th October :

Masters who obtained certificates.....	1
Mates do do	1
Two candidates for the grade of Master, and two for that of Mate, having failed.	

At Yarmouth, N.S., on 15th and 17th of October :

Masters who obtained certificates.....	1
Mates do do	3

At Halifax, N.S., on 1st and 2nd November :

Mates who obtained certificates.....	1
Second Mates do do	1

At St. John, N.B., on 10th and 11th November :

Masters who obtained certificates.....	1
Mates do do	3

One candidate for the grade of Master having failed in seamanship, and one Master and three Mates having failed in navigation.

At Yarmouth, N.S., on 14th and 15th November :

Masters who obtained certificates.....	2
Mates do do	1
Second Mates do do	1

At Quebec, on the 23rd and 24th November :

Masters who obtained certificates.....	1
Mates do do	1
Yacht Master do do	1

At Halifax, on the 5th and 6th November :

Masters who obtained certificates	2
Mates do do	1

One candidate for the grade of Master, and one for that of Mate, having failed.

At Yarmouth, N.S., on 12th and 13th December :

Masters who obtained certificates.....	2
Mates do do	1

At St. John, N.B., on 15th and 16th December :

Masters who obtained certificates.....	1
Mates do do	1

Four candidates for the grade of Mate, and one for that of second Mate, having failed.

It will therefore be seen that during the year, at the port of Yarmouth, N.S., 21 passed as Master, 14 as Mate, and 2 as Second Mate; 3 failed as Master and 4 as Mate. At St. John, N.B., 19 passed as Master, 18 as Mate and 6 as Second Mate; 14 failed as Master, 18 as Mate, and one as Second Mate. At Halifax, N.S., 19 passed as Master, 22 as Mate and 2 as Second Mate; 6 failed as Master and 10 as Mate. At Quebec, 3 passed as Ordinary Master, 1 as Yacht Master, and 5 as Mate. At Charlottetown, P.E.I., 4 passed as Master and 1 as Mate; 1 failed as Master and 2 as Mate.

Five certificates of service as Master and four as Mate have been issued during the year.

I would respectfully draw your attention to the fact that no provision has yet been made for the examination of those who serve as Master of steamers engaged in carrying passengers either upon the lakes or sea-board of the Dominion. Such examination could be confined to such subjects as the peculiar circumstances of each case might seem to require, and the standard of qualifications might be kept low for a few years.

I have the honor to be, Sir,

Your most obedient servant,

P. A. SCOTT,

Chairman.

The Deputy Minister of Marine and Fisheries,
Ottawa.

LIST OF CERTIFICATES of Competency and Service granted to Masters and Mates by the Department of Marine and Fisheries of the Dominion of Canada, for the Year ended 31st December, 1881.

COMPETENCY.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
						\$ cts.
1517	1881. January 13	John Dodd.....	Master.....	Sydney, C.B.....	Halifax.....	10 00
1548	do 13	William Fraser Gilchrist.....	do	Moses River, N.S.....	do	10 00
1549	do 13	John R. Hire.....	do	Halifax, N.S.....	do	10 00
1550	do 13	John Thomas Florian.....	do	South Sydney, C.B.....	do	10 00
1551	do 13	Albert Salkus.....	Mate.....	Halifax, N.S.....	do	5 00
1552	February 9	Ferdinand Edmond Lemieux.....	Master.....	St. Vallier, Que.....	Quebec.....	10 00
1553	do 9	Calixte Bernier.....	do	L'Islet, Que.....	do	10 00
1554	do 15	Edmond Charles LeBlanc.....	Mate.....	West Arichat, N.S.....	Halifax.....	5 00
1555	do 15	Philip Davis Graham.....	do	Dartmouth, N.S.....	do	5 00
1556	do 15	Daniel Gerroir.....	do	West Arichat, N.S.....	do	5 00
1557	do 15	William Dawson Nelson.....	Master.....	Maitland, N.S.....	do	10 00
1558	do 18	Nathaniel Widito Munroe.....	do	Bridgetown, N.S.....	St John.....	10 00
1559	do 18	Thomas Weldon Brooks.....	do	Dorchester, N.B.....	do	10 00
1560	do 18	Robert Knowlton.....	do	Parrsboro', N.S.....	do	10 00
1561	do 18	William Read.....	Mate.....	Summerside, P.E.I.....	do	5 00

1562	do	18	Charles H. Willingale.....	2nd Mate.....	St. John, N.B.....	do	5 00
1563	do	18	Albert Edward Armstrong.....	do	do	do	5 00
1564	do	25	George Clarence Jenkins.....	Mate.....	Beaver River, N.S.....	Yarmouth	5 00
1565	do	25	Clarence Leslie Caskey.....	2nd Mate.....	Yarmouth, N.S.....	do	5 00
1566	March	11	Joseph Martell.....	Master.....	Main-a-Dieu, C.B.....	Halifax.....	10 00
1567	do	11	James E. Forbes	Mate.....	Clifton, N.S.....	do	5 00
1568	do	15	William Read Palmer.....	do	Dorchester, N.B.....	St. John.....	5 00
1569	do	15	James Haber Armstrong.....	Master.....	Digby, N.S.....	do	10 00
1570	do	15	William Rosnell Cole.....	do	Dorchester, N.B.....	do	10 00
1571	do	21	Roland Teed.....	do	Freeport, N.S.....	Yarmouth	10 00
1572	do	21	John Joseph Duffy.....	do	Saulnierville, N.S.....	do	10 00
1573	do	21	Albert Joseph Roberts	Mate.....	Beaver River, N.S.....	do	5 00
1574	do	21	Herbert Huntingdon Eldridge.....	do	Sandford, N.S.....	do	5 00
1575	April	19	Frederick Harrison Rowan.....	2nd Mate.....	St. John, N.B.....	St. John.....	5 00
1576	do	19	Alfred Forsyth.....	Master.....	Hillsboro', N.S.....	do	10 00
1577	do	19	Benjamin Joseph McHaffey.....	do	Seakville, N.B.....	do	10 00
1578	do	19	Charles Henry Parker.....	2nd Mate.....	Bear River, N.S.....	do	5 00
1579	do	19	Fred. Anderson.....	Master.....	Seakville, N.B.....	do	10 00
1580	do	19	Vernon Copp.....	do	Hopewell Cape, N.B.....	do	10 00
1581	do	19	Robins Crosby Churchill	Mate.....	St. John, N.B.....	do	5 00
1582	do	19	James William Jones.....	do	Carleton, N.B.....	do	5 00
1583	do	25	George McK. McIntosh.....	do	St. John, N.B.....	do	5 00
1584	do	27	Joseph Wallace Moran.....	Master.....	Freeport, N.S.....	Yarmouth	10 00
1585	do	27	Ethelbert Thomas Vroom.....	Mate.....	Brighton, N.S.....	do	5 00
1586	do	27	Albert Cain.....	Master.....	Sandbeach, N.S.....	do	10 00

List of Certificates of Competency granted to Masters and Mates—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
1587	April 27	Robert Dimock.....	Master.....	Maitland, N.S.....	Halifax.....	\$ 10 00
1588	do 27	Robert Lawrence.....	do.....	Hantsport, N.S.....	do.....	10 00
1589	do 27	Remie B. King.....	do.....	West Arichat, N.S.....	do.....	10 00
1590	do 29	Edmond Mathurin.....	Mate.....	St. Thomas, Que.....	Quebec.....	5 00
1591	do 29	Hermenegilde Boulanger.....	do.....	do.....	do.....	5 00
1592	do 29	Louis Le Bourdais.....	do.....	L'Islet, Quebec.....	do.....	5 00
1593	do 29	Thomas McGough.....	do.....	Quebec.....	do.....	5 00
1594	May 9	William Oliver.....	Master.....	Charlottetown, P.E.I.....	Charlottetown.....	10 00
1595	do 9	Charles Macdougall.....	Mate.....	do.....	do.....	5 00
1596	do 9	Laughlin McLean.....	Master.....	do.....	do.....	10 00
1597	do 9	Lemuel Gordon.....	do.....	Georgetown, P.E.I.....	do.....	10 00
1598	do 23	Charles J. Dowling.....	do.....	Lunenburg, N.S.....	Halifax.....	10 00
1599	do 23	David P. Crowe.....	Mate.....	De Bert, N.S.....	do.....	5 00
1600	do 23	Hiram Davison.....	do.....	Hantsport, N.S.....	do.....	5 00
1601	do 27	William Durman.....	do.....	Bridgewater, G.B.....	St. John.....	5 00
1602	do 27	Joseph C. Copp.....	Master.....	Harvey, N.B.....	do.....	10 00
1603	do 27	Henry C. Berry.....	do.....	Georgetown, P.E.I.....	do.....	10 00
1604	do 27	Roland S. Thurber.....	Mate.....	Freeport, N.S.....	do.....	5 00

1605	do	30	Joseph W. Boyd	do	Shelburne, N.S.	Yarmouth	5 00
1606	do	30	Charles F. Williams	do	Yarmouth, N.S.	do	5 00
1607	do	30	Watson B. Butler	do	Hebron, N.S.	do	5 00
1608	June	27	Frank P. Trites	2nd Mate	St. John, N.B.	St. John	5 00
1609	do	27	Jesse W. Jones	Master	Weymouth, N.S.	do	10 00
1610	do	27	Edgar De Long	Mate	St. Martins, N.B.	do	5 00
1611	do	27	Eugene S. Bogart	Master	Granville, N.S.	do	10 00
1612	do	30	John James K. Koughan	do	Charlottetown, P.E.I.	Charlottetown	10 00
1613	July	7	Patrick Ledwell	do	do	Halifax	10 00
1614	do	7	James Duncan	Mate	Windsor, N.S.	do	5 00
1615	do	7	Martin Larsen	do	Halifax, N.S.	do	5 00
1616	do	7	Alfred McDougall	2nd Mate	Maitland, N.S.	do	5 00
1617	do	11	Nathan R. Eldridge	Master	Ohio, N.S.	Yarmouth	10 00
1618	do	11	Henry-F. Cann	do	Yarmouth, N.S.	do	10 00
1619	do	11	Gilman E. Raymond	do	Beaver River, N.S.	do	10 00
1620	do	11	Edgar B. Haines	do	Freeport, N.S.	do	10 00
1621	Aug.	8	Frederick M. Urquhart	do	Londonderry, N.S.	Halifax	10 00
1622	do	8	John C. McDougall	Mate	Maitland, N.S.	do	5 00
1623	do	8	Edwin E. McLellan	do	Economy, N.S.	do	5 00
1624	do	8	Amos Corbett	do	Londonderry, N.S.	do	5 00
1625	do	8	Robert E. McKeil	Master	Maitland, N.S.	do	10 00
1626	do	8	Wilber Johnston	Mate	Londonderry, N.S.	do	5 00
1627	do	11	Barlow P. Jamieson	do	Hopewell Cape, N.B.	St. John	5 00
1628	do	11	Wesley B. Milberry	do	Advocate Harbor, N.S.	do	5 00
1629	do	11	George W. Grant	do	Weymouth, N.S.	do	5 00

List of Certificates of Competency and Service granted to Masters and Mates—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1881					\$ cts.
1630	Aug.	Walter H. Warnock.....	Mate.....	Carleton, N.B.....	St. John.....	5 00
1631	do	John J. Bennett.....	do.....	St. John, N.B.....	do.....	5 00
1632	do	Isaiah M. Rice.....	do.....	Bear River, N.S.....	do.....	5 00
1633	do	Ainsley A. Perry.....	Master.....	Beaver River, N.S.....	Yarmouth.....	10 00
1634	do	Tristram C. Reynolds.....	do.....	Port La Tour, N.S.....	do.....	10 00
1635	do	Harvey Newell.....	do.....	Barrington, N.S.....	do.....	10 00
1636	do	Charles P. Kinney.....	Mate.....	Kelley's Cove, N.S.....	do.....	5 00
1637	Sept.	John Leonard Sweet.....	do.....	Windsor, N.S.....	Halifax.....	5 00
1638	do	Thomas Esdale.....	Master.....	Maitland, N.S.....	do.....	10 00
1639	do	Edward Vance.....	do.....	Londonderry, N.S.....	do.....	10 00
1640	do	Alexander McColl.....	Mate.....	River John, N.S.....	do.....	5 00
1641	do	Robert Morley.....	do.....	Halifax, N.S.....	do.....	5 00
1642	do	William Budd.....	do.....	do.....	do.....	5 00
1643	do	Charles Edward Mockler.....	Master.....	St. John, N.B.....	St. John.....	10 00
1644	do	Charles Wesley Sprague.....	do.....	do.....	do.....	10 00
1645	do	Wm. Duran Bogart.....	do.....	Granville, N.S.....	do.....	10 00
1646	do	William De Long.....	2nd Mate.....	St. Martin's, N.B.....	do.....	5 00

1647	do	26	Arthur David Pinckney	Master	Yarmouth, N.S.	Yarmouth	10 00
1648	do	26	Augustus Welsford Harris	do	do	do	10 00
1649	do	26	Joseph Chadsey	do	Lockeport, N.S.	do	10 00
1650	do	26	Rudolph Hans Gabriel Ritter	do	Ohio, N.S.	do	10 00
1651	do	26	Joseph Andrew Bremner Ross	Mate	Yarmouth, N.S.	do	5 00
1652	do	26	Henry Hill Stanwood	Master	do	do	10 00
1653	October	10	Robert Monson Faulkner	Mate	Noel, N.S.	Halifax	5 00
1654	do	10	William Finlayson	Master	Charlottetown, P.E.I.	do	10 00
1655	do	10	Robert Alexander Sanderson	do	St. Peter's Bay, P.E.I.	do	10 00
1656	do	10	John Brown	Mate	China Point, P.E.I.	do	5 00
1657	do	10	Alexander Gillis	do	Charlottetown, P.E.I.	do	5 00
1658	do	18	Gordon John Ross	Master	Weymouth, N.S.	St. John	10 00
1659	do	18	Joseph Talbot Rogers	Mate	St. John, N.B.	do	5 00
1660	do	24	Jonathan Rodney	do	Sandford, N.S.	Yarmouth	5 00
1661	do	24	Charles Walton Murphy	do	Brookly, N.S.	do	5 00
1662	do	24	Eugene Arthur Gullison	do	Brookville, N.S.	do	5 00
1663	do	24	Miles Brewster	Master	Hopewell Cape, N.B.	do	10 00
1664	Nov.	5	John Oxley	2nd Mate	Londonderry, N.S.	Halifax	5 00
1665	do	5	Henry Wilson Fancy	Mate	Port Medway, N.S.	do	5 00
1666	do	15	John Cox	do	St. John, N.B.	St. John	5 00
1667	do	15	Thomas B. Gilliatt	Master	Cornwallis, N.S.	do	10 00
1668	do	15	Avard Hazon Kinney	Mate	Riverside, N.B.	do	5 00
1669	do	15	George Howard Johns	do	Weymouth, N.S.	do	5 00
1670	do	22	Edgar Floyd Robbins	2nd Mate	Chebogue, N.S.	Yarmouth	5 00
1671			James Edwards Scott	Mate	Yarmouth, N.S.	do	5 00

LIST OF CERTIFICATES of Competency and Service granted to Masters and Mates—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
1872	1881. Nov. 22	Harry Boxer Jones.....	Master.....	Pugwash, N.S.....	Yarmouth.....	\$ 10 00
1873	do	Sylvias Fullmore McLellan.....	do.....	St. John, N.B.....	do.....	10 00
1874	do	Sylvio Pettigrew.....	Mate.....	Green Island, Que.....	Quebec.....	5 00
1875	do	Alphonse Lelaidier.....	Master.....	St. Pierre les Becquets, Que.....	do.....	10 00
1876	do	George Caldwell Stephen.....	Master of his own yacht, fore and aft rigged only	Montreal.....	do.....	10 00
1877	Dec. 10	John Hofgard.....	Master.....	Halifax, N.S.....	Halifax.....	10 00
1878	do	Matthew Crealman Greene.....	Mate.....	Economy, N.S.....	do.....	5 00
1879	do	Neil Campbell.....	Master.....	Orwell, P.E.I.....	do.....	10 00
1880	do	Joseph Crowell Hopkins.....	Mate.....	Barrington, N.S.....	Yarmouth.....	5 00
1881	do	John Lockerd Perry.....	Master.....	Chebogue, N.S.....	do.....	10 00
1882	do	Moses Leander Porter.....	do.....	Deerfield, N.S.....	do.....	10 00
1883	do	Lloyd Delap Morton.....	do.....	Centreville, N.S.....	St. John.....	10 00
1884	do	James Percy Hamilton.....	Mate.....	Hopewell, N.B.....	do.....	5 00
						1,025 00
						135 00
						1,160 00

Fees received from candidates who failed to obtain their Certificates.....

THE FOLLOWING PERSONS RECEIVED RENEWAL CERTIFICATES OF COMPETENCY.

1285	March	28	John Keenan.....	Master.....	Yarmouth, N.S.....	Yarmouth.....	5 00
834	April	13	Norman Mullen.....	do.....	St. John, N.B.....	St. John.....	5 00
693	May	11	Thomas Quigley.....	do.....	do.....	do.....	5 00
712	June	11	Charles D. Allen.....	do.....	do.....	do.....	5 00
493	do	25	J. J. Hennessey.....	do.....	Port Hawkesbury, N.S.....	Halifax.....	5 00
941	July	23	J. H. Dunbar.....	do.....	Windsor, N.S.....	do.....	5 00
269	August	16	John E. Campbell.....	do.....	Sackville, N.B.....	St. John.....	5 00
522	do	20	Frank Stewart.....	do.....	St. John, N.B.....	do.....	5 00
938	Dec.	20	William Henry Porter.....	do.....	Yarmouth, N.S.....	do.....	5 00
							1,205 00
							5 00

Less—Fee of Charles D. Allen, stolen out of letter bag in transmission from Ottawa to Halifax, 13th June, 1881.....

1,200 00

SERVICE.

1170	January	13	Pierce Brett.....	Mate.....	Halifax, N.S.....	Halifax.....	3 00
1171	March	15	Charles A. Boudrot.....	Master.....	Arichat, N.S.....	do.....	5 00
1172	April	8	Isaac G. Rayne.....	do.....	Barrington, N.S.....	do.....	5 00
1173	May	10	Angus Shaw.....	Mate.....	Charlottetown, P.E.I.....	Charlottetown.....	3 00
1174	do	16	Wesley Patterson.....	Master.....	Shalee, N.S.....	St. John.....	5 00
1175	June	15	Benjamin Palmer.....	Mate.....	Halifax, N.S.....	Halifax.....	3 00

List of Certificates of Service granted to Masters and Mates—Continued.

Number of Certifcates.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1881.					\$ cts.
1176	August 3	William James Parsons.....	Mate	Halifax, N.S.....	Halifax.....	3 00
1177	do 12	Benjamin Bedding	Master.....	Hartford, N.S.....	do	5 00
1178	Sept. 26	William Atkins.....	do	Liverpool, N.S.....	do	5 00
1179	November 2	Dawson Steeves.....	Mate	Dover, N.B.....	St. John.....	3 00
709	August 23	Isaac Spencer.....	Master.....	Wilton, N.S.....	Halifax.....	2 50
126	Sept. 26	Thomas Blagdon	do	Halifax, N.S.....	do	2 50
1087	October 18	George H. Robson.....	Mate	Carlton, N.B.....	St. John.....	1 50
100	do 26	George H. Chisholm.....	Master.....	Port Medway, N.S.....	Halifax.....	2 50
114	Dec. 5	*Charles Smith	do	St. John, N.B.....	St. John.....	2 50
Total fees received in connection with Certificates of Service, for the year ended 31st December, 1881.....						51 50

*Second renewal.

SUMMARY.

Total fees received for Certificates of Competency.....	\$1,200 00
do do Service.....	51 50
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Total amount of fees received during the year ended 31st December, 1881	1,251 50

NOTE.—The sum of \$1,254.00 has been deposited to the credit of the Receiver-General. The difference—\$2.50—between this amount and that shown by the statement, is owing to the fact of the Chairman of the Board of Examiners having received and deposited fees for candidates whose certificates had not been issued on the 31st December, 1881.

List of Canadian Certificates of Competency and Service which have been Cancelled during the year ended 31st December, 1881.

COMPETENCY.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
511	May 11, 1874...	W. D. Nelson.	Mate	Passed for a higher grade Certificate	February 10, 1881
1167	July 11, 1878...	C. Bernier	do	do	do 2, 1881
1206	October 28, 1878...	E. Lemieux	do	do	do 2, 1881
1316	July 16, 1879...	R. Knowlton	do	do	do 2, 1881
1153	June 11, 1878...	F. Anderson	do	do	April 15, 1881
1198	October 8, 1878...	Alfred Forsyth	do	do	do 15, 1881
1369	November 17, 1879...	V. Copp	do	do	do 15, 1881
1337	August 26, 1879...	J. Martell	do	do	March 8, 1881
1049	do 27, 1877...	J. H. Armstrong	do	do	do 11, 1881
1178	do 12, 1878...	W. R. Cole	do	do	do 11, 1881
1194	September 12, 1878...	R. Teed	do	do	do 14, 1881
1274	May 15, 1879...	J. J. Duffy	do	do	do 14, 1881
1080	November 24, 1877...	R. Lawrence	do	do	April 22, 1881
1119	March 23, 1878...	J. W. Moran	do	do	do 19, 1881
1113	do 16, 1878...	L. Go ion	do	do	May 2, 1881

List of Canadian Certificates of Competency and Service which have been Cancelled, &c.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Cause of Cancellation.	Date of Cancellation.
97	May 18, 1872...	A. A. Haskins	Master	Died at St. Thomas, W.I.....	January 15, 1881
977	April 4, 1877...	T. W. Watson.....	do	Died at New York.....	February 11, 1881
1540	December 21, 1881...	John Killam.....	Mate	Granted temporarily; to be used during suspension of his Master Certificate.....	April 8, 1881
834	March 17, 1876...	Norman Mullen.....	Master	Damaged by water so as to make it useless when the Ellen C. was lost at Cape Negro.....	do 13, 1881
1109	February 26, 1878...	C. J. Darling.....	Mate	Passed for a higher grade Certificate.....	May 17, 1881
1403	do 17, 1880...	B. Horton.....	do	Died.....	June —, 1881
1273	May 15, 1879...	J. E. Stanwood.....	do	Died in West Indies.....	October 19, 1881
1174	August 2, 1878...	Clarence Wiser.....	do	Died.....	November 16, 1881
1059	October 2, 1877...	James Fairchild	do	Committed suicide at New Orleans	do 16, 1881
1583	April 25, 1881...	George McK. McIntosh	do	Granted temporarily; to be used during suspension of his Master Certificate.....	September 21, 1881
974	March 29, 1877...	John Haley	Master	Blown overboard and drowned.....	December 23, 1881
1238	August 26, 1879...	Neil Campbell	Mate	Passed for a higher grade Certificate.....	do 6, 1881
1156	June 22, 1878...	M. L. Porter.....	do	do do	do 13, 1881
1301	do 13, 1879...	L. D. Morton.....	do	do do	do 16, 1881
1350	September 29, 1879...	J. L. Perry.....	do	do do	do 13, 1881

SERVICÉ.

2	March	27, 1872...	A. Cain.....	.....	Master	Passed for a higher grade Certificate.....	April	19, 1881
720	May	15, 1874...	J. Dodd.....	.....	do	do	January	7, 1881
817	September	17, 1874...	W. F. Gilchrist.....	.....	Mate	do	do	7, 1881
231	October	25, 1872...	W. Boyd.....	.....	do	Died at sea of Yellow Fever.....	June	9, 1881
71	July	27, 1872...	C. C. Hilton.....	.....	Master	do	October	5, 1881

APPENDIX No. 7.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE
CALENDAR YEAR ENDED 31st DECEMBER, 1881.

SECRETARY'S OFFICE,

MONTREAL, 8th February, 1882.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Honourable the Minister of Marine and Fisheries, statements of the receipts and disbursements of the Trust for the year ended the 31st December, 1881.

THE RECEIPTS from all sources were as follows, viz.:—

FROM COLLECTOR OF CUSTOMS, MONTREAL.		\$	cts.	\$	cts.
Wharfage on goods, inwards.....		99,266	03		
do outwards.....		52,901	47		
Tonnage dues on steamships.....		34,772	00		
do sailing vessels.....		10,445	10		
				196,484	60
LOCAL TRAFFIC.					
Wharfage on goods, inwards.....		4,099	25		
do outwards.....		1,060	23		
Harbor dues on barges.....		11,360	02		
do steamers.....		3,835	93		
Commutation do.....		13,525	00		
Received for piling wood on wharves.....		657	83		
do do lumber do.....		3,118	00		
do storing coal do.....		2,129	00		
do weigh scales do.....		1,026	45		
do rent of small offices do.....		800	00		
do penalties.....		44	00		
				41,655	71
Net Revenue.....				238,140	31
FROM DOMINION GOVERNMENT.					
Received on account of new channel operations.....				100,000	00
SUNDRY AMOUNTS RECEIVED FOR CREDIT OF NEW CHANNEL OPERATIONS.					
Sincennes & McNaughton Line, rent, timber, &c.....		155	52		
Beauchemin & Fils, sundries.....		14	53		
H. & A. Allan, rent, timber, &c.....		128	52		
D. & J. McCarthy, rent, timber, &c.....		10	27		
M. Levesque, iron, &c.....		5	04		
J. Jackson, timber.....		11	00		
Received insurance on stores burnt at Sorel.....		138	44		
do for barge "Henry Thomas".....		100	09		
				563	32
Rent of offices in old building.....		1,170	00		
do new do.....		2,000	00		
				3,170	00
Harbor Debentures, Series C, difference in rate of exchange in payment.....				216	68
D. Sleith, charges on wood.....				17	21
Received for timber of cattle sheds, damaged.....				6	50

RECEIPTS—Continued

SUNDRY AMOUNTS RECEIVED FOR CREDIT OF HARBOUR DREDGING.		\$	cts.	\$	cts.
Port Warden—Models of harbour		86	90		
Pillow, Hersey & Co., scrap iron		185	07		
Refund of customs on castings—paid twice \$120.25 and \$56.55		178	90		
Steamship "Straithealy," lifting anchor		53	82	482	19
SUNDRY AMOUNTS RECEIVED FOR CREDIT OF HARBOUR REPAIRS.					
Canadian Rubber Company, work		132	65		
Hudson Cotton Company do		69	91		
Beemer & Laberge do		35	00		
S. T. Terrien, old plank		19	53		
J. Leveillé, hemlock		4	78	261	89
SUNDRY AMOUNTS RECEIVED FOR CREDIT OF LIGHTING WHARVES— ELECTRIC LIGHT.					
E. R. Whitney, carbons		1	00		
Montreal Water Works, carbons		14	51		
J. A. J. Craig do		29	00		
Interest on Bank Account				44	51
				2,186	58
Total Receipts				345,089	17

THE EXPENDITURE WAS AS FOLLOWS, VIZ :—

Harbour survey				179	40
do dredging				36,795	47
do repairs				16,421	28
do expenses				26,641	48
Interest on harbour debt				114,468	55
Mrs. John Young, annuity, 1881				600	00
Wharfage and tonnage dues returned				468	24
ACCOUNTS WRITTEN OFF AS UNDER.					
Sincennes & McNaughton Line, claim for damages	682	47			
Longueuil Navigation Company, rebate of wharfages, 1881 ..	122	90			
Consolidated Bank, balance	8	17			
				813	54
New channel operations				172,403	82
Buoys and beacons				10,231	68
Printing, stationary and advertising				1,561	36
Travelling and incidental expenses				747	95
Lighting wharves, electric light	2,429	57			
do coal oil	551	21			
				2,980	78
Construction account, as under—					
Windmill Point Wharf	3,007	79			
Hochelaga Wharf, sections 38 and 39	22,428	65			
Sections 13 and 14	1,498	00			
Railway Ferry	4,722	14			
				31,654	58
Legal and notarial expenses				462	64
Dominion Government interest				52,240	00
Harbour railway				2,067	03
St. Lambert Channel, Government survey				194	24
Debentures paid, Series C	7,200	00			
do do F	4,800	00			
do do E	12,887	47			
				24,887	47
Total expenditure				495,819	49

In reviewing the business of the year, I would state that an average reduction of 25 per cent. was made in the tariff of rates and dues. The actual falling off in the receipts from wharfage was \$88,285 or 27 $\frac{1}{10}$ per cent. as compared with 1880; this was occasioned by the reduction in the number of vessels visiting the port, and also the small amount of outward freight offering.

A copy of the Chief Engineer's report, which is forwarded you, gives full particulars of the dredging operations, wharf building, &c., within the harbour.

I also send you copies of the following reports: 1st, the Harbour Master's, with the comparative statement of the trade of the port; 2nd, that of the Superintendent of Pilots, giving particulars relative to the maintenance of the buoys in the river; and 3rd, that of the Pilotage District of Montreal.

From the Harbour Master's statements it will be seen that each year shows an increase of steamers and a decrease of sailing vessels. That, in 1878, the steam tonnage was 68 per cent. and that of sailing vessels 32 per cent. The figures for the past year are 84 per cent. of steamers, against 16 per cent. of sail; an increase in the one case of 16 per cent., and a falling off of the sailing vessels of exactly half.

The Commissioners regret having to announce that Captain A. M. Rudolph, who had been in the employ of the Trust as Harbour Master for over twenty years, died on the 9th March last. He was a most active, efficient and reliable officer, and one who performed his duties to the entire satisfaction of the Board. Mr. John Smail, Assistant Wharfinger, died on the 14th September: he had likewise been about twenty years in the employ, during which time he gave every satisfaction to the Commissioners.

Captain Howard was appointed to succeed Captain Rudolph as Harbour Master, and Mr. C. Opzooma to succeed Mr. Smail as Assistant Wharfinger.

The work of deepening the ship channel to Quebec is in a very advanced stage, and it is expected by the time of low water next season, that a depth of 25 feet will be obtained. A report on the same for the past year ended 30th June, 1881, was sent to the Department of Public Works as usual.

I have the honor to be, Sir,

Your obedient servant,

H. D. WHITNEY,

Secretary.

HARBOUR COMMISSIONERS' OFFICE,
HARBOUR MASTER'S OFFICE,
Montreal, 3rd January, 1882.

H. D. WHITNEY, Esq.,
Secretary, Harbour Commissioners, Montreal.

SIR,—I beg to submit, for the information of the Board of Harbour Commissioners, the following as my annual report for the year 1881, with comparative statements showing the number, tonnage, classification, nationality, and the greatest number of vessels in port at one time; also statements showing the dates of the opening and closing of navigation, first arrival from sea and the last departure for sea, with statements showing the number and tonnage of inland vessels, and the greatest number in port at one time during the past ten years.

Five hundred and sixty-nine (569) sea-going vessels arrived in port this season, of the aggregate tonnage of 531,929 tons, three hundred and twenty-nine (329) of which were built of iron of the aggregate tonnage of 456,834 tons, and two hundred and forty (240) were built of wood of the aggregate tonnage of 75,095 tons, showing a decrease of 141 vessels and 96,242 tons in tonnage from the season of 1880, but an increase of 24,960 tons over 1879.

There were 12,829,796 feet of lumber shipped for South America this season in 27 vessels of the aggregate tonnage of 16,269 tons, showing an increase of 4,863,533 feet and 6,145 tons in tonnage.

The increase of wharf accommodation made this year at Hochelaga will greatly facilitate this important growing trade.

The new year commenced with fine bright weather, good sleighing and cold. The cars made their first trip for the winter season on the ice railway from Hochelaga to Longueuil on the 5th of January, the month throughout continued cold.

February set in cold; on the 1st the thermometer registered 8° below zero; as the month advanced it got mild; on the 11th the roads were bad and sloppy.

March set in mild; on the 1st we had rain; on the 7th wheeled vehicles were in use; 22nd, men were employed removing the ice railroad; 24th, road to Laprairie getting bad; latter part of the month was fine and mild.

April set in mild and clear, crossing to St. Lambert and Laprairie with sleighs ceased; on the 8th the ice commenced breaking up; 13th, the channel opposite the city was clear; 15th, the water was drawn off Lachine Canal; 19th, steam-tug "W. E. Francis" arrived in port, being the first arrival of the season; 23rd, steamer "Laprairie" made her first trip to Laprairie. On the 27th S. S. "Peruvian" arrived from Sorel, where she had wintered; 28th, steamer "St. Francis" arrived from Cornwall, being the first vessel down the rapids; 29th, S. S. "Valetta" from Cow Bay arrived, the first from sea.

May 1st, mild with rain; the Harbour Commissioners' cattle sheds were destroyed by fire at 5 p. m., said to be accidental, they were of little value, as cattle were shipped direct from the cars or yarded at Point St Charles; the ground that the sheds occupied is now used as a lumber yard for city use, which is a great accommodation to those in the trade. On the 2nd, S. S. "Buenos Ayrean" arrived from Glasgow. On the 10th, S. S. "Parisian" arrived on her first trip to this port, she was much admired and when here was visited by thousands. She is the largest vessel that has ever been in the harbour, and no doubt will prove a great success. On the 11th we had a heavy thunderstorm lasting two hours, with hail.

The summer throughout was very dry, particularly in the west and north, causing the water in the harbour to be unusually low.

September 29th, the new steamer "South Eastern" commenced running from Hochelaga to Longueuil in connection with the Q., M., O. & O. Railway crossing their cars to connect with the South-Eastern Railroad, which is of great advantage to both those roads. The new wharf built at Hochelaga by the Commissioners this season answers well for the transshipping of cars.

October 4th, we had hard frost doing great damage to fruit and vegetables of all kinds. On the 6th, there were only 21 feet 5 inches of water in the harbour, being eight inches lower than it was on the 3rd of October, 1880, when it had reached its lowest point; the month throughout was cold with prevailing north-easterly winds.

November 1st, fine and mild weather, which continued till the 12th when we had our first snow storm; on 13th, rain. Sunday, 20th, S. S. "Valetta" and "Waldensian" left at 6 a. m., being the last Atlantic steamers for the season; 23rd, brig "Guelph" cleared for Porto Rico, but had to winter in Quebec, the weather setting in cold; 23rd, steamer "Quebec" left for winter quarters; 28th, last boat passed into Lachine Canal; weather continued cold to the close of the month.

December commenced with rain; Saturday, 10th, steamer "Laprairie" went to winter quarters; no ice in the harbour. Sunday, 25th, Christmas Day, fine and mild, no appearance of snow, dust in the streets. Ferry boat to Longueuil running regularly; water in harbour continues very low; 27th, dense fog in the morning; 29th, very mild with rain most of the day; 31st, fine and mild, in the afternoon a light flurry of snow; south-west winds prevailed throughout the month.

The year closed with open navigation, no appearance of its closing; the Longueuil ferry continued to make her regular trips.

Yours respectfully,

THOMAS HOWARD, *Harbour Master,*

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Inland Vessels that arrived in Port the past ten years, with the Dates of the greatest Number in Port at one time.

	Number of Vessels.	Tonnage.	Greatest Number in Port at one time.
1872.....	7,150	936,782	309, 8th June.
1873.....	6,751	933,462	296, 8th do
1874.....	6,855	956,837	301, 14th do
1875.....	6,178	811,410	256, 4th August.
1876.....	6,083	796,083	262, 9th November.
1877.....	6,333	847,978	258, 3rd October.
1878.....	5,502	764,243	261, 15th October.
1879.....	5,698	817,243	227, 6th November.
1880.....	6,489	1,044,380	258, 7th July.
1881.....	6,030	949,380	191, 4th November.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Dates of the Opening and Closing of Navigation, First Arrival from Sea and the Last Departure for Sea, the past ten years.

	Opening of Navigation.	Close of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1872.....	May 1.....	December 8.....	May 5.....	November 28
1873.....	April 25.....	November 26.....	do 4.....	do 21
1874.....	do 25.....	December 13.....	do 11.....	do 21
1875.....	May 3.....	November 29.....	do 9.....	do 22
1876.....	April 27.....	December 10.....	do 8.....	do 23
1877.....	do 17.....	Jan. 2, 1878.....	April 29.....	do 24
1878.....	March 30.....	December 23.....	do 20.....	do 24
1879.....	April 24.....	do 19.....	May 1.....	do 24
1880.....	do 17.....	do 3.....	do 2.....	do 22
1881.....	do 21.....	Jan. 2, 1882.....	April 29.....	do 23

PORT OF MONTREAL.

STATEMENT showing the Nationality and Tonnage of Sea going Vessels that arrived in Port during the season of 1881 that were navigated by 15,160 Seamen.

Nationality.	Number of Vessels.	Tonnage.
British.....	516	505,094
Norwegian.....	22	10,996
Austrian.....	12	6,254
German.....	7	2,840
Spanish.....	3	998
American.....	3	865
Belgian.....	2	3,633
Portuguese.....	1	327
Swedish.....	1	314
French.....	1	257
Italian.....	1	351
Total.....	569	531,929

PORT OF MONTREAL.
COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port from the
Maritime Provinces the past ten years.

	Steam- ships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigan- tines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.
1872.....	68	39,378	3	2,364	32	16,067	3	533	48	7,545	147	11,572	301	77,450
1873.....	91	59,061	6	4,790	36	18,595	6	1,422	36	4,824	98	8,056	273	96,748
1874.....	104	53,903	3	2,046	26	15,681	3	622	42	6,096	108	10,493	286	86,781
1875.....	120	69,544	3	1,874	27	13,180	2	331	35	5,397	92	8,526	279	98,852
1876.....	87	47,199	1	739	30	15,451	4	993	25	4,220	67	7,322	214	76,924
1877.....	72	39,277	5	4,306	25	13,566	3	758	18	2,744	37	3,924	160	64,575
1878.....	42	21,812	2	1,132	32	15,749	3	954	21	4,196	65	6,683	165	50,526
1879.....	62	40,686	2	1,733	59	33,271	1	457	16	3,660	80	8,573	220	88,380
1880.....	88	62,688	3	2,492	59	36,294	1	413	17	5,001	68	6,562	236	113,450
1881.....	104	80,040	1	734	44	10,666	2	553	13	2,502	48	4,883	212	99,378

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port the past ten years, with the Dates of the greatest number in Port at one time in each year.

	Steam ships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigs.	Tonnage.	Brig-antines.	Tonnage.	Schoon-ers.	Tonnage.	Total Number of Vessels.	Total Tonnage.	Greatest Number in Port at one time.
1872...	215	217,713	67	62,775	182	87,199	20	5,221	68	11,504	175	14,388	727	398,800	84—Oct. 30		
1873...	242	245,237	72	65,823	164	75,594	18	4,660	59	8,581	149	12,583	702	412,478	84—Aug. 28		
1874...	266	262,096	50	46,938	167	80,677	15	3,928	64	10,688	169	19,096	731	423,423	76—July 6		
1875...	256	255,436	40	39,895	138	63,167	17	3,833	53	9,801	138	13,981	642	386,112	60—Aug. 18		
1876...	240	262,829	40	37,303	146	66,002	18	4,700	35	5,848	123	14,496	602	391,180	61—July 24		
1877...	247	261,764	41	41,904	198	56,909	10	2,560	25	4,987	78	8,735	513	376,859	59—Oct. 19		
1878...	207	269,878	44	47,577	113	56,711	9	2,610	34	6,537	109	11,963	516	397,266	45—June 3		
1879...	289	378,353	33	38,412	121	65,223	5	1,404	37	8,560	127	15,017	612	506,969	49—Aug 13		
1880...	354	475,741	42	50,141	143	76,816	11	3,252	41	9,715	119	12,606	710	626,271	67—do 4		
1881...	321	446,457	5	4,640	104	60,617	9	2,377	30	6,152	100	11,686	569	531,929	59—do 18		

HARBOUR COMMISSIONERS' OF MONTREAL.

CHIEF ENGINEER'S OFFICE,

MONTREAL, 31st January, 1882.

H. D. WHITNEY, Esq.,

Secretary, Harbour Commissioners, Montreal.

SIR,—I beg to submit for the information of the Board of Harbour Commissioners the following Report upon the work in the Harbour of Montreal for the year ended 31st December, 1881:—

The principal works of the year were the widening and improvement of the ship channel through the Harbour, the extension and deepening of the Windmill Point Basin, the construction of railway ferry wharf at the Longueuil ferry, and the extension of the wharfage at Hochelaga.

The chief details are as follows:—

Sections 5 to 10 (Windmill Point Basin).—A culvert was built in the latter part of the summer over the large tail-race from Gould's Mills, and a beginning was made in the construction of an embankment, which is intended to form a road-bed for the proposed railway tracks to the Windmill Point wharves.

The lower part of the basin, sections 9 and 10, has been improved by the removal of some shoal places and boulders. From this upward to the present head of the wharf dredging was vigorously carried on throughout the summer in widening and deepening the basin so as to make the whole length available for large vessels.

The filling up of the low places and the grading of the roadways opposite Black's Bridge, section 8, have been nearly completed.

Cost of culvert at Gould's mills, section 6, \$2,262.

Total dredging, 62,100 cubic yards, costing \$27,879.

Section 11.—Some dredging was done in and east of the new entrance to the Lachine Canal in removing shoal places which appear to have for the most part been recently formed. Cost \$959.

Sections 13 and 14.—5,355 cubic yards were dredged out of Elgin basin, mainly consisting of sewage deposit from the large outfall sewer in Commissioners' street. Cost \$1,471.

A railway siding 600 feet in length (the property of the Harbour Commissioners) was laid down at the Messrs. H. & A. Allan's steamship sheds.

Section 15.—Some shallow spots in King's basin were cleared out. Cost \$416.

A railway siding 750 feet in length (also the property of the Harbour Commissioners) was laid down at the Dominion Steamship Line sheds.

Sections 21 to 25.—The cutting away of the shoal reaching downward from the lower end of the Victoria pier has been continued, and the deep water entrance to the wharves in the vicinity has been much enlarged. A number of shallow places along the front of the wharves have also been deepened. Total dredging, 16,695 cubic yards, costing \$4,317.

Section 32 (Longueuil Ferry).—A pile wharf with railway tracks and other appliances has been built for the Provincial Government Car Ferry established between Montreal and Longueuil. The ferrying of cars was commenced on 29th September and the wharf was finished shortly after. Cost of the wharf, exclusive of moveable aprons and tracks, \$4,722.

Sections 33, 39 and 40 (Hochelaga).—The extension of the wharfage so as to fill the gap between the Hudon Cotton Mills and the wharves above has been continued throughout the summer. 573 feet of cribwork was sunk, and 522 feet of superstructure with corresponding backfilling were finished, leaving to close the gap only 100 feet of cribwork and 581 feet of superstructure yet to be built. A small quantity of dredging was done in preparing foundations for the cribs. Cost of timber work of wharf, \$14,127; filling and back-filling of wharf, \$7,814; dredging, \$927.

Ship Channel in the Harbor.—Three dredges were employed during the latter part of the summer in widening and deepening the channel between the lower end of the Victoria Pier and the entrance of the Lachine Canal. Total quantity dredged 78,537 cubic yards, costing \$18,160.

HARBOUR REPAIRS.

The repairs for the year have been light, and have mainly consisted of the ordinary maintenance and repairs of the wharves and roadways.

The total expenditure under the head of Harbour Repairs has amounted to \$16,159, and compares as follows with that of previous years:—

1875	\$16,449
1876	35,711
1877	26,077
1878	18,974
1879	18,819
1880	17,330
1881	16,159

DREDGING.

The harbour dredges, derricks and tugs and the floating shop were quartered at Sorel and the remainder of the fleet at Boucherville. during the winter of 1880-81, and the necessary repairs were as usual done at the Commissioners works.

Dredges 2, 4 and 6 were hauled out and wintered on the ways for repairs. No. 6 dredge had the crane removed and was fitted with an Osgood boom, and strengthened so as to adapt her better for working in hard material and at greater depths. No. 2 dredge had her old crane taken off and the stronger one released from No. 6 substituted. She was also fitted with new slides for the spuds and somewhat strengthened.

No. 4 dredge was provided with new slides for the forward spuds and strengthened in the hull.

All the three harbour tugs have been docked during the past summer for light repairs.

Immediately on the clearing away of the winter ice all the dredging fleet, except No. 6 dredge, was brought up to Montreal and was got to work on the 29th and 30th of April. Dredge 6 was delayed for the completion of her alterations, and did not commence work till 10th June. Severe frost set in the last week of November and put a stop to the season's dredging on the 22nd and 23rd, when the fleet was dismantled and sent to winter quarters.

The number of working days on duty from commencing in spring to closing in the fall, was 142½ days for No. 6, and 172 and 178 days for each of the others; equal to an aggregate of 8½ days of one dredge, and an average of 169¼ for each, without deductions for stoppages. The nominal working time is ten hours per day, which gives an aggregate of 8,465 hours service, but the actual dredging time, after deducting time lost for repairs, changing positions, detention by vessels, short days in autumn, and all other causes, is reduced to 6,752 hours, or an average of 79¼ per cent. of the gross time of service.

The general rise in the cost of labour and fuel, the alteration of dredge No. 6, and somewhat heavy repairs to other vessels, have all contributed to increasing the working expenses of the dredging fleet, and the total cost for the year has therefore risen to \$54,128, which is the highest since 1876. This, as usual, represents the total cost of working the plant, including repairs, outfit, fuel, wages, salaries, insurance, and all other outlays, except interest on capital and depreciation of plant. The total quantity dredged, including that in the ship channel through the harbour, is 170,764 cubic yards, making the average cost 31¼ cents per cubic yard for dredging, towing, unloading and dumping.

Of the whole quantity dredged, 91,800 cubic yards were unloaded ashore by clam-shell derricks for wharf building and other purposes, and the remaining 78,964 yards were dumped in the river from hopper-bottomed scows.

The following are the comparative cost and quantities of dredging for 1881, and five previous years :—

Year.	Cost.	Cubic yards Dredged.	Cost per cubic yard.
	\$		Cts.
1876.....	55,462	156,082	35½
1877.....	45,103	173,449	26
1878.....	48,748	211,731	23
1879.....	41,006	189,609	21 ⁶ / ₁₀₀
1880.....	46,914	186,430	25 ¹⁶ / ₁₀₀
1881.....	54,128	170,764	31 ⁶ / ₁₀₀

The following are the cost and character of the dredging done in the different parts of the harbour during the year :—

Sections 5 to 10 (Windmill Point Basin).—Extending, widening and deepening the basin and cleaning bottom, made in previous years. Removing shale, with hard pan and boulders, making usually 25 to 30 feet depth of bottom, with portions 8 to 15 feet depth, 62,100 cubic yards, costing \$27,879, or an average of 44⁸²/₁₀₀ cents per cubic yard.

Section 11 (Windmill Point, lower end).—Clearing up bottom and removing deposit of gravel &c., twenty to twenty-five feet depth, 2,060 cubic yards, costing \$959, or 31³⁴/₁₀₀ cents per cubic yard.

Section 14 (Elgin Basin).—Cleaning out sewage and other deposit, twenty-five feet depth, 5,355 cubic yards, costing \$1,471, or 27⁴⁰/₁₀₀ cents per cubic yard.

Section 15 (King's Basin).—Cleaning out small lumps and deposit, twenty-five to twenty-eight feet depth, 1,327 cubic yards, costing \$416, or 31²²/₁₀₀ cents per cubic yard.

Section 21 to 25.—Removing shoal and cleaning out in front of wharves—sand, gravel and boulders, twenty-five to twenty-eight feet depth—strong current in greater part, 10,695 cubic yards, costing \$1,317, or 25⁸¹/₁₀₀ cents per cubic yard.

Sections 38 and 39 (Hochelaga).—Preparing bottom for crib work of new wharf—clay and sand—3,690 cubic yards, costing \$927, or 25½ cents per cubic yard.

Ship Channel (opposite Sections 23 to 14).—Widening and cleaning up bottom made in former years—sand, gravel and boulders, twenty-five to twenty-eight feet depth, 78,537 cubic yards, costing \$18,160, or 23¹²/₁₀₀ cents per cubic yard.

Yours respectfully,

JOHN KENNEDY,
Chief Engineer.

ABSTRACT of Dredging done in different parts of the Harbour of Montreal in 1881.

Places where Dredges worked.	Dredges.	Quantities dredged at each place.	Dredged Total.	Remarks.
		c. yds.	c. yds.	
Sections 5 to 10	Dredge No. 2.....	11,711		
	4.....	21,903		
	5.....	8,326		
	6.....	18,360		
	7.....	1,800		
			62,100	Shale and hard pan with some gravel and sand.
Section 11	Dredge No. 2.....	2,160		
	4.....	900		
			3,060	Gravel and sand.
Section 14, Elgin Basin.....	Dredge No. 4.....	5,355		
			5,355	Sewage.
Section 15, King's Basin.....	Dredge No. 5.....	1,327		
			1,327	Gravel and mud.
Sections 21 to 25	Dredge No. 5.....	1,080		
	7.....	15,615		
			16,695	Sand, gravel and boulders.
Sections 38 and 39, Hochelaga Wharf	Dredge No. 4.....	3,690		
			3,690	Clay and sand.
Ship Channel.....	Dredge No. 2.....	21,084		
Sections 17 to 23	5.....	23,208		
	6.....	765		
	7.....	33,480		
			78,537	Sand, gravel and boulders.
	Gross total.....		170,764	

ABSTRACT of Dredging done by each Dredge in the Harbour of Montreal in 1881.

Dredges.	Commenced work- ing.	Stopped working.	Time of service.	Places at which Dredges worked.	Quantities dredged at each place.	Totals dredged.	Remarks.
Dredge No. 2.....	April 29...	Nov. 23...	Days. {	Sec. 5 to 10, Windmill Point.....	Cubic yds. 11,711	Cubic yds. 34,955	Shale and hard pan with some gravel and sand. Gravel and sand. Sand, gravel and boulders.
do	do 29...	do 23...	178	do	2,160		
do	do 29...	do 23...	}	Sec. 17 to 23, Ship Channel.....	21,084		
Dredge No. 4.	do 29...	do 23...	Days. {	Sec. 5 to 10, Windmill Point.....	21,903	31,818	Shale and hard pan with some gravel and sand. Gravel and sand. Sewage and other deposit. Clay and sand.
do	do 29...	do 23...	178	do	900		
do	do 29...	do 23...	}	Sec. 11, do	5,355		
do	do 29...	do 23...		Sec. 14, Elgin Basin.....	3,690		
do	do 29...	do 23...		Sec. 38 and 39, Hochelaga Wharf.....			
Dredge No. 5	do 30...	do 21...	Days. {	Sec. 5 to 10, Windmill Point.....	8,326	33,941	Shale and hard pan with some gravel and sand. Gravel and mud. Sand, gravel and boulders. do do
do	do 30...	do 21...	172	Sec. 15, King's Basin.....	1,327		
do	do 30...	do 21...	}	Sec. 21 to 25.....	1,080		
do	do 30...	do 21...		Sec. 17 to 23, Ship Channel.....	23,208		
Dredge No. 6	June 10...	do 23...	Days. {	Sec. 5 to 10, Windmill Point.....	18,360	19,125	Shale and hard pan with some gravel and sand. Sand, gravel and boulders.
do	do 10...	do 23...	142½	Sec. 18, Ship Channel.....	765		
do	do 10...	do 23...	}	Sec. 5 to 10, Windmill Point.....	1,800		
Dredge No. 7	April 30...	do 22...	Days. {	Sec. 21 to 25.....	15,615	50,895	Shale and hard pan with some gravel and sand. Sand, gravel and boulders. do do
do	do 30...	do 22...	176	Sec. 17 to 23, Ship Channel.....	33,480		
do	do 30...	do 22...	}				
			846½	Gross Total.....	170,764		

HARBOUR COMMISSIONERS' Dredging Plant employed in the Harbour of Montreal 1881.

Description of Vessel.	Hull.			Engines.				Capacity of Bucket.	Depth to which Dredge can work.		
	Length over all.	Breadth of Beam.	Depth of Hold.	When Built.	Kind of Engine.	Number of Cylinders.	Diameter of Cylinder.			Length of Stroke.	Pressure of Steam.
<i>Dredges.</i>											
Spoon Dredge No. 2	77 0	26 6	6 3	.....	Horizontal non-condensing.	1	12	16	40 to 70	40	30
do No. 4	77 3	27 0	6 6	1872		1	14	16	40 to 70	40	32
do No. 5	77 6	27 0	6 6	1873		1	14	16	40 to 70	40	32
do No. 6	77 0	27 0	7 6	1874		1	14	16	40 to 70	40	32
do No. 7	77 3	27 0	7 0	1874	1	14	16	40 to 70	70	32	
<i>Derricks.</i>											
Clam-shell Derrick No. 1	56 8	23 9	5 9	.....	Horizontal non-condensing.	1	8	12	60 to 70	.....	.....
do No. 2	57 0	23 6	5 9	1872		2	7	12	60 to 80	.....	.....
do No. 3	61 9	24 0	5 9	1875		1	10	12	60 to 90	.....	.....
<i>Tag Boats.</i>											
St. Louis	67 0	15 0	8 7	1875	Vertical non-condensing.	1	16	20	85 to 95	.....	.....
St. Peter	71 6	16 6	8 6	1875		1	20	22	80 to 90	.....	.....
St. Paul	65 6	15 0	8 6	1875		1	16	18	80 to 100	.....	.....
<i>Barge.</i>											
Staghound (floating shop)	103 4	21 5	7 6	1869	.....	.....	.....	.....	.....	.....	.....
<i>Scows.</i>											
7 dumping scows	80 0	16 0	7 6	.....	.....	.....	.....	.....	.....	.....	.....
3 flat scows	70 0	18 0	5 9	1875	.....	.....	.....	.....	.....	.....	.....
2 do	75 0	20 0	5 9	1876	.....	.....	.....	.....	.....	.....	.....
2 do	75 0	20 0	6 0	1878	.....	.....	.....	.....	.....	.....	.....
6 do various sizes and ages	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

HARBOUR COMMISSIONERS OF MONTREAL,
SUPERINTENDENT OF PILOTS' OFFICE,
MONTREAL, 4th January, 1882.

H. D. WHITNEY, Esq., Secretary, &c.,
Harbour Commissioners of Montreal.

SIR,—I beg to submit, for the information of the Harbour Commissioners, the following Report of the work performed in connection with the buoys and beacons on the River St. Lawrence, from the Harbour of Montreal to Pointe aux Trembles, (*en bas*), for the season of navigation of 1881:—

It will be remembered that the tug "John Pratt" having, the previous autumn, been caught in the ice was obliged to winter in the River St. Maurice, Three Rivers, where I joined her on the 21st April, and she continued work throughout the season until the 28th November, when she went into winter quarters at Sorel. During the summer, the buoys were repeatedly inspected, and at the close of the season most of them were lifted and taken to the shipyard, Sorel, except those in Lake St. Peter (sixty-two wooden ones), which were left in position, as the steamer "Polino" was expected to come up to discharge her cargo at Montreal, but the weather turning suddenly very cold, it was decided to winter her at Quebec.

As mentioned in my last Annual Report, owing to the early setting in of winter, in 1880, all the buoys were left in position, and it is with pleasure I state, that during the summer most of them were recovered. On my first tour of inspection the Lavaltrie buoys (fifteen) were found in place, but, as they were water logged, they were replaced by new ones and taken to the shipyard to dry; also, in Lake St. Peter, several wooden ones were found, as were also fourteen iron buoys, which are never taken up, were found not to have moved; sixty-two new wooden buoys were put down in the Lake, and new ones at Becancour, Champlain, Cap Levrard, LaRoche and Charles. As the water fell during the summer, all the old buoys were gradually found, with the exception of one iron and nine wooden buoys belonging to Lake St. Peter.

This year specials having been marked out for the rafts, the buoys were in consequence much less displaced than in former years.

There are at present wooden buoys enough at the Sorel shipyard to make up two complete sets without taking into account those remaining in position on Lake St. Peter, there being in stock about one hundred new ones. This will allow the old buoys to be left for two years to dry, by which time they will be again required. There are also on hand enough anchors and chains for the both sets.

The following list shows the number of beacons, and also the number and description of buoys employed to mark out the various portions of the ship channel:—

	Buoys.			Beacons.
	Wooden.	Iron.	Barrels.	
Pointe aux Trembles (<i>en bas</i>).....	1			
St. Croix.....	1			
Richelieu Rapids.....	3			
Cap Charles.....	3			
Poullier à Rayer.....	1			
Grondine Point.....				2
Cap la Roche—old channel.....		1		
do —new do.....	4	4		
Grondine.....				2
Cap Levrard.....	8	1		2
St. Pierre des Becquets.....				1
Champlain.....	3			2
Beçancour.....	10	1		1
Cap Madeleine.....				2
Lake St. Peter.....	62	14		
Contreçœur Channel.....	17	1	11	6
Ile Deslauriers.....				2
Varenes, Grand.....				2
Contreçœur to Montreal.....	21			
Harbor of Montreal.....	7			
Total.....	141	22	11	22

During the summer, the buoys in the Richelieu River, between St. John's and Rouse's Point, and also those on the Rivière des Prairies, between St. Vincent de Paul and the Village St. Joseph or Riviere des Prairies, were inspected.

I have the honour to be, Sir,

Your obedient servant,

JOSEPH LÉVEILLE,

Superintendent of Pilots.

APPENDIX No. 8.

REPORT OF THE QUEBEC HARBOUR COMMISSIONERS FOR THE
CALENDAR YEAR ENDED 31st DECEMBER, 1881.

QUEBEC, 9th January, 1882.

To the Honourable A. W. McLELAN,
Acting Minister of Marine and Fisheries.
Ottawa.

SIR,—In compliance with the provisions of section 14 of the 38th Victoria, chapter 55, I have the honour to submit the following Report on the doings of the Quebec Harbour Commission for the year 1881.

The enclosed Report from the Resident Engineer, Mr. Woodford Pilkington, M. I. C. E., contains all the information you may require respecting the progress of the works both of the harbour improvements and the graving dock during the past year.

The contract for the harbour improvements is now ended and both the contractors and the engineers are busy preparing various statements of accounts for the purpose of submitting them to the Commissioners with the view of arriving at a conclusion as soon as possible.

Mr. Kinipple, of the firm of Kinipple & Morris, Chief Engineers to the Harbour and Graving Dock Works, arrived here in the beginning of the month of May, and immediately inspected the works.

The following quotations from the Report he has addressed to the Commission, after a close examination of the works, will convey to you his feelings.

Adverting to the Harbour Works he expresses himself as follows:—

“These works have most successfully withstood another winter, and there is not the slightest disintegration in any part of the Portland cement concrete backing, and not a single stone in the ashlar or coping has been disturbed although the total completed length of tidal harbour and wet dock works now exceeds 2,500 feet.

“This is most assuring, and fully bears out what we anticipated by the use of Portland cement concrete backing faced with limestone ashlar laid in Portland cement composition, and built on cribwork filled with Portland cement concrete between four feet above low water mark and foundation levels.”

Alluding to the Graving Dock works, he makes the following statement:—

“On the morning of the 3rd instant (May), I had the honour of attending with Mr. Valin, M.P., your President, Mr. McGreevy, one of your Commissioners, and Mr. Woodford Pilkington, your Resident Engineer, upon the Hon. Hector L. Langevin, C. B., Minister of Public Works, at which interview I explained to him the state of the works, when Mr. Langevin thereupon telegraphed to Ottawa for Messrs. Perley and Tomlinson to come to Quebec, and confer with me respecting these works.

“At a meeting of your Commissioners on the same day, I also had the honor of explaining to you the additional works I propose in connection with the dock, and afterwards of examining the works at Point Lévis in company with you.

“On the 5th instant, your President introduced me to Messrs. Perley and Tomlinson, after which they and I in company with Mr. Pilkington, conferred together, and proceeded to the works in progress at Point Lévis, which we carefully examined; on the same day I drew up a draft memorandum of the several proposals and forwarded it to them in the evening, and on the morning of the 6th instant (May) we all met again, after which Messrs. Perley and Tomlinson left for Ottawa.

“The memorandum I have made in connection with these works contains the same recommendations, with the addition of the clay toeing, as those I made last

autumn and explained to you on the 3rd instant, and I have every reason to believe that, even with these additions, the sum of \$500,000, as provided for in the Act of the 8th April, 1875, will not be exceeded. As the dock proper is entirely independent of the wing walls and dam, and is founded on the solid rock, I recommend that it be proceeded with strictly in accordance with the contract drawings and specifications.

"I am much pleased with the appearance and general good finish of the masonry of the wing walls, many of the stones are of larger dimensions than the contract required, and in numerous places the stones are so large as to occupy the spaces of two or more."

Although the contract for the harbour improvements is now considered as virtually closed, much is left to be done to complete the scheme of the wet dock and tidal basin as originally contemplated. The construction of the cross wall alone, to connect Dalhousie Street with the main works, will necessitate an expenditure of two hundred and fifty thousand dollars (\$250,000). A large amount will have to be expended to complete the embankment.

It is the intention of the Commission to extend the quay wall to the gas works, which will give an extra frontage of 250 feet, and a surface of embankment of many thousand feet.

The completion of the present scheme of the harbor improvements, with its contemplated additions, is of the utmost importance, and it is to be hoped that the Government will consider favorably all proposals that may be submitted by the Commission with the view of obtaining this so desired result.

Referring to the cross wall question, I will take the liberty of repeating one of the arguments set forth by the Commissioners in their petition for a further loan, alluded to in the Report for 1880, "that is, if the cross wall be not constructed the largest portion of the present improvements, that is to say, all the quay extending west of the tidal basin, comprising a length of over two thousand feet, will be useless drawing more than eight or nine feet."

LIFTING BARGE.

The barge left her winter quarters on the 30th of April, and was brought to the Commissioners' wharf for the purpose of being rigged and repaired.

The barge was on that day placed under the command of her former master, Captain Claude Giguère.

The other officers comprising two mates, a chief engineer and assistant, were re-engaged. The remainder of the crew, composed of fourteen men, were placed on board as necessitated during the progress of the fitting up. Another man having been required was added to the crew during the month of July.

On the morning of the 24th May, the barge left the wharf with instructions to proceed to the Fly Bank in order to continue the work of clearing the obstructions caused by the boulders.

Four days after, an application was made by Mr. E. H. Duval, on behalf of Captain Lohead, to send the barge to the help of the bark "Eveline" whose anchor was fouled.

According to the custom hitherto followed, the barge was dispatched to the assistance of the bark, and after two days and a-half work, succeeded in raising the obstructions in which the anchor of the "Eveline" was caught.

The obstruction formed a nest containing three large anchors and about one hundred fathoms chain, and also one small anchor with about thirty fathoms chain attached to same, exclusive of the anchor and chain belonging to the bark which were surrendered to Captain Lohead.

On the 31st of the same month the barge returned to the Fly Bank in order to resume the work of clearing the obstructions caused by the boulders. She steadily worked there during the whole of the following month, that is to say the month of

June, and succeeded in raising ninety-six (96) boulders averaging in size as follows:—

2	weighing	about	8	tons.
12	do	do	5	do
20	do	do	3	do
42	do	do	2	do
20	do	do	1	do

By adding to the above the 514 boulders previously secured at the same spot, it gives a total of 610 boulders, representing an aggregate weight of 1,957 tons, distributed in the following manner:—

2	weighing	about	50	tons.....	100	tons
1	do	30	do	.....	30	do
1	do	25	do	.....	25	do
1	do	20	do	.....	20	do
1	do	15	do	.....	15	do
2	do	12	do	.....	24	do
2	do	10	do	.....	20	do
2	do	8	do	.....	16	do
18	do	6	do	.....	108	do
17	do	5	do	.....	85	do
94	do	4	do	.....	376	do
220	do	3	do	.....	660	do
229	do	2	do	.....	458	do
20	do	1	do	.....	20	do

Scattered around the boulders were found a few small pieces of copper which contribute to establish, as in the previous years, that vessels had touched many of them and consequently suffered damage.

Captain Hansen, master of the bark "Askur," having reported one of the anchors of his vessel fouled at a spot situated about one-quarter mile east of the breakwater, orders were forwarded to the captain of the lifting barge to go to her assistance, and on the 1st July the barge was brought alongside the bark.

After a few days work it was discovered that the barge had to deal with a very heavy nest of anchors and chains lying in a depth of thirty fathoms of water, and in a tide-way running at the rate of four knots to the hour.

During the progress of the work many of the strongest chains used to secure the nest were broken in consequence of its heavy weight, and it having been clearly established that the lifting apparatus was showing signs of weakness, it was decided to increase its power by adding four of the largest blocks that could be obtained, and which were rigged with the most powerful ropes and chains. With the aid of this new appliance it became evident that the work of lifting could now be effected without any risk.

After eight weeks of constant work, half of which was night-work, the barge was brought to shore in front of the Champlain market wharf, where she remained a few days to prepare for the final landing, and, on the evening of the 23rd August, she was safely towed by six powerful tugs in front of the Custom House where the nest of anchors and chains was successfully landed.

The work of disentangling the nest was thereupon proceeded with and continued till the whole, comprising 42 anchors and 1,500 fathoms of chain, was properly placed on the wharf used for that purpose. A piece of oak was found entangled in the nest.

Although the nest secured this year contained a smaller quantity of anchors and chains, it is admitted that its weight was not inferior to the weight of the nest raised in 1877, the average size of its anchors and chains being far larger. The weight being equal and the depth of water ten fathoms deeper, the work of lifting this year's nest was surrounded with difficulties that were not experienced in 1877.

During the summer a boatman had made an offer to the Commissioners to hook the lifting barge on a nest of anchors and chains if a suitable remuneration was given him.

His proposal having been considered, it was agreed to make him an offer of two dollars for each anchor and each length of chain respectively contained in the nest, when raised, with the understanding that he would not be paid more than the aggregate sum of fifty dollars for the information. This offer having been accepted the barge started, the 20th October, for the spot where the supposed nest was to be found, near the west end of the Island of Orleans, and was on the same day hooked at the place designated by the boatman. Only one large anchor with thirty fathoms chain were found and consequently secured.

The season being too much advanced to make searches, the barge was ordered to return.

The work of dismantling her was immediately commenced, and at the end of November she was placed in her winter quarters in the Louise Dock.

I stated in my Report on the operations of 1878 that the Commissioners were under the impression that no more nests of anchors and chains were in existence, or that, if such really exist, they were covered with sand, and were, as obstructions, considered of no more consequence.

The nest discovered this year was located on the spot where searches were made by the barge in 1878, and it must have been at that time covered with sand. All the other searches made that year where nests were supposed to exist proved fruitless. The discovery made this year must be accepted as a warning for the future.

The work of clearing the obstructions caused by the boulders inside the Fly Bank having been suspended this year by the discovery of the nest of anchors and chains that has been removed. It will be necessary to resume that work next year which, if not interrupted, cannot be executed in less than three months. It is unnecessary to mention the importance of that improvement, it having already been urged in my previous reports.

The Commissioners do therefore most respectfully request that the Government will further extend their help towards the clearing of the obstructions in existence in the Harbor of Quebec, and they do believe that the sum of twelve thousand dollars (\$12,000) will be required to meet the expenses for the next working season on account of the renewal of the deck of the barge, which is necessitated by its dilapidated condition, having leaked during the whole summer.

In conclusion it affords me much pleasure to state that, in the execution of his duties as master of the barge, Captain Giguère has given the same satisfaction as heretofore.

BALLAST.

The By-Law of 1877 respecting ballast has continued to give the same satisfaction as during the previous year. Under the authority of same twenty-seven ballast ships have been ordered to the breakwater into which they have dumped ten thousand three hundred and forty (10,340) tons.

Seventy-two thousand eight hundred and twenty-three (72,823) tons of ballast, representing the ballast of one hundred and ninety (190) vessels, have been deposited into the breakwater since the by-law has been in operation.

Although it was expected that the ballasting of this wharf would be completed by the end of the season, it has not been possible to finish the work.

Therefore all the ballast that will be obtainable during the coming season will be sent there, and there cannot be any doubt that the filling up of the whole breakwater will be accomplished before the end of the season, if the material can be obtained.

It has been more easy to secure this year, than in 1880, the material for the ballasting of the Pointe-à-Carcy wharf, and the Commissioners have availed themselves of this advantage by securing for that portion of their property three thousand six hundred and fifty-six (3,656) tons of filling material.

It is their intention to continue to secure all the material they will be able to obtain in order to complete the filling up of the wharf as soon as possible.

The small wharf contiguous to the Custom House, forming part of the Point-à-Carcy property, has been partly filled up with a portion of the clay that has been dredged inside the Fly Bank Channel.

The expenditure connected with the ballasting of the breakwater and the two wharves forming part of the Pointe-à-Carcy property has been as follows:—

Breakwater	\$981 48
Pointe-à-Carcy	1,122 02

Four hundred and eighty-eight (488) tons of filling material were also obtained and dumped into East India Wharf, and the wharf occupied by the Grand Trunk Railway.

REPAIRS TO PROPERTY.

A comparatively large amount represented by the round sum of eleven thousand five hundred dollars (\$11,500) has been expended in repairs to the property during the year. The breakwater alone has absorbed eight thousand of that amount.

The ballasting of that wharf having been almost completed, the Commissioners decided that the so long needed repairs to that valuable portion of their property should be proceeded with.

Almost all the corps-morts, the ties and the facings at an average depth of four feet under coping level, which were rotten, were renewed, and the top of the whole wharf has been brought up to the level of the quay wall, of the Louise Dock.

A further expenditure of about two thousand dollars (\$2,000) will be necessitated to complete the repairs undertaken to that wharf, and it is the intention of the Commissioners to proceed with them early next spring, if the means at their disposal can warrant such an expense before the opening of navigation.

Marmette's Wharf mentioned in last Report as fast decaying, has been all rebuilt from a line six feet above its foundation to coping level. The expenditure connected with the repairs made to that wharf represent the round sum of three thousand dollars (\$3,000.) Although not large, in consequence of the situation and the stone on it, it is now a first-class wharf for the kind of business carried thereon.

The Commissioners have not been able to put into effect their project of repairing Atkinson's Wharf, as announced in last Report; but it is their intention to have it done early next spring.

The remainder of the property under the control of the Commission has been kept in thorough good order at an expense not exceeding four hundred dollars (\$400.)

Although the amount expended this year for repairs may be considered large, it must be remembered that they are of a more permanent nature than heretofore in consequence of the system in use for some years of filling up the wharves in order to give them more strength and to prevent moisture which brings decay so fast.

DREDGING OF THE CHANNEL INSIDE THE FLY BANK.

The contract for dredging the channel inside the Fly Bank was closed at the end of September.

The material dredged during the season amounts to	4,693 cubic yards,
which, added to the	9,173 do
previously dredged, give a total of	13,866 do

The dredging of this channel has not had the desired effect of connecting the main channel with the whole one inside the Bank.

It will therefore be necessary to continue the dredging in order to reach the deep water inside.

OPEN EXCHANGE.

The filling up of the piece of ground in rear of the Custom House, which has been transferred to the Commission with the view of converting it into an open exchange, has been completed under the agreement mentioned in last Report. The amount of material delivered during the season for that purpose by the contractor has reached fifteen hundred tons, which, added to the six thousand previously delivered, give a total of seven thousand five hundred tons.

The whole of the ground has been properly levelled, and is now ready to receive the vegetable earth bed that is needed for the plants that are intended to be placed there.

COASTING TRADE.

The following is a statement of the Coasting Trade for the season of navigation:—

Cargoes by Schooners.....	1,214
do do Bateau.....	1,700
do do Barges.....	330
do do Steamboats.....	257
Passengers.....	35,153

The Report for the year 1880 gives a total of 848 cargoes by steamboats.

This is an error that was lately discovered, and which must be corrected in order that you may not be misinformed.

It is 348 cargoes by steamboats that ought to be inserted instead of 848.

The annexures respectively numbered 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, contain all the information conveyed to your Department.

REVENUE.

The following is a Comparative Statement of the Commissioners' Revenue for the two last years.

	1880.	1881.	Difference in 1881.	
	\$ cts.	\$. cts.	\$ cts.	
Tonnage Dues	33,424 36	29,106 87	4,317 49	Decrease.
Import do	3,953 79	3,624 00	329 79	do
Export do	10,642 00	8,708 86	1,933 14	do
Harbour do	4,243 61	3,900 23	343 38	do
Property Revenue.....	19,535 85	20,260 64	724 79	Increase.
Interest.....	1,626 99	1,162 07	464 92	Decrease.
B. & D. Water Lots.....	2,175 37	2,116 93	58 44	do
Anchors and Chains.....	419 00	.....	449 00	do
Sundries	654 10	54 08	600 02	
Total	76,705 07	63,933 68	7,771 39	do

By referring to the annexures entitled Revenue and Revenue and Expenditure, it will be noticed that the revenue for 1881 is \$7,771.39 less than that of 1880, and that the charges in Revenue for 1881 amount to \$66,258.46, leaving a surplus of \$2,675.52.

In 1880 the revenue was \$76,705.17, and charges on same \$61,532.45, leaving a surplus of \$15,172.62.

But, following out the policy of putting all the property in perfect repair, almost all the surplus of this year has been absorbed.

Had it not been for this, in spite of the falling of the receipts, the balance to the credit of the Commission would have been as large as in 1880.

I have the honour to be, Sir,

Your most obedient servant,

A. H. VERRET,

Secretary-Treasurer.

GENERAL REPORT FOR THE YEAR 1881 ON THE QUEBEC HARBOUR IMPROVEMENTS AND GRAVING DOCK WORKS.

RESIDENT ENGINEER'S OFFICE,

(QUEBEC, January, 12th 1882.

A. H. VERRET, Esq.,

Secretary-Treasurer, Harbour Commissioners, Quebec.

SIR,—I have the honor to forward herewith a general report of works in progress, under my charge, in the harbour of Quebec during the year 1881.

The working season with the works in the River St. Charles, now known as the Princess Louise Embankment and Docks, opened on May the 7th.

The piling and sinking of the wet dock caissons for receiving the concrete of the substructure for the entire length of the quay wall as at present designed, having been completed and concreted in during the previous season, the masonry of cut stone in the superstructure for a length of 1,200 feet, with its concrete backing, only remained to be finished to complete the contract works, together with the remaining dredging of the upper channel and tidal basin and the banking in of the walls and northern crib-work.

As the masonry of the work proceeded, the fixing of the second tablet stone "Louise" in the centre of the wall of the wet-dock compartment of the works in honor of Her Royal Highness the Princess, was duly laid at high water Spring tides at 8 a.m. on the 29th of July, being the anniversary of the day in 1880 when the Princess graciously laid the first in the tidal basin.

The entire masonry of the quay wall, under contract, is now complete, subject to maintenance for 12 months and the correction of any defects.

The entire length of the masonry and quay wall is 3,550 feet, the masonry being 20 feet in height with a substructure of 28 feet deep in the tidal basin and 15 feet solid, with piling extending 6 to 7 feet more, making 21 feet of substructure in the upper or wet-dock portion of the work.

It has been specially noticed elsewhere, and is deserving of repetition here, that allowing for reduction in time for the closing of the works for the winter seasons, this wall may be said to have been constructed in the short aggregate space of 17 working months, in a tideway with no protection by coffer-dam and only depending on the period between rise and fall of tide for the completion of the greater portion of the work.

With the exception of 5,000 cubic yards in the 10 foot deep (at low water) channel-way, and about 15,000 cubic yards in the supplementary dredging of the tidal basin, and 24 foot deep channel-way at low water, in all about 20,000 cubic

yards, the dredging, as included in the general works, has been completed and measured up in terms of the contract.

The general filling-in of the embankment at the back of the quay wall in the rear of the masonry is incomplete by about 300,000 cubic yards, this the contemplated completion of the cross wall and wet dock caisson entrance is expected to effect, with the materials from the dredged excavation to be disposed of therefrom.

Should these latter works in continuation of the original scheme set on foot for the supply of this needed harbour accommodation in the port of Quebec not be immediately put in hand, dredging operations in view of completing the embankment now formed should be proceeded with over the lines and direction of the cross wall and the remaining half of the tidal basin until the filling in of the embankment is complete so as to render it available for effectively receiving goods, materials or produce, for filling and discharging vessels and further equipping it as a terminus for railway purposes in connection with the Canada Pacific, the North Shore and the St. John's Lake Railways.

The cost of the works so far according to contract and the returns based thereupon by this office, already amount to a sum of \$680,000, but should this by any succeeding settlement reach \$700,000 and \$150,000 more be added as the ultimate cost of completion and equipment, it will still be as cheap a work of the kind at \$850,000, or £170,000 sterling, as was ever constructed in the world.

With similar work in the United States it may be most favorably compared both for economy and success. For example, the rate per foot run for the walls constructed in masonry and concrete in New York is given in the published reports at \$225.28 for work not founded so deep by ten feet as the 1,240 feet of wall in the tidal basin, but assuming an all round valuation for the quay wall as constructed at the above constant, and we have $\$255.28 \times 3550 = \$906,244$ as the value, "pro rata," for the quay wall alone, to which has to be added \$150,000 for dredging and \$80,000 for the cost of works on the northern side of the embankment, and we then get $\$906,244 + \$150,000 + \$80,000 = \$1,136,244$ as the value here based on prices for New York at the date at which these works were commenced in Quebec, showing a surplus in relative value to the credit of the public account of \$286,244.

Works in Boston, although on scales of expenditure far outstripping Quebec, are in efficiency and economy said to be still further behind. Well accredited gentlemen from Boston have said that millions of dollars, corresponding to our hundreds of thousands, have been spent on the Boston flats with very little to show for it. A leading merchant of Massachusetts told me that such a work complete would be worth in Boston \$5,000,000, and that he had come to Quebec to be convinced afresh that money could be made by investments in harbor improvements of this character.

These considerations, however, are apart from the fact that the value of these works in conjunction with a railway ferry connecting the communication of the railway systems on the north shore of the St. Lawrence, with the St. Charles branchment of the Intercolonial and the Quebec Central Railways on the south bank as first brought prominently and practically into notice in the Harbor Works Reports No. 2 of 1879, cannot be over estimated.

The sites for ferry connection therein selected, viz., from the end of the Princess Louise Embankment to a point on the south bank of the St. Lawrence, in the neighborhood of Glen Burnies Cove, are undeniably the best that can be suggested. Rival ferry interests and rival railway interests may combine to invite controversy and bias judgment, but engineering science, the interests of navigation and Quebec interests alike combine to point it out as the best, if not the only line, winter or summer, that it is possible to take.

That this co-ordinate enterprise will be dealt with on the basis of its own merits, and in no narrow minded spirit, is obvious from the enquiries now being made, so that, let whoever may obtain the credit for it, that motto in the science of government: "the greatest good for the greatest number," will carry the day and sway the issue.

THE "LORNE" GRAVING DOCK, ST. JOSEPH DE LÉVIS.

With the construction of the graving dock the principal work undertaken during the year has been connected with the inner masonry of the dock proper—the circular head having been completed to coping level—the timber slides and stairs of the head end fixed and finished, and 180 feet forward of the dock side walls, altars, side gutters and floor paving laid in position.

The character of the masonry so far has given general satisfaction, and its appearance, owing partly to the large size and excellent quality of the stone employed, leaves nothing to be desired, the alignment of the work, the setting of the altar offsets and the batter of the walls being simply perfect.

The entire quantity of cut stone required, with the exception of the engine house, has been delivered on the lands of the Commissioners, adjoining the works, and advances have been made accordingly in terms of the specification.

The extra works in connection with the cofferdam have been proceeded with by excavation inside (with a small dipper dredge) of the forward bottom, for the purpose of depositing a bed of concrete of sufficient thickness to prevent leakage from below, within the area enclosed by the dam, during the progress of the works, and the extra piles required have been prepared and shod ready for driving on the opening of the season.

The most difficult work in connection with the details of the receiving and discharging culverts, the fixing of the sluices, the pump wells and the pumping machinery is yet to come.

These details have, however, so far made satisfactory progress; the mechanical details in the hands of Messrs. Carrier, Laine & Co. will doubtlessly receive that amount of finish and painstaking attention which the credit and character sought for by a large and rising establishment is always willing to bestow.

Owing to the delays that have taken place with the natural difficulties connected with the outworks, one season more than the time specified will probably be required to bring this work to completion.

I have the honor to be, Sir,

Your most obedient servant,

WOODFORD PILKINGTON, M.I.C.E.,

Resident Engineer.

QUEBEC HARBOUR COMMISSION.

STATEMENT showing the Particulars of the Contract awarded by the Quebec Harbour Commissioners, in connection with the Construction of the Harbour Improvements, up to 31st December, 1881.

Nature of Contract.	Date of Contract.	To whom Awarded.	Date of Completion of Contract.	Net Amount of Contract.	Deductions from Contract.	Contract Additions.	Total Amount of Contract.	Total amount paid to Contractors.	Total Engineering Expenses.	Sundries including Salaries of Inspectors.	Interest on Amounts Expended.	Total Expenditure.	Total Amount received from Federal Government.	Designation of Statutes Authorizing Expenditure.	Expenditure incurred in.					Amount Available for Completion.	REMARKS.
															1877.	1878.	1879.	1880.	1881.		
				\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Harbour Improvements...	May 2, 1877.....	Peters, Moore & Wright.....	October 2, 1880..	529,296 31	All the reductions effected have been transferred to the additions.	153,495 68	682,791 99	587,724 09	48,680 77	21,446 65	51,124 83	711,976 34	652,000 00	36 Vic., chap. 62, and 43 Vic., chap. 17.	46,500 46	164,533 19	254,572 50	169,713 09	76,657 10	75,000 00	In the column under the heading of "Total Engineering Expenses," is included the sum of \$5,195.83 paid to the Chief Engineers, representing their commission of 2½ per cent. for preparing the plans and specification of the Cross Wall, the construction of which being estimated by them at £43,000 sterling.

STATEMENT showing the Particulars of the Contracts awarded by the Quebec Harbour Commissioners, in connection with the Construction of the Graving Dock, at Lévis, up to the 31st December, 1881.

Nature of Contracts.	Dates of Contracts.	To whom Awarded.	Dates of Completion of Contracts.	Net Amounts of Contracts.	Deductions from Contracts.	Additions to Contracts.	Total Amounts of Contracts.	Total Amounts paid to Contractors.	Total Engineering Expenses.	Sundries, including Salaries of Inspectors.	Total Expenditure.	Total Amount received from Federal Government.	Designation of Statute authorizing Expenditure.	Expenditure incurred in each year to date.				Amount available for Completion.	Amount required for Completion.	REMARKS.	
														1878.	1879.	1880.	1881.				
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
Graving Dock	August 17, 1878.	Larkin, Connolly & Co.....	June 1, 1882.....	330,953 89	6,158 22	50,000 00	374,795 67	215,857 35	24,139 87	22,731 78	} 300,136 45	325,000 00	38 Vic., chap. 56.....	35,531 38	59,731 38	98,861 09	106,012 60	199,863 55	199,863 55	Included under the heading of Sundries and Salaries of Inspectors an amount of \$7,154.25 for Duty and \$1,213.85 for freight on Caisson. Under the heading of Additions to Contracts is included an amount of \$35,000 for additional work in connection with the Cofferdam. All the amounts paid previous to the letting of the main contract are included in the column under the heading of "Expenditure incurred in 1878."	
Caisson	do 7, 1879.	Wigham, Richardson & Co.....	January 7, 1880.	29,221 51	1,460 00	1,569 95	29,331 45	29,331 45													
Pumping machinery.....	March 30, 1880.	Carrier, Lainé & Co.....	March 1, 1881....	32,000 00			32,000 00	8,076 00													

Certified,

A. H. VERRET,
Secretary-Treasurer.

COMPARATIVE STATEMENT of Vessels entered Inwards and Outwards at the Port of Quebec, showing the number of Vessels, Tonnage and number of Men employed, distinguishing the number of Vessels Entered and Cleared at Out-ports, for the Years 1877, 1878, 1879, 1880 and 1881.

INWARDS.

	1877.			1878.			1879.			1880.			1881.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Port of Quebec	928	836,822	20,135	606	580,642	15,050	579	582,952	15,197	786	825,050	20,273	608	679,790	17,243
Out-port of Chicoutimi	27	17,945	400	32	22,620	485	28	17,400	381	37	22,788	505	29	18,720	399
do Tadoussac	5	3,215	72	7	2,737	77	6	2,583	67	4	1,855	48	8	4,104	96
do Escoumains	1	271	9	5	1,752	59	.....	.....	.....	7	2,578	80	7	3,387	89
do Sault-au-Coch'n	8	4,441	105	8	3,745	102	5	3,631	73	9	4,396	111	6	3,668	79
do Betsiamits	13	9,406	198	8	5,027	119	10	5,352	124	6	4,836	84	13	6,704	156
do *Rivière Ouelle .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	6,322	123
Grand Total for Quebec	982	872,100	20,919	666	616,523	15,892	628	611,918	15,942	819	861,501	21,101	678	722,665	18,185

OUTWARDS.

Port of Quebec	938	828,739	19,845	610	567,069	14,612	585	559,767	14,319	773	771,013	18,213	645	693,276	17,308
Out-port of Chicoutimi	27	17,945	400	33	22,802	492	34	18,160	420	42	23,907	543	34	19,584	431
do Tadoussac	5	3,215	72	8	3,310	89	6	2,583	67	4	1,855	48	8	4,104	96
do Escoumains	1	271	9	5	1,752	59	.....	.....	.....	7	2,578	80	8	3,971	104
do Sault-au-Coch'n	8	4,441	105	8	3,745	102	6	3,631	73	10	4,494	117	6	3,668	79
do Betsiamits	13	9,406	198	8	5,027	119	10	5,352	124	6	4,836	84	12	6,090	142
do *Rivière Ouelle .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	6,322	123
Grand Total for Quebec	992	864,017	20,629	672	608,705	15,473	640	589,493	15,003	842	808,683	19,085	720	737,015	18,263

*Entered Inwards and Outwards at the Port of Quebec until 1881.

(Certified true copy)

N. L. BELLEAU,

DOMINION OF CANADA—PORT OF QUEBEC.

COMPARATIVE STATEMENT of the Number and Tonnage of Sailing Vessels and Steamers, with the Number of Men employed, entered Inwards and Outwards, for the years ending on the 31st December, 1880 and 1881; showing the Countries from whence they came and for which they cleared, whether with cargo or in ballast; also, distinguishing the Countries to which they belonged:—

(Compiled by Mr. N. L. G. BELLEAU, of H. M. Customs.)

		RETURN OF VESSELS INWARDS FOR THE YEARS ENDING 31ST DECEMBER, 1880 AND 1881.				RETURN OF VESSELS OUTWARDS FOR THE YEARS ENDING 31ST DECEMBER, 1880 AND 1881.				
		1880.		1881.		1880.		1881.		
		Vessels	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Total Vessels arrived.....	849	861,501	21,101	678	722,665	18,185	13,075	842	808,683	19,085
Vessels with Cargoes.....	424	505,105	14,048	365	463,919	5,110	19,061	841	507,418	19,061
do in ballast.....	425	356,396	7,053	313	258,746	13,075	24	1	1,205	704
Total.....	849	861,501	21,101	678	722,665	18,185	19,085	842	808,683	19,085
Number of Steamers.....	151	239,872	9,459	157	297,297	9,669	7,186	109	210,909	7,186
do of Sailing Vessels.....	698	621,629	11,632	521	425,368	8,516	11,889	733	597,774	11,889
Total.....	849	861,501	21,101	678	722,665	18,185	19,085	842	808,683	19,085
British Vessels.....	592	686,677	17,357	452	571,658	14,966	15,642	595	643,035	15,642
Foreign do.....	257	174,824	3,734	226	151,007	3,219	3,543	247	165,618	3,543
Total.....	849	861,501	21,101	678	722,665	18,185	19,085	842	808,683	19,085
UNDER WHAT FLAG.										
British.....	592	686,677	17,367	452	571,658	14,966	15,642	595	643,035	15,642
United States.....	5	7,027	107	3	3,563	64	53	3	3,333	53
French.....	8	2,811	92	8	3,723	107	93	8	3,290	103
German Empire.....	16	7,130	190	9	3,446	99	160	14	6,134	160
Spanish.....	1	486	13	1	311	9	9	1	311	9
Portuguese.....	2	1,028	25	1	478	14	25	2	1,028	25
Norwegian and Swedish.....	220	152,443	3,228	199	134,001	2,819	500	1	1,000	14
Italian.....	1	726	14	1	14	14	14	212	146,081	3,083
Norwegian and Swedish.....								189	126,578	2,637

Danish.....	2	1,854	36	2	2,174	38	Russian.....	1	836	16	2	1,125	27
Russian.....	1	836	16	2	1,126	27	Denish.....	3	3,091	66	2	2,175	38
Austrian.....	1	473	13	1	1,004	33	Dutch.....	1	726	14	1	1,004	18
Dutch.....	1	473	13	1	1,004	33	Italian.....	1	318	10	1	611	13
Belgian.....	1	473	13	1	1,472	38	Austrian.....	1	808,683	19,085	720	737,015	18,283
Total.....	849	861,501	21,101	678	722,665	18,185	Total.....	842	808,683	19,085	720	737,015	18,283
WHENCE ARRIVED.													
United Kingdom.....	664	735,299	18,440	512	612,331	15,766	United Kingdom.....	742	775,657	18,122	611	605,755	17,105
Newfoundland.....	11	1,731	101	11	3,084	133	Newfoundland.....	33	4,190	223	28	6,059	263
St. Pierre and Miquelon.....	4	980	38	7	2,067	82	St. Pierre and Miquelon.....	5	535	27	16	1,816	110
United States.....	17	13,163	253	7	5,680	105	United States.....	2	1,572	32	.....	.....	.....
British West Indies.....	12	5,364	129	9	1,940	73	British West Indies.....	1	238	9	.....	.....	.....
Spanish West Indies.....	1	496	13	1	228	9	France.....	31	13,897	367	25	12,057	308
France.....	35	24,147	499	33	22,737	491	Spain.....	1	417	10	1	382	10
Spain.....	15	12,960	250	6	3,872	88	Portugal.....	10	4,262	112	11	4,254	122
Portugal.....	5	2,561	62	7	5,400	114	Belgium.....	1	5,8	12	3	2,772	48
Belgium.....	13	9,632	204	16	15,673	303	South America.....	10	3,085	81	12	5,879	135
Holland.....	10	7,764	163	9	5,741	120	Germany.....	2	822	27	2	267	12
Norway and Sweden.....	10	8,162	159	3	2,287	41	Gibraltar.....	2	.....	.....	2	929	21
Norway and Sweden.....	34	21,686	486	42	28,374	606	Africa.....	2	2,721	42	4	5,127	78
Italy.....	7	7,300	136	4	5,064	87	Peru.....	.....	.....	.....	1	584	12
Africa.....	1	420	10	1	909	16	Algeria.....	1	311	10	1	184	8
South America.....	.....	.....	.....	1	368	11	Isle of Man.....	1	268	8	1	291	8
Gibraltar.....	8	9,543	163	6	5,419	105	Total.....	812	808,683	19,085	720	737,015	18,283
Brazil.....	1	99	7	1	149	7	Total.....	842	808,683	19,085	720	737,015	18,283
Sicily.....	1	99	7	1	382	11	Total.....	842	808,683	19,085	720	737,015	18,283
Isle of Man.....	.....	.....	.....	1	970	17	Total.....	842	808,683	19,085	720	737,015	18,283
Netherlands.....	.....	.....	.....	1	.....	.....	Total.....	842	808,683	19,085	720	737,015	18,283
Teneriffe.....	1	254	9	1	.....	.....	Total.....	842	808,683	19,085	720	737,015	18,283
Total.....	849	861,501	21,101	678	722,666	18,185	Total.....	842	808,683	19,085	720	737,015	18,283

(Certified true copy),

(Signed),

N. L. G. BELLEAU.

LIGHTERED CARGOES—INWARDS.

ALLAN LINE.

Date.	Name of Steamer.	Number of Tons.	Amount.
1881.			\$ cts.
May 2.....	Buenos Ayrean	75	7 50
do 2.....	Polynesian	20	2 00
do 2.....	Scandinavian	10	1 00
do 9.....	Peruvian	45	4 50
do 10.....	Canadian	2	0 20
do 10.....	Nestorian	59	5 90
do 16.....	Grecian	59	5 90
do 16.....	Sardinian	105	10 50
do 23.....	Moravian	55	5 50
do 28.....	Corean	47	4 70
do 29.....	Sarmatian	55	5 50
do 30.....	Manitoban	42	4 20
June 4.....	Moravian	262	26 20
do 6.....	Buenos Ayrean	56	5 60
do 6.....	Circassian	63	6 30
do 13.....	Polynesian	88	8 80
do 13.....	Scandinavian	11	1 10
do 15.....	Nestorian	6	0 60
do 20.....	Parisian	1,710	171 00
do 20.....	Canadian	1,534	153 40
do 21.....	Sardinian	214	21 40
do 23.....	Lucerne	627	62 70
do 27.....	Grecian	117	11 70
July 11.....	Manitoban	188	18 80
do 11.....	Sarmatian	215	21 50
do 14.....	Corean	145	14 50
do 18.....	Circassian	227	22 70
do 19.....	Scandinavian	205	20 50
do 23.....	Polynesian	272	27 20
do 16.....	Buenos Ayrean	128	12 80
do 25.....	Nestorian	90	9 00
do 26.....	Canadian	223	22 30
do 30.....	Parisian	287	28 70
Aug. 10.....	Grecian	214	21 40
do 8.....	Sardinian	219	21 90
do 13.....	Moravian	162	16 20
do 13.....	Lucerne	114	11 40
do 16.....	Corean	207	20 70
do 24.....	Buenos Ayrean	104	10 40
do 22.....	Sarmatian	202	20 20
do 24.....	Scandinavian	42	4 20
do 29.....	Circassian	178	17 80
do 31.....	Canadian	145	14 50
Sept. 5.....	Polynesian	119	11 90
do 7.....	Nestorian	66	6 60
do 10.....	Parisian	199	19 90
do 13.....	Grecian	65	6 50
do 17.....	Sardinian	134	13 40
do 23.....	Lucerne	63	6 30
do 26.....	Moravian	172	17 20
do 29.....	Corean	32	3 20
Oct. 3.....	Peruvian	110	11 00
do 5.....	Scandinavian	18	1 80
do 10.....	Circassian	86	8 60
do 10.....	Manitoban	37	3 70
do 11.....	Buenos Ayrean	54	5 40
do 17.....	Polynesian	280	28 00
do 18.....	Nestorian	160	16 00
	Carried forward	10,424	1,042 40

LIGHTERED CARGOES—INWARDS,— *Continued.*ALLAN LINE—*Concluded.*

Date.	Name of Steamer.	Number of Tons.	Amount.
1881.	Brought forward	10,424	\$ cts. 1,042 40
Oct. 24.....	Sardinian	134	13 40
do 24.....	Grecian	271	27 10
do 31.....	Parisian	281	28 10
Nov. 7.....	Moravian	116	11 60
do 7.....	Peruvian	50	5 00
do 14.....	Scandinavian	97	9 70
do 14.....	Waldensian	34	3 40
	Total	11,407	1,140 70

BEAVER LINE.

May 9.....	Lake Winnipeg.....	17	1 70
do 13.....	Lake Champlain	10	1 00
do 25.....	Lake Manitoban	3	0 30
June 7.....	Lake Nepigon.....	15	1 50
do 22.....	Lake Champlain	2	0 20
do 25.....	Lake Winnipeg.....	20	2 00
do 28.....	Lake Manitoban	54	5 40
July 13.....	Lake Nepigon	70	7 00
do 25.....	Lake Winnipeg.....	65	6 50
Aug. 1.....	Lake Champlain	24	2 40
do 5.....	Lake Manitoban	13	1 30
do 22.....	Lake Nepigon	25	2 50
do 30.....	Lake Winnipeg.....	30	3 00
Sept. 10.....	Lake Champlain	17	1 70
do 17.....	Lake Manitoban	10	1 30
do 29.....	Lake Nepigon	10	1 00
Oct. 10.....	Lake Winnipeg.....	11	1 10
do 27.....	Lake Manitoban	10	1 00
Nov. 8.....	Lake Nepigon.....	3	0 30
	Total	412	41 20

DOMINION LINE.

May 6.....	Mississippi.....	2	0 20
do 10.....	Brooklyn.....	32	3 20
do 10.....	Ontario.....	18	1 80
do 24.....	Teutonia.....	14	1 40
do 31.....	Montreal.....	20	2 00
June 7.....	Toronto.....	29	2 90
do 13.....	Quebec.....	1	0 10
do 15.....	Dominion.....	18	1 80
do 16.....	Mississippi.....	6	0 60
do 20.....	Brooklyn.....	31	3 10
do 27.....	Teutonia.....	35	3 50
July 5.....	Ontario.....	382	38 20
do 11.....	Montreal.....	86	8 60
	Carried forward	674	67 40

LIGHTERED CARGOES—INWARDS—*Concluded.*DOMINION LINE—*Concluded.*

Date.	Name of Steamer.	Number of Tons.	Amount.
1881.	Brought forward.....	674	\$ cts. 67 40
July 18.....	Toronto	132	13 20
do 25.....	Dominion	82	8 20
do 28.....	Quebec	32	3 20
Aug. 2.....	Brooklyn	372	37 20
do 4.....	Mississippi.....	40	4 00
do 9.....	Texas	47	4 70
do 17.....	Teutonia	50	5 00
do 23.....	Ontario	240	24 00
do 29.....	Montreal	201	20 10
Sept. 5.....	Dominion	448	44 80
do 12.....	Toronto	124	12 40
do 15.....	Mississippi.....	30	3 00
do 19.....	Brooklyn.....	572	57 20
do 29.....	Texas	124	12 40
Oct. 7.....	Ontario.....	205	20 50
do 11.....	Montreal.....	371	37 10
do 21.....	Dominion	264	26 40
do 24.....	Toronto	286	28 60
do 31.....	Brooklyn.....	1,013	101 30
Nov. 9.....	Texas	114	11 40
	Total	5,421	542 10

SUNDRY STEAMERS.

Aug. 13.....	Ashbourne.....	250	25 00
Sept. 12.....	Concordia	260	26 00
do 19.....	Cynthia.....	60	6 00
Oct. 10.....	Carmona.....	120	12 00
do 20.....	Barcelona.....	305	30 50
Sept. 26.....	Titania.....	100	10 00
	Total	1,095	109 50

LIGHTERED CARGOES—OUTWARDS.

ALLAN LINE.

Date.	Name of Steamer.	Number of Tons.	Amount.
1881.			\$ cts.
June 21.....	Scandinavian	202	10 10
do 24.....	Polynesian	274	13 70
do 30.....	Parisian	2,369	118 45
do 30.....	Canadian	1,793	89 65
July 8.....	Sardinian	246	12 30
do 14.....	Grecian	445	22 25
do 15.....	Lucerne.....	133	6 65
do 15.....	Moravian	187	9 35
do 22.....	Sarmatian	296	14 80
do 22.....	Corean	466	23 30
do 23.....	Manitoban	476	23 80
do 26.....	Scandinavian	385	19 25
do 29.....	Buenos Ayrean	718	35 90
do 29.....	Circassian	332	16 60
Aug. 4.....	Nestorian	552	27 60
do 4.....	Canadian	142	7 10
do 5.....	Polynesian.....	649	32 45
do 12.....	Parisian	991	49 55
do 18.....	Grecian	693	34 65
do 19.....	Sardinian	536	26 80
do 22.....	Lucerne.....	49	2 45
do 26.....	Corean	181	9 05
do 26.....	Moravian.....	115	5 75
Sept. 1.....	Buenos Ayrean.....	999	49 95
do 1.....	Scandinavian.....	653	32 65
do 3.....	Sarmatian	649	32 45
do 9.....	Canadian	307	15 35
do 9.....	Circassian	244	12 20
do 15.....	Nestorian	853	42 65
do 16.....	Polynesian.....	800	40 00
do 23.....	Grecian	649	32 45
do 23.....	Parisian	1,107	55 35
do 30.....	Sardinian	706	35 30
Oct. 7.....	Moravian	268	13 40
do 10.....	Corean	955	47 75
do 14.....	Peruvian	512	25 60
do 14.....	Scandinavian.....	972	48 60
do 21.....	Circassian	54	2 70
do 21.....	Manitoban	251	12 55
do 24.....	Buenos Ayrean	538	26 90
do 28.....	Nestorian	547	27 35
do 28.....	Polynesian	821	41 05
Nov. 3.....	Grecian.....	444	22 20
do 4.....	Sardinian	580	29 00
do 11.....	Parisian	722	36 10
do 17.....	Peruvian.....	650	32 50
do 18.....	Moravian	270	13 50
do 24.....	Scandinavian	800	40 00
	Total	27,581	1,379 05

LIGHTERED CARGOES—OUTWARDS—Continued.

DOMINION LINE.

Date.	Name of Steamer.	Number of Tons.	Amount.
		Tons.	\$ cts.
May 6.....	Dominion.....	266	13 30
Oct. 15.....	Ontario.....	193	9 65
do 22.....	Montreal.....	300	15 00
do 29.....	Dominion.....	518	25 90
Nov. 7.....	Toronto.....	369	18 45
do 11.....	Brooklyn.....	1,095	54 75
do 21.....	Texas.....	437	21 85
		3,178	159 90

RETURN of Cattle, Sheep, Butter, Cheese, &c., Exported to Great Britain, *via* Grand Trunk Railway and Dominion Line Steamers, during the Season of 1881.

Articles.	Quantity.	Value.		Harbor Dues.	
		\$	cts.	\$	cts.
Cattle.....	4,361 No.	217,170			
Sheep.....	14,561 "	73,409			
Horses.....	6 "	900			
Canned Meats.....	8 Tons.	1,100			
Bacon.....	79 "	16,048			
Tongues.....	14 "	168			
Butter.....	10 "	3,690			
Cheese.....	59 "	10,790			
Lard.....	609,600 Lbs.	60,960			
Stearine.....	150,887 "	13,343			
Lobsters.....	700 Boxes.	3,030			
Neatsfoot Oil.....	21,840 Galls.	2,000			
Leather.....	167 Bcls.	19,775			
Apples.....	119 Brls.	250			
		\$422,633		\$422	63

RECAPITULATION.

		Harbor Dues.	Total.
Allan Line, Inwards.....	11,407 Tons.	1,140 70	
do Outwards.....	27,581 "	1,379 05	
			2,519 75
Dominion Line, Inwards.....	5,421 "	542 10	
do Outwards.....	3,178 "	158 90	
do Grand Trunk.....		422 63	
			1,123 63
Beaver Line, Inwards.....	412 "		41 20
Sundry Steamers, Inwards.....	1,095 "		109 50

Memo.—The above figures merely represent the amount received *in lieu* of the one-tenth of one per cent. on the value. There is an additional charge of five-cents per ton for Tonnage Dues.

E. & O. E.

JAS. WOODS,
Chief Clerk.

QUEBEC, December 10th, 1881.

DOMINION IMPORTS AT QUEBEC.

REPORT of Principal Entries Inwards, by Vessels from all parts of the Dominion, at this Port, for the Season ending 26th November, 1881.

	Number.		Number.
IMPORTS— <i>Con.</i>			
Schooners	1,214	Eggs..... doz.	42,468
Batteaux.....	1,700	Flour..... brls.	107,416
Barges.....	330	do..... bags.	90,662
Steamers.....	257	Feathers..... do	7,874
Tonnage.....	229,523	Furniture..... loads.	437
Crews.....	13,040	Fruit..... brls.	1,971
Passengers.....	35,153	do..... cases and boxes.	2,755
		do..... kegs.	60
		Fowls.....	800
		Gin..... cases.	14,938
		Glue..... brls.	180
		Grain..... bags.	13,647
		Green Fish..... brls.	4,117
		do..... cwt.	722
		Glassware..... brls.	116
		do..... cases.	1,691
		do..... crates.	1,370
		Glass..... boxes.	37,578
		Hides.....	52,155
		Horses.....	493
		Hops..... bales.	408
		Herrings..... brls.	5,999
		Hardware..... hlds.	628
		do..... brls.	751
		do..... cases and boxes.	7,480
		do..... crates.	1,865
		Hay..... bdls.	134,301
		Iron..... pkgs.	94,372
		Leather..... bales	9,251
		Lard..... kegs.	15,832
		Linseed..... bush.	3,525
		Molasses..... puns.	291
		do..... brls.	473
		Machinery..... cases.	2,420
		Macaroni..... boxes.	25,296
		Mackerel..... orls.	53
		Matches..... do	1,010
		Mineral Water..... do	156
		Marble..... pkgs.	904
		Nails and Spikes..... brls.	2,172
		do..... kegs.	15,354
		Oakum..... bales.	3,033
		Oats..... bush.	66,151
		Old Iron..... cwt.	430
		Pork..... brls.	5,765
		Peas..... bush.	3,118
		Potatoes..... do	28,128
		Raisins..... boxes.	23,424
		Rice..... bags.	3,596
		Rakes..... pkgs.	6,384
		Rosin..... brls.	1,080
		Refrigerators.....	456
		Sugar..... brls.	8,865
		do..... hlds.	111
		Stones..... toise.	1,054
		Salmon..... brls.	267
		Shingles..... M.	2,525
		Sewing Machines.....	2,862
IMPORTS.			
Apples..... brls.	12,805		
Ale and Porter..... do	2,326		
do..... hlds.	8,077		
do..... qr. casks.	1,774		
Almonds and Nuts..... bags.	2,382		
Agricultural Implements..... pkgs.	638		
Axes..... boxes.	2,682		
Biscuits..... do	12,981		
do..... brls.	30		
Brandy..... cases.	7,219		
Boots and Shoes..... cases and boxes.	1,951		
Blacking..... cases.	14,489		
Beef..... brls.	2,480		
Barley..... bush.	24,890		
Bran..... tons.	2,760		
Brooms..... pkgs.	5,823		
Butter..... lbs.	43,800		
do..... kegs.	6,165		
Books..... cases.	6,165		
Baking Powder..... do	16,473		
Bricks..... M.	4,434		
Boards..... pcs.	377,927		
Bark..... cords.	2,584		
Blueberries..... boxes.	18,356		
Cigars..... cases.	1,550		
Cheese..... boxes.	5,964		
Crockery..... brls.	853		
do..... cases.	134		
do..... qr. casks.	84		
Coffee..... brls.	266		
do..... bags.	3,625		
Cattle.....	4,080		
Corn..... bush.	47,582		
Cordage..... bales.	7,133		
Canada Plates..... cases.	14,997		
Carpets..... bales.	552		
Champagne..... cases.	906		
Currants..... brls.	384		
Candles..... boxes.	453		
Clocks..... cases.	959		
Confectionery..... cases and boxes.	5,008		
do..... brls.	375		
Cod Oil..... galls.	44,791		
Drugs..... cases and boxes.	9,923		
do..... brls.	217		
Deals..... pcs.	1,774,578		
Dry Fish..... cwt.	2,059		

DOMINION IMPORTS AT QUEBEC—*Concluded.*

REPORT of Principal Entries Inwards, by Vessels from all parts of the Dominion; at this Port, for the Season ending 26th November, 1881.

—		Number.	—		Number.
IMPORTS— <i>Con.</i>			IMPORTS— <i>Con.</i>		
Starch.....	boxes.	22,851	Tobacco.....	cases.	7,221
Soap.....	do	24,212	do.....	kegs.	36
Spice.....	do	18,001	Trout.....	brls.	364
Steel.....	pkgs.	10,921	Tin.....	cases.	15,472
Seeds.....	bags.	4,322	Turpentine.....	brls.	412
Seal Oil.....	galls.	178,472	Tar.....	do	1,199
Shovels and Spades.....	pkgs.	1,415	Wine.....	cases.	193
Soda Carbonate.....	brls.	535	do.....	brls.	2,004
Scales.....	cases.	683	Whiskey.....	do	2,040
Scythe Handles.....	pkgs.	1,857	Washboards.....	pkgs.	1,535
Stationery.....	cases.	1,658	Wood.....	cords.	40,365
Slabs.....	loads.	6,621	Wheat.....	bush.	12,633
Tea.....	boxes.	15,782	Whale Oil.....	galls.	225

JAS. WOODS,
Chief Clerk.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, December 16th, 1881.

REVENUE AND EXPENDITURE.

Cr.

1881.	To	\$ cts.	1881.	By	\$ cts.
Dec. 31	Tonnage dues	29,106 87	Dec. 31	Officers' salaries	5,500 00
do 31	Import do	3,624 00	do 31	Reporters' do	845 00
do 31	Export do	8,708 86	do 31	Commissioners' attendance.....	1,885 00
do 31	Harbor do	3,900 23	do 31	Auditors for 1880.....	200 00
do 31	Breakwater rent.....	3,635 92	do 31	Breakwater expenses	8,072 35
do 31	Point-à-Carcy Wharf, rent.....	6,769 05	do 31	Point-à-Carcy Wharf, expenses	247 44
do 31	East India do	2,516 66	do 31	do	220 23
do 31	Grand Trunk	2,000 00	do 31	do	155 00
do 31	Wellington	1,965 67	do 31	Wellington do	136 49
do 31	Atkinson's	2,190 00	do 31	do	3,199 10
do 31	Reynar's	1,183 34	do 31	do	196 30
do 31	Interest.....	1,162 07	do 31	Harbour Master's service.....	141 75
do 31	Beach and Deep Water Lots	2,116 93	do 31	Notarial expenses	48 25
do 31	Sundries.....	54 08	do 31	Printing Commissioners' Reports.....	450 74
			do 31	Hardware, etc., for general use.....	221 85
			do 31	Advertising, stationery, office cleaning and sundries	1,658 96
			do 31	One year's interest and Sinking Fund on \$723,000 Debentures.....	43,390 00
			do 31	Excess of Revenue	2,675 22
		68,933 68			68,933 68

A. H. VERRET,
Secretary-Treasurer.

JAMES WOODS,
Book-keeper.
HARBOUR COMMISSIONER'S OFFICE,
QUEBEC, 10th March, 1882.

DR. BALANCE SHEET of 31st December, 1881. CR.

	\$	cts.		\$	cts.
To Office Furniture.....	2,124	35	By Beach and Deep Water Lots.....	45,466	15
Amounts at debit Grantees of			Quebec Harbour Debentures.....	1,375,000	00
Beach and Deep Water Lots.....	38,981	28	Sinking Fund.....	84,047	41
Amount at debit Leases, Wharves			Dominion Government Graving		
and Warehouses.....	4,343	49	Dock.....	325,000	00
Amount at debit of sundry parties			A. Charlebois.....	50	00
for Harbour Dues.....	1,817	41	Profit and Loss.....	59,901	95
Wellington Wharf.....	84,730	35	Recorder-General of Canada.....	18,075	00
East India do.....	48,368	49			
Atkinson's do.....	50,945	20			
Grand Trunk do.....	15,433	32			
Reynar's do.....	9,918	29			
Point à Carcy do.....	270,969	71			
Breakwater do.....	218,544	37			
Peters, Moore & Wright.....	587,724	09			
Harbour improvements.....	124,252	25			
Larkin, Connolly & Co.....	215,857	35			
Wigham, Richardson & Co.....	29,331	45			
Carrier, Lainé & Co.....	8,076	00			
Graving Dock.....	46,871	65			
Dominion Government.....	9,991	11			
Receiver-General of Canada, Sink-					
ing Fund.....	80,432	41			
La Banque Nationale.....	46,356	52			
Cash.....	471	65			
Jack screws Account.....	394	87			
Open Exchange.....	2,441	31			
Fly Bank Channel.....	6,756	11			
Alley & Alley.....	130	00			
Anchor Account.....	158	64			
Tools Account.....	449	90			
Hon. A. R. Angers.....	137	50			
Bills Receivable.....	290	00			
Suspense Account.....	1,241	44			
Total.....	1,907,540	51	Total.....	1,907,540	51

A. H. VERRET,
Secretary-Treasurer.

JAS. WOODS,
Book-keeper.

HARBOR COMMISSIONERS' OFFICE,
QUEBEC,

Open Exchange.....	2,441 31	
Ry Bank Channel.....	6,756 11	
Albyn & Allyn.....	130 00	
Hon. A. R. Angers.....	137 50	
Bills Receivable.....	290 00	
Office Furniture.....	2,124 35	
Total.....	1,907,540 51	1,907,540 51

JAS. WOODS,
Book-keeper.

A. H. VERRET,
Secretary-Treasurer.

APPENDIX No. 9

REPORT ON THE OPERATIONS OF THE HARBOUR COMMISSIONERS
OF TORONTO, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER,
1881.

TORONTO HARBOUR.

SECRETARY of the Toronto Harbour Trust, in account with the Harbour Commissioners, for 1881.

DR.		GENERAL BALANCE SHEET.		CR.	
1881.	\$ cts.	1881.	\$ cts.		
Dec. 31. Wharf property, lighthouses, &c.....	59,669 00	Dec. 31. Balance to the credit of Profit and Loss	70,640 53		
Office furniture.....	639 43				
Elevator.....	10,250 00				
Bank of Toronto on deposit...	79 98				
Cash on hand.....	2 12				
	70,640 53		70,640 53		

Having examined the books, accounts and vouchers, and compared the Balance Sheet as above with the books, we certify the same are correct, and represent a true statement of the affairs of the Trust to December, 31st, 1881.

MORGAN BALDWIN,
Harbour Master.

E. G. HELLIWELL,
Deputy Harbour Master.

JAMES E. DAY, } *Auditors.*
J. G. RIDOUT, }

JAS. G. WORTS, Chairman, }
JAMES LOBB, } *Harbour Commissioners.*
ARTHUR B. LEE, }

TORONTO, December 31st, 1881.

STATEMENT of Receipts and Expenditure of Toronto Harbour Trust for the Year 1881.

1881. RECEIPTS.		1881. EXPENDITURE.	
	\$ cts.		\$ cts.
Jan. 1... Balance on deposit in bank...	5,477 28	Dec. 31. Office furniture.....	38 90
Cash on hand.....	49 80	Charges.....	350 00
Toronto, Grey and Bruce Railway, rent of wharf.....	2,325 00	Interest.....	9 25
Sundry items, Profit and Loss.	2 95	Insurance.....	185 10
Harbour dues.....	8,835 65	Printing, stationery, &c.	106 88
		Newspapers and advertising.	12 00
		Coal, wood, &c.....	69 76
		Profit and Loss, sundry items.	2,123 49
		Salaries.....	2,600 00
		Lights, buoys and beacons ...	455 80
		Office expenses.....	407 40
		Elevator.....	10,250 00
		Bank of Toronto.....	79 98
		Cash on hand.....	2 12
	16,690 68		16,690 68

Examined and found correct.

JAMES E. DAY, } *Auditors.*
J. G. RIDOUT, }

STATEMENT IN DETAIL.

1881.		PROPERTY ACCOUNT.	\$ cts.	\$ cts.
Jan. 1.....		Balance as per Ledger, folio 205.....		59,669 00
OFFICE FURNITURE.				
Jan. 1.....		Balance as per Ledger, folio 207.....	600 53	
Aug. 4.....		John Kay's account.....	38 90	639 43
CHARGES ACCOUNT.				
Jan. 10.....		Commissioners' fees for 1879 and 1880.....	300 00	
do 10.....		Auditors' fees for 1880.....	50 00	350 00
INTEREST ACCOUNT.				
Nov. 1.....		Bank of Toronto charge on overdrawn account.....		9 25
INSURANCE ACCOUNT.				
Aug. 31.....		Premium on \$5,000 on elevator.....	180 00	
Dec. 27.....		do office furniture for \$600,000.....	5 10	185 10
NEWSPAPERS AND ADVERTISING.				
Mar. 10.....		Mail and Globe subscription for 1881.....		12 00
PRINTING, STATIONERY, ETC.				
Jan. 10.....		Copp, Clark & Co.....	4 75	
Mar. 10.....		Clougher Bros.....	19 20	
do 10.....		Copp, Clark & Co.....	16 00	
Aug. 4.....		do.....	38 75	
Sept. 6.....		Clougher Bros.....	12 25	
Nov. 1.....		Copp, Clark & Co.....	12 05	
do 8.....		Sundry items as per Petty Cash.....	3 88	106 88
OFFICE EXPENSES.				
Nov. 8.....		Rent of office for year.....	360 00	
Dec. 31.....		Sundry items as per Petty Cash.....	47 40	407 40
LIGHTS, BUOYS AND BEACONS.				
April 14.....		Ross & Allen.....	\$ 13 20	
do 23.....		Capt. Taylor, placing buoys.....	25 75	
do 23.....		Neill & Sons, for buoys.....	110 58	
July 5.....		Ross & Allen.....	7 10	
do 5.....		M. Trenwith.....	9 50	
do 5.....		N. L. Piper & Son.....	16 95	
do 14.....		Neill & Sons.....	31 00	
Aug. 4.....		W. H. Sparrow.....	31 40	
do 16.....		W. J. Whitten & Co.....	10 64	
Oct. 11.....		Consumers' Gas Co., gas rent.....	54 96	
Nov. 1.....		D. S. Keith & Co.....	45 38	
do 1.....		J. A. Clendinning.....	9 00	
do 1.....		Consumers' Gas Co.....	6 30	
Dec. 12.....		Capt. Taylor, taking up buoys.....	27 25	
do 20.....		J. A. Clendinning.....	8 10	
do 20.....		Ross & Allen.....	4 50	
do 31.....		Sundry items as per Petty Cash.....	57 19	468 80
<i>Credit.</i>				
Nov. 1.....		Refunded by Observatory.....	13 00	455 80
<i>Carried forward.....</i>				60,834 86

STATEMENT IN DETAIL—*Concluded.*

		\$ cts.	\$
<i>Brought forward</i>			60,834 86
1881.	COAL, WOOD, ETC.		
Jan. 10.....	Consumers' Gas Co.....	10 68	
Mar. 10.....	J. R. Bailey & Co.....	14 75	
do 31.....	Water rate.....	4 25	
June 30.....	do	4 25	
do 30.....	P. Burns.....	12 80	
do 30.....	Consumers' Gas Co	14 53	
Dec. 20.....	J. R. Bailey & Co.....	8 50	
SALARIES.			69 76
Dec. 31.....	M. Baldwin, salary for 1881.....	1,200 00	
do 31.....	E. G. Helliwell, salary for 1881.....	800 00	
do 31.....	Capt. Taylor, salary for 1881.....	600 00	
ELEVATOR.			2,600 00
May 31.....	Toronto, Grey and Bruce Railway, 1st certificate.....	3,579 30	
Aug. 4.....	do do do 2nd do	3,136 50	
Sept. 6.....	do do do 3rd do	3,534 20	
			10,250 00
			74,754 62

TORONTO, December 31st, 1881.

PROFIT AND LOSS.

Dr.

Cr.

1881.		\$	cts.	1881.		\$	cts.
Jan. 10.....	Grant to E. G. Helliwell.....	50	00	Jan. 1.....	Balance as per Ledger, page 326.....	66,321	61
Mar. 10.....	Blake, Kerr & Boyd, law costs.....	141	39	Mar. 31.....	Toronto, Grey and Bruce Railway, quarter's rent of wharf.....	525	00
do 10.....	Toy & Tupper.....	136	65	June 30.....	Costs re Mary Grover refunded by Harbour Master.....	2	95
June 10.....	Charles Robertson & Co., repairs to Queen's Wharf.....	807	30	do 30.....	Toronto, Grey and Bruce Railway, quarter's rent of wharf.....	525	00
Aug. 4.....	W. Golding, gravel for wharf.....	53	00	Oct. 1.....	Toronto, Grey and Bruce Railway, quarter's rent of wharf.....	750	00
Sept. 6.....	C. & H. D. Gamble, law costs.....	86	67	Dec. 31.....	Harbour dues.....	8,835	65
Nov. 1.....	J. Bullevant, 1st certificate work, Queen's Wharf.....	315	00				
do 1.....	Mait and Glode, advertising tenders.....	12	00				
do 18.....	Ross & Allen, account for paint.....	22	20				
do 26.....	J. Bullevant, 2nd certificate work, Queen's Wharf.....	315	00				
do 26.....	do 3rd do.....	157	50				
Dec. 6.....	H. Alexander, account for papering, &c.....	21	25				
do 20.....	Sundry items as per Petty Cash.....	5	45				
do 31.....	Accounts transferred to balance the same.....	4,196	19				
	Balance.....	70,640	53				
		76,960	21				

MORGAN BALDWIN,
Harbour Master.
E. G. HELLIWELL,
Deputy Harbour Master.

JAMES E. DAY, }
J. G. RIDOUT, } Auditors.

TORONTO, December 31st, 1881.

COMPARATIVE STATEMENT.—Arriving by Steamers and Vessels for 1880-81.

Description.		1880.	1881.
Merchandise and all unenumerated articles	Tons.	14,673	21,091
Coal.....	"	85,532	128,079
Wood.....	Cords.	1,124	349
Stone.....	Toise.	1,743 $\frac{1}{2}$	2,684
Lime, plaster, &c.....	Brls.	6,682	5,781
Fish, tallow, oil.....	"	1,042	1,413
Grain.....	Bush.	64,253	50,071
Lumber.....	Feet.	817,910	816,450
Fire-brick.....	Per M.	20,600	51,175
Potatoes and other vegetables.....	Brls.	295	1,143
Fruit.....	"	3,693	3,372
do	Boxes.	7,034	6,146
do	Baskets.	90,475	53,993
Horses and carriages.....	Each.	263	243
Moulding sand.....	Tons.	409	525
Unwrought building sand.....	"	2,243	1,423
Porter, cider and beer.....	Brls.	105	76
Flour, meal, &c.....	"	9	112
Laths and hoops.....	per M.	2,250	None.
Sheep and pigs.....	Each.	217	382
Whiskey.....	Brls.	None.	10

COMPARATIVE Statement of the different Kinds of Coal in the Years
1879, 1880 and 1881.

Description.	1879.	1880.	1881.
Hard Coal.....	89,827	70,051	114,153
Soft Coal.....	36,081	15,481	13,926
	125,908	85,532	128,079

THIRTY-FIRST ANNUAL REPORT.

GENTLEMEN,—I beg to lay before you my Annual Report on the Harbour for the year 1881.

The year just passed has been more prosperous than its predecessor, although navigation was one month later in opening.

The first arrival was the schooner "M. A. Hall," with coal to the Queen's Wharf, on the 1st of April. The ice, however, did not leave the bay until the 16th of the month. The last arrival was on the 19th of December.

The number of vessels arrived at this port this season was 1,815, being 405 less than last year.

	1880.	1881.	Increase.	Decrease.
Steamboats loaded.....	493	645	.....	152
Do light.....	44	138	.....	94
Propellers loaded.....	113	226	.....	113
Do light.....	39	47	.....	8
Schooners loaded.....	1,013	845	168	.....
Do light.....	113	319	.....	206

The number of vessels wintering here is 52, representing a tonnage of about 8,842 tons.

The receipts for harbour tolls were \$8,830.67, an increase, as compared with 1880, of \$2,379.35.

The balance at the credit of the Trust on the 1st January, 1881, was \$5,527.08.

Total revenue for the year was \$11,163.60, making a grand total of \$16,690.65; and the total expenditure was \$16,608.58, leaving a balance at the end of the year of \$82.10.

The amount of coal imported was 128,029 tons, an increase of 42,547 tons, as against last year.

The highest water registered this year was 15 inches above zero, on the 8th of July; and the lowest, 7 inches below zero, on the 7th of December. This highest water this year (+ 15) was 4 inches lower than the highest of last year; and was, with two exceptions, the years 1872 (+ 3½) and 1879 (+ 12), the lowest on record. On the 28th June, at 4 p.m., while the gauge at the Queen's Wharf was registering + 14, the water suddenly rose to + 22, fell to - 8, and finally settled at + 13, the disturbance lasting about an hour.

The Government commenced work dredging at the sand-bar in the western channel on the 3rd of May, and continued work until the 7th of October, removing in that time 43,170 yards of material composed of sand, clay, loose rock and boulders; but, notwithstanding this, owing to the low water, complaints have been frequent of vessels passing through striking bottom, drawing little over ten feet of water.

All the buoys were placed out by the 22nd April, and were taken up as follows: Eastern Gap, December 2nd; The Point, December 3rd; and Western Channel, December 19th. There are four buoys on the south of the channel so buried with the encroaching sand that Captain Taylor found it impossible to lift them.

The lights on the Queen's Wharf were lit on the 15th of April, and discontinued on the 17th of December. Gas was introduced into the lighthouses in August last, and since then the lights have given every satisfaction.

I would repeat what I said in my last Annual Report, that a much improved light is needed on Gibraltar Point; and if the Commissioners could induce the Dominion Government to establish at the same point a steam syren, for use during the fogs so prevalent on this lake, they would be conferring a great benefit on our merchant marine.

NOTE.—The amount of coal imported by rail, as per information received at the Custom House, was—soft coal, 45,454 tons; hard coal, 32,940 tons; total, 78,394 tons. Amount received last year, 32,701 tons.

In order to encourage certain persons who are endeavoring to supply a want long needed here—the establishment of a dry dock and ship yard—the Commissioners have agreed to expend the sum of \$1,250 towards assisting them in doing the necessary dredging for that purpose.

The water on the north of the western extension of the Queen's Wharf, having become so shallow as to seriously interfere with the launching of the boat, it was found necessary to shift the boat house further westward into deeper water. At the same time it was thought advisable to remove the light-keeper's house to the crib formerly used for the boat-house, which now leaves the approach to the head of the wharf unobstructed.

The agreement with the lessees of the Queen's Wharf to rebuild the old stone-house, at a cost to the Trust of \$10,000, has been carried out, and a handsome elevator, with a capacity of one hundred thousand bushels, has been completed and in running order since the end of August last.

Captain Eads, who is employed by the Government to advise them as to the best means to be taken to protect and improve the Harbour, visited Toronto on the 20th of June last, and with Mr. Perley, the Government Engineer, and Mr. Tully, the Engineer for the Trust, made a thorough inspection of the same. He will, I understand, make his report in time to be laid before the House at its next Session. I may mention that Captain Eads required a new survey of the south shore of the Island and the channels, which was done, and a copy of the same, kindly furnished by Mr. Perley, is now in this office.

All of which is respectfully submitted,

MORGAN BALDWIN,

Harbour Master.

January 12th, 1882.

TORONTO HARBOUR WORKS, TORONTO, 7th January, 1882.

SIR,—I have the honour to report, that in accordance with the arrangements made between the Trust and the Toronto, Grey and Bruce Railway Company, a grain elevator of the capacity of 100,000 bushels was erected on the site of the east storehouse, at the Queen's Wharf, and the work was satisfactorily completed in August last, at a cost of \$10,000, not including machinery, &c. The cribwork on the east side of the storehouse, forming the foundation for the elevator, was in a decaying condition, and had to be repaired at a cost of \$739.70. According to the directions of the Trust, the boat house was removed from the east to the west side of the light-house, and the light-keeper's house was removed from the north portion of the wharf to the former site of the boat house. The work was done by tender, the cost being \$972.81.

On the 24th of June last, as requested, I accompanied Captain Eads, Consulting Engineer, and Mr. Perley, Chief Engineer of Public Works, in their inspection of the Harbour, Captain Eads having been requested by the Dominion Government to report on the best method to be adopted for its improvement and preservation.

I have the honor to remain your obedient servant.

KIVAS TULLY,

Engineer.

J. G. WORTS, Esq.,

Chairman, Toronto Harbour Commissioners.

APPENDIX No. 10.

REPORT OF THE HARBOUR COMMISSIONERS OF PICTOU, N.S., FOR
THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.

Pictou, N.S., 7th January, 1882.

SIR,—I beg to submit the accompanying statement of receipts and expenditures of the Harbour Commissioners for year ending 31st December, 1881, showing a balance on hand of \$2,353.46.

The Commissioners deeply regret being unable to secure the services of the Dredge "St. Lawrence" for a short time to deepen the water at both wharves, but trust that arrangements may be made, that she can be employed here some time this season, as it is absolutely necessary the water at both wharves should be deepened to admit vessels of large and medium tonnage lying thereat, without grounding.

I have the honour to be, Sir,

Your obedient servant,

J. A. GORDON,

Chairman Harbour Commissioners.

To WM. SMITH, Esq.,
Deputy Minister of Marine &c.,
Ottawa.

APPENDIX No. II.

REPORT OF THE HARBUOR MASTER FOR THE PORT OF HALIFAX, N.S.,
FOR THE CALENDER YEAR ENDED 31st DECEMBER, 1881.

HALIFAX, 17th January, 1882.

SIR,—I have the honour to submit my Report for the year ending 31st December, 1881, and enclose herewith a deposit receipt for two hundred and forty-nine dollars and fifty cents (\$249.50), being the difference between fees collected and the amount retainable under the Act.

The trade of the port has been quite active during the year just closed, and has marked an increase in steam tonnage, although the small sailing vessels have somewhat fallen off.

I have the honour to be, Sir,

Your obedient servant,

E. O'BRYAN,

Harbor Master.

To WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 12

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY, N.S. FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1880.

SIR,—The Commissioners of North Sydney Harbour have the honor to submit the following as their Annual Report for 1880, with the accompanying surveys and statements showing the receipts and expenditures with the Harbour Master's statement, giving the number of vessels, tonnage, &c. The principal works of the year were the construction of 150 feet of breastwork on the face of the old ballast ground, and building of a block on the North Bar, 50 feet by 24, the beginning of the construction recommended by Messrs. Brown and Perley, and the engineers consulted by the Commissioners in regard to harbour improvements.

For particulars of the condition of the harbour and the improvements requiring the consideration of the Commissioners, we beg to refer you to Mr. Perley's survey in our last and Mr. Brown's and McKenzie's, C. E., report as follows:—

SYDNEY MINES, C.B., 24th, August 1880.

The Harbour Commissioners of the
Port of North Sydney.

GENTLEMEN,—It has been brought to your notice that for the improvement and safety of the Harbour of North Sydney, it is very desirable that a breakwater should be made on the North Bar, for this bar is having its upper portion gradually cut away by the action of the waves, and the sand thus removed is being deposited about the wharves, at the same time the present ballast heap, having become large in dimensions, is encroaching upon the deep water of the harbour (which should be reserved for anchorage) and the earth and sand from the ballast are being washed out and deposited about the wharves also. These facts are pointed out in the Report of Mr. Perley, made on the subject to the Department of Public Works on 31st December, 1875.

From the above it is evident that the Harbour of North Sydney is gradually deteriorating both as regards depth of water about the wharves, and protection from north-east and easterly winds. It is also evident that the proper course to be adopted is to stop vessels from depositing ballast at the present ballast heap and to make them deposit it on the North Bar. Mr. Perley in recommending this in his Report says it will be necessary to place a continuous line of close-faced wharfing along the inner edge of the bar in 16 feet of water, commencing to build 370 feet in length from the shore outward at a cost of \$10,000. I beg to submit that this is not necessary, for there being a large extent of shoal water the sea will have very little effect upon the structures placed along the western edge of the bar, and that all that is required to make a beginning is to build a block of wharf logs, say 48 feet square in 10 feet depth of water about the point A indicated on the plan which was submitted to you. Vessels could then lie at this block and discharge their ballast, the ballast would be run out towards the shore, a couple of small tramways being laid on top, and tip waggons used thereon, care would be taken to deposit only stone ballast until it had risen above high water mark. As the water is shallow the ballast would soon connect the block with the shore and thus a breakwater would be formed which could be extended in length when desirable by adding other blocks outside the first and so on. As these blocks would be added year after year the cost of building them would be trifling, and the area of sheltered water where shipping would lie in perfect safety would thus be annually increased.

As regards cost the sum of \$2,000 or \$3,000 would be sufficient to establish the first block, and \$1,500 or \$2,000 more would be afterwards required when another block had to be added from time to time to lengthen the breakwater.

I am, gentlemen,

Your obedient servant,

R. H. BROWN, C.E.,

Agent, General Mining Association Limited.

SYDNEY, September 4th, 1880.

To the Harbour Commissioners,
North Sydney,

GENTLEMEN,—I herewith beg to submit the report of the survey of the Port of North Sydney, made in accordance with your instructions. As remarked by Mr. Perley, C.E., in his Report of 1875, I find a denudation of the surface of the North Bar has taken place, and the sand from the beach is shoaling the water in the harbour and around the wharves. From surveys held on the General Mining Association's property and the Gibbins property fifteen years ago, I find that the wash of sand from the North Bar beach has increased the shore area some 40 feet in front of Shean's at the shore end of the General Mining Association's pier, and if allowed to continue will so shoal the water as not to permit vessels of deep draft loading at the wharves. The shoaling from the North Bar would be prevented by the construction of the breastwork recommended by Mr. Perley, C.E. I would recommend a continuous breastwork from the point suggested by Mr. Brown to the end of the breakwater with a lighthouse on it showing a green light, for the following reasons:

1st. The breastwork connected with the shore by the deposit of ballast would prevent the wash from the Bar shoaling the harbour.

2nd. The breastwork extended out to the end of the Bar would increase the sheltered area of the harbour and afford greater protection to shipping.

3rd. The entrance between the North Bar and South Bar is only half a mile wide and the red light on the south side is so far from the outer edge of the shoal, a green light near the channel on the North Bar would make it easy and safe for shipping to enter and depart at all times. The necessity of the proposed work will be seen from the showing of Captain Bayfield of the Admiralty survey. He remarks "the Port of Sydney is one of the finest in the world, it is three miles wide at the entrance, but the navigable channel contracts rapidly to the breadth of half a mile between the two bars. Inside of these Bars the harbour divides into the west and south arms. The former being open to E. N.E. winds except at the coaling ground where vessels anchor under the shelter of the N. W. Bars. The North Bar only extends out from the shore 1,100 feet. Some of the wharves are built out 600 feet, and the denudation already referred to has so deepened the water over the Bar as to permit of the sea from the northerly gales doing considerable damage to the wharves and shipping frequenting the port. The shoaling of the upper part of the harbour may be accounted for on the grounds that all kinds of ballast has been deposited at the old ballast ground for years without any wharfing or cribbing to prevent the finer materials from washing into the harbour and around the wharves. This will partly be prevented by the breastwork now under construction on the eastern side of the ballast ground. This work should be extended to the shore and to deep water to the outer end of the ballast ground for the following reasons:—

1st. The wash from the west arm through the channel between the ballast ground and the shore settles around the wharves and shoals the water frontage. The extension of the wharf work to the shore would close up the channel and prevent shoaling from that quarter.

2nd. The work should be extended to the shore for the convenience of shipping and to afford Captains means of communication with the town and the public with the ballast ground in stormy weather and at all times.

3rd. The extension of the breakwater to the shore would give the harbour trust and business community a valuable and useful water frontage which otherwise would be useless.

4th. The extension of the breastwork to the outer edge of the ballast ground in deep water will give the port and shipping a public wharf that will accommodate vessels of deep draft.

North Sydney being the chief port for coal tonnage and transatlantic shipping these improvements are necessary for the accommodation of the class of tonnage now engaged in the carrying trade.

I am, gentlemen,

Your obedient servant,

(Signed) H. R. McKENZIE, C.E.

Government Land Surveyor.

A copy of the plan accompanying Mr. McKenzie's report and surveys will be forwarded to your Department as soon as received. The Commissioners propose proceeding with the work as fast as circumstances will permit. 1,173 vessels were entered in the Commissioners books during the year, aggregating 205,818 tons; of this number, 528 vessels, representing 158,338 tons, paid harbour dues, the balance came under the exemptions referred to in the Harbour Master's Report. As a large number of the vessels coaling and loading at Sydney (or in the South Arm) call here going in or out, and as all pass through the port of North Sydney the Sydney vessels are included in the above gross tonnage.

The coal shipments for 1880, for the harbour, show a large increase over previous years.

Coal shipments from North Sydney and Sydney :

	Old Mines, North Sydney.	International, Sydney.	Cape Breton Pier, Sydney.	Totals.
1880—	115,307 tons.	58,897 tons.	13,614 tons.	205,818
1879—	108,259 "	21,523 "	17,269 "	147,041
1878—	106,366 "	14,348 "	7,347 "	128,061

STATEMENT of the Receipts and Expenditures by the Harbour Commissioners, for the
Year ending December 31st, 1880.

DR.		CR.	
—	\$ cts.	—	
—	\$ cts.	\$ cts.	
Balance cash on hand, December 31st, 1879.....	235 82	Paid H. R. McKenzie, C.E., for surveys, making plans, &c.....	23 60
Amount collected for tonnage dues.....	1,583 38	Taking soundings for new pier at the Old Ballast Ground and North Bar	35 00
Cash borrowed by Commissioners.....	1,250 00	Harbour Master, painting, placing and taking up buoys.....	15 50
Amount collected for wharfage	13 56	Removing ballast, &c.....	14 20
		Chas. Bown, for statistics, Port of Sydney	10 00
		J. H. McLeod, for copies of by-laws.....	10 00
		Montreal Gazette, for books and stationery	13 50
		Reporting vessels anchoring outside not entering at Custom House.....	45 00
		North Sydney Herald, printing by-laws, &c.....	35 00
		S. S. "Unicorn," for placing and raising buoys.....	55 00
		Cost of breast work at Old Ballast Ground.....	1,095 70
		Cost of piers for breakwater on North Bar	426 00
		Office rent, fuel, &c.....	63 75
		Harbour Master's salary.....	400 00
		Harbour Police.....	320 00
		Secretary's salary.....	335 00
		Interest on money borrowed.....	26 99
		5 per cent. commission on expenditures	146 21
		Cash on hand.....	12 31
	3,082 76		3,082 76
By balance on hand.....	12 31		

M. J. PHORAN, *Chairman.*
W. M. MOORE,
GEO. H. DOBSON, *Secretary.*

REPORT OF THE HARBOUR MASTER.

NORTH SYDNEY, Dec. 31st, 1880.

SIR,—I have the honour to submit the following Report for 1880, with accompanying comparative statements, showing the dates of the closing and opening of navigation, the last departure for sea and the first arrival from sea, the number and tonnage of vessels. On January 1st, the harbour was free from ice. The buoys were taken up for winter, January 6th. The last departure was the steamship "George Shattuck," January 17th. Navigation closed February 4th and opened April 10th, and the first arrival was on April 13th.

There is a marked increase in the arrivals of transatlantic steamers from European and American ports for bunker coal over previous years. The following is a comparative statement of steamers for bunker coal:—

	1880.	1879.	1878.
Steamers.....	190	41	24

The following is a comparative statement of arrivals of vessels and tonnage for cargo orders and bunker coal for 1880 and 1879:—

	1880.		1879.	
Ocean steamers ...	197,	representing 197,242 tons.	41,	representing 42,550 tons.
Coasting " ...	43,	" 15,297 "	105,	" 45,752 "
Ships, ...	13,	" 16,768 "	8,	" 7,541 "
Barques, ...	156,	" 87,438 "	134,	" 68,244 "
Brigantines, ...	157,	" 35,968 "	145,	" 25,358 "
Schooners, ...	607,	" 45,277 "	717,	" 55,775 "
Total	1173	397,990	1,152	245,220

Of the 1,173 vessels, 205,818 tons reported as above, 528 vessels, representing 158,338 tons, paid harbor dues. The balance were exempt, and comprise the following *i.e.*

Vessels for orders, and not entering at the Custom House, are exempt; vessels with coasting licenses and vessels loading and coaling at Sydney are included in the above Report and are exempt from harbor dues.

The vessels of 1880 were navigated by 12,385 seamen.

Submitting the foregoing for the consideration of the Harbour Commissioners,

I am, Sir,

Your obedient servant,

GEO. B. MOFFAT,

Harbour Master.

Geo. H. DOBSON,

Secretary of Harbor Commissioners of North Sydney.

APPENDIX No. 13.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY, FOR
THE CALENDAR YEAR, ENDED DECEMBER 31st, 1881.

JANUARY 19th, 1882.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—The Harbour Commissioners of North Sydney beg to transmit herewith for the information of the Honourable the Minister of Marine and Fisheries, statements of the receipts and disbursements, with the Harbour Master's comparative statement of sailing and steamer tonnage; and the Police report as to the number of seamen assisted and placed on board their respective vessels, for the year ended 31st December, 1881.

The coal shipments for 1881, from the respective loading piers within the harbour, shew a considerable increase over 1880, and are the largest we have ever had—aggregating 258,961 tons. The largest previous year's business was 1873, 253,396 tons.

The following are the comparative coal shipments since 1878, viz. :—

Years.	North Sydney.	Sydney.	Sydney.	Total.
	Old Sydney Mines.	International Mines.	Reserve Mines.	
	Tons.	Tons.	Tons.	Tons.
1878.....	106,366	14,348	7,347	128,061
1879.....	108,259	21,523	17,269	147,051
1880.....	115,307	58,897	13,614	187,818
1881.....	128,000	62,076	68,885	258,961

From the Harbour Master's statement it will be noticed that a greater amount of tonnage has come to the port than during any previous year, being 401,082 tons, or 3,092 tons in excess of 1880, the largest year before this.

For full particulars of the improvements, condition and requirements of the harbour, we would refer you to the Report of the Engineer, and to his Report for 1880.

STATEMENT of the Receipts and Expenditures of the Harbour Commissioners, for the Year ending 31st December, 1881.

DR.	\$ cts.	CR.	\$ cts.
Cash on hand from last year.....	12 31	Paid A. C. Bertram, printing account.....	16 25
Received from Collector of Customs, North Sydney.....	1,420 23	Alexander McKay, for anchors.....	6 00
Received through Harbour Master	483 07	H. N. Paint, for buoys.....	20 00
Received from Dominion Government on account of North Bar Breakwater.....	500 00	H. R. McKenzie, survey account.....	10 00
Wharfrage collected at Ballast Ground Pier.....	18 50	Harbour Master's salary.....	400 00
Received for fines.....	13 20	Secretary's salary, and for recording vessels ordered off, shipping anchoring off the harbour, and vessels not entering Custom House.....	480 00
Money advanced.....	2,125 60	Harbour police and other expenses....	420 00
		Cost of wharf at North Bar.....	2,422 70
		For work on Ballast Ground Pier....	100 66
		Office furniture.....	19 82
		Office rent.....	50 00
		S.S. "Unicorn's" account for placing and taking up buoys.....	70 00
		Coleman's account for repairing anchors and buoys.....	40 36
		Stationery, office fuel, cleaning, &c..	13 20
		Building roadway to the old ballast ground.....	19 50
			4,088 49
		Five per cent. to the Treasurer on expenditure.....	204 42
		Hamilton on account of money borrowed.....	196 00
		Interest on borrowed money.....	84 00
Total amount of receipts.....	4,572 91	Total amount expended.....	4,572 91

SYDNEY, 31st December, 1881.

To the Harbour Commissioners.

SIRS,—I beg to submit the following Report upon the work performed in the harbour of North Sydney, during the year 1881.

The principal harbour improvements of the year are the extension of wharf work from the block placed on the north bar by the Commissioners in 1880, to the shore, a distance of 688 feet, and a block built under the Government supervision 64 feet in length. The Government block having been built 24 feet on the harbour side of the Commissioners' block, necessitates a continuance of it 40 feet along the face of the Commissioners' block in order to give vessels shelter and wharfrage accommodation.

For the safe and easy ingress and egress of shipping, a "light" is required on the outer edge of the north bar. The extension of the wharf work from the eastern corner of the Commissioners' block to the outer edge of the bar on the proposed lighthouse block, is also required for the protection of the wharves and shipping.

In compliance with your request for an estimate of the work most needed for the coming season:—

1st. I estimate cost of extension of the Government block 40 feet along the face of Commissioners' block at \$1,000.

2nd. A continuous wharf work from the eastern corner of the Commissioners' work to the outer edge of the bar at \$7,500.

The immediate construction of these works is required for the following reasons:—

1st. Steamers and vessels have gone ashore on the north side of the harbour for want of a light, and the continued increase of large ocean steamers frequenting the port with valuable cargoes at times and weathers when pilots cannot board them,

necessitates the immediate placement of a light on the north bar, as recommended in last year's report, and for reasons therein given.

2nd. The shoaling of the harbor from the north bar cannot be effectually prevented, and the shipping and wharves protected from northerly gales, until a wharf work is extended to the outer edge of the bar as per plan.

3rd. Stone ballast is needed for the further securing of the 800 feet of wharf work already constructed, and to afford shelter and wharf accommodation for vessels with such ballast 40 feet shorewards of the Government block is required by the opening of navigation.

I am, gentlemen,

Yours obediently,

H. R. MCKENZIE, C.E.,

Government Surveyor.

It will be seen by the engineer's report that the harbour improvements are progressing; but the Commissioners would respectfully draw the Hon. Minister's attention to the necessity of a "light" being placed as soon as practicable on the north bar, and to the importance of the early completion of the work suggested by Mr. McKenzie.

Application having been made late in the season by a coal company to lease or buy part of the ballast ground for a coal shipping pier, the Commissioners have the matter under consideration, and intend making suggestions to the Department for some alterations in the Act by Parliament which will enable them to deal with the property in question.

We have the honour to be, Sir,

Your obedient servants,

M. J. PHORAN,

GEO. H. DOBSON,

W. H. MOORE.

REPORT OF THE POLICE AS TO THE NUMBER OF SEAMEN WHO HAVE BEEN ASSISTED, PROTECTED, ARRESTED, &c., AND PLACED ON BOARD THEIR RESPECTIVE VESSELS AT NORTH SYDNEY, FOR THE YEAR ENDED 31ST DECEMBER, 1881.

The number of men placed on board their vessels during the above period was 38.

There were none drowned, nor any who sustained injuries from accidents. One man fell into the water, but he was immediately rescued.

The following is a detailed statement of misdemeanours:—

Dates.	Men assisted and put on board their Ships.	Names of Ships.	Dates.	Men assisted and put on board their Ships.	Names of Ships.
1881.			1881.		
May 6	1 man.....	S.S. Columbo.	Aug. 29	1 do	Sch. Moore.
do 6	4 men	S.S. Mayfield.	do 30	†1 captain.....	
do 7	4 do	S.S. Newfield.	Sept. 7	1 man	do Lone Star.
do 13	1 man	Sch. Elizabeth.	do 7	1 do	do Zebra.
do 18	1 do	S.S. Walrus.	do 16	1 do	Barque Era.
do 22	*1 do	Brig Love Star.	do 16	1 do	Sch. Flying Robin.
June 1	2 men	Sch. Mary Ann.	do 19	1 do	Barque French.
do 15	2 do	S.S. Marion.	do 30	1 do	do Western Belle.
do 16	2 do	Brig Marian.	Oct. 14	1 do	Sch. Gresilda.
do 20	1 man	Sch. Alice.	do 15	1 do	Barque Oealo.
do 27	†1 do	Vessel unknown.	do 26	1 do	Pictou Brig.
do 29	2 men	Brig Arib.	Nov. 7	2 men	
July 5	1 man	S.S. Marion.	Dec. 27	2 do	S.S. Newfoundland.
do 18	†2 engineers		1882.		
do 19	1 man	Barque Bellevue.	Jan. 2	2 do	S.S. Bear.
do 29	1 do	do George Peabody.			

* Put in watch-house. † Saved from drowning. ‡ On board their ships.

Respectfully submitted,

M. J. PHORAN,

In charge of Harbour and Police Statistics.

REPORT OF THE HARBOUR MASTER.

10th January, 1882.

GENTLEMEN,—I would respectfully submit, for your information, my Annual Report for the year ending 31st December, 1881.

On 1st January the harbour was open and free of ice. The buoys were taken up 4th January. The last departure to sea was the steamship "Geo. Shattuck," 19th January. Navigation closed 22nd January and opened 25th March. The first arrival was on 1st April, schooner "Quartette," from Halifax.

There is a continual increase in the arrivals of ocean steamers from European and North American ports seeking freight, for orders and bunker coal. The following years show the increase of the yearly arrivals of the transatlantic steamers, viz.: 1878, 24; 1879, 41; 1880, 137; 1881, 255.

The following is a comparative statement of vessels and tonnage for cargo, orders and bunker coal:—

Class of Vessels.	1879.		1880.		1881.	
	No.	Tons.	No.	Tons.	No.	Tons.
Ocean Steamers.....	41	42,550	197	197,242	253	258,470
Coasting do	105	45,752	43	15,297	55	25,703
Ships	8	7,541	13	16,768	9	11,076
Barques	134	68,244	124	77,882	136	41,753
Brigantines	145	25,358	189	45,524	125	25,854
Schooners	717	55,775	607	45,277	439	35,226
Total.....	1,150	245,220	1,173	397,990	1,017	401,082

The above vessels in these years were manned by the number of seamen thereunto placed, viz.: 1879, 9,892; 1880, 12,385; 1881, 10,147.

Of the 1,017 vessels reported above, 520, representing 190,430 tons, paid harbour dues under the regulations.

PORT OF NORTH SYDNEY.

COMPARATIVE STATEMENT shewing the dates of the Opening and Closing of Navigation as well as the first arrival from Sea and last departure to Sea, during the past six years.

Years.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure to Sea.
1876.....	April 10.....	January 13.....	April 18.....	January 6.....
1877.....	March 25.....	do 11.....	March 30.....	do 12.....
1878.....	do 9.....	February 14.....	do 26.....	do 28.....
1879.....	do 2.....	do 16.....	do 3.....	do 24.....
1880.....	April 10.....	do 4.....	April 13.....	do 17.....
1881.....	Feb'y 25.....	January 22.....	do 1.....	do 19.....

The foregoing report is respectfully submitted,

GEO. B. MOFFATT,

Harbour Master.

To the Harbour Commissioners.

APPENDIX No. 14.

TABLE showing the names of Ports proclaimed under the Dominion Acts, 36 Vic., chap. 9, 37 Vic., chap. 34, and 38 Vic., chap. 30, for the appointment of Harbour Masters; the dates of Proclamation; the names of the Harbour Masters appointed under the Acts named, and the Acts 35 Vic., chap. 42, and 36 Vic., chaps. 12 and 63; the dates of the appointment of Harbour Masters; the amount which each of their Salaries is not to exceed; the amount of Fees collected by each of them during the Calendar Year ended 31st December, 1881, and the overplus, if any, paid into the credit of the Receiver-General.

PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.		Amount collected in 1881.		Amount of expenses incurred in repairing & placing buoys, &c		Amount paid over to Receiver-General.	
				\$	cts.	\$	cts.	\$	cts.	\$	cts.
Collingwood	Mar. 3, 1877	Andrew Lockerie	Mar. 3, 1877	200	00	158	50	.....	.....	.....	.....
Goderich	Apl. 28, 1876	Thomas N. Dancy	Apl. 22, 1876	300	00	162	50	.....	.....	.....	.....
Penetanguishene	Feb. 2, 1877	Francis Densom	June 3, 1881	200	00	12	50	.....	.....	.....	.....
Rondeau	May 4, 1878	Thomas Harrison	May 4, 1878	100	00	108	50	.....	.....	8	50
Southampton	Sep. 23, 1875	David Cascaden	Sep. 13, 1875	100	00	62	50	.....	.....	.....	.....

PROVINCE OF QUEBEC.

Amherst	Sep. 14, 1878	John Cassidy	Sep. 2, 1878	200	00	32	50	.....	.....	.....	.....
Carleton	Dec. 8, 1881	J. H. Landry	Dec. 8, 1881	200	00	No return.		.....	.....	.....	.....
Gaspé	Sep. 25, 1874	Joseph Eden	Sep. 22, 1874	500	00	120	50	.....	.....	.....	.....
Lachine (under Montreal Harbor Comm'rs).	Apl. 24, 1880	Louis Paré	Apl. 19, 1880	300	00	99	00	.....	.....	.....	.....
Matane	Oct. 19, 1877	D. F. St. Aubin	June 12, 1880	200	00	28	00	.....	.....	.....	.....
Métis	Feb. 7, 1878	P. F. Leggat	Feb. 7, 1878	200	00	49	00	.....	.....	.....	.....
Oak Bay	Mar. 27, 1880	Jas. D. Sowerby	Mar. 22, 1880	200	00	19	50	.....	.....	.....	.....
Paspébiac	May 12, 1877	Hugh Christie	May 23, 1877	150	00	44	50	.....	.....	.....	.....
Rimouski	Mar. 5, 1877	Jos. St. Laurent	do 30, 1878	200	00	36	00	.....	.....	.....	.....
St. Johns	} Within the harbour of Montreal.	Jos. E. Pinsonneault	do 19, 1879	400	00	884	50	.....	.....	484	50
Sorel		Pierre Bellefeuille	Apl. 20, 1875	300	00	364	00	.....	.....	64	00
Three Rivers		Uldoric Frederic Langlois ..	June 14, 1875	300	00	304	50	4	50	.....	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—Continued.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1881.	Amount of expenses incurred in repairing & placing buoys, &c.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bathurst	May 30, 1873	James Andrew.....	Mar. 23, 1881	200 00	129 50	.....	.....
Bay Verte	do 30, 1873	No appointment.....	.....	.....	.....	.....	.....
Buctouche.....	do 30, 1873	John Keswick.....	Apr. 20, 1876	100 00	20 00	.....	.....
Campbellton....	do 30, 1873	William Mott.....	July 9, 1873	200 00	16 50	.....	.....
Campobello.....	do 30, 1873	John Benjamin Beatty.....	do 7, 1873	100 00	22 50	.....	.....
Caraquet	do 30, 1873	Prospere Paulin.....	do 10, 1879	150 00	43 50	.....	.....
Chatham	do 30, 1873	William Johnston.....	June 25, 1879	300 00	537 50	.....	237 50
Cocagne	do 30, 1873	John Brooks	July 7, 1873	100 00	12 50	.....	.....
Dalhousie	do 30, 1873	Joseph W. Cullen.....	Sep. 2, 1878	200 00	103 00	.....	.....
Dorchester	do 30, 1873	Joshua King.....	July 9, 1875	200 00	47 00	.....	.....
Fredericton.....	do 30, 1873	No appointment.....	.....	.....	.....	.....	.....
Grand Manan....	Sep. 18, 1876	James A. Pettis.....	Sep. 18, 1876	100 00	No return.	.....	.....
Great Shemogue	May 17, 1875	John A vard.....	May 10, 1875	100 00	No return.	.....	.....
Harvey.....	do 30, 1873	Joseph McAlmon	Apr. 10, 1875	100 00	12 00	.....	.....
Hillsborough....	do 30, 1873	Nehemiah Bennett	do 30, 1874	150 00	51 50	.....	.....
Ledge of St. Stephens	do 30, 1873	Charles Young.....	do 22, 1876	100 00	20 00	.....	.....
Moncton.....	do 30, 1873	No appointment.....	.....	.....	.....	.....	.....
Musquash	Mar. 26, 1874	Samuel Hayward.....	Mar. 26, 1874	100 00	80 00	.....	.....
Newcastle	May 30, 1873	John Niven.....	July 7, 1873	300 00	443 50	.....	143 50
North Joggins...	do 30, 1873	No appointment.....	.....	.....	.....	.....	.....
Port Elgin	Feb. 6, 1878	Jacob Silliker.....	Feb. 6, 1878	200 00	17 00	.....	.....
Richibucto.....	May 30, 1873	James Alexander Jardine...	May 11, 1874	200 00	106 00	.....	.....
Rockland	do 30, 1873	No appointment.....	.....	.....	.....	.....	.....
Sackville	do 30, 1873	do .....	.....	.....	.....	.....	.....
St. Andrews	do 30, 1873	John Balson	July 7, 1873	100 00	123 50	.....	23 50
St. George	do 30, 1873	James Dick.....	do 7, 1873	100 00	51 00	.....	.....
St. Martins	do 14, 1874	Joseph Carson.....	May 14, 1874	100 00	4 50	.....	.....
Shediac.....	do 30, 1873	Alexander McQueen.....	do 19, 1876	300 00	131 00	.....	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts,
&c.—Continued.

PROVINCE OF NEW BRUNSWICK—Concluded.

Name of Ports.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1881.	Amount of expenses incurred in repairing & placing buoys, &c.	Amount paid over to Receiver-General.
				\$ cts	\$ cts.	\$ cts.	\$ cts.
Shippegan	May 30, 1873	John DeGrace	Aug. 10, 1880	100 00	4 00	.....	.....
Tracadie	do 7, 1874	Vital Arceno.....	July 9, 1875	100 00	2 00	.....	.....
West Isles.....	Feb. 4, 1879	Thomas K. Parker.....	Feb. 4, 1879	200 00	5 00	.....	.....

PROVINCE OF NOVA SCOTIA.

Advocate.....	May 15, 1880	Samuel Morris	May 10, 1880	100 00	No return.	.....	.....
Annapolis	Mar. 12, 1875	William Cummings.	do 16, 1879	200 00	85 00	.....	.....
Arichat.....	Apl. 22, 1879	Felix L. Marmand	Apl. 22, 1879	200 00	75 50	.....	.....
Baddeck.....	Sep. 23, 1875	Stephen Atwater.....	Sep. 15, 1875	100 00	37 50	.....	.....
Barrington.....	Apl. 1, 1881	Ephraim Newell.....	Apl. 1, 1881	200 00	22 00	.....	.....
Bayfield	July 11, 1879	John McDonald	July 11, 1879	200 00	2 75	.....	.....
Bear River ...	Sep. 25, 1874	William Fenwick Hennigar	Sep. 24, 1874	100 00	52 50	.....	.....
Beaver Harbour.	July 24, 1880	Leonard Jewers, sen.....	July 5, 1880	100 00	24 50	.....	.....
Bridgewater	Mry 6, 1874	Joseph Robins Wyman	May 6, 1874	100 00	108 00	.....	8 00
Bras d'Or, including New Campbelltown	do 6, 1874	Francis Dunlap.....	do 6, 1874	200 00	No return.	.....	.....
Cape Canso.....	June 6, 1876	William Walsh.....	June 6, 1876	100 00	43 00	.....	.....
Cape Negro.....	May 18, 1881	Anthony Perry.....	May 18, 1881	200 00	No return.	.....	.....
Clark's Harbour.	June 1, 1881	J. B. Brannen.	June 1, 1881	200 00	4 00	.....	.....
Cheticamp	Apl. 20, 1876	Fulgence Ancoin.....	Apl. 15, 1876	100 00	4 00	.....	.....
Clementsport....	May 1, 1877	Thomas Tracey.	May 1, 1877	150 00	16 00	.....	.....
Cow Bay.....	Mar. 3, 1879	Hector McDonald.....	Mar. 3, 1879	400 00	204 50	.....	.....
Digby.....	Feb. 19, 1878	James A. Hughes.	Feb. 19, 1878	300 00	25 50	.....	.....
Gaberouse	Mar. 3, 1879	John Hardy.....	Mar. 3, 1879	100 00	8 50	.....	.....
Glasgow and Cape Breton Pier.....	Oct. 30, 1880	Angus McQuarrie.....	Oct. 30, 1880	300 00	245 00	.....	.....
Greville.....	Mar. 13, 1880	James E. Hatfield.....	Mar. 5, 1880	200 00	25 50	.....	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts,
&c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name of Ports.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1881.	Amount of expenses incurred in repairing & placing buoys, &c.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.
Halifax.....	No proclamation required by Act.....	Edward O'Bryan.....	Mar. 18, 1880	1600 00	1849 50	.....	249 50
International Harbour.....	do 30, 1880	Michael Neville.....	do 30, 1880	300 00	350 00	50 00	.....
Jordan Bay.....	Oct. 25, 1876	Matthew Drips McKenzie...	Oct. 25, 1876	150 00	32 00	.....	.....
Lahave.....	Mar. 12, 1875	George Henry Zwicker	Feb. 25, 1875	300 00	49 00	.....	.....
Lingan.....	July 12, 1881	Thomas Laffin.....	July 12, 1881	200 00	31 00	.....	.....
Liscomb.....	May 18, 1881	George Crooks.....	May 18, 1881	200 00	20 00	.....	.....
Liverpool.....	Jan. 19, 1877	Wm. A. Kenney.....	Jan. 19, 1877	200 00	105 50	.....	.....
Lockeport.....	do 18, 1881	Ed. A. Capstick.....	do 18, 1881	200 00	64 00	.....	.....
Louisburg.....	Mar. 17, 1879	Patrick O'Toole.....	Mar. 17, 1879	200 00	85 00	.....	.....
Lunenburg.....	Dec. 3, 1875	William Henry Begg.....	Dec. 3, 1875	150 00	82 50	.....	.....
Mabou.....	July 17, 1880	Finlay Rankin.....	June 23, 1880	100 00	3 50	.....	.....
McNair's Cove...	Mar. 12, 1875	Ronald McEachen.....	Mar. 8, 1875	150 00	No return.	.....	.....
Margaretville....	do 26, 1878	Robert Early.....	do 26, 1878	160 00	12 00	.....	.....
Margaret's Bay..	July 16, 1875	Peter Francis Boutillier....	July 9, 1875	100 00	46 00	.....	.....
Merigomish.....	Mar. 26, 1878	W. C. Olding.....	Mar. 26, 1878	100 00	9 80	.....	.....
Neil's Harbour...	Apl. 28, 1876	Angus Buchanan.....	Apl. 11, 1876	100 00	4 00	.....	.....
North Bay, Ingonish.....	Mar. 24, 1881	Wm. Thompson.....	Mar. 24, 1881	200 00	Nil.	.....	.....
Northwest Cove, Coleman's Cove and Aspotogan Harbour.....	Dec. 29, 1876	William Murphy.....	Dec. 29, 1876	200 00	Nil.	.....	.....
Parrsborough...	Oct. 22, 1873	Edward Walter Boaty.....	Oct. 22, 1873	100 00	60 50	.....	.....
Pictou.....	No proclamation required by Act.....	John Gunn.....	Aug 14, 1875	400 00	1322 00	.....	.....
Plaster Harbour.	May 6, 1874	Donald Fraser.....	May 6, 1874	200 00	Nil.	.....	.....
Port George.....	do 1, 1877	Chas. B. Weaver.....	do 1, 1877	150 00	5 00	.....	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts,
&c.—Continued.

PROVINCE OF NOVA SCOTIA—Concluded.

Name of Ports.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1881.	Amount of expenses incurred in repairing & placing buoys, &c.	Amount paid over to Receiver-General.
				\$, cts.	\$ cts.	\$ cts.	\$ cts.
Pt. Hawkesbury.	July 16, 1875	Daniel Henesey.....	July 9, 1875	200 00	102 50	.....	.....
Port Hood.....	do 16, 1875	John Murphy, jun.....	do 9, 1875	200 00	5 00	.....	.....
Port LaTour.....	Apl. 14, 1881	Wm. Nickerson.....	Apl. 14, 1881	200 00	No return.	.....	.....
Port Mulgrave...	Mar. 9, 1876	Otis G. White.....	May 16, 1879	200 00	34 00	.....	.....
Port Medway....	June 25, 1879	Jabez F. Parks.....	June 25, 1879	200 00	33 00	.....	.....
Pugwash.....	Oct. 22, 1873	A. A. Stevens.....	Oct. 22, 1873	100 00	55 50	.....	.....
River John.....	Mar. 26, 1878	Henry Heighton.....	do 29, 1879	100 00	5 00	.....	.....
St. Ann's, including Fuche's Cove.....	Apl. 20, 1881	Peter McLean.....	Apl. 20, 1881	200 00	7 50	.....	.....
St. Mary's River.	May 18, 1881	Jas. G. Pride.....	May 18, 1881	200 00	10 50	.....	.....
St. Peters.....	Jan. 24, 1881	W. W. Handlay.....	Jan. 24, 1881	200 00	56 00	.....	.....
Sambro.....	Dec. 27, 1879	Joseph Martin.....	Dec. 23, 1879	200 00	27 00	.....	.....
Sheet Harbour...	May 14, 1874	William Hall.....	May 14, 1874	150 00	65 00	.....	.....
Shelburne.....	Aug. 27, 1877	John A. McGowan, jun.....	Jan. 22, 1880	200 00	101 50	.....	.....
Tatamagouche...	Feb. 27, 1878	Washington Irvine.....	Aug. 18, 1881	200 00	15 50	.....	.....
Tidnish.....	Aug. 10, 1880	George Brundage.....	do 10, 1880	100 00	16 00	.....	.....
Torbay and Whitehead.....	May 18, 1881	Otto N. Feltmate.....	May 18, 1881	200 00	7 00	.....	.....
Tusket.....	Mar. 18, 1875	Forman Hatfield.....	Mar. 1, 1875	100 00	3 00	.....	.....
Wallace.....	Oct. 22, 1873	William Macnab.....	Oct. 22, 1873	100 00	6 50	.....	.....
Whycocomah....	Oct. 29, 1875	Neil McKinnon.....	do 8, 1875	100 00	9 50	.....	.....
Yarmouth.....	Mar. 18, 1875	Ebenezer Scott.....	do 19, 1877	250 00	232 00	.....	.....

PROVINCE OF PRINCE EDWARD ISLAND.

Bay Fortune.....	Apl. 10, 1875	John R. Coffin.....	Apl. 29, 1878	200 00	No return.	.....	.....
Cardigan River, including Cardigan Bridge...	July 2, 1878	Hercules McDonald.....	July 2, 1878	200 00	Nil.	.....	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts,
&c.—Continued.

PROVINCE OF PRINCE EDWARD ISLAND—Continued.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.		Amount collected in 1881.		Amount of expenses incurred in repairing & placing buoys, &c.		Amount paid over to Receiver-General.	
				\$	cts.	\$	cts.	\$	cts.	\$	cts.
Cardigan River, from head of river to north bank Mitchell River.....	July 2, 1878	Angus McDonald.....	May 16, 1879	200	00	Nil.					
Cascumpec	do 15, 1874	George Wells	June 17, 1874	200	00	14	50				
Charlottetown ..	do 15, 1874	David Small.....	do 17, 1874	400	00	157	00				
Cove Head.....	May 15, 1880	Jas. D. McMillian	May 15, 1880	100	00	Nil.					
Crapaud	July 15, 1874	Wesley Meyers.....	June 17, 1874	200	00	13	00				
Egmont Bay.....	do 15, 1874	Alexander McArthur	do 17, 1874	200	00	Nil.					
Georgetown	do 15, 1874	John Haggart	do 17, 1874	200	00	70	00				
Grand River.....	Apl. 10, 1875	Ronald S. McDonald	Apl. 10, 1875	200	00	5	00				
Grand River down to and including Poplar Point and Chapel Wharf.	do 10, 1875	John McMullen	May 16, 1879	200	00	Nil.					
Hillsborough River.....	Mar. 24, 1881	John Kelly	Mar. 24, 1881	200	00	No return.					
Malpeque	July 10, 1874	Vacant.....									
Miminegash.....	Apl. 17, 1880	Michael McElroy.....	Apl. 12, 1880	100	00	No return.					
Montague Bridge	July 15, 1874	Daniel C. Campbell	June 17, 1874	200	00	7	00				
Murray Harbour.	do 15, 1874	William Millar.....	June 17, 1874	200	00	No return.					
Murray River ...	May 16, 1879	John Lowe	May 16, 1879	200	00	No return.					
New London.....	July 15, 1874	George Mackenzie	June 17, 1874	200	00	7	50				
North Pinette....	do 15, 1874	Neil McLeod.....	do 17, 1874	200	00	No return.					
Port Hill	do 15, 1874	James Ellis	do 17, 1874	200	00	13	00				
Pownal.....	do 10, 1879	A. A. Moore.....	July 10, 1879	100	00	1	00				
Rollo Bay.....	Apl. 10, 1875	Charles Deagle	Apl. 10, 1875	200	00	No return.					
Rustico.....	May 17, 1875	Capt. George McKay.....	do 12, 1881	200	00	No return.					
St. Peter's Bay...	Apl. 10, 1875	George Anderson.....	Dec. 7, 1878	200	00	0	50				
Souris East and West.....	do 10, 1875	John McCormack.....	Apl. 25, 1879	200	00	No return.					

TABLE showing the names of Ports proclaimed under the Dominion Acts,
&c.—Continued.

PROVINCE OF PRINCE EDWARD ISLAND—Concluded.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1881.	Amount of expenses incurred in repairing & placing buoys, &c.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.
Summerside.....	July 15, 1874	Ronald Campbell	June 17, 1874	200 00	29 00	.....	.....
Tracadie.....	May 17, 1875	Donald Campbell	May 5, 1875	200 00	Nil.	.....	.....
Tryon.....	Apl. 12, 1877	Alexander Howatt	Apl. 12, 1877	200 00	No return.	.....	.....
Vernon River Bridge.....	May 19, 1874	John Furness.....	June 17, 1874	200 00	8 50	.....	.....
West River	do 17, 1875	No appointment.....	.....	.....	.....	.....	.....

PROVINCE OF BRITISH COLUMBIA.

Burrard Inlet....	Dec. 4, 1876	Isaac Johns.....	Dec. 4, 1876	400 00	186 00	.....	.....
Nanaimo and Departure Bay.	Apl. 10, 1875	Thomas Eric Peck.....	Apl. 25, 1876	500 00	367 50	.....	.....
New Westminster	Jan. 23, 1880	G. Pettendreigh.....	July 12, 1881	400 00	91 00	.....	.....
Quadra.....	Apl. 17, 1877	John Kenney	Apl. 17, 1877	300 00	No return.	.....	.....
Victoria and Esquimalt.....	Mar. 20, 1875	N. W. Clarke.....	Mar. 23, 1881	600 00	180 50	.....	.....

WM. SMITH,

Deputy Minister of Marine, &c.

OTTAWA, 1st January, 1882.

APPENDIX No. 15.

REPORT OF THE PILOTAGE DISTRICT OF MONTREAL FOR THE CAL-
ENDAR YEAR ENDED 31st DECEMBER, 1881.

MONTREAL, 17th January, 1882.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to submit herewith, for the information of the Honourable the Minister of Marine and Fisheries, the Annual Report of the Pilotage District of Montreal, for the year ended the 31st December, 1881.

No examination of apprentice pilots to be licensed as branch pilots was held during the year, it being considered that the number of pilots on the list was sufficient for all the requirements of the trade, and consequently there were no apprentices admitted.

Joseph Barnabé *dit* Lafrenière, aged 68, in accordance with the 36th section of the Act 36 Vict., cap. 54, was granted a license to pilot for one year.

The number of pilots remains the same as at last Report, there being no deaths.

I have the honour to be, Sir,

Your most obedient servant,

H. D. WHITNEY,
Secretary.

To the Honourable
A. W. McLELAN,
Acting Minister of Marine and Fisheries,
Ottawa.

The following is a list giving the name and age of each Pilot for and above the Harbour of Quebec, acting under authority of this Commission, with the earnings of each during the season of navigation of 1881:—

No.	Name.	Age.	Earnings.	Remarks.
			\$ cts.	
1	F. A. Mayrand	62	485 75	
2	Joseph Leveille.....	64	.....	Superintendent of Pilots.
3	Hector Hamelin.....	64	484 63	
4	Zephirin Bouillé.....	53	1,261 75	
5	Placide Gaillardet.....	66	460 59	
6	Jos. Barnabé <i>dit</i> Lafrenière.....	68	383 73	
7	Cyrille Belisle.....	54	578 92	
8	Adolphe Lisé.....	52	415 87	
9	George Raymond.....	52	977 68	
10	Augustin Naud.....	55	623 15	
11	Hubert A. Belisle.....	51	398 07	
12	Athanase Dufresne.....	48	1,790 62	
13	J. B. Dorval.....	50	202 99	
14	L. N. Bouillé.....	55	1,000 00	Pilot steamer Montreal.
15	Edouard Naud.....	39	427 72	
16	Pierre Gagnon.....	54	1,012 43	
17	Jean George Belisle.....	42	606 02	
18	O. Naud.....	41	999 32	
19	J. O. Hamelin.....	48	840 00	
20	Jos. Chandonnet.....	41	1,266 62	
21	Louis A. Bouille.....	42	1,059 43	
22	Prudent Boudet.....	40	1,612 59	
23	Elzear Belisle.....	47	592 54	
24	Joseph Pleau.....	44	1,175 59	
25	Celestin Brunet.....	39	1,340 08	
26	Louis Belisle.....	26	1,937 20	
27	Damas Caïen.....	41	259 76	
28	Ulric Groleau.....	34	552 53	
29	Alfred Frenette.....	42	566 48	
30	Alfred St Armand.....	38	725 62	
31	Philippe Belanger.....	43	952 32	
32	Victor Gagnon.....	43	487 83	
33	Narcisse Perrault.....	44	1,115 44	
34	Treffé Toupin.....	34	626 28	
35	Cleophas Auger.....	35	1,118 73	
36	François Desjordy.....	37	448 57	
37	Ferdinand Labranche.....	36	1,033 66	
38	David Perrault.....	40	423 75	
39	Alexis Gauthier.....	35	1,025 07	
40	Louis Z. Bouillé.....	33	1,060 78	
41	Joseph Toupin.....	32	816 58	
42	Laurent Gauthier.....	32	822 54	
43	Jean Arcand.....	29	477 36	
44	Delovie Naud.....	30	828 77	
45	Wilbrod Gauthier.....	30	666 95	
46	Louis Mayrand.....	34	429 79	
47	George Dufresne.....	33	146 91	
48	Norbert Arcand.....	29	322 28	
49	Uldoric Toupin.....	27	429 64	
50	Tancrede Bouillé.....	28	572 98	
			37,758 91	
	Pilotage paid at Three Rivers to various pilots.....		982 80	
	Total.....		38,741 71	

The above amount was received from the following sources, viz. :—

<i>British—</i>		\$	cts.	\$	cts.
Steamers	30,186	83			
Sailing vessels.....	4,547	01			
				<u>34,733</u>	84
<i>Foreign—</i>					
Steamers	339	77			
Sailing vessels	3,668	10			
				<u>4,007</u>	87
				<u>38,741</u>	71

The following list shows the name and age of each apprentice serving his time under the authority of this Trust :—

No.	Name.	Age.	Residence.
1	Alphonse Cossette	33	Champlain.
2	Nestor Arcand	25	Deschambault.
3	Gedeon Groleau.....	29	Grondines.
4	Néré Belisle	29	Deschambault.
5	Hubert Perrault	32	Montreal.
6	Odilon Portelance.....	28	Grondines.
7	Liboire Perrault	32	Deschambault.
8	John Naud	26	do
9	Joseph Hurteau.....	21	Contreccœur.
10	Wilfred Raymond.....	27	Deschambault.
11	Adolphe Richard.....	33	Contreccœur.
12	Joseph Langlois	26	Pointe-aux-Trembles (<i>en bas</i>).
13	Edouard Perrault.....	31	Deschambault.
14	Lyderic Bouillé.....	24	do
15	Elie Bouillé	22	do
16	N. Edson Angers	31	do
17	Honoré Dusseau	28	do
18	Joseph Dusseau.....	25	do
19	Narcisse Pâquet.....	27	do
20	J. B. Nadeau	23	Lévis.
21	Arthur Brière	24	Portneuf.
22	Aubert Naud	27	Deschambault.
23	J. Sifroy Labranche	25	Portneuf.
24	Alexis Perrault.....	19	Deschambault.

It is satisfactory to be able to state that there were no casualties of any consequence to vessels within this pilotage district, and no complaints were made against any of the pilots.

The maintenance of the buoys in the river and the harbour was performed, as usual, by the Commissioners, and also the buoying of the Richelieu River between St. John's and Rouse's Point, and of the Rivière des Prairies.

The following is the tariff of pilotage now in force in the pilotage district of Montreal:—

Quebec to Montreal, or <i>vice versa</i> .	Upwards.	Downwards.
	\$ cts.	\$ cts.
Pilotage of vessels in tow of steamers, for each foot of draught of water.....	2 00	2 00
do propelled by steam, do do	2 50	2 50
do under sail, do do	4 20	2 80
Moving a vessel from one wharf to another in the harbour of Montreal, or from foot of current into the harbour.....	5 00	5 00

The amount of receipts were as follows:—For poundage, which is 5 per cent. on the earnings of the pilots, \$1,939.32, including that on vessels coming only to Three Rivers; Interest on investments, \$2,022.66; Sundries, poundage from Sorel for 1880, \$23.28. Total, \$3,985.26.

The disbursements were \$2,682, paid as pensions to old and infirm pilots and widows of pilots.

I have the honour to be, Sir,

Your most obedient servant,

H. D. WHITNEY,

Secretary.

 APPENDIX No. 16.

 REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE
 CALENDAR YEAR ENDED 31st DECEMBER, 1881.

QUEBEC, 9th January, 1882.

 To the Honourable A. W. McLELAN,
 Acting Minister of Marine and Fisheries, &c.,
 Ottawa.

SIR,—I have the honour to submit the following Report of the Quebec Harbour Commissioners as Pilotage Authority for the year 1881.

The operations of the year opened the 14th April by the departure of the pilot schooner No. 2, with sixteen pilots.

On the 5th May next, schooner No. 5 left with twenty-five pilots, and was followed during the same month by the schooners No. 4 and No. 1, both carrying each thirty pilots.

The five schooners, used to supply the various stations with pilots, have performed their duty with satisfaction.

As heretofore, the railway has frequently been used during the season for the purpose of sending pilots to stations where they were needed.

OLD PILOTS.

Before the opening of the navigation, thirty-eight old pilots having attained the age of 65 and over, were summoned to appear before the Commission in order to be examined according to law, with the view of ascertaining if they could be continued in the exercise of their duties. They were all found able to continue to practise, and a new licence for one year was accordingly granted to each of them.

PENSION LIST.

Four old pilots—Yves Sylvestre, Helie Normand, Pierre Pelletier and François Thivierge—have been, at their own request, placed on the pension list during the year.

TRIALS.

Six trials were held during the season on complaints lodged by ship-masters. Two complaints have been lodged by the Corporation of Pilots against pilots for infringements of their regulations; one of those complaints was withdrawn on the day fixed for the trial.

The annexure No. 3 gives all the particulars as to the nature of the complaint, and the result of the trial in each case.

DEATHS.

The death rate this year is the largest recorded since the Corporation of Pilots are in existence. Three pilots, Magloire Mercier, Alfred Turgeon and Louis P. Lavoie, and four apprentices, Arthur Pelletier, Caius Fortin, Frs. X. Lavoie and Joseph Genest, were accidentally drowned. One pilot, Edward Antil *dit* St. Jean, and one apprentice, Pierre Fontaine, have died from natural causes.

APPRENTICE PILOTS.

Ten of the apprentices on the list of 1880 having been licensed as pilots during the year, they have been replaced by ten others, whose names will be found on the annexure relating to Apprentice Pilots.

DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting, which took place in December last, the pilots have elected as Directors to their Corporation for the ensuing year, Messrs. Laurent Godbout, L. E. Morin, Moise Pouliot, Philippe Couillard, Auguste Després and Jean Bte. Tremblay; and subsequently Mr. Laurent Godbout was elected President by the Directors.

The annexures respectively numbered 1, 2, 3, 4 and 5, will convey all the information yearly furnished to your Department having reference to pilots.

I have the honour to be, Sir,

Your most obedient servant,

A. H. VERRET,

Secretary-Treasurer.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec on the Active List on the 31st December, 1881; the Number who Retired, struck off the Active List or Died during the Year; the Number Temporarily Suspended; the Number who were unable to Serve; the Number in charge of the Government Steamers and those in charge of Lighthouses, &c.

Number.	Names.	Age.	Residence.	Number of Pilotage Effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Edouard Pettigrew.....	76	Green Island.....	5	5	6	
2	Joseph Pepin.....	72	St. John, Orleans.....	5	5	6	
3	Charles Nolet.....	73	Quebec.....	5	5	5	
4	Ives Sylvestre.....	72	do.....	4	2	4	Pensioned the 7th September.
5	Thomas Ceuillard Desprès.....	71	Bienville, Lévis.....	6	4	5	
6	Dominique Girard.....	67	Green Island.....	7	7	6	Employed by the Allan Line of Steamers.
7	Edouard Marcoux.....	74	St. Pétronille, Orléans.....	5	5	5	
8	Thomas Simard.....	67	Quebec.....	5	5	6	
9	Jean Audet dit Lapointe.....	68	St. Michel, Bellechasse.....	5	5	5	
10	Edouard Antil dit St Jean.....	66	Quebec.....	0	0	0	
11	George Santerre.....	70	St. Michel, Bellechasse.....	6	5	6	Died the 10th August.
12	Laurent Larochelle.....	69	do do.....	4	6	6	
13	Charles Bernier.....	67	Cap St. Ignace.....	4	6	6	
14	Régis Ménard.....	66	St. Valier.....	5	4	6	
15	Jean Dufresne.....	66	Quebec.....	3	2	2	On the sick list during six days. Suspended the 23rd July for the remainder of the season of navigation.
16	Jean Pouliot.....	67	St. John, Orleans.....	5	5	6	
17	Frs. Vézina.....	67	Quebec.....	6	4	5	
18	Hélie Normand.....	66	do.....	5	3	6	Pensioned the 13th October.
19	Alexandre Vaillancourt.....	72	St. Laurent, Orleans.....	6	7	6	
20	Hilarte Jovin.....	65	St. Luce, Rimouski.....	5	5	5	
21	Jean-Bte. Bernier.....	66	L'Islet.....	7	7	7	
22	Pierre Pelletier.....	70	St. Michel, Bellechasse.....	1	0	0	Employed by the Allan Line of Steamers.
23	Frs. Thivierge.....	66	Quebec, St. Sauveur.....	4	2	3	Pensioned the 31st August.
24	Joseph Pouliot.....	59	St. John, Orleans.....	5	6	6	do
25	Marcel Lebel.....	68	Kamouraska.....	4	4	5	On the sick list from 21st September to the end of season.
26	Jacques Tremblay.....	73	St. John, Orleans.....	4	6	5	

27	Jean Dugas.....	65	Quebec.....	6	4	5
28	Cyprien Raymond.....	65	do	4	5	5
29	Louis Laprise.....	65	do	5	6	6
30	Pierre Pepin.....	66	do	6	4	6
31	Charles Dumas.....	62	Green Island.....	5	4	5
32	Louis Cottin Dugal.....	71	St. Michel, Bellechasse.....	4	5	5
33	Edouard Gueust.....	63	Ste. Pétronille, Orleans.....	6	6	6
34	Pierre Lapierre.....	64	Notre Dame, Lévis.....	5	5	5
35	Magloire Delisle.....	65	Trois Pistoles.....	4	6	6
36	Jean-Ete. Talbot.....	64	Berthier.....	4	4	6
37	Frs.-Xavier Delisle.....	63	St. John, Orleans.....	4	5	5
38	Joseph Dick.....	62	do	5	5	5
39	Frs. Noel.....	71	Ste. Pétronille, Orleans.....	5	4	5
40	Paul Langlois.....	66	Ste. Agathe.....	5	5	5
41	George Audet dit Lapointe ..	61	Launzon, Lévis.....	5	5	5
42	Gabriel Lachance.....	62	St. John, Orleans.....	5	5	5
43	Isaie Maricotte.....	61	Quebec.....	4	5	5
44	François Dallaire.....	64	St. Laurent, Orleans.....	5	5	5
45	Laurent Goudbout.....	64	St. Sauveur, Quebec.....	6	6	6
46	Pierre Roy.....	66	St. Roch.....	4	4	5
47	Pierre Ruelland.....	64	St. Michel, Bellechasse.....	5	5	5
48	Hubert Dumas.....	62	Trois Pistoles.....	5	5	5
49	Jos. Boucher dit Morency.....	64	Quebec.....	5	5	5
50	Maurice Pepin dit Lachance..	68	do	5	5	5
51	David Boufard.....	62	St. Laurent, Orleans.....	5	5	5
52	Edouard Labrèque.....	61	do	5	5	5
53	Bart. Pepin dit Lachance.....	60	St. John.....	9	9	8
54	Antoine Lapointe.....	60	St. Sauveur, Quebec.....	0	0	0
55	Jean Chasse.....	65	Cacouna.....	6	4	6
56	Narcisse Forgues.....	60	Launzon, Lévis.....	5	4	5
57	Frs. Dumas.....	63	Green Island.....	4	4	6
58	Dominique Verreault.....	61	Méchin.....	5	5	6
59	Michel Guénard.....	58	Notre Dame, Lévis.....	7	11	6
60	Jean Couombe.....	60	St Laurent, Orleans.....	6	4	5
61	Alexis Vézina.....	63	Crane Island.....	4	3	6
62	Gilbert Baillargson.....	59	Ste. Pétronille, Orleans.....	5	6	6
63	Jos. Phil. Couillard.....	60	Quebec.....	6	4	6
64	Nicolas Fortin.....	58	do	6	4	5
65	Magloire Mercier.....	65	do	0	0	5
66	Louis Olivier Leclerc.....	67	St. Michel, Bellechasse.....	4	6	5
67	Julien Dion.....	62	Green Island.....	5	5	6
68	Pierre Lemieux.....	57	Quebec.....	6	5	6
69	Louis Fontaine.....	61	Notre Dame Auxillaire, Buckland	5	4	6
70	Abraham Couillard Després..	66	St. Michel, Bellechasse.....	6	6	6
71	Frs. Godreau.....	58	Cap St. Ignace.....	5	6	10
72	Jérémie Dufresne.....	63	St. Sauveur, Quebec.....	5	7	6
73	Antoine Gobeil.....	53	St. John, Orleans.....	7	9	7
74	Pierre Fontaine.....	53	Quebec.....	6	6	6
75	Joseph Lavole.....	67	Ste. Luce, Rimouski.....	6	4	6

On the sick list during eight days.

On the sick list during two weeks.

Employed by the Allan Line of Steamers.
Master of one of the Pilot schooners.

On the sick list during eight days.

On the sick list from the 26th Sept. till end of season.

Elected Director of the Corporation at last election.

Drowned the 20th May.

Employed by the Allan Line of Steamers.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, &c.—Continued.

Number.	Names.	Age.	Residence.	Number of Pilotage effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
76	Victor Demers.....	56	Lauson, Lévis.....	5	5	6	Employed by the Dominion Line of Steamers.
77	Joseph Plante.....	51	Baie St. Paul.....	11	10	6	do
78	Louis Thivierge.....	52	St. John, Orleans.....	6	4	6	do
79	Charles Francis Brown.....	53	Quebec.....	8	9	6	do
80	Paul Paquet.....	50	St. John, Orleans.....	6	6	7	do
81	Joseph Pouliot.....	54	do do.....	6	5	6	do
82	George Normand.....	51	Crane Island.....	5	6	6	do
83	David Demour.....	49	Trois Pistoles.....	13	10	9	do
84	Charles Vézin.....	47	St. Michel, Bellechasse.....	8	8	6	do
85	Ovide Dick.....	50	Quebec.....	6	5	6	do
86	Michel Nil Asselin.....	51	St. Michel, Bellechasse.....	5	5	4	do
87	Numa Lachance.....	47	do do.....	8	7	6	do
88	Annibal Baquet.....	46	Quebec.....	14	14	9	do
89	Joseph Gravel.....	52	do do.....	9	9	6	do
90	Auguste Couillard Després.....	45	Bienville, Lévis.....	10	9	9	do
91	Eustache Dokron.....	48	Lauson, do.....	6	7	5	do
92	Jean-Baptiste Pouliot.....	40	St. John, Orleans.....	4	5	5	do
93	Jean Gobeil.....	40	do do.....	5	5	6	do
94	Joseph Paquet.....	45	do do.....	6	6	5	Suspended the 31st October for twelve calendar months.
95	Moise Edmond Morin.....	43	Quebec.....	0	0	0	One of the Directors of the Corporation. Re-elected at last election.
96	Moise Lachance.....	44	St. John, Orleans.....	5	5	3	do
97	Joseph S. Brown.....	47	Quebec.....	8	11	5	Employed by the Donaldson Line of Steamers
98	Habert Raymond.....	42	St. John, Orleans.....	2	3	3	Master of one of the Pilot schooners till the 25th August.
99	Achille Damour.....	42	Lévis.....	6	5	6	do
100	Cyrille Lapointe.....	42	St. Laurent, Orleans.....	5	5	6	do
101	Joseph Pouliot.....	38	St. John, do.....	5	5	5	do
102	Edmond Larochele.....	38	St. Michel, Bellechasse.....	0	0	0	Master of the Government steamer "Napoleon III."
103	Ant. Thomas Chouinard.....	47	Pointe-aux-Pères.....	9	5	7	Employed by the St. Andrew's Line of Steamers.
104	Laurent Goudbout.....	38	St. Laurent, Orleans.....	0	0	0	One of the Directors of the Corporation. Elected President at last election.
105	Pierre S. Laprise.....	38	St. Péronille, do.....	6	5	5	do
106	Azémar Pouliot.....	42	St. Laurent, do.....	9	10	6	Employed by the Dominion Line of Steamers

107	Hart, Pepin dit Lachance	38	St. John, do	6	6	Master of the Pilot schooner employed on the
108	Frs.-Xav. Delisle	36	St. Romuald	5	6	Master of the steamer "Polino."
109	Jos. Pepin dit Lachance	47	Quebec	5	6	
110	Damien Eugène Boulanger	38	Lauson, Lévis	7	6	
111	Cyprien Lauglois	37	St. John, Orleans	0	0	
112	Jean Delisle	36	do	5	5	
113	Nazaire Carondeau	34	Quebec	8	8	
114	Charles Normand	35	do	7	6	
115	Napoléon Roux	36	do	5	5	
116	Jean-Baptiste Tremblay	38	St. Petronille, Orleans	6	6	Employed by the Donaldson Line of Steamers.
			Quebec	13	2	Elected Director of the Corporation at last election.
117	Ray, Baquet dit Lamontagne	36	St. Michel, Bellechasse	9	6	Employed by the Lakes Steamships Line.
118	Frs.-Xav. Lamare	35	St. Valier	6	5	do Mr. Shaw's Line of Steamers.
119	Moïse Pouliot	33	St. John, Orleans	0	0	One of the Directors of the Corporation. Re-elected at last election.
120	Paul Gobeil	35	do	5	5	
121	Chas. Alarie Raymond	33	Quebec	5	5	
122	Victor Vezina	26	do	0	0	One of the Directors of the Corporation. Not re-elected at last election.
123	Louis Honorius Lachance	43	St. Michel, Bellechasse	0	0	Commands a steamboat on one of the upper lakes.
124	L. B. O. Goutron dit Laro- chelle	35	do	0	0	One of the Directors of the Corporation. Not re-elected at last election.
125	Chas. Hermé alias A. Bernier	36	do	6	6	
126	Louis Robert Demers	35	do	7	9	Employed by the Allan Line of steamers.
127	Vital Ephrem Chamberland	41	Notre Dame de Lévis	0	0	One of the Directors of the Corporation. Not re-elected at last election.
			Lauson, Lévis	0	0	
128	Joseph G. Dupil	34	Ste. Pétronille, Orleans	5	5	
129	Jean Baptiste Talbot	36	Berthier	10	5	Employed by the Allan Line of steamers.
130	Louis Fortunat Lavote	36	Ste. Lucé, Rimouski	5	1	Employed by the Ross London Line of steamers.
131	Joseph Fortier	37	St. John, Orleans	5	5	
132	Nesor Lachance	36	do	4	4	Master of one of the pilot schooners during two months.
133	Cyrille Audet dit Lapointe	36	St. Michel, Bellechasse	6	6	
134	Edouard Turgeon	35	St. Joseph, Lévis	0	0	
135	Joseph Lapointe	38	St. Laurent, Orleans	0	0	Master of one of the pilot schooners.
136	Leandre Raymond	32	St. John	0	0	On the sick list during the whole year.
137	Pierre Pepin dit Lachance	33	Ste. Anne de la Pocatière	5	6	
138	Théophile Gourdeau	37	Ste. Petronille, Orleans	5	5	
139	Isidore Noël	31	St. John	5	5	
140	Jean Evariste Adam	37	L'Islet	5	5	
141	Alfred Larochelle	31	Notre Dame de Lévis	10	15	Employed by the Lakes Steamships Line.
142	Théophile Corrivéau	34	St. Sauveur, Quebec	9	6	Employed part of the season by Mr. Shaw's Line of steamers.
143	Eizear Godbout	33	do	6	6	
144	George Couillard Després	33	Bienville, Lévis	5	5	
145	Pierre Gobeil	33	St. John, Orleans	6	6	
146	Thomas Alfred Antil	31	L'Islet	4	4	

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, &c.—*Concluded.*

Number.	Name.	Age.	Residence.	Number of Pilotage effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
147	Théodule Pepin dit Lachance	36	Quebec	5	5	5	
148	Achille fréffé Simard	30	St. Joseph, Lévis	6	6	5	
149	Jean Baptiste Patoine	30	Bienville do	4	6	5	
150	Narcisse Lavoie	32	St. Luce, Rimouski	3	3	2	Master of one of the pilot schooners during part of the season.
151	Alfred Turgeon	29	St. John, Orleans	3	2	3	Drowned the 6th August.
152	Joseph Emille Couillard	30	Quebec	5	7	5	
153	Louis Albert Royer	36	St. John, Orleans	5	5	5	
154	Adelard Sansterre	31	St. Michel, Bellechasse	2	0	0	Master of one of the pilot schooners during the largest part of the season.
155	Onézime Noël	29	St. John, Orleans	5	6	5	
156	Napoleon Baillargeon	31	Ste. Pétronille, Orleans	5	5	5	
157	David F. Pelletier	29	Lauzon, Lévis	5	8	5	
158	Joseph François Xavier Bernier	29	Quebec	7	5	3	
159	François Xavier Demeule	29	St John, Orleans	5	5	6	
160	Louis Honoré Lapierre	31	Notre Dame de Lévis	5	9	5	
161	Joseph Eugène Lachance	27	St. John, Orleans	5	6	6	
162	David Arthur Bouffard	29	do	5	5	6	
163	Jean Théophile St. Laurent	30	Quebec	5	7	6	
164	Jacques George Dugas	29	do	6	4	5	
165	Jos. Victor Goudeau	34	Ste. Pétronille, Orleans	5	5	5	
166	Louis alias Trefflé Delisle	27	Trois-Pistoles	0	0	0	Master of Red Island Lightship.
167	J. Bte Couillard	30	Cap St. Ignace	5	5	5	
168	Chs. Pelletier	31	St. Michel, Bellechasse	5	5	6	
169	Jos. alias Philéas Langlois	35	St. John, Orleans	6	5	5	
170	Nazaire Delisle	32	do	6	4	6	
171	J. E. Bonaventure Larvie	29	Ste. Luce, Rimouski	6	5	6	
172	Alexis Vézina	31	Crane Island	5	5	4	
173	Adjutor Baillargeon	27	Ste. Pétronille, Orleans	5	5	5	
174	Samuel Rioux	28	Quebec	6	5	5	
175	Chs. Oct. Clavet	27	St. Michel, Bellechasse	4	6	5	

LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners' Pilotage Authority, on the 31st December, 1881.

Number.	Names.	When Indentured.	Remarks.
1	George Dugal	April 11, 1871.....	Absent since the fall of 1877.
2	Ernest Nolet.....	March 19, 1874.....	do do 1877.
3	Prudent Marmen	Oct. 13, 1874.....	
4	J. Alphonse Lachance	April 12, 1875.....	
5	Arthur Baillargeon	Oct. 14, 1875.....	
6	Herménégilde Guénard	do 14, 1875.....	
7	Joseph Vézina.....	do 14, 1875.....	
8	William Irvine.....	do 28, 1875.....	
9	Elzéar Desrosiers	May 4, 1876.....	
10	Jules Asselin	July 26, 1876.....	
11	Frédéric Bouffard.....	do 26, 1876.....	
12	Alfred Dion	April 7, 1877.....	
13	Lucien Lachance	do 7, 1877.....	
14	Odilon Lapierre.....	do 7, 1877.....	
15	Camille Bernier.....	July 11, 1877.....	
16	Moïse Blouin.....	do 11, 1877.....	
17	Moïse Goudbout.....	do 11, 1877.....	
18	Alfred Godreau.....	do 11, 1877.....	
19	Alfred Raymond.....	do 11, 1877.....	
20	Philéas Lachance.....	do 11, 1877.....	
21	Moïse Arthur Lachance	do 22, 1880.....	
22	Joseph Talbot.....	do 22, 1877.....	
23	Louis Thivierge	Oct. 20, 1880.....	
24	Lawrence Larochelle.....	do 20, 1880.....	
25	Edmond Larochelle	March 30, 1881.....	
26	Joseph N. Dallaire.....	do 30, 1881.....	
27	Emile Lachance	do 30, 1881.....	
28	Alphonse Asselin.....	do 30, 1881.....	
29	Joseph Plante.....	June 15, 1881.....	
30	Narcisse Després.....	do 15, 1881.....	
31	Alphonse Pâquet	July 20, 1881.....	
32	Napoléon Pouliot.....	do 20, 1881.....	
33	Arthur Doiron.....	do 20, 1881.....	
34	Adélaré Bernier	Sept. 14, 1881.....	

Certified.

A. H. VERRET,
Secretary-Treasurer.

STATEMENT of Trials held during the Year 1881, before the Quebec Harbour Commissioners, under the authority of the Act respecting Pilotage, 36 Vic., chap. 54.

Names of Pilots tried.	Nature of Complaint.	When Complaint lodged.	Date of Trial.	Result.
Théodule Pepin dit Lachance.....	For having on the 28th May caused the ship "Lanarkshire" to be moored at the Commissioner's Wharf when three vessels were already moored in the same tier at same wharf.	28th May..	2nd June..	Found guilty and fined \$5 with costs.
Frs. Thivierge.....	For having grounded the ship "Lady Russell," on the 20th May, on the St. Ann's shoals.	23rd May..	9th June...	Found guilty and fined \$10 with costs.
Adjutor Lachance.	For having, on the 16th June, ran ashore the barque "Olivia" on Red Island Reef.	17th June.	23rd June.	Pleads guilty and fined \$10 with costs.
Jean Dufresne.....	For having, during the night of the 15th July, grounded the french frigate la "Magicienne" on Red Island Reef.	18th July.	23rd July.	Found guilty and suspended for the remainder of the season of navigation.
David A. Bouffard.	For having, on the 22nd July, ran ashore, on Pilgrim Island, the barque "Alice Roy".	26th July.	18th Aug..	Acquitted on the ground that the proof adduced had not been sufficient.
Moise Lachance....	For having infringed the regulations of the Corporation of Pilots.	6th Oct....	19th Oct...	Case dismissed on the ground that the proof adduced in support of the complaint had not been sufficient.
Pierre Lachance ...	For having infringed the regulations of the Corporation of Pilots.	6th Oct....	31st Oct...	Complaint withdrawn.
Joseph Paquet.....	For having, on the 8th October, ran ashore, on St. Michaels Point Shoals, the screw steamer "Co-rean."	12th Oct...	31st Oct...	Pleads guilty. Suspended for twelve calendar months.

QUEBEC HARBOUR COMMISSION.

HARBOUR OF QUEBEC.

Date of the closing of the Harbour of Quebec in 1880, 27th November.

Date of the opening of navigation in the Harbour of Quebec, and below, in 1881, 1st April.

Date of the opening of navigation in the Harbour of Quebec, and above, in 1881, 26th April.

Date of the closing of the Harbour of Quebec in 1881, 28th November.

Certified,

A. H. VERRET,

Secretary-Treasurer.

OFFICE OF THE HARBOUR COMMISSION,
QUEBEC, 9th January, 1882.

F. X. DION, Current Account with the Corporation of Pilots of Quebec to 31st December, 1881.

ASSETS.		LIABILITIES.	
	\$ cts.		\$ cts.
To Balance of 1880	672 69	By General expenses.....	2,308 36
Reserve Fund of 1880.....	1,000 00	Less different effects sold..	68 38
Montreal Customs	30,126 08		2,239 98
Three Rivers.....	2,256 59	Pilots' expenses.....	438 94
Chicoutimi	1,002 95	Less received from Messrs.	
Escoumains	381 81	Allan, Rae & Co. \$128 90	
Tadoussac.....	307 64	1 90	
Pilotage collected at			130 70
Quebec.....	80,896 20		308 24
Pilotage collected by		Schooners' expenses.....	2,094 79
sundry Pilots.....	170 04	Less sale of old sails, &c...	41 63
Fines.....	220 00		2,053 16
Lost time.....	1,716 74	Provisions.....	3,109 60
		Less sold to sundry Pilots.	147 01
			2,962 59
		Rent, Estate L. T. Macpher-	
		son.....	713 75
		Less rent, Dawe & Jarvis,	
		M. Bates.....	270 00
			443 75
		Shares on schooners—	
		Paid to retired or deceased	
		Pilots.....	1,080 00
		Apprentices' wages.....	587 56
		Cooks' wages.....	533 72
		Pilotage—Refund made to	
		vessels which paid double	
		and difference on draught	
		of water.....	415 99
		Interest on loan.....	384 18
		Less received on Banque	
		Nationale.....	307 52
			76 66
		Loan of 1868 and 1880.....	900 00
		Indemnity to Directors and	
		Captains.....	904 50
		Employees' salaries.....	1,850 00
		Decayed Pilot Fund—	
		At the rate of 7 per cent.	
		during the season.....	8,040 13
		Interdicts.....	275 00
		Dividends.....	94,256 25
		Reserve Fund.....	1,000 00
		Balance.....	823 21
	118,750 74		118,750 74

E. & O. E.

F. X. DION,
Treasurer.

APPENDIX No. 17.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF ST. JOHN, N.B., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1881.

St. JOHN, N.B., 31st December, 1881.

To WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of handing you herewith the Returns of Pilotage, &c. for this district, for the year ending this day.

Your obedient servant,

J. U. THOMAS,
Secretary-Treasurer.

OFFICE OF PILOT COMMISSIONERS,
DISTRICT OF ST. JOHN, N.B., 31st December, 1881.

Rates of Pilotage chargeable on Vessels:—

INWARD.

1st District per foot.....	\$1 00
2nd do do	1 25
3rd do do	1 50
4th do do	1 75
5th do do	2 25

OUTWARD.

From Harbour to outside of Partridge Island, \$1.25 per foot.

HARBOUR OF MUSQUASH—INWARD.

1st District \$1.75 per foot and 25 cents per foot additional for each District boarded beyond the said 1st district. Outward, \$1.00 per foot.

TRANSPORTING VESSELS IN THE HARBOUR.

Vessels not over 100 tons.....	\$1.50
do over 100 and not exceeding 200 tons....	2.00
do 200 do 300 do	3.00
do 300 do 400 do	4.00

And 25 cents additional for every 50 tons over 400.

J. U. THOMAS,
Secretary-Treasurer.

PILOTS licensed for the District of St. John, N.B., for the year ending Dec., 1881.

Name.	Age.	Place.	Name.	Age.	Place.
Thomas Traynor	29	St. John, N.B.	Jas. S. Spears	36	St. John, N.B.
Daniel Mulherrin	55	do	John Spears (3rd)	32	do
Samual Rutherford	49	do	Richard Cline	56	do
James Doyle	44	do	Alfred Cline	24	do
James Reed, jun.	35	do	John Scott	64	do
Patrick Traynor	55	do	John Traynor	30	do
Henry Thomas	50	do	Henry Spears	30	do
G. P. Mulherrin	33	do	S. L. Sutton	32	do
Richard Scott	30	do	J. L. C. Sherrard	47	do
John Thomas	33	do	P. G. Doody	41	do
Daniel Daley	52	do	James Cassidy	34	do
Robert Thomas	40	do	William Lahey	52	do
Joseph Doherty	35	do	Thos. J. Stone	28	do
James Murray	40	do	James E. Mantle	35	do
John Sproule	45	do	Jas. McPartland	47	do
Patrick Conlin	31	do	Chas. Daley	45	do
Edward J. Fletcher	54	do	Barth. Rogers	24	do
John Spears (2nd)	34	do	Michael Garrity	58	do
William Quinn	34	do	John McAnulty	42	Musquash, N.B.
William Miller	30	do			

J. U. THOMAS,

Secretary Treasurer.

OFFICE OF PILOT COMMISSIONERS,
DISTRICT OF ST. JOHN, N.B., 31st Dec., 1881,

Returns of Vessels piloted into and out of this District for the year ending the 31st December, 1881:—

Schooners	223
Brigs and Brigantines	94
Barques.	198
Ships	57
Steamers	30
Total	602

Amount received.....\$25,813 31

British.

Schooners	100
Brigs and Brigantines	87
Barques.	146
Ships	47
Steamers	28
Total	408

Amount received.....\$18,147 06

Foreign.

Schooners.....	123
Brigs and Brigantines.....	7
Barques.....	52
Ships.....	10
Steamers..	2

Total..... 194

Amount received..... \$7,666 25

J. U. THOMAS,

Secretary-Treasurer

OFFICE OF PILOT COMMISSIONERS,

DISTRICT OF ST. JOHN, N.B., 31st Dec., 1881.

Receipts and Expenditure for the year ending this day:—

Receipts.

Licenses to 39 pilots at \$5 each.....	\$195 00
do 7 pilot boats, at \$10 each.....	70 00
Interest on Investment.....	262 50
Examining fees on account of Pilots.....	15 00
Outward pilotage collected on account of fund.....	40 62
25 cents per foot on outward pilotage, St. John.....	2,041 77
25 do do Musquash.....	80 12
Total.....	\$2,705 01

Expenditure.

Pensions to 5 pilots superannuated.....	\$1,000 00
do 3 widows and children.....	340 00
Auditor's fees last year.....	25 00
Examining committee fees.....	70 00
J. & A. McMillan, printing.....	17 75
Certificate of Registry.....	1 40
Thos. Dody, assistance to the sick.....	20 00
Secretary and Treasurer, one year.....	800 00
Rent, fuel, stationery, &c.....	200 00
Total.....	\$2,474 15
Balance.....	230 86

J. U. THOMAS,

Secretary Treasurer.

 APPENDIX No. 18.

 REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
 BUCTOUCHE, N.B., FOR THE CALENDAR YEAR ENDED 31st
 DECEMBER, 1881.

BUCTOUCHE, January 5th, 1882.

 WM. SMITH, Esq.,
 Deputy Minister of Marine and Fisheries,
 Ottawa.

SIR,—In accordance with the provisions of the 24th section of the Act 36 Vic., chap. 54, respecting pilotage, I herewith transmit to you the Pilotage Returns for the District of Buctouche, for the year ending December 31st, 1881, and which I hope you will find satisfactory.

I am, Sir,
 Your obedient servant,
 JOHN C. ROSS,
 Secretary of Buctouche Pilotage Authority.

 PILOTAGE RETURNS, DISTRICT OF BUCTOUCHE, PROVINCE OF NEW BRUNSWICK,
 FOR THE YEAR 1881.

1st. Names and ages of pilots licensed :—

	Age.
John S. Dixon	48
Frederick Legere.....	44
Caliste Legere.....	48
Thadee Pellerin.....	45
Matthew Smith.....	42
John G. Smith.....	36

2nd. The above-named pilots are all licensed to undertake the pilotage of vessels of every description, within and throughout the Pilotage District of Buctouche.

3rd. Pilotage dues are charged as per section 12 of Rules and Regulations for the District, viz: One dollar and fifty cents (\$1.50) per foot draught of water, both inward and outward bound.

4th. Total amount of pilotage dues paid, \$268; of which there was received from British vessels, \$87.00, and foreign vessels, \$181.00, all at the rate of \$1.50 per foot for inward and outward pilotage, with exception of one vessel ("Pohona") which did not come inside the bar, and which paid pilot boarding her \$10.50, as agreed, and included in above.

5th. The pilotage dues, as above, were paid to the different pilots who performed their duties as such to the respective vessels.

The balance of \$10, reported in last Return as being in the hands of the Pilotage Authority, remains the same, no new licenses having been granted, or expenses incurred during the year.

JOHN C. ROSS,
 Secretary to Buctouche Pilotage Authority.

BUCTOUCHE, January 5th, 1882.

APPENDIX No. 19.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
BATHURST, N.B., FOR THE CALENDAR YEAR ENDED 31st DECEM-
BER, 1881.

BATHURST, N.B., 29th December, 1881.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—Find enclosed Report of Secretary of Pilotage District of Bathurst
for 1881.

Yours obediently,

EDWARD HICKSON,

Secretary Pilotage Authority.

STATEMENT showing Number of Vessels brought from and taken to Sea by each Pilot, and Amount of Fees received.

No.	Names of Pilots.	British Vessels, Inwards.		Foreign Vessels, Inwards.		British Vessels, Outwards.		Foreign Vessels, Outwards.		Total Vessels.	Total Fees.
		No.	Fees.	No.	Fees.	No.	Fees.	No.	Fees.		
1	Timothy Daly	3	\$ 30 80	12	192 20	3	\$ 49 80	13	217 50	16	490 30
2	William H. Daly										
3	Fabien Hachey	1	9 80	19	277 40	1	12 50	19	302 80	20	602 50
4	Nazaire Hachey										
5	Fred. Ronalds.....	1	11 20	4	59 80	1	11 50	4	62 30	5	144 80
6	William Egan										
	Total.....	5	51 80	35	529 40	5	73 80	36	582 60	41	1,237 60

EDWARD HICKSON,
Secretary Pilotage Authority.

APPENDIX No. 20.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF CHARLOTTE COUNTY, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.

SAINT ANDREWS, N.B.,
31st December, 1881.

SIR,—I have the honour to enclose you herewith, Returns of Pilot Commissioners for the District of the County of Charlotte, for the year ending 31st December, 1881.

I am, Sir,
Your most obedient servant,

C. E. O. HATHEWAY,
Commissioner, Acting Secretary.

To W. M. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

LICENSED PILOTS FOR THE COUNTY.

Name of Pilot.	Age.	For what District licensed.
Cline, William.....	71	Pilotage District of County.
Cline, Wellington.....	40	do do
Boyd, Joseph.....	46	do do
Conley, Thomas.....	51	do do

Pilot sloop "Pilot," 1,180 tons, for one year, for Pilotage District of County.

Amount of Pilotage collected by Pilots for Year.

From British vessels	\$259 75
Foreign do	702 30
Total	\$962 05

Receipts by Commissioners.

Received for one pilot license.....	\$6 00
do regulations.....	4 00
do one license for pilot boat	5 00
Total	\$15 00

Expenditure.

Stationery and postage.....	\$1 00
Expenses of Commissioners at St. George and St. Stephen..	6 00
do Commissioner at St. Andrews, Acting Secretary	8 00
Total	\$15 00

Rates of Pilotage for County of Charlotte District.

Longest pilotage distance, inwards or outwards...	\$2 25	per foot.
Second do do ...	1 60	do
Third do do ...	1 50	do

(From or to Campobello, 20c. per foot less than above rates.)

Fourth pilotage distance, inwards or outwards.... \$1 00 per foot.

From 1st November to 1st April 20c. per foot in addition to above rates.

Harbour pilotage up to 300 tons, \$2.50; above 300 tons, \$3.

River pilotage, inside St. Andrew's Bay, vessels up to 200 tons, \$4; over 200 and up to 300 tons, \$5; over 300 tons and up to 400 tons, \$6; over 400 tons, \$8 each.

River pilotage, St. Andrew's Bay, to any harbour in the county, vessels under 200 tons, \$6; 200 and under 300 tons, \$8; 300 tons and under 400 tons, \$10; over 400 tons, \$12 each.

C. E. O. HATHEWAY,

Commissioner, Acting Secretary.

ST. ANDREWS, N.B.,

31st December, 1881.

APPENDIX No. 21.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
MIRAMICHI, N.B., FOR THE CALENDAR YEAR ENDED 31st
DECEMBER, 1881.NEWCASTLE, MIRAMICHI, N.B.,
6th January, 1882.SIR,—I have the honour to enclose herewith the Pilotage Returns for the Pilotage
District of Miramichi, for the year ending 31st December, 1881.

I am, Sir,

Your obedient servant,

R. R. CALL,

*Secretary, Pilotage Authority.*To WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

PILOTAGE Returns for Miramichi District, 1881.

No of License.	Names of Pilots.	Age.	For what Service granted.
1	Joseph Jimmo	67	Full License for District.
2	Louis Jimmo	27	do
4	Angus McEacheran.....	62	do
5	Mitchell Martin.....	52	do
6	Francis Martin.....	47	do
7	Maxime Martin.....	36	do
8	Alexander Martin.....	56	Inwards only.
9	Angus McLean.....	48	Full License for District.
10	Alexander Wilson.....	35	do
11	Robert Walls.....	30	do
12	George Savoy.....	37	do
13	Reuben Nowlan.....	37	do
14	John McEacheran.....	31	do
15	Charles McLean.....	42	do
17	John Brown.....	70	do
18	James Walls.....	64	do
19	William McEacheran.....	37	do
20	Oliver Foster.....	40	do
21	Michael Muzerall.....	56	do
22	William Walls.....	27	do
23	William Tait.....	58	do
24	Allan McEacheran.....	47	do
26	John McCallum.....	29	do
27	James Nowlan.....	30	do
28	Dudley P. Walls.....	35	do
29	George Sutton.....	30	do
30	James A. Nowlan.....	26	do
31	George Tait.....	24	do
32	Jos. Jimmo, jr.....	26	do
33	James McCallum.....	37	do
34	Allan McEacheran, jr.....	22	do
35	John Martin.....	22	do
36	Asa Walls.....	22	do

Rates of Pilotage chargeable at Miramichi, N.B., on all Vessels British or Foreign :—

When inward bound.....	\$2 25	per foot.
When outward bound and drawing less than 17 ft.	1 75	do
When drawing 17 feet and upwards.....	2 00	do

And when a steamboat is employed to tow a vessel outside the outer bar, twenty-five cents per foot is deducted from above rates for outward pilotage.

For every vessel taken to sea after November 1st, a bonus of \$1.

For the removal and mooring of any vessel—

\$1 50	for vessels not exceeding 100 tons;
2 00	do over 100 tons and not exceeding 200 tons;
3 00	do over 200 tons do do 300 tons;
4 00	do over 300 tons;

and where the distance of removal exceeds four miles, 50 per cent. to be added to the above rates.

Vessels reported inwards :—

British	65
Foreign.....	205
	<u>270</u>

Vessels reported outwards :—

British.....	63
Foreign.....	195
	<u>258</u>

Total amount of Pilotage inwards :—

British	\$1,653 10
Foreign	5,553 82
	<u>\$7,206 92</u>

Total amount of Pilotage outwards :—

British.....	\$1,966 95
Foreign.....	6,280 96
	<u>\$8,247 91</u>

R. R. CALL,
Secretary, Pilotage Authority.

STATEMENT showing the Number of Vessels brought in and taken out to Sea by each Pilot, and Amount of Fees received, 1881.

Names of Pilots.	British Vessels Inwards.		British Vessels Outwards.		Foreign Vessels Inwards.		Foreign Vessels Outwards.		Total Number of Vessels.	Total Amount of Fees.	
	No.	Amount of Fees.	No.	Amount of Fees.	No.	Amount of Fees.	No.	Amount of Fees.		\$	cts.
		\$ cts.		\$ cts.		\$ cts.		\$ cts.			
Joseph Jimmo.....					7	200 25			7	200 25	
Louis Jimmo.....	1	27 00	2	58 62	1	28 12	2	56 00	6	169 74	
Angus McEacheran..	1	27 00	3	114 00	3	85 50	9	317 00	16	543 50	
Mitchell Martin.....	1	22 50	2	70 12	8	208 12	9	291 00	20	591 74	
Francis Martin.....	4	94 50	3	70 00	6	162 00	12	402 25	25	728 75	
Maxime Martin.....	6	150 75	6	197 25	5	126 00	7	236 00	24	710 00	
Alex. Martin.....	1	23 75	1	28 87	2	59 62			4	112 24	
Angus McLean.....	2	36 50			10	265 50	9	278 12	21	580 12	
Alex. Wilson.....	3	67 50	1	24 50	10	261 00	5	154 87	19	507 87	
Robt. Walls.....	2	55 12	2	53 37	7	183 37	7	209 37	18	501 23	
George Savoy.....	1	38 25	1	34 00	15	438 75	14	497 00	31	1,008 00	
Reuben Nowlan.....	2	34 00	2	72 00	6	148 50	7	177 50	17	452 00	
John McEacheran....	2	42 75	2	58 50	7	187 87	8	261 50	19	550 62	
Charles McLean.....					2	56 25	2	64 00	4	120 25	
John Brown.....					10	279 00	7	232 00	17	511 00	
James Walls.....	2	49 50	2	60 00	7	193 50	8	257 12	19	560 12	
W. McEacheran.....	2	72 00	1	25 37	7	192 12	3	78 75	13	368 24	
Oliver Foster.....	1	20 25			9	259 87	8	287 25	18	567 37	
M. Muzerall.....	6	147 62	4	91 87	3	78 75	2	54 25	15	372 49	
Wm. Walls.....	2	53 62	2	44 62	7	184 50	7	215 75	18	498 49	
Wm. Tait.....	1	33 75	4	133 12	2	56 25	15	493 62	22	716 74	
Allan McEacheran....											
John McCallum.....	2	54 00	1	44 00	2	60 75	3	109 00	8	267 75	
Jas. Nowlan.....	5	110 25	5	173 00	7	186 75	3	84 75	20	554 75	
Dudley P. Walls.....	2	56 25	2	74 00	2	57 37	2	72 00	8	259 62	
George Sutton.....	1	22 50	4	129 00	9	231 75	8	240 25	22	623 50	
Jas. A. Nowlan.....	1	20 25	1	24 50	7	184 50	6	198 25	15	427 50	
George T. Tait.....	4	111 37	3	105 00	12	319 50	6	188 87	25	724 74	
Jos. Jimmo, jun.....	3	76 50	3	97 75	3	85 50	5	162 12	14	421 87	
James McCallum.....	1	19 12	1	22 75	8	217 12	8	255 00	18	513 99	
Allan McEacheran, jr	3	85 50	2	70 00	10	277 87	7	238 00	22	671 37	
John Martin.....	1	27 00	1	20 87	6	160 87	1	27 12	9	235 86	
Asa Walls.....	2	54 00	2	69 87	5	117 00	5	142 25	14	383 12	
	65	1,653 10	63	1,966 95	205	5,553 82	195	6,280 96	528	15,454 83	

R. R. CALL,

Secretary Pilotage Authority.

NEWCASTLE, MIRAMICHI, N.B.

STATEMENT of Boats and their Tonnage, &c., Licensed by the Pilotage Authority for the year 1881.

No.	Name.	Tonnage.	Captain.	When Licensed.	When Renewed.
1	Spy	17·51	J. McCallum	May, 1875.....	April 26, 1881.
2	Industry.....	16·00	Mitchell Martin.....	do	do
6	Phantom	20·00	James Walls.....	do	do
7	Advance	23·00	Angus McEacheran	do	do
9	Whitewing	20·00	Max Martin	May, 1876.....	do
11	May Queen	22·56	Allan McEacheran.....	May, 1878.....	do
12	Peter Mitchell.	26·10	Jos. Jimmo	do	do
13	Two Brothers.....	25·00	William Tait.....	do	do
14	Empress.....	25·59	Frank Martin.....	do	do
15	Princess Louise.....	20·85	D. P. Walls.....	May, 1879.....	do

R. R. CALL,

Secretary, Pilotage Authority.

NEWCASTLE, MIRAMICHI, N.B.
31st December, 1881.

RECEIPTS and Expenditures of all Money received by or on behalf of the Pilotage Authority in respect of Pilots or Pilotage, for the year 1881.

		\$ cts.
Received from 33 Pilots for Renewals of Licenses, \$4.00 each.....		132 00
do for Renewals of 10 Pilot Boat Licenses, \$5.00 each		50 00
		182 00
	\$ cts.	
Paid John Brown and James Walls, examining candidates, and expenses.....	9 00	
Jos. Henderson, inspecting and reporting on 10 Pilot Boats	25 00	
For advertising, printing forms, &c.....	18 10	
Telegrams	6 45	
For stationery, books and postage.....	5 35	
Secretary, on account of services.....	118 10	
		182 00

R. R. CALL,

Secretary, Pilotage Authority.

WM. PARK, Chairman.

Newcastle, MIRAMICHI, N.B.,
31st December, 1881.

APPENDIX No. 22.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
GREAT AND LITTLE BRAS D'OR LAKES, N.S., FOR THE CALEN-
DAR YEAR ENDED 31st DECEMBER, 1881.BIG BRAS D'OR, VICTORIA COUNTY,
NOVA SCOTIA, 31st December, 1881.

LICENSED PILOTS.

No.	Name.	Residence.	Age.	Amount received by each.	Remarks.
				\$ cts.	
1	Arch. Livingston	Big Bras d'Or	32	.....	No return.
2	L. Livingston	do	30	38 50	
3	Wm. McDonald.....	do	33	.....	do
4	John O'Connel	Cape Dauphin	50	24 00	
7	Wm. Carey.....	do	32	.....	do
8	K. McAulay	Big Bras d'Or	28	46 00	
		Total .....	.....	108 00	

The services for which Pilots were licensed: "To undertake the pilotage of vessels of every description within and throughout the pilotage district of Great and Little Bras d'Or Lakes."

The pilotage fees are payable only to the Collectors of Customs at the different ports, who are entitled to a commission of 5 per cent. for collecting the same.

Amount received for licensing Pilots for the year, \$13.50.

All of which is respectfully submitted.

JOHN A. FRASER,

Secretary.

APPENDIX No. 23.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
HALIFAX, N.S., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER,
1881.

HALIFAX, N.S., 9th January, 1882.

The Honourable
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to transmit the Annual Returns of the Pilotage
Authority for the District of Halifax, N.S.

I am, Sir,
Your obedient servant,

FRED. D. CORBETT,
Secretary-Treasurer.

LIST of Licensed Pilots for the Port of Halifax, Nova Scotia.

Name.	Residence.
John Fleming.....	Ketch Harbour.
Thomas Holland.....	Duncan's Cove.
James Holland.....	do
William Baker.....	Halifax.
Bernard Gallagher.....	do
Daniel Martin.....	Ketch Harbour.
Joseph Rhino.....	Herring Cove.
Patrick Hayes.....	do
Hugh Munro.....	do
Jeremiah Holland.....	Duncan's Cove.
Edward Bayers.....	Ketch Harbour.
James Hanrahan.....	Ferguson's Cove.
William Beazely.....	do
Thomas Beazely.....	do
John Hayes.....	Herring Cove.
Charles Glazebrooke.....	Ferguson's Cove.
Richard O'Neal.....	Portuguese Cove.

STATEMENT of Superannuation Fund.

		\$	cts.	\$	cts.
1881.					
Jan. 1	Cash in Savings Bank this date.....	1,044	00		
	Interest.....	43	28		
	Two per cent collected during 1881.....	347	77		
				1,435	05
	Pensions:—				
	Paid William Smith's family.....				60 00
	Balance at Credit in Savings Bank			1,375	05

STATEMENT of Receipts and Expenditure for the Year 1881.

RECEIPTS.		\$	cts.	\$	cts.
	Five per cent commission on pilotage collected.....	899	56		
	Outward pilotage from ships going to sea without pilots.. ..	948	14		
	Licenses, bonds, &c.....	179	00		
				2,026	70
EXPENDITURE.					
	Secretary-Treasurer's salary.....	500	00		
	Office rent.....	200	00		
	Taxes, printing, stationery, &c.....	202	77		
				902	77
	Balance on hand.....			1,123	93

RETURN of Vessels entered Inwards, at the Port of Halifax, N.S., from 1st January to 31st December, 1881, subject to compulsory Pilotage Dues.

BRITISH.

Schooner.	Brigantine.	Brig.	Barque.	Ship.	Steamer.	Tonnage.	Amount of Pilotage Dues.
							\$ cts.
173	223	10	37	3	287	489,513	9,889 50

FOREIGN.

15	5	6	43	2	82	98,209	1,888 50
188	228	16	80	5	369	587,722	11,778 00

RETURN of Vessels entered Outwards, at the Port of Halifax, N.S., from 1st January to 31st December, 1881, subject to compulsory Pilotage Dues.

BRITISH.

Schooner.	Brigantine.	Brig.	Barque.	Ship.	Steamer.	Tonnage.	Amount of Pilotage Dues.
4	35	7	38	3	302	457,471	\$ cts. 4,488 66

FOREIGN.

5	3	10	46	2	98	112,968	1,229 37
9	38	17	84	5	400	570,439	5,718 03

	Inwards.	Outwards.
Vessels of 200 tons and under.....	\$ 8 00	\$ 5 00
do 200 to 300	11 00	7 00
do 300 to 400	14 00	9 00
do 400 to 500.....	16 00	10 00
do 500 to 600.....	18 00	11 00

An additional fifty cents for every one hundred tons (or fractional part thereof), above 600 tons, inwards, and twenty-five cents outwards.

Outward pilotage for all vessels of 200 tons and upwards, to be compulsory.

Ships of Her Majesty's navy, and all ships of war, when taking a pilot, to pay the same rates of pilotage as merchant vessels.

All vessels laden with coal from coal ports in the Province of Nova Scotia, being over 120 tons and under 250 tons registered tonnage, shall pay one-half the tariff rates inwards, if spoken by a pilot and his services are not accepted; but any such vessel taking a pilot voluntarily, shall pay full tariff rates.

 APPENDIX No. 24.

 REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
 LOUISBURG, CAPE BRETON, FOR THE CALENDAR YEAR ENDING
 31st DECEMBER, 1881.

LOUISBURG, January 6th, 1882.

 WILLIAM SMITH, Esq.,
 Deputy Minister of Marine, Ottawa.

SIR,—I have the honour to submit this the First Annual Report of the Pilot Commissioners for the district of Louisburg, Cape Breton, for the year ending 31st December, 1881, showing receipts, expenditure, &c., &c.

Four pilots were licensed for the Port of Louisburg in August last.

No	Age.
1. George Kehoe.....	40 licensed.
2. Lewis Dickson.....	31 do
3. J. A. Townsends.....	42 do
4. William Cryer.....	47 do

William Cryer, Pilot No. 4, had his license suspended for three months by the Pilotage Board, on account of an accident to SS. "Bedouin," while coming into the Port of Louisburg in his charge.

AMOUNTS RECEIVED BY PILOTS.

Pilotage for 12 steamships (British).....	\$197 00
do 1 barquentine do	4 50
Total.....	\$201 50

COMMISSIONERS ACCOUNT.

Received from pilots for licenses.....	\$20 00
Expended for printing, stationery, &c.....	13 80
Amount to credit of Board.....	\$ 6 20

I have the honour to remain, dear Sir,

Your obedient servant,

A. MACDONALD,

Secretary Pilotage Authority of Louisburg.

APPENDIX No. 25.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF PICTOU, NOVA SCOTIA, FOR THE CALENDAR YEAR ENDED THE 31st DECEMBER, 1881.

Pictou, 4th January, 1882.

To WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—The Pilotage Authority for Pictou District have the honour to submit the Pilotage Returns for the past year.

We have the honor to be, Sir,

Your most obedient servants,

J. R. NOONAN,
A. J. PATTERSON,
J. A. GORDON,
JAMES D. MCGREGOR,

Pilotage Authority.

PILOTAGE Returns for the District of Pictou, N.S., for the year ended 31st December, 1881, as required by section 24, chap. 54, 36 Victoria, entitled: "An Act respecting Pilotage."

LICENSED PILOTS.

Name.	Residence.	Age.
Robert Powell.....	Boat Harbor	80
Alex. T. Powell.....	do	63
Jas. Fraser.....	do	50
Bryant Rogers.....	Pictou	46
Wm. A. Cooke.....	do	43
Angus McDonald.....	do	42
Henry H. Powell... .	Boat Harbor.....	35
Chas. A. Cooke.....	Pictou	36
Geo. W. Powell.....	do Landing.....	30
Daniel Smith.....	do	30
John R. Powell.....	Boat Harbor.....	33
Wm. Munro.....	Pictou	51
Daniel McLeod.....	do	40
Ronald McDonald.....	do	55

Certificated Masters and Mates :—

Amabel Racquet, Master, steamship "Miramichi."

Mates—None.

Services for which Pilots were licensed :—

To undertake the pilotage of vessels of every description within and throughout the Pilotage District of Pictou.

The Pilotage Dues for the time being in force, are as follows:—

	Inwards.	Outwards.
Vessels of 80 and under 150 tons.....	\$ 6 00	\$ 4 00
do 150 do 300 do	10 00	6 00
do 300 do 400 do	12 00	8 00
do 400 do 500 do	14 00	9 00
do 500 do 600 do	15 00	10 00
do 600 do 800 do	16 00	11 00
do 800 do 1,000 do	17 00	12 00
do 1,000 and upwards 2 cts. per ton inwards; 1½ cts. outwards.		

And all vessels under 80 tons, 5 cents per ton inwards, and 4 cents per ton outwards.

All steamers to be rated at net tonnage.

All vessels bound inwards, not requiring the services of a pilot, shall pay half pilotage to any pilot offering his services.

All vessels over 150 tons bound out, and not requiring the services of a pilot, shall pay half pilotage to the Pilot Fund.

Total amount received for pilotage dues..... \$3,486 40

Of this amount—

Received from British ships.....	\$2,777 40	
do Foreign.....	709 00	
	<hr/>	\$3,486 40

Of this amount—

Received from sailing ships.....	\$1,568 78	
do steamships.....	1,917 62	
	<hr/>	\$3,486 40

Receipts and Expenditures of all money received by or on behalf of the Pilotage Authority in respect of pilots or pilotage.

RECEIPTS.

Received from 14 pilots for annual bonds....	\$ 14 00	
do pilotage dues as per statement.....	3,486 40	
do balance on hand from last year....	365 25	
	<hr/>	\$3,865 65

EXPENDITURE.

Paid pilots for pilotage.....	\$3,226 40	
Printing certificates, books, &c.....	14 25	
Secretary's salary.....	100 00	
Commissioners attending meetings.....	50 00	
Balance on hand.....	475 00	
	<hr/>	\$3,865 65

J. R. NOONAN,
A. J. PATTERSON,
J. A. GORDON,
JAMES D. MCGREGOR,

Pilotage Authority for Pictou District.

APPENDIX No. 26

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF ST. MARY'S AND LISCOMBE, NOVA SCOTIA, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.

To the Honorable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I herewith submit to you the Return of Pilotage for the District of St. Mary's and Liscombe, for the year ending 31st December, 1881.

The pilots receive the amount earned by them individually.

Yours respectfully,

WILLIAM PRIDE,

Secretary to the Commissioners.

ST. MARY'S RIVER.

Pilot, Archibald McDiarmid, age 71.

	Tons.	Inwards.	Outwards.	Total.
		\$ cts.	\$ cts.	\$ cts.
Schooner Promenador, Dominion.....	70	4 90	4 90	9 80
Barque Aladdin, Norwegian.....	382	9 00	11 00	20 00
do Stella Maris, French.....	560	14 00	15 00	29 00
do Annie William, English.....	565	14 00	15 00	29 00
Schooner Leistria, Dominion.....	100	5 00	7 00	12 00
do Amelia, do 4 trips.....	50	3 50	3 50	28 00
do Ariel, do.....	40	2 80	2 80	5 60
Total amount.....	1,767			133 40

LISCOMBE.

John Wilson, age 61, Pilot No. 1.

	Tons.	Inwards.	Outwards.	Total.
		\$ cts.	\$ cts.	\$ cts.
Brig Fremad, Norwegian.....	347	9 00	11 00	20 00
do Olf, do.....	210	6 00	8 00	14 00
do Vesture, English.....	198	6 00	8 00	14 00
do Zone, do.....	244	9 00	11 00	20 00
Barque Aladdin, Norwegian.....	382	9 00	11 00	20 00
do Normand, do.....	397	9 00	11 00	20 00
Total amount.....	1,778			108 00

LISCOMBE.

Charles Riley, age 29, Pilot No. 2.

	Tons.	Inwards.	Outwards.	Total.
		\$ cts.	\$ cts.	\$ cts.
Barque Uranus, Norwegian.....	490	11 00	13 00	24 00
do Esperance, do	318	9 00	11 00	20 00
do Dueno, do	267	9 00	11 00	20 00
do Lomand, do	646	14 00	15 00	29 00
Brig Cator, do	225	6 00	8 00	14 00
Total amount.....	1,946	.....	.....	107 00

LISCOMBE.

Daniel Lang, age 44, Pilot No. 3.

	Tons.	Inwards.	Outwards.	Total.
		\$ cts.	\$ cts.	\$ cts.
Barque Stella Maris, Norwegian.....	560	14 00	15 00	29 00
Schooner Davida, Dominion.....	377	9 00	11 00	20 00
Total amount.....	937	.....	.....	49 00

APPENDIX No 27.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF SYDNEY, C.B., FOR THE CALENDAR YEAR ENDED 3rd DECEMBER, 1881.

STATEMENT of Receipts and Disbursements by the Pilotage Authority of Sydney from 1st January to 31st December, 1881:—

Received at Sydney and North Sydney:—Licenses, \$78; boats, \$15; masters, \$120.	\$ 213 00
Received at Langan:—Licenses, \$18; boats, \$2.	20 00
Received at Glace Bay:—Licenses, \$21; boats, \$9.....	30 00
Total pilotage, per statement	12,924 00
	\$13,187 00

EXPENDITURE.

Balance from last year.....	\$ 40 87
Commission paid 5 Collectors.....	646 20
Amount paid Pilots.....	12,277 80
5 Commissioners, \$30 each.....	150 00
Forbes & Co., printing, &c.	12 75
Secretary and Treasurer	100 00
	13,227 62
Balance due Treasurer.....	\$40 62

W. PURVES,
Secretary and Treasurer.

NORTH SYDNEY, C.B., January 17, 1882.

NAME and Age of each and every Pilot for the Ports of Sydney and North Sydney, C.B., for the year 1881.

No.	Name.	Age.	No.	Name.	Age.
1	James Petrie.....	61	14	D. McGillvery (Biq).....	61
2	John Curran.....	54	15	John Cann.....	31
3	John Brown.....	58	16	Thomas Townsend.....	62
4	David Mullins.....	54	17	John Mullins.....	31
5	Peter Madore.....	50	18	Syl. Shannahan.....	39
6	D. McGillvery (B).....	62	19	Andrew Ratchford.....	37
7	John Carrol.....	56	20	John Fraser.....	41
8	Thomas Doyle.....	63	21	James McGillvery.....	31
9	John Petrie.....	51	22	George Townsend.....	63
10	Robert Mullins.....	59	23	Angus McNeil.....	38
11	Corn. Mullins.....	50	24	John Daly.....	59
12	D. McGillvery (D).....	53	25	Hugh McGillvery.....	53
13	William Ratchford.....	44	26	James McGillvery (D).....	36

NAME and Age of each and every Pilot for the Ports of Lingan, Glace Bay and Caledonia.

No.	Name.	Age.	No.	Name.	Age.
1	Thomas Laffin	62	1	Joseph Shannahan.....	41
2	Patrick Laffin.....	44	2	William Healan	47
3	Richard Hall	41	3	Edward Mahon.....	62
4	Michael Lee.....	47	4	Edward Petrie.....	46
5	Walter Handrihan.....	25	5	Edmund Petrie.....	41
6	Patrick Ryan.....	38	6	William McLeod.....	45
7	Neil Robertson.....	60	7	Ewan Robertson.....	31

MASTERS and Mates Certificated.

No.	Name.	Rank.	Vessel.
1	J. P. Angrove	Master.....	Steamship George Shattuck.
2	S. Anderson.....	do	do Valetta.
3	J. Delisle.....	do	do Polino.
4	C. Ormiston	do	Schooner J. C. Tupper.
5	J. Ormiston.....	do	do Valentine
6	R. Ormiston	do	do M. Hopewell.
7	T. Desmond	do	Barque Lothair.
8	A. Mackie	do	Steamship Tunsdal.

The total number of arrivals in 1881, paying pilotage, at the Port of Sydney, was 55, viz. :—

	Tonnage.
34 steamers, British.....	33,520
6 do Foreign.....	12,500
13 sailing vessels, British	3,975
2 do Foreign.....	979
<u>55</u>	<u>50,974</u>

The amount collected at Sydney was :—

From British vessels.....	\$1,532
do Foreign do	214
	<u>\$1,746</u>

The number of arrivals at North Sydney was 525, consisting of :—

	Tonnage.
161 steamers, British.....	160,752
14 do Foreign	16,211
285 sailing vessels, British.....	114,780
65 do Foreign.....	32,608
<u>525</u>	<u>324,351</u>

Amount of pilotage collected at North Sydney :—

From British vessels.....	\$6,825
do Foreign do	1,330
	<u>\$8,155</u>

The arrivals at Little Glace Bay were 70, viz. :—

	Tonnage.
1 British steamer.....	507
66 do sailing vessels.....	12,247
3 Foreign do	1,281
<u>70</u>	<u>14,035</u>

The amount of pilotage collected was :—

From British vessels.....	\$584 50
do Foreign do	63 00
	<u>\$647 50</u>

The arrivals at Port Caledonia were 128, viz. :—

	Tonnage.
120 British sailing vessels.....	23,155
8 Foreign do	3,200
<u>128</u>	<u>26,355</u>

The amount of pilotage collected was :—

From British vessels.....	\$1,367 50
do Foreign do	96 00
	<u>\$1,463 50</u>

The number of arrivals at Lingan were 82, consisting of :—

	Tonnage
2 British steamers.....	832
84 do sailing vessels.....	14,862
<u>86</u>	<u>15,694</u>

The amount collected was :—

From British steamers	\$ 32
do sailing vessels.....	880
	<u>912</u>

RECAPITULATION.

Port.	No. of Vessels.	Tonnage.	Amount.
			\$ cts.
Sydney.....	55	50,974	1,746 00
North Sydney.....	525	324,351	8,155 00
Lingan.....	86	15,691	912 00
Little Glace Bay.....	70	14,035	647 50
Port Caledonia.....	128	26,355	1,463 50
	864	431,409	12,924 00

W. PURVES,

Secretary and Treasurer.

North Sydney, C.B., 17th January, 1882.

 APPENDIX No. 28

 REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
 WALLACE, N.S., FOR THE CALENDAR YEAR ENDING DECEMBER
 31st, 1881.

The Honourable

 Acting Minister of Marine and Fisheries,
 Ottawa.

SIR,—We, the Pilotage Authority for the Port of Wallace, in the County of Cumberland, Province of Nova Scotia, have the honour to submit to you the following particulars respecting the pilots for the said Port of Wallace:—

- | | |
|---|------------------|
| No. 1. Zabud Mullin, 56 years of age. | } When licensed. |
| No. 2. Charles Stuart, 42 years of age. | |
| No. 3. James Carty, 55 years of age. | |

The service of each and every pilot licensed is performed by pilot vessels of every description within and without the said pilotage district of Wallace.

Rates of pilotage dues for the Port of Wallace are as follows:—

	Inward.	Outward.
Vessels of 80 tons and under 160.....	\$6 00	\$4 00
do 160 do 230.....	9 00	6 00
do 230 do 400.....	12 00	8 00
do 400 and upward.....	14 00	10 00

Vessels under 80 tons, accepting the services of a pilot, 5 cents in; 4 cents out, per ton. Steamers rated at net tonnage. The above rates are to Wallace Huestis Grey Stone Company's Wharf, Wynn's Channel to Plaster Wharf, and up Fox Harbour Channel. Vessels requiring a pilot to Wallace Bridge pay 25 cents per foot "Draught water." To Wallace Freestone Quarries or up Bay Channel 'o Abitcan, 30 cents per foot each way.

By balance on hand as per last Report..... \$10 00

Respectfully submitted.

WILLIAM SCOTT.
 WILLIAM MACNAB.
 JOHN W. MORRIS.

APPENDIX No. 29.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF CRAPAUD, P.E.I., FOR THE CALENDAR YEAR ENDING 31st DECEMBER, 1881.

CRAPAUD, P.E.I., December 29th, 1881.

The Honorable
Acting Minister of Marine and Fisheries,
Ottawa.

Sir,—We, the Pilotage Authority for the Port of Crapaud, in the County of Queen's, Province of Prince Edward Island, have the honour to transmit to you our annual returns for the pilotage of said port.

Peter Stewart, age 44, licensed No. 1.

COPY OF PILOT'S REPORT.

List of vessels piloted by me in and out of Crapaud Harbour for the year ending 31st December, 1881.

2 Barques.....	\$ 30 50
1 Brig.....	15 00
4 Brigantines.....	58 00
23 Schooners.....	162 98
	\$263 48

No accidents; two cases of sickness; no one in distress; no vessels on Tryon Shoals.

I have the honour to be, your obedient servant,

PETER STEWART,
Pilot.

The Pilotage Commission, Crapaud, P.E.I.

It affords us much pleasure to be able to say of Mr. Stewart that he has conducted himself to our and the public's satisfaction, and with honour to himself.

WESLEY MYERS,
Secretary.

APPENDIX No. 30.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF NANAIMO, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1881.

NANAIMO, B.C., 10th January, 1882.

The Honorable

Acting Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with the requirements of Sec. 24 of the Act respecting Pilotage (36 Vic., chap. 24), I have the honour to forward herewith Pilotage Returns for the year ended 31st December, 1881, as under, viz. :—

Receipts of dues, specifying nationality.
Amounts received and expended on account of pilotage.
Pilotage dues, and
Name, age, service and authority of pilots.

I have the honour to be, Sir,

Your obedient servant,

T. ERIC PECK.

Acting Secretary.

RETURN showing the amount of Pilotage received in the Pilotage District of Nanaimo, during the year ended 31st December, 1881, specifying nationalities:—

From British vessels	\$4,693 75
American vessels.....	5,036 00
German do	131 75
French do	61 75
Bolivian do	52 50
Total.....	\$9,975 75

RETURN showing amount of Pilotage Dues and Licenses, &c., and the amount expended for the Year 1881, as under, viz. :—

RECEIPTS.

Pilotage dues	\$ 9,975 75
Pilotage licenses	135 00
Pilots' examination fees.....	25 00
	\$10,135 75
Amount of pilotage paid on 31st December, 1880, under protest, and since disbursed.....	18 00
Amount brought from account of 1880.....	258 86
Total.....	\$10,412 61

EXPENDITURE.

Expenses of investigations.....	\$ 228 00
Rent, stationery and office expenses.....	362 49
Acting Secretary and Treasurer	240 00
Expenses of examinations	25 00
In aid of pilot boats	260 00
Refunds of pilotage.....	49 10
Earnings paid to pilots	8,955 99
	\$10,120 58
Amount carried to account of 1882.....	292 03
Total	\$10,412 61

RETURN showing the Pilotage Dues in force in the Pilotage District of Nanaimo:—

Port Pilotage Dues.

- For sailing vessels of less than 12 feet draught, \$3 per foot.
- For sailing vessels of more than 12 feet draught, \$4 per foot.
- For vessels in tow of a steam tug, irrespective of draught, \$3 per foot.
- For steamers, other than foreign tugs, not commanded by a pilot, three-fourths of above rates if a pilot be employed.

Gulf of Georgia.

- For vessels in tow of a steamer, and for steamships, Nanaimo to and from Royal Roads, \$10 per day or fraction of a day of 24 hours, exclusive of port pilotage.
- For vessels under canvas, proceeding as above, \$6 per day or fraction of a day of 24 hours, inclusive of port pilotage.

Straits of Juan de Fuca.

By special agreement, there being no tariff.
 RETURN showing the name and age of all Pilots acting under the authority of the Nanaimo Pilotage authority, together with their duties:—

Name of Pilot.	Age.	Service.
Clements, W.....	46	Pilotage District, Nanaimo.
Morrison, D.....	42	do do
Sabiston, J.....	53	Harbour of Nanaimo.
Urquhart, D.....	36	Pilotage District, Nanaimo (since resigned).
Rodgers, A.....	43	do do (since deceased).
Wait, W.....	42	}
Ramsey, J.....	51	

The first three above named pilots are fully authorized by the Board of Commissioners for their respective services.

M. BATE,
 JOHN HIRST,
 T. ERIC PECK,
Commissioners.

NANAIMO PILOTAGE AUTHORITY,
 31st December, 1881.

APPENDIX No. 31.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF VICTORIA AND ESQUIMAULT, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.

VICTORIA B.C., 10th January, 1882.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to transmit by steamer leaving to-day the Pilotage Returns for the Victoria and Esquimault District, for the calendar year ending 31st December, 1881, in keeping with the requirements of sec. 24, chap. 54 of the "Pilotage Act, 1873," and trust the same will reach the Department in time for your Report.

I have the honour to be, Sir,

Your most obedient servant,

EDGAR CROW BAKER,

Secretary-Treasurer.

RETURNS by the Victoria and Esquimault Pilotage Authority, 1st January to 31st December, 1881.

LICENSED PILOTS.

No	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	James McIntosh.....	53	23rd April, 1880..	Jan. 9, 1873....	Active list.
2	James Ramsey.....	51	do	June 9, 1873....	do
3	William Scott.....	42	do	March 8, 1876....	do
4	James Christensen.....	41	do	July 7, 1876....	do
5	William Ettershank.....	39	do	June 21, 1877....	do
6	John Thompson.....	32	do	Dec. 4, 1878....	Suspended.
7	George Rudlin.....	47	Not issued.....	March 8, 1876....	Commanding "Maude."
8	Donald Urquhart.....	34	23rd April, 1880..	Feb. 5, 1879....	Commanding "Alexander."
9	George G. King.....	30	do	do 5, 1879....	Employed as Master.
10	Peter Holmes.....	60	Not issued.....	June 8, 1878....	Unemployed.
11	John Sabiston.....	52	23rd April, 1880..	Aug. 10, 1870....	Harbour service.

EDGAR CROW BAKER,

Secretary-Treasurer.

VICTORIA, B.C., 31st December, 1881.

LIST of Certificated Masters and Mates.

No.	Name.	Date.	Vessel.	Limits.
1	James Gardiner	April 23, 1881....	Otter.....	Victoria to Fort Simpson.
2	William Meyer.....	do 23, 1881....	Grappler	do Wrangle, &c.
3	Daniel Morrison.....	June 29, 1881....	Isabel.....	do Puget Sound.
4	Thomas Wilson.....	Aug. 4, 1881....	North Pacific.....	do do
5	Thomas Pamphlet.....	Sept. 27, 1881....	Bonanza.....	do Nanaimo and Bute Inlet.
6	George Lackey.....	Dec. 15, 1881....	Black Diamond.....	Victoria and way ports.

Clause I.—No acting pilots or apprentices employed in this district.

Clause II.—The service for which every pilot is licensed is from the shores of Washington Territory to the northern boundary of the Province; less such exemptions or exclusions as are contained in the Order in Council, dated 15th April, 1879, as duly promulgated in the *Canada Gazette*, vol. 12, p. 1296; practically, it means the harbours of Victoria and Esquimaux, and the navigable waters leading thereto. Masters and mates certificates are issued for the same service only for their respective vessels.

Clause III.—The pilotage dues for the time being in force are the same as printed at p. 317, of Supplement No. 1, to the Thirteenth Annual Report of the Department of Marine and Fisheries, to 31st December, 1880.

EDGAR CROW BAKER,

Secretary-Treasurer.

VICTORIA, B.C., 31st December, 1881.

LIST of Exempted Vessels—Steamers.

No.	Name.	Rig.	Master.	Tonnage.	Route.
1	Enterprise.....	Sloop.....	W. McCulloch.....	442	Victoria to New Westminster.
2	Maude.....	do	Geo. Rudlin	158	East Coast Mail.
3	Etta White.....	do	Henry Smith.....	97	Mill and tug service.
4	Cariboo Fly.....	do	Geo. Rudlin.....	138	Victoria to Nanaimo.
5	W. G. Hunt.....	do	J. A. Clarke.....	172	Nanaimo, Comox, New Westminster.
6	Pilot.....	do	J. D. Warren.....	183	General towage service.
7	Beaver.....	Schooner..	Jno. McAlistar.....	109	do
8	Alexander.....	do	D. Urquhart	331	do
9	Western Slope.....	Sloop.....	Wm. Moore.....	250	Victoria to Yale.
10	Princess Louise	Schooner..	H. G. Lewis.....	498	Victoria to Wrangle.

All the foregoing vessels are exempt under the Act 40 Vict., chap. 20 (trading from port to port in the same Province and being propelled wholly or in part by steam). Other vessels pay the annual fees prescribed in the by-laws, 1880.

EDGAR CROW BAKER,

Secretary-Treasurer

VICTORIA, B.C., 31st December, 1881.

VICTORIA AND ESQUIMAULT—Clause IV—Return of Dues Collected.

Month.	British.		Foreign.		Total.	
	\$	cts.	\$	cts.	\$	cts.
January.....	135	00	223	25	358	25
February.....	99	00	303	50	402	50
March.....	107	50	351	50	459	00
April.....	197	00	379	50	576	50
May.....			455	50	455	50
June.....	225	00	474	00	699	00
July.....	51	75	537	62	589	37
August.....	39	00	465	87	504	87
September.....	243	50	557	25	800	75
October.....	177	00	430	00	607	00
November.....	113	00	550	50	663	50
December.....	46	50	504	50	551	00
Total.....	1,434	25	5,232	99	6,667	24

EDGAR CROW BAKER,

Secretary-Treasurer.

VICTORIA AND ESQUIMAULT, 7th January, 1882.

DR. RECEIPTS AND EXPENDITURE from 1st January to 31st December, 1881. CR.

Date.	Nature of Receipt.	Amount.	Date.	Head of Service.	Amount.
1881.		\$ cts.	1881.		\$ cts.
Jan. 1, to Dec. 31..	To Balance from last year.....	119 30	Jan. 1, to Dec. 31.,	By Paid Pilots, earnings.....	6,000 52
do	Pilotage dues collected.....	6,667 24	do	Office expenses.....	353 27
do	Certificate fees.....	210 00	do	Secretary-Treasurer.....	366 73
do	Examination fees.....	20 00	do	Expenses of investigations.....	180 00
do	Surveys on pilot vessels.....	30 00	do	do examinations.....	20 00
			do	do surveys.....	30 00
			do	Balance to credit of Pilotage Authority	96 03
		\$7,046 54			\$7,046 54

Approved and certified correct.

RODERICK FINLAYSON, }
 R. P. RITHEI, } *Commissioners.*
 W. W. CLARKE, }
 VICTORIA, B.C., 7th January, 1882.

EDGAR CROW BAKER,
Secretary-Treasurer.

APPENDIX No. 32.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF YALE AND NEW WESTMINSTER, FOR THE FISCAL YEAR ENDING 31st DECEMBER, 1881.

BURRARD INLET, B.C.,
26th January, 1882.

SIR,—I have the honour to transmit herewith the Pilotage Returns for the Pilotage District of Yale and New Westminster, for the year ending 31st December, 1881.

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

B. SPRINGER,
Secretary.

YALE AND NEW WESTMINSTER PILOTAGE AUTHORITY.
LICENSED PILOTS.

No. of License.	Name of Pilot.	Age.	Service.
1	James Ramsey.....	51	Licensed to pilot vessels of every description within the limits of the district.
3	William Ettershank.....	39	
4	James Christensen.....	41	
6	Angus McAlister.....	37	

Pilotage dues for the time being in force are the same as last year, and which were approved by Order in Council of 26th July, 1879.
Pilotage collected as follows:—

At the Port of Burrard Inlet from British vessels.....	\$2,197 50
At the Port of Burrard Inlet from Foreign vessels.....	1,687 00
	<hr/>
At the Port New Westminster from Foreign steamers.	1,320 00
	<hr/>
Total.....	\$5,204 50

Receipts and expenditures of all moneys received by or on behalf of the Pilotage Authority in respect of pilots or pilotage, for the year ending 31st December, 1881.

RECEIPTS.

To Cash on hand from last year.....	\$ 84 00	
Pilotage dues.....	5,204 50	
		<u> </u> \$5,288 50

EXPENDITURE.

By Paid Pilots as per receipts.....	\$4,684 05	
Commissioners expenses	9 00	
Printing and stationery.....	6 50	
Postages and telegrams.....	4 00	
Expenses collecting.....	3 50	
Secretary's salary.....	300 00	
Cash on hand.....	281 5	
		<u> </u> \$5,288 50

J. A. RAYMUR,
Chairman.

B. SPRINGER,
Secretary.

BURRARD INLET, B.C.,
31st December, 1881.

APPENDIX No. 33.

REPORT OF THE MONTREAL HARBOUR POLICE FOR THE FISCAL YEAR
ENDED 30TH JUNE, 1881.

MONTREAL, 31st December, 1881.

WILLIAM SMITH, Esq.,
Deputy Minister Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the Annual Report of the Government Harbour Police of Montreal for the fiscal year ended 30th June, 1881, as well as for the season of navigation of the year 1881.

During the past season the force was increased five in number, making a total of one chief, three sergeants and thirty constables. This small addition was granted by the Department, after being satisfied of its absolute necessity. The whole line of canal and harbour wharves were twice gone over by the Honourable the Minister and repeatedly by yourself. From a police standpoint, more particularly, you gave your attention to the requirements called for by the new additions made to the river frontage, and finally decided on a site on the wharf, viz., section 29, for the new sub-station, already determined upon as an essential adjunct. The plan being approved, constructed of wood, it was speedily completed and occupied by an acting sergeant with six men, to whom were assigned the entire duty from that section to Victor Hudon's Cotton Factory.

It will be apparent that this small detachment in itself would have been comparative helpless in the event of any serious trouble, being necessarily divided like the main body into day and night men and reliefs, but as far as possible to obviate this difficulty you had the two stations connected by telephone, facilitating immediate communication, providing for speedy reinforcement in case of need, and the transmission of prisoners to the central office. The sub-station is built upon runners and can be readily removed before winter.

The total number of arrests were 375, being an increase over the previous year of 62. Individuals for protection, 87, being a decrease of 23. As heretofore, acting on the discretionary power granted by the Department, parties consenting, numerous cases of intoxicated seamen were given in charge by their officers for safe keeping, who upon becoming sober were admonished and returned to their vessels, and are not included.

There has been an increase in the number of persons drowned and of bodies found in the Canal and Harbour—as far as known, with one exception, accidental. Several bodies were recovered by the police, dragging with grapnels supplied by the Department for the purpose, but in the generality of cases, where parties have fallen into the water in public places they have been rescued by the persons present and the police.

There has long existed a crying want for places to enable the large number of people employed on the wharves as well as sailors to relieve the calls of nature. The Harbour Commissioners have already made a move in this direction, having erected one structure and promise another in connection with the general public and the sub-station, the Department to contribute *pro rata*, but this is not by any means sufficient accommodation. There should be at regular intervals at least urinals. Persons cannot conscientiously be arrested for "indecently exposing," when no provision has been made to prevent the necessity.

As you have the working of the Merchants' Shipping Act under advisement, together with the construction put on some of the clauses by the authorities here, I shall refrain from further comment.

The Act generally has been under the consideration of the Board of Trade and the leading ship owners, who have, I believe, submitted their views on important issues that have been developed here and at Quebec.

During the month of May rumours were prevalent of great dissatisfaction existing among the ship labourers in regard to the rates paid by employers, and early in June increased to such an extent, combined with meetings, processions and threats, that it was deemed prudent (mindful of past experience) to make preparations to meet any illegal demonstrations of violence or intimidation; the state of affairs and its threatening aspect was laid before the Department together with the substance of the pressing applications for guards of police made by the owners, agents and captains as well as merchants interested in the protection of their vessels and property, and the inability from the inadequacy of numbers to meet their numerous demands.

On the night of the 7th July a strike which had been maintained for some weeks without any formidable breach of the peace, culminated in an attempt by a large organized assemblage who had formed in procession at the termination of a convened meeting for the alleged purpose, as was reported, of clearing the shipping and wharves of all persons working who were non-members of their Union. This intent was fortunately to a great extent frustrated.

The procession and the police came in contact at the Dominion sheds where an attempt was made to board the SS. "Teutonia," was resisted successfully after a hand-to-hand contest. The police were fired upon and stoned.

The Riot Act was read, the fire returned and the rioters dispersed. This event amongst others occurred after the termination of the fiscal year, and, therefore, is not legitimately a portion thereof, but though requested to make this report as concise as possible, the facts being already in possession of the Department, I shall merely briefly summarize the leading incidents and the general results.

During the month of June several meetings of the Ship Labourers' Society were held, at one of which it was decided to notify the shipowners, &c., that if the increased rates fixed upon were not paid and the conditions of the Society rules not complied with, they would cease working on Saturday afternoon the 18th June. These propositions were rejected, and by preconcerted agreement a strike was in full blast on Monday the 20th June.

It was understood that several efforts had been made to compromise the matter, and even increased rates agreed to, but as it turned out, a fundamental rule of the organization precluded the shipowners from entertaining any arrangement.

To prevent the detention of their vessels and the shipping and delivery of goods, the merchants decided upon procuring all available labour possible outside the Union in addition to the crews of their vessels, and having to an extent succeeded the laborers became exasperated and the breach widened between labour and capital on this issue.

So many men persistently refusing work and the many non-contents overawing the rest, the injurious effects of the movement speedily developed themselves.

The unemployed congregated in crowds on the revetment wall, and part of the programme soon became apparent, i.e., the intimidation of those working. Armed detachments of police had to mount guard over each vessel loading or unloading, and the revetment wall and ramparts were with difficulty kept clear. The Allan Line vessels were more particularly obnoxious and seriously menaced. Persons requiring access to the sheds in search of employment had to run the gauntlet of strikers who marked them for future retribution. Scarcely able to stem the torrent which had taken so alarming a course, urgent application was made to the Department either for authority to increase the force or to send assistance from Quebec. The latter measure was adopted, and on the morning of the 23rd June, Chief Trudel and twenty of the Quebec Government Harbor Police opportunely arrived and were assigned, as

requiring no knowledge of locality with a few of the Montreal men, the duty of protecting the vessels and sheds, then full of cargo at the Allan Line. It is stated that the strike originated among the regularly employed labourers of the Allan Line, and hence the most bitter feelings existed against that Company. These wharves, the largest and most extensive in the port, being provided for by the auxiliaries left me with the balance of my regular force, five supernumeraries and the two men of the public works, at liberty to look after the remainder of the harbour.

The combined police were kept on duty day and night. Early and late, large and small bodies of the strikers were grouped all along the wall and evidently with a purpose. Regular meetings of the Society kept up the excitement; all kinds of alarming rumours were current, but in justice to the labourers it must be admitted that though their demeanour was sullen and discontented their general conduct under the circumstances, with a few exceptions was very good, and their tactics seemed to tend to the intimidation and stopping the workers rather than the destruction of property.

It would have been impracticable for the few men under my control, notwithstanding their pluck, to disperse or hold their own against these organized gatherings, but for the valuable assistance freely given by Chief Paradis, his staff and city constables. We are indebted to them for the preservation of the peace at that time, the harassing task of keeping free the revetment wall and its passages independent of their regular duties. My command was divided into three sections which were placed so as to afford the greatest amount of protection and at the same time to ensure means of aiding one another when attacked. As before named, Chief Trudel was entrusted with charge of the station and the Allan vessels and sheds, having all his own men and those that could be spared from the Montreal Police. Sergeant Holdbrook, with ten men of the Montreal Police, was assigned the care of the Dominion Line wharves to Bonsecours Market and was included in Chief Trudel's division, each supporting the other as circumstances required. This post was next in importance to the Allans, the offices of Labourers' Union being opposite the sheds on the wharf. Chief Murphy, with Sergeants Donohue, Nourie and twenty men, were stationed at the Temperley Line with detachments under one of the sergeants to the Beaver, Reford, Donaldson & Hope, &c., Lines and sheds. The vessels lying below these localities had only casual supervision. The steamer "Scotland," of the Temperley Line, was the first objective point of the strikers. The agent of this vessel had procured a number of men and they determined at all hazards to prevent their working. Her berth was at a wharf with but one approach, and repeated attempts to force Chief Murphy's position were frustrated.

On the 21st, two days previous to the arrival of the Quebec Police, having been notified by the agent that a tug with labourers from the neighbouring towns was due in the morning, disposition of the police was made to resist the threatened attack on the "Scotland." As the tug steamed up, some two thousand persons had assembled on the revetment wall and surroundings, the passages were blocked and a collision seemed imminent. The determined front of the little band, however, checked any attack. Until a late hour the crowd kept increasing and more defiant, but ultimately dispersed. Day by day groups were to be met with all along the revetment wall seemingly with some object or preconcerted purpose.

On the 24th June, the time given by the shipowners to the strikers to re-consider their action expired without any result, and all hopes of an amicable termination of the struggle were given up. During the month of July numerous arrests for loitering on the revetment wall were made by the City Police, which somewhat abated the movement. On the 6th July, a crowded meeting of the Ship Labourers Union was held in St. Patrick's Hall, and at its termination a procession was formed, marching through the leading streets. Pursuant to call another mass meeting was held on the 7th, at Papineau Square, at 8 p.m. Advised from various sources and by Chief Paradis, that some demonstration was contemplated, Chief Murphy was ordered to have the workmen on all the steamers and vessels by that hour placed under hatches, and similar instructions were given to Chief Trudel, who received every facility and

assistance from Captain Barclay, the manager of the Allan's Line throughout the strike. Having perfected as far as possible the arrangements for the defence, I again visited the post at half-past eight with the only magistrate to be procured, Mr. F. W. Henshaw, and proceeded to Chief Murphy's position. About half-past nine, p.m., the outlying picket fell back and reported the coming of the procession. Drawn up in line with fixed swords to cover the approach to the wharves, which they endeavoured to force, I advanced and ordered them off the wharf. The number of persons assembled has been computed to have been between two and three thousand, and, as expected, paid no heed, but endeavoured to make their way to the SS. "Scotland," covered by volleys of stones. They were met with a charge of bayonets and driven back. As the last of the mob passed this point we formed, and, accompanied by the magistrate, Mr. Henshaw, marched parallel with, but intervening between, it and the shipping, with the intention of picking up the detachment and concentrating at Allan's, the statement being current that something extraordinary was to happen and an example made there.

On reaching the Dominion wharf, and the steamer "Teutonia," a portion of the mob that had preceded the other was found massed under the revetment wall in front of the offices of the Labour Union as well as upon top of the wall. In the act of our forming a junction with Sergeant Holdbrook's guard, a rush was made by the mob for the gangways of the steamer of which they partially gained possession, though energetically resisted by Sergeant Holdbrook's small party and held at bay. At this moment my party reached the contested spot with a charge of bayonets responded to by pistol shots and volleys of stones, the brunt of which was first borne by the sergeant's party. Having on the first assault called upon Mr. Henshaw, who throughout was in the midst of the fight, to read the Riot Act, he did so amid so much shouting and noise that, fearing it might not have been heard on the revetment wall, I advanced with him to the verge of the mob, where he repeated it. When he had finished the people were distinctly warned, but we were met with volleys of stones, shouts of derision and disloyal epithets. During the reading the conflict was progressing. The police answered the fire of the rioters with their pistols when I ordered the firing to cease, and with a charge effectually beat off the assailants from the vessel. I did not consider it my duty to further risk the lives of this little band but confined my efforts to protect the shipping. By this time the City Police had been reinforced by order of Chief Paradis, and they gallantly attacked and dispersed the mob which we had driven on to the wall, but not without many of the constables being seriously injured. Rioters now began to disperse, and having for a few minutes formed my men behind some piles of rails to avoid the stones, re-formed and hastened to the Allan wharves. During the *mêlée* Chief Trudel had dispatched a message for assistance, his post being threatened by the large crowd that had passed, and being unable to afford him any help ordered him to retire on board the steamship until we could join him. It is a matter of congratulation that no lives were lost, and this in a great measure is due to the coolness and discipline of the men, though Chief Murphy and several of the men were hurt (two very seriously, one of whom has since died), and most of them struck with stones. They kept their temper, firing over the heads of, rather than at, their assailants. It was afterwards found that this same gang had, on their route to Chief Murphy's position, boarded and taken out all the labourers from below these wharves. I have no hesitation in making the assertion, borne out as it is unanimously by the shipowners, agents, merchants and Board of Trade, that but for the success of this stand a raid would have been made on all the vessels, terror would have been instilled into the labourer inclined to work and the defeat of that little body of police would have led to a period of anarchy and ruinous to the general interests of the port.

It is needless to recapitulate the continuous worrying duties performed by the combined force until the close of July; but it is a confirmed fact that the measures taken to over-awe every incipient attempt to intimidate and otherwise encroach on the rights of the citizen prevented further complications and enabled the legitimate business on the wharves to be proceeded with, slowly and under difficulties it is true;

but, nevertheless, vessels were loaded and discharged under the protectorate, and the indomitable energy and perseverance of the shipowners. The labourers had learned the lesson that with much sympathy with their position, the police were ready and able to perform their duty in quieting any illegal demonstrations, notwithstanding taunts to the contrary. The Department is, I trust, impressed with the arduous duties that have been so cheerfully performed and for which the shipowners, agents, merchants and Board of Trade had been good enough to express their thanks in a most complimentary way—the former supplementing their resolutions with a handsome present. I have now but to say how much I am indebted (and indeed the whole port) to Mr. F. W. Henshaw, for attending to my pressing solicitation for magisterial assistance.

The greater portion of his time (to the loss of his own business) during the period from the 18th June to 25th July was passed on and off at the office of the Department, owing to the threatening demonstrations. He unhesitatingly accompanied the police whenever required to do so at considerable personal risk, and during the reading of the Riot Act, the first time, was nearly driven into the river, and at the second reading not only as previously stoned but was in addition under a discharge of pistols. I have no way of showing how highly I estimate the calm but determined way in which he carried out the requirements of the law. It is my duty, in view of a possible recurrence of a similar nature, to point out that some measure should be adopted to nominate for such a purpose one or more magistrates so as to insure attendance in such a crisis. Though not of the importance, perhaps of a general riot, yet it is equally essential that some one should be present at similar occurrences. Though I made every endeavour to obtain at various times, on emergency, the services of a justice of the peace, except in his case I signally failed, and but for Mr. Henshaw's attendance would have been compelled to act on my own responsibility. I am also indebted, on one occasion later on in the troubles, to Messrs. Bulmer and O'Brien, for the offer of magisterial assistance, but though in attendance with my party their services were, happily, not required, Mr. Henshaw having been, by request of Chief Trudel, assigned to him. Chief Trudel rendered to me the most valuable assistance throughout, and has personally received the encomiums of the shipowners, merchants and Board of Trade for the tact he displayed in the disposition of his command, and his personal energy has been already commented upon, while his men in physique and stamina provoked the most complimentary remarks. Their conduct during their protracted stay was exceptionally good and singularly cheerful, considering the circumstances of their hurried departure from Quebec without any rig but what they stood in.

The merchants and agents were most attentive in their endeavours to contribute to the comfort of the men on duty. The Montreal Harbour Police was necessarily compelled, being detached, to rest in sheds and on board ships whenever there was a chance, and their meals were obtained in a similar manner. The Messrs. Allan constructed a guard room with bunks in one of their sheds, a very great convenience. Chief Murphy deserves great credit for his untiring zeal and endurance, notwithstanding his health was not just then as good as could be wished; he exhibited an adaptability to govern his men and inspire confidence seldom found in one not educated to it. I unhesitatingly gave him, as it proved, the most critical station, and I did so with the full assurance that he would faithfully carry out without any hesitation the instructions he received with firmness as well as discretion. Attached to his squad was the Department's oldest sergeant, Wm. Donohue, a retired staff sergeant, whose intimate knowledge and previous experience on the frontier with this force gave assurance of doing his part, and upon whom I relied in the event of any mishap to his chief. Sergeant Nourie, also at times with the chief, was very valuable in the general duties given to him. His nationality enabled him to take a prominent part among his countrymen in the endeavour to restrain their excitement and to throw oil on the troubled waters. Sergeant Holdbrook, another old servant of the Department, and a former old member of the Irish Constabulary, held a most unenviable position. The Dominion Line, next to the Allan's, being the most obnoxious and the headquarters

of the Union being opposite their sheds, his fearless and undaunted repulæ, with his gallant little party of so imposing and overwhelming a crowd, is beyond praise, and will long be remembered by all concerned. I am proud to say that he proved what I always expected he would, an intrepid, trustworthy and experienced officer. It has been my province on several occasions to have been in command of parties in times of peril, but they had been in a manner born to it; but I can conscientiously say that the little phalanx of some thirty men submitted to the stoning and firing of so large and excited a crowd evinced a steadiness, coolness and unflinching courage, promptly and unhesitatingly obeying their orders not to be challenged by the most experienced hands and deserve some credit and praise officers and men than I know how to afford them. I have been unconsciously led into those details as it is the only opening for bringing to your notice the latest chapter in the annals of the Montreal Government Harbour Police.

I have the honour to be, Sir,

Your very obedient servant,

H. S. A. ORMOND,

Agent Marine and Fisheries Dept., Inspector Gov. Police.

RETURN OF ACCIDENTS ON THE WHARVES, &C., FOR THE FISCAL YEAR ENDED 30TH JUNE, 1881.

July 4th.—A hand on board the steamer "Alexandria" jumped from the wharf to a barge, missed his footing and fell into the canal; rescued by the constable on duty.

July 8th.—A man was drowned by falling into the river; body recovered; coroner notified.

July 8th.—A boy while playing on the wharf fell into the river and would have been drowned but for the assistance of the constable on duty.

July 11th.—A boy while bathing in the river at St. Helen's Island was drowned; coroner notified.

July 11th.—A hand on board the barge "Atlas" was struck on the head by a block falling from the mast and severely injured him; conveyed to the hospital.

July 15th.—A horse and truck while crossing the railway track on the wharf the horse was severely injured.

July 16th.—A man while working on board the barque "Lord Palmerston" got one of his feet crushed between a hogshhead of sugar and the deck; conveyed to his residence.

July 16th.—A horse attached to a waggon ran away on Common street, fell over the revetment wall; severely injured.

July 22nd.—A fire broke out in the store room of the SS. "Stelvio;" after considerable damage the fire was put out with the assistance of the fire brigade.

July 23rd.—A man while loading the Grand Trunk cars on the wharf had one of his hands severely injured; conveyed to the General Hospital.

July 24th.—A boy while going on board the SS. "Prussian" accidentally fell from the gangway into the river; rescued by the constable on duty and others.

July 26th.—A seaman belonging to the SS. "Cynthia" while painting the smoke-stack fell on the main deck; severely injured; sent to the hospital.

July 30th.—A horse attached to a waggon ran into the Canal Basin; got out with the assistance of the constable on duty.

August 1st.—A young man fell into the canal basin; was rescued by the constable on duty by throwing him a rope.

August 2nd.—A man while unloading iron from the steamship "Strathanly" had one of his legs severely crushed by a bar of iron falling on it; conveyed to his home.

August 3rd.—Two seamen belonging to the barque "Standard" while painting the vessel the gangway gave way, both men fell into the river; rescued by the constable and others.

August 7th.—A seaman belonging to the "Ocean King" while going on board fell between the steamer and the wharf, the constable hearing the cries for help ran to his assistance and hauled him out.

August 10th.—A passenger on board the steamer "Laprairie" jumped into the river and was drowned.

August 14th.—A man was drowned in the canal basin; body recovered; coroner notified.

August 16th.—A man sitting on the edge of the wharf fell into the river; rescued by the constable on duty.

August 20th.—A seaman fell from the gangway into the river; rescued by his comrades.

August 21st.—A seaman belonging to the ship "Derbyshire" fell from a scaffold while employed cleaning the side of the vessel; severely injured.

August 21st.—A horse attached to a cart loaded with coal backed into the canal; got out without much injury.

August 22nd.—A boy fell into the canal basin and would have been drowned but for the assistance of the constable on duty.

August 24th.—While two young men were playing on the wharf both fell into the river, one was drowned the other rescued; Coroner notified.

August 26th.—A boy fell out of a small boat into the river and was drowned.

August 30th.—A seaman belonging to the ship "Glenfinart" fell from the side of the ship on to the wharf and then into the river, severely injured; sent to hospital.

Sept. 2nd.—A boy fell into the canal basin and was drowned; body recovered; coroner notified.

Sept. 11th.—A girl was drowned in the new basin; body recovered; coroner notified.

Sept. 11th.—The body of a man was found floating in the river opposite the city; coroner notified.

Sept. 11th.—A woman threw herself into the river, and was rescued by the seamen of the ship "Glenfinart."

Sept. 13th.—A man working on the S.S. "Lake Manitoba" fell down the hatchway and was severely injured; removed to his residence.

Sept. 14th.—A hand working on board the Harbour Commissioners' dredge got both his hands badly hurt by being caught in the winch; conveyed to the General Hospital.

Sept. 16th.—A man employed on board the propellor "Lake Michigan," a large iron plate fell from the top of the elevator on his head, injuring him severely; conveyed to the hospital by the constable on duty.

Sept. 20th.—A boy fell into the canal basin and drowned; coroner notified.

Sept. 20th.—Henry Côté, working on board the S.S. "Buenos Ayrean," fell into the hold of the ship and was killed; the body removed to his residence; coroner notified.

Sept. 21st.—The body of a man was found floating in the canal; sent to the morgue; coroner notified.

Sept. 21st.—A fireman belonging to the S.S. "Buenos Ayrean" fell between the ship and the wharf and was drowned; the body removed to the morgue; coroner notified.

Sept. 24th.—A man fell from the barge "Davis" into the canal and was drowned; coroner notified.

Sept. 24th.—A man fell into the river and was rescued by the constable on duty and others.

Sept. 28th.—A seaman belonging to the S.S. "Sharesbrook" fell into the hold of the ship and was severely injured; sent to hospital.

- Sept. 28th.—A boy fell into the river; rescued by the constable on duty.
- Oct. 4th.—A man, while working on board ship, fell into the hold, was severely injured; conveyed to his home.
- Oct. 4th.—A man, while walking along the canal bank, fell into the canal basin; rescued.
- Oct. 5th.—A man, while unloading coal from the brigantine "Tempest," fell from the stage into the hold of the ship and was severely injured; sent to hospital.
- Oct. 7th.—A man named Harry Williams was drowned in the river opposite the city; body recovered; coroner notified.
- Oct. 8th.—A man fell into the river and was rescued by the constable on duty, with the assistance of others.
- Oct. 16th.—A seaman belonging to the S.S. "Prior," while going on board, fell from the gangway into the river and was drowned; body removed to the morgue; coroner notified.
- Oct. 19th.—A seaman, Edward Butler, belonging to the S.S. "Vanguard," was found floating in the canal basin; removed to the morgue; coroner notified.
- Oct. 22nd.—A man was run over by the Grand Trunk cars at Black's Bridge and was severely injured; sent to hospital.
- Oct. 24th.—A man named James Parker, captain of the barge "Jallard," committed suicide by hanging himself with a rope in the hold of the barge; coroner notified.
- Oct. 25th.—A man on board the tug-boat "Owens" got badly burned by the explosion of a coal oil lamp; sent to hospital.
- Oct. 28th.—A man named Charles Brown, working on board the barque "Alice," was struck with a bucket of coal, throwing him into the hold of the vessel, killing him on the spot; coroner notified.
- Oct. 30th.—While the S.S. "Lake Champlain" was coming into port she ran against the S.S. "Bothal," doing her some injury.
- Oct. 30th.—A boy fell into the river and was rescued by parties standing near.
- Oct. 31st.—A man fell into the canal basin while crossing the lock; rescued by the lock-men.
- Nov. 7th.—A man unknown fell into the river and drowned; body recovered; coroner notified.
- Nov. 10th.—The body of a man was found floating in the river opposite the city; sent to the morgue; coroner notified.
- Nov. 10th.—A horse coming off the steamer "Cultivateur" fell into the river; rescued after some trouble.
- Nov. 10th.—A man fell into the river and was rescued by the constable on duty and others.
- Nov. 15th.—A man while working on board the SS. "Ottawa" was struck by a bale of goods while hoisting out of the hold; severely injured; sent to his home.
- Nov. 17th.—The barge "Arve," loaded with peas, lying at the mouth of No. 1 lock was sunk by collision with the SS. "Sardinian."
- Nov. 17th.—A horse attached to a buggy containing a gentleman and lady ran away on the wharf, pitching both out; the lady sustained severe injuries.
- Nov. 21st.—A boy fell into the river and would have been drowned but for the assistance of the constable who hauled him out.
- Nov. 22nd.—A man while loading railway iron was very badly hurt by a bar falling on his legs.
- Nov. 25th.—A horse attached to a truck ran away along the wharf, smashing the truck and injuring the driver.
- Nov. 27th.—A man while working on board ship fell into the hold; was severely injured; sent to hospital.
- May 2nd, 1881.—A carter named Jean Baptiste Sencatur driving a load on the wharf the horse ran away, coming in contact with a post the load upset on the man killing him on the spot.

May 2nd.—A man fell into the canal basin; the constable on duty hearing the cries for help ran to his assistance and pulled him out.

May 4th.—A man named Alexander Malette while walking on board the SS. "Bothal" fell into the hold and was killed; coroner notified.

May 5th.—A man while working on board the SS. "Scandinavian" got one of his legs badly smashed; conveyed to hospital.

May 6th.—The schooner "Compass" in going out of port ran against the Quebec steamer damaging her slightly.

May 8th.—While four young men were crossing the river in a small boat the boat upset; the men were saved with great difficulty.

May 16th.—When the steamer "Bohemian" was passing through the lock she struck against the fender smashing it.

May 27th.—A fire broke out on board the SS. "Howard" lying at Windmill Point; the fire was put out with the assistance of the fire brigade with little damage.

May 29th.—The body of a man was found floating in the river opposite the city; coroner notified.

May 29th.—A man while loading wood on a cart on the wharf a large log fell on him injuring him severely; sent to the hospital.

May 30th.—A man fell into the river and had a narrow escape from being drowned; assistance given by the constable on duty.

May 30th.—A man fell from the revetment wall on the wharf; he was very badly injured; sent to the hospital.

June 6th.—A horse attached to a truck backed into the canal basin, was got out without much injury.

June 7th.—A horse hoisting coal from a barge, fell between the barge and the wharf; got out after some time.

June 9th.—A fireman belonging to the steamship "Circassian," when crossing the hatchway, fell into the hold and very severely hurt; sent to hospital.

June 9th.—A man working on board the steamship "Polino" was struck on the head while hoisting a barrel of flour and was severely injured; sent to hospital.

June 13th.—A man was found floating in the canal basin, and the body removed to the morgue; coroner notified.

June 14th.—A horse and waggon fell into the canal basin; the horse was got out without much trouble.

June 14th.—A horse and coal-cart backed into the canal basin, and was rescued by the assistance of the driver and constable on duty.

June 16th.—A young lad, while gathering chips on the wharf, was run over by a coal-cart and badly injured; sent to his home.

June 18th.—A horse attached to a truck ran away on the wharf, smashing the truck and injuring itself.

June 21st.—A man fell from the revetment wall, and was very severely injured about the head; sent to hospital.

June 23rd.—A man working on board ship was struck with a bar of iron while hoisting it from the hold, and was severely injured; sent home.

June 26th.—A man fell into the river from the wharf and would have been drowned but for the assistance of the constable on duty.

June 27th.—A man, while crossing the canal lock, fell in, and was rescued by the constable on duty.

June 28th.—A boy fell into the hold of a ship and severely injured; sent to the hospital.

June 30th.—A young lad, while gathering chips on the canal, fell into the water; rescued by those who were present.

GEORGE MURPHY,

Chief Government Harbor Police, Montreal.

Extracts from Official Journal of Events, Montreal Harbour Police Office for June and July, 1881.

May 31st.—Chief Murphy reports that he received information that the hands on board the steamer "Bohemian," and others working at this boat, would strike for more wages in the morning; consequently, the sergeant on duty, acting on instructions, at 8 o'clock, a.m., sent a posse of police.

June 9th.—Mr. Moore, employed unloading grain from a barge at Wellington Bridge, reports that the men struck this morning at 7:30; requests the services of the police to protect the men whom he has at work. Sergeant Donohue attended with six men.

June 18th.—The agent of the Donaldson Line of Steamers requested police protection, as he anticipated a strike. Chief Murphy, with Sergeants Donohue and Holdbrook, and twenty men, went to the place of the expected trouble at 7 o'clock p.m. No disturbance, as means of precaution had been taken in time. A number of police were left in charge of the various wharves; two were placed in charge of the Allan's sheds; two in charge of the Dominion sheds, and two others in charge of the Island wharf at 12 o'clock, when the out-going vessel of the Donaldson Line had finished taking in cargo, the men dispersed without any trouble. Five supernumeraries were sworn in this evening for special duty during the time of the expected strike.

June 20th.—Mr. Shaw of the Tomperley Line called at the office and stated that vessels of his line would arrive in port about 2 p.m., and requested the assistance of the police as he anticipated some trouble from the men on strike; assistance was sent at once.

June 20th.—Mr. Torrance of the Dominion Line requested protection from the police as one of his steamers would be unloading at the island wharf at 6 p.m.; granted.

June 20th.—Captain Barclay of the Allan Line called at the station and requested a Sergeant and six men at 7 p.m., as he was unloading the steamer "Polynesian." Mr. Allan wrote the Inspector requesting all the protection in his power to Messrs. Swite & Co. of Boston, shipping their dead meat on board the "Polynesian" during the night; granted.

June 20th.—The agent of the German barque "Steveller" called for protection 7 p.m., for the following morning. Granted.

June 21st.—Mr. D. Shaw, agent of the London Line, called and requested protection as he anticipated a strike; Sergeant Donohue and nine men proceeded to the steamer "Scotland" at 7 a.m.

June 21st.—Mr. Shaw again called at 11 p.m. and requested protection, as he stated he expected some trouble on the arrival of a tug-boat, as he had some labourers to work for him; the Inspector, Chief and Sergeant with eighteen men attended the arrival of the boat and prevented trouble.

June 21st.—At 2 p.m. a large crowd of men assembled at the Victoria pier; Chief Murphy and Sergeant Holdbrook with eighteen men proceeded to the place.

June 21st.—The agent of the Donaldson Line called at the station for protection, which was granted.

June 21st.—Messrs. Allan requested ten men to protect their vessels this evening; granted.

June 22nd.—The captain of the SS. "Mathews" telephoned for protection, and states though he was paying the full price, a committee of the Ship Laborers Society came on board and requested him to sign a paper which he refused to do, and the men left; he pursued the strikers in a cab for the purpose of having them arrested by the police; the strikers afterwards returned and threatened his hands.

June 23.—The Chief and twenty men of the Quebec River Police arrived at the station this morning.

June 23.—Mr. Davidson, of John Hope & Co. called for protection, which was granted.

June 23.—The agent of the SS. "Dunstall" called at the station for protection as he feared his vessel would be stoned on leaving the harbor at 5 p.m.; granted.

June 23.—The captain of the ship "Severn," lying at the Merchant's Wharf, called at the station at 7 p.m. for protection; granted.

June 23.—The captain of the barque "Augustina," lying at Windmill Point, requests protection; granted.

June 23rd.—Mr. D. Shaw asked for protection for the steamer "Valetta," lying at Windmill Point, assistance was sent at once.

June 23rd.—The agent of the SS. "Polina," lying at the Merchant's Wharf, telephoned for assistance; granted.

June 24th.—Messrs. Allau report that their men were stoned from the revetment wall while working at their sheds, and asked for protection; extra police were sent at once.

June 27th.—Mr. D. Shaw called for protection this a.m., and requested the services of seven men to protect the S.S. "Valetta;" granted.

June 27th.—Messrs. Allan asked for police to protect labourers in their barges lying at their sheds. Granted.

June 27th.—At 3 p.m. a large crowd of strikers assembled along the revetment wall. The Inspector telegraphed the Chief of the city to have them removed, which he accordingly did with the assistance of the Harbour Police.

June 27th.—The captain of the barque "Helena Finlay," lying at Windmill Point, called for protection; granted.

June 29th.—The captain of the S.S. "Howards" made application at the station this a.m. for protection, which was granted.

July 1st.—The captain of the S.S. "Barcelona," lying at the King Basin, called for protection for his ship. Granted.

July 1st.—At 12:30 a.m. a gang of labourers when going home from work were attacked by a gang of union men; some of them fearing to go further returned to the station for protection.

July 1st.—Messrs. Allan complained to the Inspector this morning that they had not half police protection, and requested at least thirteen men, as they feared their shed would be burned; granted.

July 1st.—Mr. McKoon, Agent Richelieu and Ontario Navigation Company, called at the station this evening and stated that himself and the men employed about the Company's boats had been threatened by strikers, and asked for protection; Granted.

July 3rd.—A large meeting of Ship Laborers' Union was held in St. Patrick's Hall last evening; His Worship the Mayor, who attended the meeting, addressed the men and afterwards interviewed the Inspector.

July 4th.—Constable McCormack reports that about one o'clock this morning he observed a large crowd of the strikers assemble near the new sheds, who made use of very threatening language towards the police, stating they would wipe the wharf of them; assistance sent.

July 4th.—In consequence of numerous representations which had been made by a number of ship labourers, two divisions of the force were despatched at 5:30 a.m. this morning to protect the different vessels of the Donaldson and Dominion Lines, where their services were particularly required.

July 4th.—At 6 a.m. a large force was sent to the Allan vessels, it being anticipated serious trouble would likely take place.

July 4th.—At 11 a.m. the Inspector received a telegraph from the captain of the S.S. "R. F. Mathews" stating that all the men employed at his ship had been taken away by the strikers; he demanded protection; granted.

July 5th.—At 8:30 a.m. the captain of the "Tentern Abbey" called at the station and stated that a number of the strikers were intimidating his men; police sent and dispersed the rioters.

July 7th.—In consequence of the threatening demonstration by the strikers, the Inspector again procured the services of F. W. Henshaw, Esq., Magistrate, for the

purpose of reading the Riot Act if required. The force was divided into three sections, 1st at Allan's shed, 2nd at Dominion, and 3rd at the Donaldson sheds. At about 9.30 the strikers approached in full force, thinking to make a raid upon several vessels along the wharf. When they arrived opposite the Dominion Line of Steamers they made a desperate effort to board the S.S. "Teutonia," but were driven back by the police. The strikers then fired several pistol shots at the police, accompanied by showers of stones, inflicting numerous cuts on the men. The Inspector then ordered the men to clear the wharf of the rioters. The whole force, as usual, were under arms the remainder of the night.

July 8th.—On the application of Mr. Cramp, seven Spencer rifles were lent to the Dominion Steamship, also eleven packages, of ten rounds each, of ball cartridges.

July 12th.—The captain of the ship "Memlack," lying at Hochelaga, called at the station this afternoon for protection, as he was going to work at his vessel to-night; assistance was given.

July 12th.—Mr. Brown, stevedore of the barque "Lorne," lying at Windmill Point, called to the station this a.m. for protection, as he was going to work his vessel; assistance sent him.

July 12th.—The captain of a harbour tug lying in the canal called at the station this p.m. and stated that a gang of labourers had been fighting around the vessel, and also interfering with him in the discharge of his duty; assistance sent.

July 13th.—"The Canada Sugar Refining Co. requests, in view of the present disturbed state of affairs on the wharves, that you place a permanent guard on Windmill Wharf to protect the men engaged in discharging the vessels with sugar for us. Very serious inconvenience has been caused by the interference of the strikers, particularly in the case of the barque "Mallard," the work at which vessel had, on three different occasions, been stopped. As several other vessels are now there with cargoes for us, we trust you will give this matter your attention." Assistance granted.

July 14th.—Sergeant Holdbrook reports that about 150 labourers collected about the Dominion sheds seeking employment. They were informed by the stevedore that union men were not required. The sergeant then ordered those who were not employed to leave the wharf, which they did.

July 14th.—The captain of the barge "J. Taylor," lying at Black's Bridge, reported at the station that the coal carters had been acting in a violent manner, and that they had assaulted one of his men with a shovel; assistance sent.

July 14th.—The captain of the brig "Fido," lying at Hochelaga, made application for men to watch his vessel. As the force had all been employed elsewhere, the Inspector swore in a special constable for that purpose at owner's expense.

July 14th.—The captain of the "Arbutus" lying at the Island Wharf, reports that he was much annoyed by a gang of laborers who had collected around his vessel and were drinking liquor from the bung-holes; dispersed all those not employed.

July 14th.—The captain of the schooner "C. Tayler" lying at No. 1 flour shed reports that he had been annoyed very much by a number of young boys who had occasionally assembled about his vessel; he was referred to the men on that beat.

July 14th.—Mr. D. Shaw, agent of the Temperley Line, called at the station this morning and requested protection for the SS. "Severn" as he feared trouble would occur between his men and the strikers; granted.

July 14th.—Captain Bouden of the Beaver Line, made application for protection, stating that he feared trouble from the strikers; instructions were given by the chief that a sergeant and eight men proceed to the vessel where he found about 100 men assembled; the sergeant expelled them from the wharf.

July 15th.—Chief Murphy reports that about 9:45 p.m. a loud report was heard on the wharf near the first lock; on examination it was found that a large quantity of powder or other explosive matter had been placed under a gangway belonging to Messrs. Allan which broke it to pieces.

July 18th.—Chief Murphy reports that about 9:45 p.m. he received information that the strikers had contemplated a raid on different vessels in the harbour who had refused their demand; about 12 o'clock Chiefs Murphy and Trudel and F. W. Henshaw,

J.P., and fifty armed men of the force made all arrangements necessary for the protection of the vessels and patrolled the wharves from the hour of 10 p.m. until 12:30 a.m. The secretary of the Ship Laborers' Union named Leonard was arrested by the police for assaulting a person named McNeal and for having a loaded revolver on his person; the force remained under arms all night.

July 23rd.—Mr. Hunt, of the Thompson Line of steamers, sent to the station at 2 p.m. for police as there was some trouble at their vessels; men were sent at once.

July 23rd.—Michael Plamondon & Co., stevedores, request protection at 7 o'clock Monday morning at the Long Wharf in unloading a ship.

July 30th.—Chief Trudel with his men left for Quebec this evening, and were escorted to the boat by the Government Harbor Police under the command of Chief Murphy.

GEO. MURPHY,

Chief G. H. Police.

RETURN of Prisoners arrested by the Government Harbour Police of Montreal, for the Fiscal Year ended 30th June, 1881.

Months.	Assaulting Police.	Assault and battery.	Drunk.	Drunk and disorderly.	Sailors disorderly on board ship.	Sailors assaulting their officers.	Sailors absent without leave.	Refusing duty on board ship.	Carters impeding on the wharves.	Fighting on the wharves.	Sailors deserting their ship.	Larceny.	Vagrancy.	Assaulting to commit murder.	Suspicion of deserting.	Throwing stones.	Sailors drunk and disorderly on board.	Intimidating ship laborers.	Sailors drunk and fighting on board ship.	Assisting Sailors to desert.	Mutiny on board ship.	Broaching ship's cargo.	Wounding with intent to kill.	Attempt to commit suicide.	Protection.	Total.
1880.																										
July	3	4	13	1	1	15	8	4	4	4	4	9	1	1	6	1	3	5	2	2	1	1	1	14	80	
August		4	12	1	1	5	14	11	11	11	11	1	1		3		6								71	
September		4	5	5	1	8	6	2	10	10	10	2	1		3		6						1	11	63	
October	1	1	12	4	2	3	4	2	12	12	12	4	2		8		8				3	1			71	
November			8	1	1	3	1	4	4	4	11	1	1		2		2								43	
December			4	1	1								1												10	
1881.																										
January																										
February																										
March																										
April			8	3	2	6	1	6	6	6	6	6	1		3	1	1	1	2	2	1	2		5	51	
May	1	1	7	7	1	7	1	15	2	15	15	5	1		3	1	2	2	2	2	5	2		12	51	
June		14	69	14	7	47	35	10	2	10	69	27	7	2	15	1	21	6	7	4	5	3	1	1	68	
Total	5	14	69	14	7	47	35	10	2	10	69	27	7	2	15	1	21	6	7	4	5	3	1	1	462	

GEORGE MURPHY,
Chief Gov. Harbour Police.

To H. S. A. ORMOND, Esq.,
Agent Marine and Fisheries, and Inspector of Police.

APPENDIX No. 34

REPORT OF THE CHIEF OF THE QUEBEC RIVER POLICE FOR THE
CALENDAR YEAR ENDED 31st DECEMBER, 1881.GOVERNMENT RIVER POLICE OFFICE,
QUEBEC, 1st January, 1882.

SIR,—I have the honour to submit, for the consideration of the Honorable the Minister of Marine and Fisheries, my Fourth Annual Report as Chief of the Government River Police at this port.

Appended you will find a statement showing the number of arrests made by the force during the season, the same also gives a description of the offences and the nationality of the offenders.

The force resumed its duties on the 1st of May with the following staff, viz. :—The Chief, who is also Shipping Master, at a salary of \$1,200 per annum for the joint offices, with Mr. James Cunningham acting as Deputy Chief, who receives \$2.15 per day; seven Coxswains (one of whom acts as Detective and Clerk in the shipping office) at \$1.75 per day; thirty Constables at \$1.25, and two Engineers at \$1.40, making the total number of the force 41, all of whom were duly sworn for duty before His Honour the Judge of the Sessions.

To the above rate of wages each man, on the 1st October, received a gratuity of 25 cents per day for the whole season.

You will observe by the annexed statement that although there has been over one hundred ships less this season than last, still the number of prisoners is greater, and this is in a very great measure due to the defects of the "Canadian Seamen's Act," which said defects were mentioned in my Report of last year.

At the very opening of navigation the crimps, emboldened by the decision of the court in October, 1880, commenced their operation with increased vigour, foreign and Colonial ships being specially subject to their depredations, in many instances ships were left with their officers only. The force made every possible effort to capture the deserters, descents were made on boarding houses, the plains and surrounding country, where the crimps usually secreted their victims, in many instances over twenty deserters were taken from these hiding places in one single patrol.

The prisoners so arrested were taken before the Judge, who in the case of either Foreign or Colonial ships (owing to the defectiveness of the "Canadian Seamen's Act") had to order the prisoners to be put on board their respective ships, and the very next day, nine cases out of ten, these men had again deserted the ship; we have even recaptured the same men three times.

You will also observe by the same statement that the increase consists in the offences of desertions, refusal of duty and refusal to proceed to sea, and the nationalities of the offenders are Swedes, Norwegians, Germans, Newfoundlanders and Canadians. As a consequence of the above wages have been very high during the whole season, viz. : £3 per month, and in several instances as high as £10 had to be paid.

There has existed a great deal of dissatisfaction during the whole season amongst ship-masters and merchants interested in the shipping of the port, owing to the defects of the law as above referred to.

On the 22nd June, having received from the Department orders to proceed immediately to Montreal with twenty men to assist the force of that port in protecting

their threatened shipping interest, we accordingly left the same night per Richelieu Company's steamer, reaching Montreal the next day at 6:30 a. m., where we remained up to the 30th of July. During our stay at that port we have performed an average daily duty of 18 hours per 24.

During our stay at Montreal we have received from the Agent of the Department, Mr. Ormond, and Chief Murphy, every assistance and attention.

It is pleasing to know that the Board of Trade and the merchants interested in the shipping of the Port of Montreal, found subject to express their approval of our conduct.

During our absence the balance of the force remaining at this Port, under command of my Deputy, Mr. James Cunningham, had to perform an almost constant duty; every man was called in; each of them were only allowed one hour per twenty-four to go to his house to change clothing, &c., and any spare moment that could be allowed from duty from duty to rest had to be taken in the station; and thanks to the able management of this small staff, by Mr. Cunningham, and the cheerful celerity with which every man performed the extra duties imposed on them the shipping interests of this Port have not suffered from any lack of police protection.

Beyond the above nothing worthy of special attention of the Department has occurred, and I think it unnecessary to again call the attention of the Department to the several suggestions made in my reports of 1879 and 1880, as well as those made in my letters of 19th February, 1880, and 2nd December, 1881, but simply beg to refer the Hon. Minister of Marine and Fisheries to the same, as every year's experience further convinces me that their adoption would increase the efficiency of the service and greatly benefit the shipping interests of the Port.

I have the honour to be, Sir,

Your obedient servant,

BEN. TRUDEL,

Chief of River Police and Shipping Master.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

STATEMENT of Arrests made at the Port of Quebec by the Government River Police,
from 1st May to 30th November, 1881.

Offences.	No.	Nationality.	No.
Desertions.....	169	England.....	131
Absence without leave.....	154	Scotland.....	90
Refusal of duty.....	76	Ireland.....	94
Refusal to proceed to sea.....	103	Norway.....	86
Neglecting to join their ship.....	41	United States.....	33
Drunk on wharves and streets.....	34	Sweden.....	58
Protection for the night.....	19	Germany.....	57
Drunk and fighting on board.....	37	France.....	16
Assaults on board.....	13	Canada.....	26
Warrants of assaults.....	10	West Indies.....	11
Seamen assaulted by Captains.....	3	Finland.....	23
do do Chief Mates.....	5	Spain.....	13
Captains assaulted by crew.....	4	Denmark.....	6
Chief Mates assaulted by crew.....	7	Wales.....	13
Thefts on board.....	4	Newfoundland.....	34
do shore.....	5	Austria.....	9
Enticing to desert.....	1	Jersey.....	7
Going on board without permission.....	2	Italy.....	6
Cutting and wounding.....	8	Greece.....	6
Shooting and wounding.....	1	China.....	5
Impeding passengers at Shipping Office...	11	Switzerland.....	4
Disobeying lawful commands.....	9		
Insane.....	1		
Thefts on river.....	4		
* Inflicting grievous bodily harm on the high seas.....	1		
Total.....	722	Total.....	722

* This man was tried at the October Criminal Court here and found guilty of manslaughter.

To the above amount of arrests should be added the following number of Seamen, who have also received the services and care of the River Police, as hereinafter mentioned:—

	No.
Seamen and their effects put on board their respective ships from Shipping Office.....	1,006
do do from ships to Shipping Office.....	146
do from ships to hospital.....	121
do to ships.....	26
do from ships to Court and from Court to ships, as witnesses.....	364
do from Recorder's Court and Gaol to ships.....	203
Also, shipwrecked and distressed seamen for account of Board of Trade.....	49
	1,915

GOVERNMENT RIVER POLICE OFFICE,
QUEBEC, 21st December, 1881.

APPENDIX No. 35.

REPORT OF THE PORT WARDEN FOR THE PORT OF MONTREAL, FOR
THE CALENDAR YEAR ENDED 31ST DECEMBER, 1881.

MONTREAL, 31st December, 1881.

The Honourable A. W. McLELAN,
Acting Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my Annual Report of the affairs of the office during the year ending this day, accompanied by statements of receipts and expenditure during that period.

Navigation opened somewhat earlier than usual. On the 19th April, river and coasting craft began to arrive in port, and, on the 24th, the river was open to Quebec.

The steamships "Peruvian," of the Allan Line, and "Dominion," of the Dominion Line, which left port on the 21st November, last year, but wintered at Sorel, returned to port, the former on the 27th, and the latter on the 28th April. The first arrival from sea was the Allan steamship "Buenos Ayrean," from Glasgow, on the 2nd May; after that date, vessels arrived daily, and by the middle of the month there were a considerable number in port, and business fairly commenced.

The ship "St. Patrick," from Glasgow, was the first sailing vessel from sea, on the 7th May.

The "Waldensian" steamship, of the Allan Line, for Glasgow, the last sea-going vessel of the season, left on Sunday, the 20th November.

The tonnage at this port this year, as compared with last, shows a falling off, though in excess of the year 1879. 359 ships entered at the office this year, with an aggregate of 448,844 tons, as against 452 ships of 535,103 tons in 1880, and 384 ships of 444,574 tons in 1879.

Of the 359 ships, 232 were steamers of 383,287 tons, and 127 were sailing ships, of 65,557 tons, making the average tonnage of each 1,250.

The carrying trade of the port seems to be passing from ships of moderate tonnage to that of large carrying capacity. The most noticeable feature, however, is the increase in the number of steamers as compared with sailing vessels.

The figures showing the amount of tonnage do not include ships from Newfoundland or places within the Dominion, as they do not come under the jurisdiction of the office, unless they are loaded here for ports outside of these limits.

During the earlier part of the season the business of the port was large, and showed signs of being equal in volume to last year. Up to the middle of June, the arrival of tonnage was larger than last year, but in the autumn months exports fell off very much, and the season closed unavourably. As a whole, the export trade of the port was not satisfactory; the import trade, on the contrary, was much in excess of last year.

The exports from New York, Baltimore, and the other Atlantic grain shipping ports in the United States, show even a greater comparative falling off than Montreal.

An unusually dry summer and consequent low state of the water in the river during the summer and autumn months, prevented many ships from completing their loading here, and necessitated the lighterage of a portion of their cargoes. It is hoped that this state of things may not occur for several years to come, when the deepening of the ship channel, now being pushed forward, will have been completed, and this difficulty removed. On the 21st November, the depth of water in

 APPENDIX No. 36

 REPORT OF THE PORT WARDEN FOR THE PORT OF QUEBEC FOR
 THE YEAR ENDED 30TH DECEMBER, 1881.

WM. SMITH, Esq.,
 Deputy Minister of Marine, &c.,
 Ottawa.

QUEBEC, 31st December, 1881.

SIR,—I have the honour to submit this my Annual Report on the affairs of this office during the year ending this 31st December, 1881, accompanied with the amount of fees collected and expenses during the past year.

The export of cattle has increased and is larger than the previous year. This is attributed to the improvements and facilities afforded for shipment at the Grand Trunk Railroad, Lévis.

The practice of steamships carrying large quantities of cattle in stalls, and in many cases said stalls are erected over shed decks and frequently over the poop deck aft. Besides it is often found that quantities of cattle feed is carried above said shed and poop decks, consequently heavy losses are sustained to shippers and others concerned; besides those cumbrances the duties of the vessel is hazarded.

The carrying of cattle and sheep in sheds constructed on steamships having open decks, and those constructed with awning or shed deck should be restricted and not allowed during the fall and winter months.

The shipping of cattle from this harbour has been most satisfactory. The care exercised before and after shipment proves to be of much service to the carrying trade.

This season has passed without difficulty, no complaints having been recorded in this office.

Amount of fees received, including work done outside of	
the harbour limits.....	\$2,000 00
Office expenses, &c.....	683 28
	<hr/>
	\$1,316 72

Respectfully submitted,

JOHN DICK,

Port Warden.

APPENDIX No. 37.

REPORT OF THE PORT WARDEN OF THE PORT OF HALIFAX, N.S.

HALIFAX, N.S., December 31st, 1881.

SIR,—I have the honour to submit my Report of the affairs of this office during the year now ended, together with a statement of the fees collected and the expenses incurred. I also enclose a list of damaged vessels upon which surveys have been held by the Port Warden during the period covered by the Report.

Estimates of the cost of repairing the brig "Ann" (referred to in my last year's Report), were forwarded to the owners in Great Britain, and instructions were thereafter received by the master to sell the vessel. She was subsequently repaired and put in a seaworthy condition. The cargo was shipped to its destination by the agent of the consignees.

The cargo of the S.S. "Widdrington," which vessel was sunk by collision in this harbour, was all damaged by water. The corn was sold as soon as possible after the vessel was floated. The cotton was stored and instructions awaited from the owners and others concerned as to its disposal. It was subsequently sold by order of Lloyd's Agent, under instructions from the underwriters.

The SS. "Canima" received temporary repairs at this port and proceeded to New York to be permanently repaired.

The cargoes of the Schooner "Adah E.," and brigantine "Vesta" were taken delivery of by the owners.

All the vessels that arrived at this port in a damaged condition, upon which surveys were held by the Port Warden, were satisfactorily repaired previous to certificates of seaworthiness being given. The cargoes, when landed, were re-shipped, with the exception of those alluded to; and those vessels now due at their destinations have all arrived.

The SS. "Rochdale" is now in port undergoing repairs.

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

DAVID HUNTER,

Port Warden.

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,
Ottawa.

RECEIPTS and Expenditures of the Port Warden, Halifax, N.S., from 1st January till
31st December, 1881.

DR.	\$ cts.	By	\$ cts.
To Fees for survey of hatches, storage and damaged goods.....	1,051 50	By Paid fees to Assistants.....	604 50
Fees for survey of vessels damaged.....	1,134 00	Paid office expenses, printing, stationery, &c.....	339 26
Fees from all other sources.....	309 00	Paid W. G. Ray, Acting Port Warden.....	182 44
	2,494 50	Balance carried down.....	1,368 30
	2,494 50		2,494 50
To Balance brought down.....	1,368 30	By Amount reverting to Port Warden	1,368 30

E. and O. E.

DAVID HUNTER,

Port Warden.

HALIFAX, N.S., 31st December, 1881.

List of Damaged Vessels surveyed by Port Warden, Halifax, N.S.

Name of Vessel.	Port of Registry.	Rig.	Where From.	Where Bound.	Description of Cargo.	Nature of Damage.
Reopor	West Hartlepool	Steamship..	Bonah.....	New York	Minerals	Deckwork damaged.
Canina	Bermuda	do	New York	Halifax, N.Y.	General cargo....	Damaged by collision.
Widdrington	North Shields.....	do	New Orleans.....	Hamburg	Grain and cotton ..	do
Douro	Sunderland.....	do	Middlesborough.....	Mobile	Steel rails	Cargo shifted; deckwork damaged.
Magnolia.....	Halifax, N.S.....	Barque .....	.....	.....	.....	Damaged by fire.
Beta.....	Glasgow	Steamship..	Jamaica.....	Halifax, N.S.....	General cargo....	Damaged by collision.
Busy Bee.....	Londonderry, N.S....	Brigantine..	Wilmington.....	London	Naval Stores.....	Leaky; deckwork damaged, &c.
Jane E. Hala.....	Halifax, N.S.....	do	Porto Rico.....	Halifax, N.S.....	Ballast	Loss of spars, sails, &c.
Jannie M. Hammond.	Shelburne.....	Schooner....	Nevis.....	do	Molasses.....	Stranded at Thum Cap Reef; total loss.
Brinkburn	Newcastle	Steamship..	New York	London.....	General cargo....	Deckwork damaged.
Catherina.....	Broche	Brigantine..	Aracaju	Halifax, N.S.....	Sugar	Hull damaged; sails split, &c.
Swiftsure.....	Charlottetown	do	Cow Bay, C.B.....	St. Jago.....	Coal.....	Leaky from stress of weather.
Angus Grant.....	Shelburne.....	Schooner....	Shelburne.....	Halifax, N.S.....	.....	Stranded; hull damaged.
Annie M. Allen.....	Providence, R.I.....	Tern.....	.....	.....	Sugar, &c	Derelict; hull damaged; loss of spars, sails, &c.
Servian	Charlottetown	Brig.....	Cardenas.....	Halifax, N.S.....	W. I. produce....	Deckwork damaged.
Immanuel.....	Langsund.....	Barque	Havre.....	do	Ballast.....	Damaged by ice.
Resolute.....	Venice	do	Bahia.....	do	Sugar	Leaky from collision with wreckage.
Newma.....	Maitland	do	Baltimore.....	St. Nazaire.....	Grain	Loss of bulwarks and stanchions.
Sigdal	Drammen	do	Liverpool	Halifax, N.S.....	Salt.....	Leaky.
Minnie Butler	Halifax, N.S.....	Brigantine..	Cuba.....	do	W. I. produce....	Deckwork damaged.
Bywell Castle	London.....	Steamship..	New York	Leith.....	Grain	Shaft broken.

List of Damaged Vessels surveyed by Port Warden, Halifax, N.S.—Concluded.

Name of Vessel.	Port of Registry.	Rig.	Where From.	Where Bound.	Description of Cargo.	Nature of Damage.
Victoria.....	Barrow.....	Steamship...	London.....	New York.....	General cargo....	Machinery damaged.
Princesse Lovise....	Bergen....	Barque.....	Baltimore.....	Rotterdam.....	Grain.....	Deckwork damaged; loss of spars, sails, &c.
Olive Branch.....	Lunenburg.....	Schooner....	Boston.....	Halifax, N.S.....	do.....	Stranded; leaky.
Try.....	Drammen.....	Barque.....	.....	.....	.....	Derelict; broken up.
Queen of the West...	Halifax, N.S.....	Brigantine....	Barbadoes.....	Halifax, N.S.....	W. I. produce....	Loss of spars, sails, &c.
Navigator.....	Stavanger.....	Barque.....	St. John, N.B.....	Cette.....	Deals.....	Damaged by collision.
Thora Holme.....	Barrow.....	Steamship...	Maryport.....	Perth, Amboy.....	Iron.....	Propeller broken.
Princesse Lovise....	Bergen....	Barque.....	Baltimore.....	Rotterdam.....	Grain.....	Mainmast sprung.
Adah E.....	Port Medway.....	Schooner....	Port Medway.....	Barbadoes.....	Lumber.....	Loss of spars, sails, &c.
B. Hilton.....	Yarmouth, N.S.....	Barque.....	St. John, N.B.....	Liverpool.....	Deals.....	Bow ports leaky.
Ivanhoe.....	Parrsboro', N.S.....	Brigantine....	Belfast.....	Parrsboro', N.S.....	Ballast.....	Loss of spars, sails, &c.
Lancefield.....	Moncton.....	Barque.....	Point Wolf.....	Liverpool.....	Deals.....	Stranded; leaky.
Lalla.....	Amherst.....	do.....	Philadelphia.....	London.....	Petroleum.....	Leaky.
H. B. Jones.....	Liverpool, N.S.....	Brigantine....	.....	.....	.....	Stranded.
Parana.....	Brevig.....	Barque.....	Philadelphia.....	Amsterdam.....	Petroleum.....	Rudder damaged.
Teal.....	St. John, N.B.....	Schooner....	New York.....	Halifax, N.S.....	Coal, &c.....	Leaky; loss of sails, &c.
Bedford.....	Halifax, N.S.....	Ship.....	Antwerp.....	Philadelphia.....	General cargo....	Rudder damaged.
Vista.....	Yarmouth, N.S.....	Brigantine....	Vernon River.....	Baltimore.....	Potatoes.....	Leaky.
Daisy.....	Halifax, N.S.....	do.....	Jamaica.....	Halifax, N.S.....	W. I. produce....	Stranded.
Tiger.....	Charlottetown.....	Schooner....	Crapaud.....	New York.....	Potatoes.....	Leaky.
Rochdale.....	Scarborough.....	Steamship...	Charleston.....	Sebastapol.....	Cotton.....	Stranded; leaky.

APPENDIX No. 38.

REPORT OF THE PORT WARDEN FOR THE PORT OF MONCTON, FOR
THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.STATEMENT of Receipts and Expenses of Port Warden for Port of Moncton, for year
ended 31st December, 1881.

1881.

May 2. Amount received for holding survey on hatches of brigantine "Otacillis"	\$2 50
" 3. For survey on cargo on board "Otacillis".....	2 00
" 3. For survey of cargo damaged on wharf and in storehouse, with two assistants.....	16 00
Dec.24. Amount received for survey of hatches of brigantine "Otacillis".....	2 50
	<hr/>
	\$23 00

1881.

Expenses.

May 3. Amount paid for memorandum book....	\$0 15
" 3. do two assistants on survey of damaged cargo of sugar from brigantine "Otacillis," \$4.00 each	8 00
	<hr/>
	8 15
Balance.....	<hr/>
	\$14 85

I hereby certify the above to be a true and correct statement of the receipts and expenditure of my office as Port Warden.

JAMES HAMILTON,

Port Warden.

Declared to before me on the 7th }
January, 1882. }
J. W. BINNEY, J.P. }

 APPENDIX No. 39.

 REPORT OF THE PORT WARDEN FOR THE PORT OF ST. ANDREWS,
 NEW BRUNSWICK, FOR THE CALENDAR YEAR ENDED 31st
 DECEMBER, 1881.

ST. ANDREWS, 31st August, 1881.

August 31st.—Called on by Captain Joseph McKay to survey hatches on board schooner "Ada," of Digby, N.S., from New York, corn laden; found hatches properly caulked and battened, with good tarpaulins; also found cargo in good order under hatches.

Called on same day to survey cargo; found the ceiling dry and in good order, but considerable corn damaged in the bottom of the vessel; caused by the water being over the dunnage; ordered all of the dry corn to be discharged; the damaged to be sold for the benefit of all concerned.

I questioned the captain as to cause of damage. He told me he had experienced stormy weather on the passage; carried away the foremasthead, and the vessel commenced making a great deal of water.

Charges on schooner "Ada," of Digby, N.S. :—

August 31st. Surveying hatches, with certificate.....	\$2 50
" 31st. do cargo do	2 00
January 2nd. Attending sale.....	2 00
" 25th. Copy of each certificate, consignee of cargo..	1 00
	\$7 50

JOHN WREN,
Port Warden.

APPENDIX No. 40

REPORT OF THE PORT WARDEN FOR THE PORT OF NORTH SYDNEY,
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.PORT WARDEN'S OFFICE,
NORTH SYDNEY, C.B., 17th January, 1882.

SIR—I have the honour to hand you, herewith, my Annual Report as Port Warden of North Sydney, for the year 1881.

The trade of the port is somewhat increasing as regards bunkering steamboats, 126 of which bunkered in this district, the greater number laden, many of which came from southern ports. Vessels calling from southern ports do not avail themselves of my services as Port Warden, and I should like to be instructed whether it was necessary or not that such vessels should be subject to my examination. I cannot understand why vessels bringing cargo from Canada should require a certificate of seaworthiness while vessels from the United States should be exempt.

During the past year I have granted certificates in the following cases:—

37	bunker steamships.
6	steamships requiring repairs.
8	sailing vessels. do
4	surveys on hatches.
12	certificates of seaworthiness.

67

I have also held four surveys on cargo damaged, making, in all, seventy-one official acts, not including second and third calls of survey.

The total fees received at this office during the past year were, \$460.

And the charges were:—

For Assistant.....	\$60 00
Office rent, fuel, &c.....	50 00
Boat-hire and sundry expenses.....	17 50
Books, stationery, &c.....	7 50
	<hr/>
	135 00
	<hr/>
Balance.....	\$325 00

Trusting that the foregoing Report will meet with the approval of your Department.

I have the honour to be, Sir,

Your obedient servant,

DANIEL McKAY.

Port Warden.

 APPENDIX No. 41

 REPORT OF THE PORT WARDEN FOR THE PORT OF PICTOU, FOR THE
 CALENDAR YEAR ENDED 31st DECEMBER, 1881.

PICTOU, 29th December, 1881.

 WM. SMITH, Esq.,
 Deputy Minister of Marine and Fisheries,
 Ottawa.

SIR,—I have the honour to submit this my Annual Report on the affairs of this office during the year ended this 31st December, 1881, accompanied by the amount of fees collected and expenses during the past year:—

Amount of fees received.....	\$83 00
Paid fees to assistants.....	10 00
	<hr/>
	\$73 00

Respectfully submitted,

DANIEL McDONALD.

Port Warden.

APPENDIX No. 42.

REPORT OF THE PORT WARDEN FOR THE PORT OF PORT HAWKESBURY, N.S., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1881.

PORT HAWKESBURY, N.S.,
31st December, 1881.Wm. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my Annual Report of the affairs of this office, accompanied with a statement of the fees collected by me during the past year.

Enclosed please find a list of vessels arriving in a damaged condition, on which surveys have been held during the year just ended. There has been several other vessels repaired on the marine railway here during the past year, but those named are the only ones on which surveys have been held by me.

I have the honour to be, Sir,

Your obedient servant,

D. W. HENESEY,

Port Warden.

STATEMENT of Fees Collected at the Port of Port Hawkesbury, N.S., for the Year ended 31st December, 1881.

RECEIPTS.		\$	cts.	EXPENDITURE.		\$	cts.
Surveys held on schooner Araunah.....		19	00	Paid J. E. Dorlay, shipwright.....		8	00
do do Isaac Goodwin.....		19	00	do do		8	00
do do Hudson.....		13	00	Mr. Harding.....		5	00
do do Zaidie.....		13	00	Messrs. Harding and Dorlay.....		10	00
do held on cargo, schooner Muskrat.....		5	00	Mr. Dorlay.....		8	00
do held on brigantine Kitty Clyde.....		8	00				
do held on schooner Gasper Embra.....		28	00				
do do Clara Rogers.....		21	00				
do do Lida and Lizzie.....		13	00				
Total		139	00	Total		39	00
Amount paid Surveyors		39	00				
Amount reverting to Port Warden		100	00				

List of Damaged Vessels surveyed by the Port Warden for the Port of Port Hawkesbury, N.S., for the Year ended 31st December, 1881.

Name of Vessel.	Where from.	Rig.	Where bound.	Port of Registry.	Cargo.	Name of Master.	Nature of Damage.
Araunah	Lunenburg	Schooner	Labrador	Lunenburg	Fishing supplies.	Wm. Maxner	Struck on a rock at Canso.
Isaac Goodwin	Gaspé	do	Boston	Pictou	Lumber	Neil McKinnon	Struck on North Cape of P. E. Island
Hudson	Barbadoes	do	Port of Quebec	New Carlisle	Molasses	Peter McRae	Struck on White Head, near Canso.
Zaidie	Boston	do	New London, P. E. I.	Liverpool, N.S.	Ballast	Thomas Day	Started bowsprit and broke beam by stress of weather.
McMuskrat	Margaree	do	Halifax	Arichat	Produce and canned meat.	McFarlane	Collision, Port Hastings.
Kitty Clyde	P. E. Island	Brigantine	Baltimore, U.S.	Charlottetown	Potatoes	Campbell	Natural decay and worms.
Gasper Embr.	Summerside	Schooner	New York	Port Hawkesbury.	do	John Embr.	Stranded at Port Hawkesbury.
Lida and Lizzie.	Eddy Point	do	Pictou	Pictou	Ballast	Wm. Campbell	Stranded at Eddy Point, Strait of Canso.
Clara Rogers	New York	do	Cow Bay	Arichat	do	Jas. Rogers	Stranded at Vineyard Sound, U.S.

APPENDIX No. 43

REPORT OF THE PORT WARDEN FOR THE PORT OF SYDNEY, CAPE BRETON, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.

PORT WARDEN'S OFFICE,
SYDNEY, C.B., 31st December, 1881.

To Wm. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit a report of the transactions in connection with the office of Port Warden at Sydney, Cape Breton, during the past year.

I have the honor to be, Sir,

Your obedient servant,

JOHN LORWAY,

Port Warden.

RECEIPTS and Expenditure of the Port Warden, Sydney, C.B., from 1st January to 31st December, 1881.

DR.			CR.
	\$ cts.		\$ cts.
To Fees for surveys of hulls and hatches, with certificates	104 00	By Paid fees to assistants	38 00
Surveys on vessels damaged	74 00	Paid office rent and other expenses	30 00
	178 00	Balance brought down	110 00
	110 00		178 00
To Balance brought down	110 00	By Amount reverting to Port Warden.	110 00

JOHN LORWAY,

Port Warden.

APPENDIX No. 44.

REPORT OF THE PORT WARDEN FOR THE PORTS OF VICTORIA AND ESQUIMALT, B.C., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.

VICTORIA, B.C., 2nd January, 1882.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my first Report of the affairs of this office from the 18th of April to 31st of December, 1881.

The only casualties that have occurred during the above-mentioned period are as follows:—

The German barque "Black Diamond," bound from Burrard Inlet to Shanghai, lumber laden, put back to Esquimalt in a leaky condition on the night of the 11th of November, making 14 inches of water per hour. A survey was held on the 12th, when it was agreed by the surveyors that the submarine diver, Mr. Thomas Harman, be employed to examine the barque's bottom, and report thereon.

The diver, after a careful examination, found a leak in her starboard garboard from her sternpost 14 feet forward, for which he, the diver, took a contract to stop, and did it to the captain's satisfaction, the vessel only making two-thirds of one inch of water per hour when leaving Esquimalt Harbour on her voyage.

The other case is that of the Chilean barque "Twenty-first of May," in ballast, bound from Valparaiso to Port Discovery, in Washington Territory, to load lumber.

On the 10th of December the barque being a few miles to the eastward of the Race Rocks, was struck by a squall from the south-east, and the crew not being able to take the canvas off quick enough, and a strong current setting to the westward, she got close into Edge Point, V.I. Both anchors were let go, but the vessel being close in she knocked away her rudder and became unmanageable; her sternpost being badly injured she commenced to fill.

A survey was held on the 12th, and the surveyors decided that the vessel be immediately sold by public auction for the benefit of all concerned; and was sold accordingly.

I have the honour to be, Sir,

Your most obedient servant,

W. R. CLARKE,

Port Warden.

STATEMENT of Receipts and Expenditure connected with the Office of Port Warden
for the Ports of Victoria and Esquimalt, B.C., from 18th April to 31st December,
1881.

Date.		Amount.	Total.
1881.		\$ cts.	\$[cts.
April 18.....	For surveys on barque "Pasithea"	31 00	
do 22.....	do do "Oduia"	47 00	
May 4.....	do do "Herbert Black"	5 00	
June 14.....	do do "Henry Buck"	5 00	
July 11.....	do do "City of Quebec"	21 00	
do 20.....	do Steamer "Quinta"	5 00	
Sept. 15.....	do Barque "Xenia"	11 00	
do 22.....	do for Underwriters, ex "Xenia"	2 00	
do 23.....	do do "Doxford"	12 00	
do 27.....	do do "Xenia"	2 00	
do 30.....	do on barque "Doxford"	30 00	
do 30.....	do for Underwriters, ex "Doxford"	2 00	
Nov. 12.....	do on barque "Remijio"	2 00	
do 14.....	do do "Yarra"	5 00	
do 24.....	do do "Prince Rupert"	13 00	
do 30.....	do do "Chiloe"	11 00	
do 30.....	2 do do "Black Diamond"	20 00	
do 30.....	do do "Rover of the Seas"	7 00	
Dec. 7.....	2 do do "Gange"	15 00	
Nov. 7.....	1 survey for Qwong Lee	3 00	
Dec. 9.....	Copying 2 certificates	2 00	
do 12.....	1 survey on barque "21st May"	10 00	
	By amount reverting to W. R. Clarke, Port Warden		261 00
			261 00

I certify that the above is correct.

W. R. CLARKE,

Port Warden.

VICTORIA, B.C., 2nd January, 1882.

Sworn before me at Victoria, B.C., } J. H. TURNER, J.P.
this 5th day of January, 1882.

APPENDIX No. 45.

REPORT OF THE PORT WARDEN FOR PRINCE EDWARD ISLAND FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1881.

CHARLOTTETOWN, P.E.I., December 31st, 1881.

To WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my Report of the business of my office during the past year.

I have much pleasure to report that I have not heard of any loss of ships laden with grain from the Island this season.

I most respectfully call your attention to the fact that vessels loading potatoes from the Island for ports in the Provinces and ports in the United States, have put into ports on their voyages with cargoes shifted and other damage, seriously endangering the vessels and the lives of the crew—the chief cause from not having shifting boards.

Navigation remained open this year later than usual, which enabled vessels making long passages from Europe to load and get to sea in safety.

I am, Sir,

Your obedient servant,

H. P. WELSH,

Port Warden.

RECEIPTS and Expenditure of the Port Warden, Prince Edward Island, 1881.

	\$	cts.		\$	cts.
1881—To Fees derived from grain-loaded ships	500	34	1881—By Expense of Office.....	50	00
Other surveys.....	14	00	Commission paid to deputy.....	92	00
	514	34	Balance	372	34
				514	34

H P. WELSH,

Port Warden.

APPENDIX No. 46.

STATEMENT showing results of certain Returns respecting Shipping and Discharging of Seamen, received by the Department of Marine and Fisheries in accordance with the provisions of the Act 36 Vic., Chap. 129, from Shipping Masters throughout the Dominion, for the half-years ended 30th June and 31st December, 1881.

QUEBEC.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1881.			For Half-year ended 31st December, 1881.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Escoumains.....	Bonaventure ..	John E. Barry.....			\$					cts.	
Gaspé	Gaspé	Ernest Tétu.....		1			No returns received.			30	
Magdalen Islands.....	Gaspé	J. J. Fox.....		Nil.			Nil.				
Montreal.....	Montreal.....	Geo Smith.....	160	267	209 90	516	729	603 70	776	813 60	
New Carlisle.....	Bonaventure ..	W. Montgomery....					No returns received.				
Percé	Gaspé.....	G. LeBouthillier ..					No returns received.				
Quebec	Quebec	B. Trudel.....	325	58	179 90	705	76	375 30	1,030	555 30	
Rimouski	Rimouski.....	P. L. Gauvreau....		Nil.			Deficient returns.				
St. John's.....	St. John's.....	E. D. Phillips.....					No returns received.				
Richelieu	Richelieu	G. Peltier.....	42	46	34 80		Deficient returns.		46	34 80	
Three Rivers.....	Three Rivers... ..	A. A. Lantier.....					No returns received.				

STATEMENT showing results of certain Returns respecting Shipping and Discharging of Seamen, &c.—Continued.

NEW BRUNSWICK.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1881.		For Half-year ended 31st December, 1881.			Total Seamen Discharged.	Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Seamen Shipped.	Seamen Discharged.	Amount.				
Alma	Albert	Robert Wright	21	6	13	7	8 60	34	19	20 90	
Bathurst	Gloucester	W. J. O'Brien	Nil	Nil	10	32	14 60	10	32	14 60	
Bactouche	Kent	R. Douglas	Nil	Nil	No returns received.						
Chatham	Northumberl'd	J. J. Brown	36	34	274	51	152 30	310	85	180 50	
Cocagne	Kent	A. K. Dysart	Nil	Nil	Deficient returns.						
Dalhousie	Restigouche	W. Montgomery		2	8	13	7 90	8	15	8 50	
Fredericton	York	A. F. Street	Nil	Nil			1 00	2		1 00	
Grand Maun	Charlotte	T. Wooster	26	23	62	55	47 50	90	78	68 40	
Harvey	Albert	W. J. Reid	7	2	13	2	7 10	20	4	11 20	
Hillsborough	Albert	W. E. Stevens	44	16	43	16	26 30	87	32	53 10	
Lepreaux	Charlotte	G. K. Hanson	2	1	Nil	Nil		2	1	1 30	
Moncton	Westmoreland	J. W. Binney, acting	9	4	43	13	25 40	52	17	31 10	
Musquash	St. John	A. T. Dunn	9	14	22		11 00	31	14	19 70	
New Bandon	Gloucester	F. J. Foley			No returns received.						
Newcastle	Northumberl'd	R. B. Haddow	7	22	12	15	10 50	19	37	20 60	
North Joggins	Westmoreland	Rufus Cole	11	9	3	4	2 70	14	13	10 90	

		11	5 50	25	11	15 80	36	11	21 30
		Deficient Returns.		Deficient Returns.					
Quaco	St. John.....	J. Carson.....	6	3 30	3		3	6	3 30
Richibucto	Kent.....	John Rusk.....	6	7 30	27	20 70	38	30	28 00
Sackville	Westmoreland	J. C. Dixon.....	9	31 70	42	32 10	100	46	63 80
St. Andrews	Charlotte.....	Samuel Billings.....	3	5 90	6	4 20	16	7	10 10
St. George	Charlotte.....	James McKay.....	1,141	1,252 30	2,494	1,664 00	4,314	2,851	2,916 30
St. John	St. John.....	A'lan McLear.....	1	1 80	8	5 50	11	6	7 30
St. Stephens	Charlotte.....	H. Webber.....	6	8 30	18	18 60	31	38	26 90
Shediac	Westmoreland	Hon. D. Hanington	Nil		Nil			Nil	
Shipigan	Gloucester.....	Henry A. Sormany	Nil		Nil			Nil	

		13	2	7 10	13	2	7 10	13	2	7 10
		Deficient Returns.	Deficient Returns.		Deficient Returns.	Deficient Returns.		Deficient Returns.	Deficient Returns.	
52 Advocate	Cumberland...	James Ward.....	Nil		Nil			Nil		
Amherst.....	Cumberland...	Nathan Tupper.....	50	20	31 00	43	33	31 40	53	62 40
Annapolis	Annapolis	A. Fullerton.....	Nil			Nil				
Antigonish	Antigonish	R. Grant.....	Nil			Deficient Returns.				
Apple River	Cumberland...	J. W. Ward.....	105	30	61 00	130	93	92 90	123	163 90
Arichat	Richmond.....	D. O' C. Madden	Nil			Deficient Returns.				
Aspey Bay	Victoria.....	D. McDonald.....	Nil			Deficient Returns.				
Baddeck.....	Victoria.....	A. Cameron.....	22	6	12 80	4		2 00	6	14 80
Barrington	Shelburne.....	D. Sargent.....	Nil			21		10 15		10 15
Bayfield	Antigonish	E. G. Randall.....	16	6	9 80	13	20	12 50	26	39 30
Beliveau Cove	Digby	J. V. Stuart.....	147	93	101 40	150	190	132 00	283	233 40
Bear River.....	Digby	John Troop.....	8		4 00	6		3 00		7 00
Beaver River	Colchester.....	R. Perry.....								

NOVA SCOTIA.

STATEMENT showing results of certain Returns respecting shipping and discharging of Seamen, &c.—Continued.

NOVA SCOTIA—Continued.

Name of Port.	Name of County.	Name of Shipping Master.	For half-year ended 30th June, 1881.			For half-year ended 31st December, 1881.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Bridgetown	Annapolis	S. S. Ruggles	4	1	2 30	10	8	7 40	14	9	9 70
Bridgewater	Lunenburg	W. M. Duff	85	70	63 50	104	53	67 90	189	123	131 40
Caledonia	Cape Breton	James T. Burchell				8	12	7 60	8	12	7 60
Canada Creek	King's	C. V. Rawling	10	6	6 80	18	17	14 10	28	23	20 90
Canso	Guysboro'	J. W. Young	16		8 00	12	3	6 90	28	3	14 90
Cape Sable Island	Shelburne	Seth Smith	10		5 00	17	10	11 50	27	10	16 50
Clementsport	Annapolis	G. F. Ditmars	37	24	25 70	50	63	43 90	87	87	69 60
Cornwallis	King's	E. Rand	59	24	36 70	19	8	11 90	78	32	48 60
Cow Bay	Cape Breton	Isaac Archibald	45	10	25 50	65	34	42 70	110	44	68 20
Digby	Digby	Botsford Viets	24	27	20 10	42	21	27 30	66	48	47 40
Freeport	Digby	Isaiah Thurber	6	4	4 20	6	7	5 10	12	11	9 30
French Cross	King's	J. E. Orpen	8	2	4 60	10	7	7 10	18	9	11 70
Great Bras d'Or	Cape Breton	D. Campbell	8		4 00			Deficient Returns.	8		4 00
Guysboro'	Guysboro'	J. A. Tory	12	1	6 30	5	11	5 80	17	12	12 10
Halifax	Halifax	Asa B. Bligh	1,776	1,490	1,335 00	1,803	1,407	1,323 60	3,579	2,897	2,658 60
Hantsport	Hants	Wm. Davison	27	19	19 20	67	48	47 90	94	67	67 10

	24	2	12 60	14	32	16 60	38	34	29 20
Harbour au Bouche.....	Antigonish	E. Corbet.....	.....	.....	.....	.....	.....	.....	.....
Harbourville.....	King's	Henry Morris	7 00	6	.....	3 00	20	.....	10 00
Horton.....	King's	J. B. Davison	8 10	Deficient returns.	.....	.....	15	2	8 10
Isaac Harbour.....	Guysboro'	J. D. Giffin.....	Deficient returns.	13	5	8 00	13	5	8 00
Joggins.....	Cumberland.....	J. Moffat.....	.....	No returns received.	.....	.....	.....	.....	.....
Jordan Bay	Shelburne	M. D. McKenzie.....	20 00	35	19	23 20	60	44	53 20
La Have	Lunenburg	B. Rynard .....	.....	No returns received.	.....	.....	.....	.....	.....
Lingan	Cape Breton.....	Matthew Roche.....	Deficient returns.	16	20	14 00	16	20	14 00
Little Bras d'Or.....	Cape Breton.....	M. McDonald	3 00	4	.....	2 00	10	.....	5 00
Little Glace Bay.....	Cape Breton.....	J. J. Campbell.....	Deficient returns.	55	32	37 10	55	33	37 10
Liscomb	Guysboro'	James Hemlow.....	.....	No returns received.	.....	.....	.....	.....	.....
Liverpool.....	Queen's	W. A. Kenney.....	137 00	173	164	132 70	438	237	290 10
Lockeport.....	Shelburne	George Stalker.....	199 40	253	157	173 10	565	296	372 50
Londonderry.....	Colchester.....	Robert Dill.....	.....	No returns received.	.....	.....	.....	.....	.....
Louisburg.....	Cape Breton.....	W. H. McAlpine.....	27 00	20	17	15 10	62	37	42 10
Lunenburg	Lunenburg	William Young.....	206 00	327	358	270 90	592	603	476 90
Mahone Bay.....	Lunenburg	B. Zwicker	8 80	6	6	4 80	20	12	13 60
Main & Dien.....	Cape Breton.....	Geo. Rigby	2 00	10	3	5 90	14	3	7 90
Maidland.....	Hants	Alex. Roy .....	.....	10	.....	5 00	10	.....	5 00
Margaree.....	Inverness.....	James Ross .....	.....	.....	Nil	.....	.....	.....	.....
Margaretsville.....	Annapolis.....	D. W. Landers.....	17 00	10	.....	5 00	44	.....	22 00
Merigomish	Pictou	Robert Murray .....	.....	No returns received.	.....	.....	.....	.....	.....
North Sydney.....	Cape Breton.....	M. Tracey	47 30	294	121	183 30	367	157	230 60
Parrsborough	Cumberland	A. S. Townshend .	17 30	72	17	41 10	106	18	58 40
Pictou	Pictou	M. Campbell.....	38 10	255	142	170 00	306	184	208 20

Statement showing results of certain Returns respecting shipping and discharging of Seamen, &c.—Continued.

NOVA SCOTIA—Continued.

Name of Port	Name of County	Name of Shipping Master	For Half-year ended 30th June, 1881.		For Half-year ended 31st December, 1881.		Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Seamen Shipped.	Seamen Discharged.			
Port Acadie.....	Digby.....	A. Bourneuf.....	24	10	22	17	46	27	\$ cts. 31 10
Port Caledonia.....	Cape Breton.....	J. J. Campbell.....	.....	.....	No returns received.	.....	.....	.....	.....
Port Gilbert.....	Digby.....	R. Sanderson.....	71	81	Deficient returns.	.....	71	31	44 80
Port Hood.....	Inverness.....	E. D. Tremaine.....	.....	Nil.....	.....	.....	.....	.....	.....
Port Is Tour.....	Shelburne.....	J. W. Taylor.....	4	.....	.....	.....	4	.....	2 00
Port Medway.....	Queen's.....	J. J. Letson.....	48	28	48	20	96	48	62 40
Port Maligne.....	Guyaboro'.....	D. Murray, jun.....	11	.....	5	10	16	10	11 00
Port William.....	King's.....	G. S. Lockwood.....	7	2	13	3	20	5	11 50
Port Williams.....	Annapolis.....	W. Graves.....	.....	Nil.....	.....	.....	.....	Nil.....	.....
Pebrico.....	Yarmouth.....	P. S. D'Extremont.....	36	.....	47	.....	83	.....	41 50
Pugwash.....	Cumberland.....	J. H. Black.....	.....	Nil.....	.....	4	.....	4	1 20
Retchford's River.....	Cumberland.....	F. F. Hatfield.....	44	23	15	9	59	32	39 10
Richmond.....	Richmond.....	A. McDonald.....	.....	Nil.....	2	.....	2	.....	1 00
St. Ann's.....	Cape Breton.....	D. McAuley.....	.....	Nil.....	8	.....	8	.....	4 00
St. Mary's River.....	Guyaboro'.....	A. F. Falconer.....	.....	.....	No returns received.	.....	.....	.....	.....
St. Peter's.....	Richmond.....	Donald Urquhart.....	13	.....	.....	Nil.....	13	.....	3 00

	Halifax.....	M. Macfarlane.....	0 50	1	0 50	Deficient returns.	1	0 50
Sheet Harbour.....	Halifax.....	M. Macfarlane.....	0 50	1	0 50	Deficient returns.	1	0 50
Shelburne.....	Shelburne.....	W. F. Atwood.....	47 80	95	45 00	42 00	137	82 90
Ship Harbour.....	Halifax.....	Edgar Hill.....				No returns received.		
South Bar.....	Cape Breton.....	P. Hullins.....				No returns received.		
Sydney.....	Cape Breton.....	R. J. Ingraham.....				No returns received.		
Thorne's Cove.....	Annapolis.....	E. H. Porter.....	16 00	32	17	10	49	37 50
Truro.....	Colchester.....	J. T. Crowe.....		Nil				
Tatamagouche.....	Colchester.....	J. A. G. Campbell.....	4 50	9	4	3	13	7 40
Wallace.....	Cumberland.....	Wm. McNab.....	2 80	5	9	3	14	8 20
Walton.....	Hants.....	A. McN. Parker.....	17 00	25	24	20	49	35 00
Weymouth.....	Digby.....	Sterns Jones.....	17 60	35	20	5	45	28 50
Windsor.....	Hants.....	E. O'Brien.....	23 90	40	73	37	113	71 50
Wilmot.....	Annapolis.....	G. B. Reed.....				No returns received.		
Yarmouth.....	Yarmouth.....	C. W. Clements.....	191 10	258	522	419	780	577 80

PRINCE EDWARD ISLAND.

Casampec.....	Prince.....	James F. White.....	No returns					
Charlottetown.....	Queen's.....	Wm. Koughan.....	221	105	142 00	247	521	366 10
Crapaud.....	Queen's.....	S. J. B. Leard.....		Deficient returns.		11	22	14 30
Georgetown.....	King's.....	Charles Owen.....	56	37	39 10	61	145	101 90
Malpeque.....	Prince.....	J. M. Macvortt.....		Nil				
Montagne Bridge.....	King's.....	M. Rowe.....	15		7 50		24	12 00
Murray Harbour.....	King's.....	H. J. Brehaut.....	4	2	3 60	2	7	4 70
Pinette.....	Queen's.....	A. Murchison.....		Nil				
Port Hill.....	Prince.....	W. Hoggood.....	1	1	2 80	Deficient returns.	1	2 80

STATEMENT showing results of certain Returns respecting Shipping and Discharging of Seamen, &c.—Continued.
PRINCE EDWARD ISLAND.—Continued.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-Year ended 30th June, 1881.			For Half-Year ended 31st December, 1881.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
St. Peter's Bay.....	King's ..	R. D. McCallum ...			\$ cts.	No returns					
Souris.....	King's ..	James Moynagh....	35	11	20 80	44	16	26 50	26	47 30	
Summerside.....	Prince ..	Jacob Schuman ...	31	7	17 60	64	22	38 60	29	56 20	
Tignish.....	Prince ..	Geo. Conroy, acting				No returns received.					
West Cape.....	Prince ..	Charles Stewart ...				do	do				
BRITISH COLUMBIA.											
Burrard Inlet.....	N. Westminstr	Isaac Johns	16	51	23 30	2	33	22 40	41	84	45 70
Victoria.....	Victoria	W. Hamley	17	13	12 40	37	24	25 70	54	37	38 10

WM. SMITH,
Deputy Minister of Marine.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 1st January, 1882.

APPENDIX No. 47.

List of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, from 1st January to 31st December, 1881, for gallant and humane services rendered in Saving Life from Shipwrecked Canadian Vessels, or by British or Foreign Governments for similar services in Saving Life from Shipwrecked British and Foreign Vessels for same period.

Names and Designation of Persons.	Nature of Service Rendered.	Date of Service Rendered.	Description of Rewards granted.
Charles Johannesson of the Norwegian ship "Camilla."	Services in rescuing the shipwrecked crew of the schooner "Athlete," of Digby, N.S.	Sept. 15, 1875.	£4 4s. and the thanks of the Government
John Hoar, Light-keeper, Christian Island, Penetanguishene, Ont.	Rescuing a man who went adrift on the ice in the Georgian Bay.	Feb. 18, 1880.	A silver watch.
Martin Pinaud, Maxime Gallant, Solomon Gallant and M. Blaquin, of Rustico, P. E. I.	For gallant exertions in rescuing crew of "Ancilla," of Charlottetown, P. E. I.	June 22, 1880.	A silver watch to Mr. Pinaud; £3 to each of the other men.
David Mackintosh, 2nd Mate of "Capri," of Maitland, N.S.	Services in rescuing crew of his vessel when wrecked on Island of Unst, Shetland.	Sept. 11, 1880.	A silver watch.
Captain A. B. Ellis, Master of the "Freeman Dennis," of Yarmouth, N.S.; J. P. O'Connor, 2nd Mate; Harvey Brown and Nathan Cottrell, seamen.	Services rendered to the shipwrecked crew of the barque "Killeena," of Glasgow, Scotland.	Oct. 16, 1880.	A binocular glass to the Master; an aneroid barometer to the Mate; £2 each to the two seamen by the Imperial Government
Captain J. G. Gladulich, of the Austrian barque "Leandro," of Lussen Piccolo.	Services to the shipwrecked crew of the "County of Richmond," of Lunenburg, N.S.	do 20, 1880.	A binocular glass.
Captain Burgess, of the ship "Antisana," of Liverpool, England; J. Lowden, Boat-swain; A. Jacobsen, Benjamin Rosser, G. Nicolsen, John Kelly, seamen.	Services to the shipwrecked crew of the "India," of St. John, N.B.	do 29, 1880.	Letter of thanks to the Captain; \$15 to each of the five seamen.
William Clarke, Teacher, of Hamilton, Ont., M. A. Young, R. L. Hayes, Marshall Chase, J. M. W. Brickman, J. A. Hyck, Walter Locie, Stephen Clark, B. Franklin.	Gallant services in attempting rescue of shipwrecked crew of schooner "Belle Sheridan."	Nov. 7, 1880.	A binocular glass to Mr. Clarke; \$25 to each of the other men.

List of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, &c.—Continued.

Name and Designations of Persons.	Nature of Service rendered.	Date of Service Rendered.	Description of Rewards granted.
<p>Captain Maitland, S. Taylor, George Simpson, J. M. W. Brickman, Capt. Weaver, W. A. Young, Wm. F. Ostrander, John Sidley and Albert Young, of the schooner "J. Walters."</p>	<p>Gallant services in attempting rescue of the crew of the wrecked schooner "Garibaldi."</p>	<p>Nov. 21, 1880.</p>	<p>Silver medals to the three last; \$25 to each of the other men.</p>
<p>Joseph Bass, Geo. Bass, Moses Bass, Melmon Slate, Thos. Luddington, of Yarmouth, N.S.</p>	<p>Services rescuing shipwrecked crew of "Retriever," of Aberystwith.</p>	<p>do 21, 1880.</p>	<p>£2 to each of the five men by the Imperial Government.</p>
<p>Captain Michael Doyle, of the British barque "Belvidere," and Nelson Fielding, 1st Mate.</p>	<p>Rescuing shipwrecked crew of the "Joseph Porter," of Philadelphia, U.S.</p>	<p>Dec. 20, 1880.</p>	<p>A gold watch to Captain; a gold life saving medal to 1st Mate by the United States Government.</p>
<p>David Morrill, Mate of the barque "Addie H. Cann," of Yarmouth, N.S.; Lyman Haines, Wm. Raymond, R. O. Ritchie, seamen.</p>	<p>Services to the shipwrecked crew of the "D. W. Hennesey," of Port Hawkesbury, N.S.</p>	<p>do 27, 1880.</p>	<p>A silver watch to Mate; \$12 to each of the seamen.</p>
<p>Captain Kyffin, of the ship "Flying Cloud," of St. John, N.B.; John Morris, 2nd Mate; T. Shipnaski, seaman.</p>	<p>Services rescuing the shipwrecked crew of the ship "Queen of the Sea," of Weymouth, England.</p>	<p>do 31, 1880.</p>	<p>A binocular glass to the Master; £2 each to the Mate and seaman by the Imperial Government.</p>
<p>Captain T. Maksen, of the Norwegian barque "Vasa," of Grimstad; Z. B. Morkinsen, Mate; B. Bernssen, sailmaker; Olovius Petersen, Tenhes Thorkilden.</p>	<p>Services to the shipwrecked barque "Ranger," of Yarmouth, N.S.</p>	<p>Jan. 16, 1881.</p>	<p>A binocular glass to Master; a silver watch to Mate; and \$15 to each of the three seamen.</p>
<p>Daniel Machon, Thos. Davy, Charles Machon, James White, James Clarke, John White and John T. Munn.</p>	<p>Services to passengers of Government steamer "Northern Light."</p>	<p>do 30, 1881.</p>	<p>A silver watch to each of the men, excepting J. T. Munn, to whom was given a binocular glass.</p>
<p>Captain John Jessen, of the American ship "Lizzie Zitlozen," of New York.</p>	<p>Services rescuing shipwrecked crew of the brigantine "Milo," of Arichat, N.S.</p>	<p>Feb. 6, 1881.</p>	<p>A binocular glass.</p>
<p>James Hanrahan, Charles Glazebrook and John Beazley, of the pilot boat "Mic-Mac."</p>	<p>Services rescuing crew of the wrecked schooner "Jennie M. Hammond."</p>	<p>do 17, 1881.</p>	<p>\$15 to each of the men.</p>
<p>Captain H. B. Lewis, of the American schooner "Mary E. Douglas," of Booth Bay</p>	<p>Services to shipwrecked crew of the barque "Medford," of Windsor, N.S.</p>	<p>Mar 11, 1881.</p>	<p>Thanks of the Government.</p>

List of Persons to whom Rewards have been granted by the Government of the Dominion of Canada, &c.—*Concluded.*

Name and Designation of Persons.	Nature of Service rendered.	Date of Service Rendered.	Description of Rewards granted.
Captain Rufus Michener, of barque "Recovery," of Windsor, N.S.; Howard Williams, Paul T. Hibba, Lauritis Berg, W. Petersen, and Wilhelm Looknits, seamen.	Rescuing shipwrecked crew of the barque "Woodlands," Cork.	April 15, 1881.	A binocular glass to the Master; £1 to each of the seamen by the Imperial Government.
Captain S. P. Bugge, of the Swedish ship "Ida," of Hudeksvall; S. R. Ihrman, 1st Mate; H. O. Melia, Axel Fross, J. L. Johannesen.	Services rescuing shipwrecked crew of the "Katie," of Charlottetown, P.E.I.	do 17, 1881.	A binocular glass to Captain; a silver watch to 1st Mate; £3 to each seaman.
Captain Jens Berg, of the Norwegian barque "Volkryen," of Arendal.	Services to the shipwrecked crew of the schooner "W. H. D. Chapin," of Moncton, N.B.	1881.....	Thanks of the Government.
Captain G. W. Dow, of the American schooner "M. C. Moseley," of Boston.	Services rescuing the shipwrecked crew of the brigantine "Alphonse," of Montreal.	Aug. 27, 1881.	A binocular glass.
Captain C. A. Cattarinich, of the Austrian barque "Protonow."	Services to the shipwrecked crew of the barque "Maggie Miller," of Yarmouth, N.S.	Oct. 23, 1881.	A binocular glass.

SUPPLEMENT No. 2

TO THE FOURTEENTH ANNUAL REPORT OF THE
DEPARTMENT OF MARINE AND FISHERIES
FOR THE YEAR 1881.

FISHERIES STATEMENTS

FOR THE YEAR

1881.



OTTAWA.

PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET,
1882.

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FISHERIES STATEMENTS

FOR THE YEAR 1881.

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FISHERIES STATEMENTS

FOR THE YEAR 1881.

PRODUCE AND VALUE OF THE CANADIAN FISHERIES.

The total value of the production of the Fisheries of Canada in 1881, is \$15,817,162.64. The value in the previous year amounted to \$14,499,979.71, an increase of \$1,317,182.93, exclusive of the catch in Manitoba and North-West Territories, of which there are no returns.

GENERAL RECAPITULATION of the Yield and Value of the Fisheries in the Dominion of Canada, for the Year 1881.

Kinds of Fish.	Quantity.	Value.
		\$ cts.
Salmon	Brls. 6,038½	56,453 00
do fresh in ice	Lbs. 1,037,945	165,806 11
do fresh	Pieces. 157,931	44,646 50
do smoked	Lbs. & boxes. 7,191	2,538 50
do preserved in cans	Lbs. 8,524,827	1,066,149 70
Ood	Cwt. 1,075,507	4,468,391 75
Pollock	" 54,538	190,883 00
Haddock	" 116,978	409,832 00
do	Lbs. 95,263	83,642 10
Hake	Cwt. 152,327	533,144 50
Halibut	" 263	1,578 00
do	Lbs. 1,017,395	61,043 70
Herring, pickled	Brls. 362,354	1,490,018 00
do smoked	Boxes. 1,060,416	267,604 00
do frozen	Hbds. 16,050,000	64,200 00
Mackerel	Brls. 105,772½	1,046,343 00
do preserved	Cans. 390,666	58,599 90
Alewives	Brls. 44,039	175,197 50
Ling	Cwt. 75	300 00
Shad	Brls. 14,819	118,552 00
do	No. 116,977	10,527 93
Bass, Trout and Smelt	Lbs. 410,750	24,645 00
Bass	" 388,833	23,329 98
do	Brls. 2,767	13,835 00
Trout	" 9,700	96,757 00
do	Lbs. 605,177	41,079 46
Smelts	" 1,994,905	117,600 30
Sturgeon	" 673,121	38,893 26
do	Brls. 3,361	16,805 00
White fish	" 5,079½	50,795 00
do	Lbs. 2,608,161	131,806 60
do	No. 677,320	67,732 00
Bar and White fish	Doz. 5,270	6,587 50
Carried forward		10,945,317 29

GENERAL RECAPITULATION of the Yield and Value of Fisheries, &c.—Continued.

Kinds of Fish.	Quantity.	Value.
Brought forward.....		\$ cts. 10,945,317 29
Bar Fish.....	Lbs. 11,400	912 00
Pike.....	Brls. 1,775	8,875 00
do.....	Lbs. 295,200	14,760 00
Pickarel.....	" 252,100	15,126 00
do.....	Brls. 4,257	21,285 00
Maskinongé.....	" 1,523	7,615 00
do.....	Lbs. 128,160	7,689 60
Sciscos.....	Brls. 586	2,320 00
Eels.....	" 2,872	25,798 00
do.....	No. 337,267	33,726 70
do.....	Lbs. 17,500	1,050 00
Coarse Fish.....	Brls. 6,420	19,260 00
Mixed Fish.....	" 75	450 00
do.....	Lbs. 1,349,400	26,988 00
Small Fish.....	Brls. 2,103	4,206 00
Tom Cod.....	" 6,890	16,335 00
Winnonish.....	No. 36,600	9,150 00
Sardines.....	Brls. 4,648	13,944 00
do.....	Hhds. 19,260	115,680 00
Oysters.....	Brls. 31,498	94,494 00
Lobsters, preserved.....	Lbs. 7,173,781	1,391,710 40
do do.....	Cans. 10,316,742	1,547,511 30
do.....	Tons. 543	16,640 00
Cod Tongues and Sounds.....	Brls. 1,596	11,460 00
Cod and Hake Sounds.....	Lbs. 85,853	81,122 25
Oolahans, pickled.....	Brls. 235	2,350 00
do do.....	½ brls. 230	1,150 00
do do.....	Kitts 50	125 00
do smoked.....	Boxes 500	500 00
do fresh.....	Lbs. 3,100	186 00
Haddock and other Fish (dried).....		250 00
Halibut, fresh, in ice to San Francisco—Customs Returns.....		578 00
Fish scrap, dried.....	Tons 10	200 00
Seal Skins.....	No. 71,742	220,693 00
Hair Seal skins.....	" 3,500	1,750 00
Sea Otter skins.....	" 150	6,000 00
Porpoise skins.....	" 8	32 00
Seal Oil.....	Galls. 220,157	110,078 50
Whale Oil.....	" 12,985	5,194 00
Cod Oil.....	" 333,310	133,324 00
Porpoise Oil.....	" 497	248 50
Oolahan Oil.....	" 1,630	1,630 00
Herring Oil.....	" 16,000	6,400 00
Dog Fish, Seal and Porpoise Oil.....	" 142,240	58,896 00
Dog Fish Oil (refined).....	" 27,000	14,850 00
Fish Oils, other.....	" 524,428	340,878 20
Fish used as Bait and Manure.....	Brls. 174,844	165,895 50
do do.....	Tons. 4,130	826 00
Fish Guano.....	" 2,914	43,710 00
Fish used for local consumption.....	Brls. 24,323	93,239 00
Fish for home consumption.....	Pieces.....	48,790 00
Fish sold in markets.....	".....	70,500 00
Hake Sounds and Fresh Fish in Digby Co., N.S.....	Lbs.....	26,918 40
Squid in Guysboro' and Victoria Counties, N.S.....	Brls.....	9,600 00
Smoked Haddies, Haddock and Halibut, in Digby Co.....		26,610 00
Abicores and Clams in Queen's Co.....		935 00
Total value of the Fisheries within the Dominion of Canada, 1881.....		\$15,817,162 64
do do 1880.....		\$14,499,979 71
Increase in 1881.....		\$1,317,182 93

COMPARATIVE STATEMENT of Production in each Branch of Fishing in the respective Provinces of the Dominion of Canada, in 1880 and 1881.

PROVINCE OF NOVA SCOTIA.

Kinds of Fish.	1880.		1881.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon..... Brls.	792	11,880 00	457	6,855 00
do fresh, in ice..... Lbs.	201,488	30,223 20	190,203	28,530 45
do smoked..... "	11,914	1,787 10	7,190	1,078 50
do preserved..... Cans.	11,348	1,702 20	9,250	1,387 50
Codfish..... Cwt.	587,727	2,497,839 75	583,029	2,477,873 25
Od Tongues and Tongues..... Brls.	1,437	10,059 00	1,170	8,190 00
Pollock..... Cwt.	43,979	153,926 50	31,558	110,453 00
Hake..... "	47,658	166,803 00	73,885	258,597 50
Haddock..... "	102,027	357,094 50	116,160	406,560 00
Halibut..... Lbs.	889,963	53,397 78	718,370	43,102 20
Mackerel..... Brls.	126,432	1,264,320 00	63,377	633,770 00
do preserved..... Cans.	40,320	6,048 00	39,689	5,953 35
Herring..... Brls.	136,543	546,172 00	198,269	793,076 00
do smoked..... Boxes.	60,020	15,005 00	67,325	16,831 25
Alewives..... Brls.	16,145	64,580 00	22,474	89,896 00
Shad..... "	7,557	60,456 00	9,306	75,168 00
Bass..... Lbs.	11,470	688 20		
Trout..... "	69,138	4,148 28		
Smelt..... "	351,100	21,066 00	410,750	24,645 00
Eels..... Brls.	1,862	16,758 00	1,951	17,559 00
Oysters..... "	1,861	5,583 00	2,270	6,810 00
Lobsters..... Cans.	4,082,140	612,321 00	4,895,692	734,353 80
do..... Tons.			35	1,400 00
Fish Oil..... Galls.	369,233	240,001 45	417,072	271,064 30
Fish Guano..... Tons.	1,784	1,820 00	2,700	27,300 00
Fish used as bait..... Brls.	13,677	13,677 00	9,728	29,184 00
do manure..... "	12,330	6,165 00	19,780	9,890 00
Hake Sounds and fresh Fish in Digby Co. Lbs.		22,180 00	44,864	26,918 40
Squid in Guysboro' and Victoria Co's Brls.		5,400 00	2,400	9,600 00
Amount sold in Halifax Fish Market.....		22,000 00		25,500 00
Codfish and Haddock, Halifax Co... Cans.	14,400	1,728 00		
Home consumption of various counties, as per return.....		51,291 50		46,290 00
Smoked Haddies, Haddock and Halibut in Digby Co.				26,010 00
Albicores and Clams in Queen's Co.....				935 00
Total.....		6,291,061 46		6,214,781 50

PROVINCE OF NEW BRUNSWICK.

Codfish..... Cwt.	69,099	293,670 75	65,492	278,341 00
Herring..... Brls.	125,552	502,208 00	81,478	325,912 00
do smoked..... Boxes.	477,340	119,335 00	991,605	247,911 25
do frozen..... Hds.			16,050,000	64,200 00
Mackerel..... Brls.	19,650	196,500 00	3,421	34,210 00
do preserved..... Cans.	66,427	9,964 05	122,024	18,303 60
Haddock..... Lbs.	695,050	41,703 00	Cwt. 22,653	79,285 50
Pollock..... Cwt.	18,873	66,055 50	22,980	80,430 00
Hake..... "	61,054	213,689 00	70,419	246,466 50
Halibut..... Lbs.	270,100	16,206 00	294,450	17,667 00
Carried forward.....		1,459,331 30		1,392,716 85

COMPARATIVE Statement of Production in each Branch of Fishing, &c.—Continued.

PROVINCE OF NEW BRUNSWICK—Concluded.

Kinds of Fish.	1880.		1881.	
	Quantity.	Value.	Quantity.	Value.
Brought forward.....		\$ cts. 1,459,331 30		\$ cts. 1,392,176 85
Salmon, pickled..... Brls.	53	954 00	97	1,746 00
do fresh, in ice..... Lbs.	821,555	123,233 25	597,924	119,584 80
do smoked..... "	1,000	150 00		
do preserved..... Cans.	23,000	5,750 00	3,137	627 40
Alewives..... Brls.	15,147	75,735 00	19,648	78,592 00
Trout..... Lbs.	40,030	2,401 80	29,805	1,788 30
Smelts..... "	2,553,828	76,614 84	1,925,105	115,506 30
Shad..... Brls.	3,289	26,312 00	5,423	43,384 00
Eels..... "	1,058	9,522 00	896	8 06 1 00
Bass..... Lbs.	177,839	10,670 34	225,283	13,516 98
Oysters..... Brls.	12,280	36,840 00	8,413	25,239 00
Lobsters, preserved..... Cans.	4,734,331	710,149 65	5,421,050	813,157 50
Fish Guano..... Tons.	1,305	19,575 00	1,092	16,380 00
Fish used as manure..... Brls.	9,045	4,522 50	19,620	9,810 00
Cod Tongues and Sounds..... "	602	4,214 00	282	1,974 00
Hake Sounds..... Lbs.			66,930	66,930 00
Sturgeon..... "	602,500	6,025 00	453,450	27,207 00
Sardines..... Hhds.	20,269	101,345 00	19,280	115,680 00
Fish Oil..... Galls.	109,386	71,100 90	98,093	63,760 45
Lobsters..... Tons.			508	15,240 00
Total.....		2,744,446 58		2,930,904 58

PROVINCE OF QUEBEC.

Salmon, pickled..... Brls.	814½	9,774 00	568	8,520 00
do fresh in ice..... Lbs.	306,340	21,443 80	247,273	17,309 11
do preserved in cans..... "			3,192	478 80
do smoked..... Boxes.			1	10 00
do fresh..... Pieces.	5,614	5,614 00	4,131	6,196 50
Cod, summer..... Cwt.	364,442	1,457,688 00	374,846	1,499,384 00
do fall..... "	43,205	172,820 00	35,206	140,824 00
Haddock..... "	1,140	4,560 00	818	3,272 00
Ling..... "	16	64 00	75	300 00
Halibut..... Brls.	217	1,302 00	cwt. 263	1,578 00
Herring, pickled..... "	55,194	254,656 00	40,202	201,010 00
do smoked..... Boxes.	562	140 50	1,426	356 50
Shad..... Pieces.	53,223	2,661 15	116,977	10,527 93
Eels..... "	409,591	40,959 10	337,267	33,726 70
do pickled..... Brls.	37	259 00	25	175 00
Mackerel..... "	5,017	40,878 00	2,891½	17,533 00
Sardines..... "	3,858	11,559 60	4,648	13,944 00
Sturgeon..... "	888	4,440 00	1,136	5,680 00
do..... Lbs.			149,400	7,470 00
Trout..... Brls.	619,350	30,967 50	553,042	37,891 36
do..... "	121	968 00	121½	972 00
Winnonish..... Pieces.	24,736	6,184 00	26,600	9,150 00
Bar and White fish..... Doz.	7,758	7,758 00	5,270	6,587 50
Bar Fish..... Lbs.	29,000	1,450 00	11,400	912 00
White fish..... "			48,620	3,729 60
Maskinongé..... Pieces.	3,650	3,650 00	lbs. 128,160	7,689 60
Carried forward.....		2,079,796 65		2,035,227 60

COMPARATIVE Statement of Production in each Branch of Fishing, &c.—Continued.

PROVINCE OF QUEBEC—Concluded.

Kinds of Fish.	1880.		1881.	
	Quantity.	Value.	Quantity.	Value.
Brought forward.....		2,079,796 65		2,035,227 60
Bass..... Brls.	1,050	8,400 00	161,950	9,717 00
Pickeral..... "	973	7,784 00	252,100	15,128 00
Pike..... "	975	7,800 00	295,200	14,760 00
Tom Cod..... "	3,333 3/4	5,000 00	6,890	10,335 00
Cod Tongues and Sounds..... "	39 1/2	355 50	144	1,296 00
Lobsters, canned..... Lbs.	737,551	110,632 00	860,916	129,137 40
Small Fish..... Brls.	16,902	33,804 00	2,103	4,206 00
Mixed Fish..... Lbs.			1,349,400	26,988 00
Seal Skins..... No.	26,621	26,621 00	58,201	58,201 00
Porpoise Skins..... "	218	864 00	8	32 00
Seal Oil..... Galls.	115,127	57,563 50	220,157	110,078 50
Whale Oil..... "	13,500	5,400 00	12,985	5,194 00
Cod Oil..... "	293,809	118,595 30	333,310	133,324 00
Porpoise Oil..... "	3,956	1,978 00	497	248 50
Fish used as bait and manure..... Brls.	113,034	104,002 50	125,716	117,011 50
Fish used for local consumption..... "	15,740	62,960 00	20,270	81,080 00
Total		2,631,556 45		2,751,962 50

PROVINCE OF PRINCE EDWARD ISLAND.

Codfish..... Cwt.	28,045	112,180 00	16,934	71,969 50
Herring..... Brls.	18,020	72,080 00	24,445	97,780 00
do smoked..... Boxes.			60	15 00
Mackerel..... Brls.	82,570	660,560 00	36,083	360,830 00
do preserved..... Cans.	6,980	696 00	228,953	34,342 95
Haddock..... Lbs.	90,600	2,718 00	72,610	4,356 60
Hake..... Cwt.	8,213	24,639 00	8,023	28,080 50
Salmon, fresh..... Lbs.	7,550	453 00	2,545	381 75
do preserved..... Cans.	1,440	288 00		
Alewives..... Brls.	1,724	5,172 00	1,917	6,709 50
Halibut..... Lbs.	1,800	108 00	4,575	274 50
Bass..... "	2,000	120 00	1,600	96 00
Trout..... "	10,110	606 60	19,830	1,189 80
Smelts..... "	37,700	2,262 00	69,300	2,094 00
Eels..... "	25,680	1,540 80	17,500	1,050 00
Oysters..... Brls.	20,297	60,891 00	20,815	62,445 00
Lobsters, preserved..... Lbs.	3,551,050	710,210 00	6,312,865	1,262,573 00
Cod and Hake Sounds..... "	12,500	7,500 00	18,923	14,192 25
Fish Oil..... Galls.	12,099	6,049 50	9,313	6,053 45
do Guano..... Tons.	400	6,000 00	2	30 00
do Manure..... Brls.	2,030	1,015 00		
do do..... Tons.			4,130	826 00
Total		1,675,088 90		1,955,280 80

COMPARATIVE Statement of Production in each Branch of Fisheries, &c.—Continued.

PROVINCE OF BRITISH COLUMBIA.

Kinds of Fish.	1880.		1881.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon, pickled..... Brls.	2,345	18,760 00	4,916½	39,332 00
do do Half "	284	1,420 00		
do do Kitts.	30	90 00		
do fresh No.	27,678	13,889 00	153,800	38,450 00
do preserved in cans Lbs.	2,968,752	490,781 52	8,509,248	1,063,656 00
do smoked.....		950 00		1,450 00
Mixed Fish, pickled..... Brls.	50	300 00	75	450 00
Herring, pickled..... "	10	40 00	200	1,200 00
do smoked..... "	20	200 00		2,500 00
do do not enumerated.....		1,550 00		
Trout, fresh..... Lbs.	2,500	150 00	3,500	210 00
Sturgeon, fresh..... "	80,000	3,200 00	70,271	4,216 25
Haddock and other fish, dried.....		175 00		250 00
Halibut, fresh, in ice, to San Francisco, Customs Returns..... Lbs.	17,176	1,182 00		578 00
Ooláhans, pickled..... { Brls.			235	2,350 00
do do { Half "	145	725 00	230	1,150 00
do do { Kitts.			50	125 00
do smoked..... Boxes.	180	180 00	500	500 00
do fresh..... Lbs.			3,100	186 00
Fur Seal Skins..... No.	13,600	163,200 00	13,541	162,492 00
Hair do..... "	3,000	1,500 00	3,500	1,750 00
Sea Otter Skins..... "	105	4,200 00	150	6,000 00
Ooláhan Oil..... Galls.	1,274	1,274 00	1,630	1,630 00
Herring Oil..... "	7,000	3,500 00	16,000	6,400 00
Dog-fish, Seal and Porpoise Oil..... "	119,362	47,744 80	142,240	56,896 00
do Oil, refined..... "	20,000	11,000 00	27,000	14,850 00
Fresh fish sold in markets.....		35,000 00		45,000 00
Fish cured for home consumption.....		2,000 00		2,500 00
Fish Guano (Herring Scrap)..... Tons.	54	324 00		
Fish Scrap, dried..... "			10	200 00
Total.....		713,335 32		1,454,321 25

NOTE.—Computation of home consumption of Fish by the Indians of British Columbia, in 1881, exclusive of European supply:—

Population of 35,000 throughout; computed average annual consumption per head, fresh and dried—Salmon, 500—17,500,000 lbs. at 25c.....	\$ 4,375,000
Population of coast Indians (included above), 20,000, who consume on an average at least 150 lbs. each of Halibut—3,000,000 lbs. at 6c.....	180,000
Sturgeon on Fraser River, Trout, Herring and other fish, throughout.....	250,000
Ooláhan and other Oils on coast, say 10 galls. each—200,000 galls. at 40c.....	80,000
Total.....	\$ 4,885,000

COMPARATIVE Statement of Production in each Branch of Fisheries, &c.—Continued.

PROVINCE OF ONTARIO.

Kinds of Fish.	1880.		1881.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
White fish	Brls. 4,495	44,950 00	5,079½	50,795 00
do	Lbs. 1,728,400	86,420 00	2,561,541	128,077 00
do	Pieces. 638,900	63,890 00	677,320	67,732 00
Trout	Brls. 10,443	104,430 00	9,578½	95,785 00
Herring	" 7,066	28,264 00	17,760	71,040 00
Sciscos	" 378	1,512 00	599	2,320 00
Maskinongé	" 1,849	9,245 00	1,523	7,615 00
Bas	" 1,730	8,650 00	2,767	13,835 00
Pike	" 1,028	5,140 00	1,775	8,875 00
Pickrel	" 2,942	14,710 00	4,257	21,285 00
Sturgeon	" 1,592	7,960 00	2,225	11,125 00
Coarse Fish	" 8,028	32,112 00	6,420	19,260 00
Fish used for local consumption	" 9,302	37,208 00	4,053	12,159 00
Total		444,491 00		509,903 00

RECAPITULATION.

Provinces.	Value.	
	1880.	1881.
	\$ cts.	\$ cts.
Nova Scotia	6,291 061 46	6 214,781 50
New Brunswick	2,744,446 58	2,930,904 58
Quebec	2,631 556 45	2,751,962 50
Prince Edward Island	1,875,088 90	1,955,289 80
British Columbia	713,335 32	1,454,321 26
Ontario	444,491 00	509,903 00
Total	14,499,979 71	15,817,162 64
Increase		14,499,979 71
		1,317,182 93

See note at preceding page.

EXPENDITURE AND RECEIPTS.

The following statements exhibit the respective amounts expended and collected during the fiscal year ended 30th June, 1881. This expenditure is subdivided for the several Provinces, as follows:—

Nova Scotia.

Fishery Officers' salaries and disbursements.	\$14,909 42	
Fish-breeding	3,454 29	
		————— \$18,363 71

New Brunswick.

Fishery Officers' salaries and disbursements.	\$11,776 56	
Fish-breeding	3,455 91	
		————— 15,232 47

Quebec.

Fishery Officers' salaries and disbursements.	\$15,123 79	
Fish-breeding	5,444 89	
		————— 20,568 68

Prince Edward Island.

Fishery Officers' salaries and disbursements.	\$2,691 49	
Fish-breeding	852 11	
		————— 3,543 60

British Columbia.

Fishery Officers' salaries and disbursements	1,721 48
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Ontario.

Fishery Officers' salaries and disbursements.	\$11,506 74	
Fish-breeding	8,323 42	
		————— 19,830 16
Legal expenses in connection with suits in the Supreme Court, and other incidental expenses	\$1,022 07	
Advertising	278 18	
		————— 1,300 25

Total expenditure..... \$80,560 35

Statements, in detail, of the above expenditure will be found at page 186 of the Annual Report of the Marine Branch.

FISH CULTURE.

The total expenditure on account of this service for the fiscal year ended 30th June, 1881, amounts to \$21,530.62, divided as follows among eleven hatcheries for artificial reproduction of fish :—

Newcastle, Ontario.....	\$2,526 47	
Sandwich do	2,896 16	
General disbursements, including Mr. S. Wilmot's salary and travelling expenses	2,900 79	
	<hr/>	
Total, Ontario.....		\$8,323 42
Tadoussac, Quebec.....	\$2,040 30	
Gaspé Basin do	1,785 59	
Ristigouche do and New Brunswick...	1,351 77	
Magog do	228 23	
Repairing fish-ways on Matane River.....	39 00	
	<hr/>	
Total, Quebec.....		5,444 89
Bedford Basin, Nova Scotia	\$2,608 04	
Sydney do	846 25	
	<hr/>	
Total, Nova Scotia.....		3,454 29
Miramichi, New Brunswick.....	\$1,290 49	
St. John River do	2,165 42	
	<hr/>	
Total, New Brunswick.....		3,455 91
Dunk River, Prince Edward Island.....	\$852 11	
	<hr/>	
Total, Prince Edward Island		852 11
	<hr/>	
Total		<u>\$21,530 62</u>

Collections made during the fiscal year are as follows :—

Nova Scotia.

For fishery licenses, fines and forfeitures..... \$2,779 49

New Brunswick.

Rents, taxes on nets, fines and forfeitures..... 4,695 28

Quebec.

Rents, license fees, fines and forfeitures..... 9,286 18

Prince Edward Island.

For fishery license..... 40 00

Ontario.

Rents, license fees, fines and confiscations.. 7,795 99

\$24,596 94

LICENSES ISSUED.

The number of fishery licenses issued during the season of 1881 is as follows :—

Ontario.

Gill-net licenses.....	447	
Hoop-net do	49	
Pound-net do	49	
Seine do	233	
Angling permits.....	867	
Spearing licenses.....	291	
		1,936

Quebec.

Salmon angling licenses.....	6	
Salmon-net fishing licenses.....	406	
Brush-weir do	129	
Eel-weir do	5	
Seine do	184	
Gill-net do	156	
Hoop-net do	83	
Dip-net do	8	
Pound-net do	1	
Hook and line do	34	
		1,012

New Brunswick.

Salmon angling licenses.....	2	
Salmon-net fishing licenses.....	725	
Herring-weir do	80	
Bass do	205	
Smelt do	805	
Sturgeon do	82	
		1,899

Nova Scotia.

Salmon-net fishing licenses.....	33
Trap-net licenses.....	40
Weir do	5
	— 78

Prince Edward Island.

Trap-net license.....	1
	—
Total.....	4,926

SCHEDULE of Salmon Angling in the leased Rivers of the Provinces of Quebec and New Brunswick, during the season of 1881.

Names of Rivers.	No. of Salmon.	Total Weight.		Average Weight.		Weight of the largest Fish.	Weight of the smallest Fish.	Remarks.
		Lbs.	Lbs.	Lbs.	Lbs.			
Du Gouffre.....	4	63	15.75	25	6			
Murray.....	3	52	17.33	25	10			
Ste. Marguerite, N.E. Branch.....	8	104	13.00					
do N.W. do.....	22	308	14.00					
A Mars.....	37	315	8.51	15	4			
Little Saguenay.....	1	14	14.00	14	14			
Anse St. Jean.....	5	65	13.00	14½	5			
Sault au Cochon.....								Not angled.
Laval.....								do
Godbout.....	32	640	20.00	29	10			do
Trinity.....								No returns.
Romaine.....								do
Mingan.....								Not angled.
Mistassini.....								do
Becscie.....	7	70	10.00					No returns.
Manitou.....								do
Moisie.....	52	1,367	26.28	41	8			do
Kegashca.....								do
St. John.....								do
Natashquan.....	233	2,017½	8.65	24½	3			
Watsheeshoo.....	9	103	11.44	17	5			
Washeecootal.....								
Matane.....	36	432	12.00	24½				
Little S.W. Bic.....	15	150	10.00					
Ste. Anne des Monts.....	131	3,153	24.07	28½	9			Four grilse weighing 25 lbs.
Cape Chatte.....	4	78	19.50	23	17			
Magdalen.....	31	632	20.38					
York.....	41	889	21.68	39	8			
St. John.....	25	384	15.36	32	8			
Dartmouth.....	4	71½	17.87	26½	3½			
Grand.....	38	501	13.18	33½	5			
Grand Pabos.....								None.
Little do.....	4	40	10.00	12				
Bonaventure.....	23	356	15.47	28	8			
Little Cascapedia.....								No returns.
Grand do.....	295	8,187	27.07	43	10			
Matapedia.....	103	2,472	24.00					
Upsalquitch.....	11	132	12.00					
Kedgwick.....	16	192	12.00					
Ristigouche Division No. 1.....	90	1,471½	16.35	39½	6			93 grilse.
do do.....	2	45	22.50	23	22			
do do.....	3	50	892	17.84	33	6½		
do do.....	4	21	346½	16.50				
do do.....	5	49	1,132½	23.11	38	8½		
do do.....	6	28	540	19.28	31	10		12 grilse.
do do.....	7							None.
do do.....	8	68	1,360	20.00				
do do.....	9	114	2,678	23.50	42			39 grilse.
Total.....	1,612	31,254	19.38	43	3			

FISH-BREEDING.

MR. S. WILMOT'S Report and other detailed statements connected with Fish-Breeding operations during the year 1881 will be found in a separate volume.

SCHEDULE of Fishery Officers in the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, appointed under the Fisheries' Act (1868), with Districts, Post Office Addresses, Salaries, etc., etc., distinguishing those who, being Fishery Overseers, are instructed to act *ex-officio* as Magistrates, from those who act in the capacity of Fishery Wardens, and do not exercise magisterial powers

PROVINCE OF ONTARIO.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
T. McGarrity.....	Counties of Stormont and Glengarry...	Cornwall.....	Overseer..	50 00
William Pool.....	Prescott to Rockport.....	Grenadier Island.....	do ...	50 00
Henry Hunt.....	Larue's Island.....	Rockport.....	Warden ...	20 00
John Wallace.....	Lindoe Island.....	Lansdown.....	do ...	50 00
J. D. McMillan.....	Lake St. Francis, from Cornwall to Coteau du Lac on the north side, and from St. Regis to Valleyfield, on the south side, including Lake St. Francis and Salmon and La Guerre Rivers.....	Dundee, P. Q.*.....	Overseer..	50 00
O. Miron.....	South Nation River, in the County of Prescott.....	Curran.....	do ...	30 00
John Mooney.....	Brockville to Cornwall.....	Prescott.....	do ...	200 00
John Cox.....	Howe Island.....	Howe Island.....	do ...	50 00
Peter Kiel.....	Wolfe Island and the southern part of the County of Frontenac, comprising the Townships of Storrington, Pittsburgh and Kingston.....	Wolfe Island.....	do ...	200 00
Jos. Redmond.....	The County of Prince Edward.....	Picton.....	do ...	300 00
Charles Gilchrist..	Rice Lake and part of Lake Ontario, fronting on the County of Northumberland.....	Port Hope.....	do ...	400 00
W. H. Johnston....	Charleston Lake, Gananoque Lake and River.....	Farmersville.....	do ...	50 00
James Greer.....	Gananoque River.....	Warburton.....	do ...	40 00
Geo. B. McDermot..	Lake Scugog, including Lindsay or Scugog River to its mouth.....	Port Perry.....	do ...	100 00
John A. Cameron..	That part of the County of Frontenac, north of Loughboro' Lake.....	Westport.....	do ...	100 00
A. D. Sills.....	Lake shore and inland waters, County of Lennox and Addington, including Amherst Island.....	Napanee.....	do ...	150 00
Charles Wilkins....	Waters of the Bay of Quinté fronting on County of Hastings, and from Carrying Place eastward to Mill Point, in the Co. of Prince Edward	Belleville.....	do ...	300 00
James G. Wilcox..	River Credit, from mouth of river up to Norval.....	Port Credit.....	do ...	50 00
Andrew Hughson..	River Credit, from Orangeville to Norval, together with the Townships of Mono, East Garafraxa, Albion, Amaranth Luther and Caledon to Church's Mills Cataract.	Orangeville.....	do ...	50 00
John W. Kerr.....	Whitby Harbour to Moulton Bay.....	Hamilton.....	do ...	500 00
W. A. McCrae.....	Grand River from mouth of Caledonia and that part of Lake Erie extending from South Cayuga to Moulton Bay.....	Dunnville.....	do ...	100 00
	Carried forward.....			2,940 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF ONTARIO—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward			2,840 00-
Chas L. Bingham	That part of the Counties of Norfolk and Haldimand fronting on Lake Erie and extending from the division line between the Counties of Elgin and Norfolk to the division line between the Townships of Rainham and South Cayuga	Rowan Mills	Overseer..	250 00-
Alex. McBride	That part of Lake Erie fronting on the County of Elgin	Port Burwell	do ...	50 00-
John McMichael	Lake Erie frontage, County of Kent...	Rond Eau	do ...	50 00-
John Cummins	Point Pelée Island	Kingsville	Warden ...	50 00-
Wm. Prosser	Lake Erie, from mouth Detroit River to Point Pelée	Leamington	do ...	30 00-
E. Boismier	Baptiste Creek, on Lake St. Clair, to mouth of Detroit River	Sandwich	Overseer..	250 00-
Amedée Quenneville	That part of Lake St. Clair extending from Stony Point to the division line between Dover East and West, including the mouth of River Thames	Stony Point	Warden ...	20 00-
Timothy McQueen.	Mouth of Thames River to Lewisville.	Chatham	Overseer..	50 00-
Angus Brady	Thames River, from Lewisville to Cashmere	Bothwell	do ...	40 00-
Peter McCann	Thames River, from Thamesville to London	London	do ...	200 00-
P. McCarron	Sydenham River and tributaries	Wallaceburg	do ...	100 00-
J. B. Moody	North Branch, Sydenham River, from its junction with the main river at Wallaceburg, to its source	Waubuno	do ...	50 00-
Chas. W. Raymond	Lake St. Clair	Mitchell's Bay	do ...	50 00-
David McMaster	Baby's Point, on River St. Clair, to Kettle Point, on Lake Huron	Sarnia	do ...	200 00-
A. C. McKinnon	Kettle Point to Point Clarke, Lake Huron	Goderich	do ...	100 00-
James Muir	Point Clarke to Cape Hurd, including adjacent islands	Port Elgin	do ...	100 00-
Geo. S. Miller	Owen Sound to Cape Hood	Owen Sound	do ...	100 00-
James Patton	Collingwood to Point Rich	Collingwood	do ...	250 00-
Samuel Fraser	Point Cockburn to Moose Point	Midland	do ...	100 00-
Wm. McGown	From Moose Deer Point to Byng Inlet, Georgian Bay	Parry Sound	Warden ...	50 00-
G. B. Abery	Manitoulin Islands and adjacent islands in Lake Huron	Little Current	Overseer..	100 00-
Jos. Wilson	Thessalon River, Lake Huron, to Slate Island, Lake Superior	Sault Ste. Marie	do ...	100 00-
James Dickson	Slate Island to Pigeon River, Lake Superior	Prince Arthur's Land'g	do ...	100 00-
Alex. McKenzie	Lake Simcoe and tributaries	Barrie	do ...	150 00-
Wm. Hastings	Lake Simcoe, from Cook's Bay to Beaverton	Roach's Point	do ...	50 00-
Wm. McDermott	Co. Simcoe	Beeton	do ...	25 00-
George Cochrane	Inland waters, Co. Peterborough, including Pigeon, Deer, Salmon-Trout, Stony, Sturgeon and Chemong Lakes	Lakefield	do ...	250 00-
	Carried forward			5,705 00-

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF ONTARIO—Concluded.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward			\$ cts. 5,705 00
John Dauncey	Upper Division or East Riding, Co. Peterborough, comprising waters of Gull and Burnt Rivers and tributaries, together with Drag, Eagle, Moose, Redstone, Crooked and other lakes within such limits.....	Mindon	Overseer..	100 00
J. R. Graham.....	Inland waters, N.R., County Victoria, north of Sturgeon Lake, and above Fenelon Falls.....	Victoria Road.....	do ...	100 00
James McFadden..	Mississippi River and Lake	Carleton Place.....	do ...	30 00
Andrew Telfer.....	Bonnechère River and Lakes, County Renfrew	Bristol Corner, P.Q. ...	do ...	50 00
W. P. Croome	Grand River and its tributaries from Brantford upwards.....	Brantford.....	do ...	100 00
Wm. E. Foot.	Lakes Muskoka, Rosseau, Joseph, Lake of Bays and the Maganetawan River	Bracebridge.....	do ...	125 00
Wellington Hull...	The Rivers Credit and Speed, with their tributaries, in the Townships of Eramosa, Erin, Caledon and Esquessing.....	Erin	do ...	50 00
W. D. Pollock.....	Twelve and Sixteen Mile Creeks, in the County of Halton.....	Bronte.....	Warden ...	30 00
Hugh McFayden...	Head waters of Saugeen River, and tributaries	Durham	Overseer..	40 00
Geo. Jeacles.....	Rideau Lakes	Westport.	do ...	75 00
A. E. Mills.	Rideau River and Canal.....	Smith's Falls.....	do ...	50 00
Wm. Hicks.....	Upper and Lower Beverly Lakes.....	Delta	do ...	40 00
John Morrow.	Upper Madawaska.....	Dacre	do ...	25 00
Jno. R. McDonald.	Madawaska River.....	Clontarf.....	do ...	50 00
M. L. Russell.....	Bonnechère River.....	Renfrew	do ...	25 00
Thos. McKibbon...	Mink and Doré Lakes, Renfrew	Eganville	do ...	25 00
Geo. Douglas.....	Muskrat Lake and Snake River, Renfrew.....	Stafford	do ...	25 00
Arch. Acheson....	Lower Allumette and Coulonge Lakes.	Westmeath	do ...	25 00
John Grant.....	Upper Allumette to Des Joachims, including Petawawa River	Forester's Falls.....	do ...	75 00
Ephraim Deacon...	River Tay, Co. Lanark.....	Bolingbroke	do ...	50 00
Wm. Boucher.	Waters of Co. Carleton.....	South March.....	do ...	100 00
W. B. Jelley.....	Co. Wellington.....	Bowling Green.....	do ...	40 00
	Long Point		do ...	50 00
W. Helliwell.....	Co. York	Highland Creek.....	do ...	100 00
	Total			7,085 00

PROVINCE OF QUEBEC.

Wm. Wakeham....	Lower St. Lawrence River and Gulf..	Gaspé Basin	Officer in charge of Fisheries Protection Service in Gulf and Lower St. Lawrence.	1,200 00
	Carried forward.....			1,200 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF QUEBEC—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 1,200 00
C. F. Caron.....	Point Lévis to River Ouelle.....	L'Islet.....	Overseer...	200 00
Jules Gauvreau.....	River Ouelle to Point à la Loupe, Green Island.....	Isle Verte.....	do	100 00
H. Martin.....	Point à la Loupe, Green Island, to Rimouski River (same included).....	Rimouski.....	do	100 00
L. E. Grondin.....	Rimouski to River Blanche.....	do	do	100 00
Vital Charest.....	River Blanche to Cape Chatte.....	Matane.....	do	100 00
George Gagnon.....	Inland waters, County Témiscouata.....	St. Epiphane.....	Warden ...	30 00
Phileas Dubé.....	Lake Témiscouata and neighbouring waters, County Témiscouata.....	Notre Dame du Lac....	do	30 00
Alfred Blais.....	Lake Matapedia and River Matapedia to Causapsal	Causapsal	Overseer ..	100 00
J. J. Letourneau....	Cape Chatte to river Ste. Anne des Monts	Ste. Anne des Monts....	do	100 00
P. Vibert, jun.....	York, Dartmouth and St. John Rivers, Gaspé Basin, to Point Maquereau....	Gaspé Basin	do	200 00
John Phelan.....	Point Maquereau to Paspébiac Point..	Port Daniel.....	do	50 00
John Cullen.....	Paspébiac Point to Maguasha Point..	Carleton.....	do	200 00
John Mowat.....	The Ristigouche Rivers, in the Counties of Rimouski and Bonaventure, including also the waters of Bay des Chaleurs.....	Dee Side, Matapedia....	do	400 00
L. P. Huot.....	Lakes Philippe, Gagné and adjacent Lakes, and the Island of Orleans....	St Roch, Quebec.....	do	100 00
U. Bhéreur.....	River du Gouffre to Canard River, including inland Lakes adjacent to Murray Bay and St. Paul's Bay.....	Murray Bay	do	50 00
Etienne Tremblay..	} Lakes in rear of Murray Bay and Bay St. Paul.....	Bay St. Paul.....	Warden ...	30 00
Jos. Simard.....		St. Agnés	do	40 00
Antoine Filion....		Bay St. Paul.....	do	30 00
Jos. Radford.....	Counties of Chicoutimi and Saguenay	Tadoussac.....	Overseer ..	200 00
Jacques Girard....	Grand Bay.....	Grand Bay.....	Warden ...	100 00
Romuald Maltais...	Lake St. John.....	Alma.....	do	50 00
Chas. Potvin.....	do	Roberval.....	do	50 00
Job Bilodeau.....	Lake St. John and tributaries, Upper Saguenay	Metabetchouan.....	do	50 00
Joseph Boily.....	Escoumains to Bersimis.....	Mille Vaches.....	do	50 00
F. Duchesne.....	North Shore, from Manicouagan to Point des Monts, including Becschie, Mistassini and Godbout Rivers.....	Chicoutimi	do	150 00
J. O. Belanger.....	North Shore, River St. Lawrence, from Point des Monts to Baie des Rochers, including Trinity and Pentecost Rivers.....	Montmagny	do	150 00
G. Mathurin.....	Moisie District, from Point Jambon to Point St. Charles, including Moisie River.....	do	Overseer ..	50 00
G. L. Duguay.....	Esquimaux Point to Sheldrake River.	Murray Bay.....	do	100 00
W. McLeod.....	Washeecootai Division, comprising the Rivers Kegashca, Musquarro, Washeecootai and Olomanosheeboo	L'Islet.....	do	100 00
P. C. Gobeil.....	Watsheehoo District, from Atepetal Bay West to Little Watsheehoo River East.....	St. Pamphile.....	Warden ...	150 00
T. Mignault.....	Western Division Natashquan, including River Agwanus, Nabissippi and Natashquan	Montmagny.....	Overseer..	150 00
	Carried forward.....			4,610 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF QUEBEC—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward.....			4,610 00
J. Legouvé	St. Augustine Division, from Cape Whittle to Checatoca.....	Gaspé Basin	Warden ...	100 00
W. H. Whitely.....	Bonne Espérance Division, from Checatoca to Blanc Sablon.....	Bonne Espérance.....	do ...	100 00
Ant. Chevrier.....	Magdalen Islands.....	Amherst	Overseer..	100 00
John Morris.....	River St. Lawrence around Island of Montreal.....	St. Lambert.....	do ...	200 00
R. W. Jones.....	Ottawa River from Oka to Carillon, North side.....	St. Andrews.....	do ...	40 00
Jos. F. Lamoureux.	Ottawa River, from Oka to Carillon, South side.....	Rigaud	do ...	40 00
Jos. Lauzon	River Jesus and Des Prairies.....	Terrebonne	do ...	100 00
W. C. Willis.....	Waters in Districts of St. Francis.....	Sherbrooke	do ...	150 00
H. W. Austin.....	Richelieu River and tributaries from Sorel to St. John.....	Chambly	do ...	400 00
N. A. Beach	Lake Memphremagog, in the Counties of Stanstead and Brome	Georgeville.....	do ...	100 00
J. B. Chevalier.....	Richelieu River, from St. John to Lake Champlain.....	Iberville.....	do ...	150 00
Pierre Latraverse.	That part of the River St. Lawrence bordering on the Counties of Richelieu, Yamaska and Berthier, in the Province of Quebec, including Sorel and adjoining Islands.....	Sorel	Warden ...	100 00
Olivier Lafêche....	That part of the River St. Lawrence fronting Counties of Berthier and Maskinongé	Louiseville.....	do ...	40 00
M. Hurteau	Verchères and L'Assomption Counties	Contrecoeur	Overseer..	25 00
L. J. Loranger.....	The inland waters of the County of Terrebonne.....	St. Sauveur.....	do ...	160 00
P. E. Luke	Missisquoi Bay in Lake Champlain and Pike River.....	Phillipsburg.....	do ...	50 00
J. B. McDonald....	Lake Megantic.....	Echo Vale.....	do ...	100 00
J. F. Picotin.....	St. Francis River.....	Drummondville	Warden ...	25 00
Wm. Clyde.....	Chateauguay River and tributaries...	Huntingdon	Overseer..	50 00
J. Laberge.....	River Chateauguay, from mouth to village.....	Chateauguay Basin....	do ...	50 00
Alexander Beaton.	The inland waters in rear of the County of Argenteuil.....	Lost River, P.O., Harrington.....	do ...	30 00
Thomas Evans.....	Inland waters of the Townships of Gore, Wentworth and Howard, in the County of Argenteuil, and those of the Seignior of Mille Isle and Township of Morin, in the County of Terrebonne.....	Lakefield.....	do ...	30 00
P. C. Ducharme....	The inland waters of the Counties of Joliette and Berthier	St. Felix de Valois.....	do ...	100 00
Jos. Marion.....	County of Ottawa.....	Hull	do ...	200 00
Louis Lachapelle..	St. Mary's Lake, County of Ottawa...	St. Mary's Lake.....	Warden ...	30 00
V. Veilleux.....	Inland waters of the County of Beauce	St. Ephrim de Tring....	do ...	40 00
James Mohr.....	The waters of the County of Pontiac, from Ottawa County line, west to River Coulonge.....	Onslow.....	Overseer..	40 00
J. T. Coghlan	The waters of the County of Pontiac, from River Coulonge, west to Des Joachims	Waltham	do ...	40 00
	Carried forward.....			7,190 00

SCHEDULE of Fishery Officers in the several Provinces, &c.--Continued.

PROVINCE OF QUEBEC—*Concluded.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 7,190 00
D. D. Foster.....	Brome Lake.....	Knowlton.....	Warden ..	25 00
C. Barbeau.....	Ottawa River.....	Ottawa.....	Overseer..	200 00
A. Campbell.....	Lochaber Bay.....	Lochaber Bay.....	do ..	100 00
Robt. Joynt.....	Lake Bernard.....	Joynt P.O.....	Guardian.	25 00
	Total.....			7,540 00

PROVINCE OF NOVA SCOTIA.

W. H. Rogers.....	Nova Scotia.....	Amherst.....	Inspector of Fisheries	1,400 00
	<i>Annapolis County.</i>			
W. T. Carty.....	Annapolis County.....	Annapolis.....	Overseer ..	120 00
A. F. Morton.....	Annapolis River.....	Wilmot.....	Warden ...	25 00
Geo. Vroom.....	Bear River (South side).....	Bear River.....	do ..	25 00
Wm. Croscup.....	Bear River (North side).....	do ..	do ..	25 00
W. A. Rice.....	Annapolis River.....	Bridgetown.....	do ..	25 00
W. M. Baillie.....	Round Hill.....	Round Hill.....	do ..	25 00
M. Riordan.....	Annapolis and Langille Rivers.....	Annapolis ..	do ..	25 00
T. R. Hsley.....	From Lawrencetown to County line...	Williamstown ..	do ..	25 00
Albert Barteaux...	Nictaux River	Nictaux Falls.....	do ..	25 00
	<i>Antigonish Coun'y.</i>			
John McDonald....	Antigonish County.....	Antigonish	Overseer ..	125 00
Angus McDonald..	From mouth of Harbour to foot of Marsh, thence up Tracadie stream to lake, from Marsh up to Monastery Brook, including French Settlement Brook and Tarbitts.....	Tracadie	Warden ...	25 00
J. R. Aymer.....	From mouth of Harbour to Forks, from thence on the Pomquet River to V. Chisholm's Mills, and from Forks on the Black River to Falls.....	Pomquet Forks, Antigonish	do ..	25 00
Albert Randall....	From shore to lake.....	Bayfield, W. O.	do ..	15 00
Colin Chisholm....	From Antigonish Harbour to McWilliam's or St. Andrew's Bridge.....	Lower South River, Antigonish.....	do ..	25 00
Lochlin Cameron..	From McWilliam's Bridge to Fraser's Bridge, including Big Brook.....	Upper South River, Antigonish.....	do ..	30 00
John Cumming....	From Fraser's Bridge to County line at head of lake.....	Upper South River, Antigonish.....	do ..	20 00
John Dexter.....	From Antigonish Harbour (foot of Marsh), to Trotter's Mill Brook, thence up said Brook to Trotter's Mill, including both branches of West River and Bailey's Brook.....	Antigonish	do ..	30 00
	Carried forward.....			2,015 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward			2,015 00
	<i>Antigonish County—Concluded.</i>			
Donald Chisholm..	From Trotter's Mill Brook to W. Thompson's Dam.....	Salt Springs, Antigonish.....	Warden ...	25 00
Alex. Macadam	From Thompson's Dam to Addington Forks Bridge.....	West River, Addington Forks, Antigonish ...	do ...	25 00
Duncan Fraser.....	From Pinkeytown Bridge to Stewart's Mill	Ohio	do ...	20 00
James Chisholm ...	From Campbell's Rock on Pomquet River, to V. Chisholm's Mill on the Eastern Branch, and to Alexander McDonald's Mill on the Western Branch	St. Andrews.....	do ...	25 00
Arch'd McDougall	From John McDonald's (Bun's) Cove, north side of Cape George, to Crobbling Head, St. George's Bay.....	McNair's Cove, Cape George.....	do ...	25 00
Donald McDonald.	West River, from Forks Bridge to Pinkeytown Bridge, including Jones River and Beaver River.....	Addington Forks.....	do ...	25 00
	<i>Cape Breton County.</i>			
Francis Quinan.....	From Low Point to South Head of Cow Bay, and north side of Mira Bay, including Salmon River and Sydney River	Sydney.....	Overseer ..	120 00
	Mira River, Black Brook		Warden ...	25 00
Wm. Burke	Mira Bridge and Trout Brook	Burke's Bridge, Mira River	do ...	25 00
John McEachen....	Salmon River	Grand Mira, Arichat...	do ...	25 00
Donald McDonald.	Sydney River and Forks	Lingan	do ...	45 00
Alex. McLean.....	Mill Brook.....	Mill Brook.....	do ...	20 00
York Barrington ..	North of East Bay to Head of Sydney River, including part of Boularderie Island.....	Sydney Mines.....	Overseer ..	120 00
Alex. McDonald ...	South of East Bay to Salmon River....	East Bay.....	do ...	120 00
Allan McAdam.....	Eskasoni	Eskasoni.....	Warden ...	25 00
Angus Morrison....	Marion Bridge, Mira.....	Marion Bridge, Mira ...	do ...	25 00
Dennis Murphy	Ponds, Sydney Mines.....	Ponds, Sydney Mines....	do ...	25 00
H. McLellan	Rory Brack's Brook	Rory Brack's Brook ...	do ...	25 00
P. Keefe.....	North West Brook, Grand Lake and tributaries	Lingan.....	do ...	25 00
Donald M' Cormack	Leitche's Creek and George's River...	Leitche's Creek, W.O..	do ...	25 00
John McNeil.....	Benacadie River emptying into Bras d'Or	Benacadie, W.O.....	do ...	25 00
Arch'd McDonald.	Ball's Creek	Ball's Creek	do ...	20 00
	<i>Colchester County.</i>			
H. J. Pollock.	Stewiacke River (lower portion).....	Lower Stewiacke	Overseer ..	75 00
T. Johnston.....	Salmon River.....	Salmon River	Warden....	25 00
George Fulton.....	Stewiacke River (upper portion).....	Stewiacke River, Brookfield.....	do ...	25 00
	Carried forward.....			2,980 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Address.	Overseer. or Warden.	Salary. \$ cts.
Brought forward				2,980 00
<i>Colchester County—Concluded.</i>				
H. Gass	Northern Division, Co, Colchester, comprising Tatamagouche Bay, French and Waugh's River.....	Tatamagouche.....	Overseer..	50 00
J. W. Davison	Colchester County, West Division.....	Upper Economy.....	do ...	100 00
Daniel McKay	Waugh's Rivers	Tatamagouche River...	Warden ...	50 00
Robt. R. Fulton	De Bert River.....	Londonderry	do ...	25 00
T. Davidson, 2nd	Portaupique.....	Portaupique, W. O.....	do ...	25 00
George Moore	Economy River.....	Economy	do ...	25 00
Mat. G. Murray	Salmon River.....	Truro	do ...	25 00
William Winton	Lower Stewiacke River.....	Lower Stewiacke.....	do ...	25 00
Alfred Wright	do do	do	do ...	25 00
Henry Blair	Eastern Division, County Colchester.	North River	Overseer..	100 00
Henry Urquhart.....	Folly River.....	Londonderry	Warden ...	25 00
Samuel Frame	Shubenacadie River and Gay's River.	Shubenacadie River....	do ...	25 00
<i>Cumberland County.</i>				
G. W. Gilroy	Cumberland Co., Eastern Division, embracing all streams emptying into the straits of Northumberland	Oxford	Overseer..	100 00
Oliver Fillmore.....	River Philip, Hanam's Falls, upwards	River Philip	Warden ...	25 00
John W. Moore	do do downwards	do	do ...	25 00
Thos. R. Smith	Shinimicas River.....	Shinimicas River.....	do ...	25 00
F. W. Lowther	River Philip.....	River Philip	do ...	25 00
James King	Cumberland County, Western Divi- sion, including all streams flowing into the Bay of Fundy.....	Amherst	Overseer..	100 00
David Corbett	Laplanche and Nappan Rivers.....	do	Warden ...	25 00
Moses Harrison	Maccan River	Maccan, W.O.....	do ...	25 00
C. Pugsley	River Hebert.....	River Hebert.....	do ...	25 00
Francis L. Jenks	Parrsboro' Head	Parrsboro'	do ...	25 00
Wm. Murphy	Wallace River	Wallace	do ...	30 00
Elijah Fowler.....	Diligent, Ramshead and Fox Rivers, including fisheries from Partridge Island to Spencer Island.....	Diligent River, Parrs- boro'	do ...	30 00
Samuel McPherson	Pugwash River.	Pugwash River	do ...	25 00
<i>Digby County.</i>				
Wm. Hanley	Digby County	Hillsburg	Overseer ..	120 00
Abraham L. Gavil	Joggins River.....	Digby.....	Warden ...	25 00
Loehlin McKay	St. Mary's Bay	St. Mary's Bay, W.O....	do ...	25 00
Robert Journey	Sisagoo River.....	Weymouth.....	do ...	25 00
.....	Briar and Long Island.....	Brier Island.....	Overseer ..	50 00
<i>Guysborough County.</i>				
James A. Tory.....	Guysborough County	Guysborough.....	Overseer ..	150 00
James Cook	Salmon River, from mouth to Gra- ham's West Line.....	Salmon River, W.O....	Warden....	25 00
James McEllum	From Graham's West Line to foot of Neil's Lake, including North Branch and Lake	do	do ...	20 00
Carried forward				4,405 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—*Continued.*

PROVINCE OF NOVA SCOTIA—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 4,405 00
	<i>Guysborough County—Concluded.</i>			
Charles Kenny.....	From foot of Neil's Lake to Beaver Dam Lake, inclusive, and all the lakes through which it passes.....	Salmon River, West Branch, Guysboro'...	Warden...	15 00
Donald Gunn.....	From mouth of Scott's Place to Country Harbour Lake, including Gunn's Brook, from Main River to Hurley's Lake.....	Cross Roads.....	do ...	30 00
William Pride.....	From mouth of St. Mary's River to Sinclair's Point, including stream from Wine Harbour to Lake.....	Sherbrooke, St. Mary's	do ...	30 00
Thomas McKeen....	From Forks to County Line, including McQueen's Mill and Brook, to Lake.....	Melrose.....	do ...	30 00
J. L. Smith.....	From Forks to Indian Man's Brook....	West River.....	do ...	25 00
Robert McKay.....	From head of tide to head of Intervale, on the North Branch, and to Cameron's Mill, on the Valley Branch.....	Guysborough, Intervale, W.O.....	do ...	15 00
James R. Bruce....	From mouth of Clam Harbour River to Upper Falls.....	Guysborough.....	do ...	10 00
James Nickerson...	From Beach to Falls, including North West Brook.....	New Harbour, W.O....	do ...	15 00
D. A. McDonald....	St. Mary's River.....	St. Mary's River, Sherbrooke.....	do ...	40 00
Allan McQuarrie...	District of St. Mary's.....	Sherbrooke.....	Overseer..	100 00
Adam Kirk.....	St. Mary's River, extending from Alex. Ross' (above still waters) to Hugh Halters', on the West River.....	Glencg.....	Warden ...	30 00
Wm. McDonald....	St. Mary's River.....	Stillwater.....	do ...	25 00
D. McC. Sinclair...	From Sinclair to Headwater.....	Goshen.....	do ...	20 00
Luke Harpell.....	From mouth to head of Indian River...	Indian River, St. Mary's District.....	do ...	15 00
D. Cameron, sen...	West River, St. Mary's, from Wallace Bridge to head of River.....	Upper Caledonia.....	do ...	20 00
Frederick Mattie...	Tracadie River, in Counties of Guysborough and Antigonish.....	Tracadie, County of Antigonish.....	do ...	15 00
Angus Cameron....	East River, St. Mary's.....	East River.....	do ...	25 00
John Jones.....	Mouth of Salmon River.....	Mouth of Salmon River	do ...	25 00
James Henderson..	Isaac Harbour and River.....	Isaac Harbour.....	do ...	25 00
Samuel Hudson (Lewis' son).....	Country Harbour River, from Bridge at Narrows to mouth.....	Country Harbour.....	do ...	25 00
John J. Sangster...	From New Harbour to Isaac Harbour, including harbours, rivers and lakes between these places.....	Coddell's Harbour.....	do ...	25 00
Jas. Harrigan, junr.	Cole Harbour River.....	Cole Harbour.....	do ...	25 00
	<i>Halifax County.</i>			
William Anderson	Halifax County, East Division, Dartmouth to Ecum Secum.....	Musquodoboit Harbour.	Overseer..	150 00
	Carried forward.....			5,140 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward.....			5,140 00
	<i>Halifax County—Concluded.</i>			
James Blakely.....	From Ship Harbour to Chezzetcook, inclusive.....	Ship Harbour.....	Warden ...	30 00
William Hall.....	Sheet Harbour.....	Sheet Harbour.....	do ...	40 00
John Fitzgerald....	Halifax Harbour to Margaret Bay, Portuguese Cove.....	Portuguese Cove.....	Overseer ..	150 00
Archibald Kidston	From Peggy's Cove to Terrace Bay, Nine Mile and Prospect Rivers.....	Spryfield.....	Warden ...	40 00
Nathaniel Mason....	From Hubert's to Peggy's Cove, Margaret Bay, Ingraham and Indian Rivers.....	Margaret Bay, Peggy's Cove, W.O.....	do ...	40 00
Daniel Mosher.....	Cow Bay Run.....	Cow Bay, Dartmouth...	do ...	20 00
Donald McCleam....	Chezzetcook River.....	Chezzetcook River	do ...	30 00
Henry Balcam.....	Salmon River.....	Salmon River.....	do ...	30 00
Geo. McLeod.....	Middle Musquodoboit.....	Middle Musquodoboit...	do ...	30 00
P. Hughes.....	Tangier River.....	Tangier River.....	do ...	30 00
Hy. A. Shatford....	Pennant River.....	Hubbard's Cove.....	do ...	40 00
Jas. Gardner.....	Musquodoboit Harbour.....	Musquodoboit Harbour.	do ...	30 00
John Taylor.....	Little Musquodoboit River.....	Little Musquodoboit River	do ...	30 00
Geo. Parker.....	Upper Musquodoboit.....	Upper Musquodoboit River	do ...	30 00
John Frazer.....	Moser's River and Ecum Secum and Smith's Brook.....	Moser's River.....	do ...	30 00
Geo. Keizer.....	Lake Porter and streams.....	Lake Porter.....	do ...	30 00
Wm. Geo. Walker....	Little Salmon River.....	Little Salmon River, Preston Road.....	do ...	20 00
James Crook.....	Big Salmon River or Lawrencetown River.....	Lawrencetown.....	do ...	25 00
F. G. Tolson.....	Sackville River.....	Sackville River.....	do ...	40 00
	<i>Hants County.</i>			
P. S. Burnham.....	Hants County, Western Division, from Western County Line to Walton....	Windsor.....	Overseer ..	100 00
John B Colter.....	Shubenacadie River.....	Milford.....	do ...	30 00
James Mosher.....	Rivers Meander and Hebert, from mouth to source.....	Brooklyn.....	Warden ...	30 00
T. B. O'Brien.....	East Division, from Walton to Colchester Line.....	Maitland.....	Overseer ..	100 00
Joseph Mosher.....	Kennetcook River, from mouth to head of tide.....	Newport.....	Warden ...	50 00
Joseph M. O'Brien.	Walton and Kennetcook Rivers.....	Maitland.....	do ...	30 00
	<i>Inverness County.</i>			
Jas. Coady.....	Inverness County, East Division.....	S.W. Margaree.....	Overseer ..	100 00
David Ross.....	do do.....	N.E. Margaree.....	do ...	100 00
Miles McDaniell....	From mouth of Margaree River to South-west Chapel.....	Forks, Margaree, W.O.	do ...	25 00
Neil McKay.....	Upper Waters and tributaries, Margaree River.....	S.W. Margaree River...	Warden ...	25 00
D. F. McLean.....	Inverness County, Western Division..	Port Hastings.....	Overseer..	100 00
	Carried forward.....			6,545 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts- 6,545 00
	<i>Inverness County—Concluded.</i>			
Peter Benvie.....	Mabou River.....	Mabou, Brook Village..	Warden ...	25 00
M. B. McDonald....	River Dennis.....	River Dennis, W.O.....	do ...	25 00
Donald McDonald..	River Inhabitants.....	River Inhabitants, W.O.	do ...	25 00
John McLean.....	do	Broad Cove.....	do ...	25 00
Hugh Cameron.....	do	S. W. Mabou.....	do ..	25 00
Moses Murphy.....	Ainslie Lake.....	N. E. Margaree.....	do ...	25 00
John McKenzie....	Crowdis Bridge to head of River.....	Big Intervale, Margaree, W.O.....	do ...	25 00
Daniel McDermid..	From his own residence to Big Intervale.....	N. E. Margaree.....	do ...	25 00
Marks Crowdis....	From Bridge to Forks, North-east Margaree River.....	do	do ...	25 00
Angus McKinnon..	do do do	do	do ...	25 00
William Hart, jun.	From Crowdis Bridge to Warden McDermid's residence.....	S. W. Margaree.....	do ...	25 00
Allan McLellan (John's Son).....	Whycocomagh Bay.....	River Dennis.....	do ...	25 00
Malcolm McKay....	Trout River.....	Lake Ainslie.....	do ...	25 00
Angus McFarlane (Angus' Son).....	Upper South-west Margaree Rivers....	Upper S. W. Margaree River.....	do ...	25 00
John P. McFarlane	Margaree Harbour.....	Margaree.....	do ...	25 00
Stephen Graham...	Long Point and Judique Rivers.....		do ...	25 00
	<i>King's County.</i>			
John E. Starr.....	King's County.....	Port William.....	Overseer..	250 00
W. McIntyre.....	Annapolis River.....	Kentville.....	Warden ...	50 00
R. F. Reid.....	King's County.....	Wolfville.....	Overseer..	125 00
C. E. Bishop.....	Gaspereaux River.....	Horton.....	Warden ...	30 00
Jos. Angus.....	do	do	do ...	30 00
	<i>Lunenburg County.</i>			
Geo. Redden.....	Lunenburg County, East Division, Middle, Gold, Martin's and Mushamush Rivers.....	Chester.....	Overseer..	100 00
Ed. Hayes.....	Eastern River	do	Warden ...	25 00
Isaiah Besancon...	Middle River.....	do Basin.....	do ...	25 00
David Demon.....	Lower Gold River.....	Lower Gold River.....	do ...	25 00
John Hutt.....	Middle Gold River	Beech Hill, Chester....	do ...	25 00
Edward Boylan....	Gold River, Upper.....	New Ross.....	do ...	25 00
Jas. Langille.....	Martin's River	Chester.....	do ...	25 00
Hy. S. Jost.....	Lunenburg County, West Division.....	Lunenburg	Overseer..	100 00
Chas. Pernette....	From mouth to Lahave River to Wilkie's Cove.....	do	Warden ...	25 00
C. E. Goddard.....	Wilkie's Cove to Henry Koch's.....	Bridgewater.....	Overseer..	50 00
Jas. Mossman.....	From Henry Koch's to Knock's.....	Lunenburg.....	Warden ...	25 00
B. Rothenhiser....	Knock's to source of Lahave River....	Bridgewater.....	do ...	25 00
John Andrews.....	Mushamush River.....	Mahone Bay.....	do ...	25 00
Geo. A. Nesbitt....	Petite River, mouth to Wallace Brook..	Petite River.....	do ...	25 00
Eli Hebb.....	Petite River, from Wallace Brook to source.....	Hebb's Cross, West Conquerall.....	do ...	25 00
	Carried forward.....			7,980 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward.....			7,980 00
	<i>Lunenburg County—Concluded.</i>			
William Croft.....	East Gold River, from Bongard's Point to Gold River Branch, thence to Clark's, Clinton's and Henry's Lakes.....	Chester Basin.....	Warden ...	25 00
J. H. Keddy.....	Larder's River.....	Larder's River.....	do ...	25 00
	<i>Pictou County.</i>			
Duncan G. McDou- ald.....	Pictou County, East Division, in- cluding Sutherland's, French and Barney's Rivers, Bailey's Brook and Shore Fishery, from Pictou Harbour eastward to County Line	Lismore.....	Overseer..	170 00
William Turner....	Barney's River	Barney's River, W.O...	Warden ...	25 00
Donald McDonald..	Sutherland's River.....	New Glasgow.....	do ...	25 00
Geo. Foote.....	French River	French River.....	do ...	25 00
Donald McLean....	Bailey's Brook	Bailey's Brook, W.O...	do ...	30 00
Charles Henry.....	Pictou County, West Division, in- cluding Middle, East, West, Cari- boo, Toney and John Rivers.....	River John	Overseer..	140 00
Wm. McDonald....	French River	French River	Warden ...	25 00
Peter Campbell....	East River.....	New Glasgow	do ...	25 00
Alex. Douglas.....	Middle River	Middle River	do ...	25 00
Thos. Cameron....	West River.....	West River	do ...	25 00
John McKay.....	River John.....	River John	do ...	25 00
Georges McKenzie.	Cariboo River.....	Cariboo River.....	do ...	25 00
D. A. Murray.....	Barney's River, from McDonald's Bridge to Head	Barney's River, W.O...	do ...	25 00
Samuel Fraser.....	Grant's Factory to East Branch Lake.	Bridgeville.....	do ...	25 00
Donald Fraser....	Fork and West Branch Lake.....	Hopewell	do ...	25 00
Wm. McKenzie....	East River of St. Mary's and Garden Lake	Garden of Eden.....	do ...	20 00
Thomas Fraser....	East River, from Tide Head to Grant's Factory	Island Hopewell.....	do ...	25 00
Edward Cameron..	East Branch Barney's River, from Sutherland's Marshy Hope to Bar- ney's River.....	Barney's River.....	do ...	25 00
A. C. Pritchard....	Central Pictou County, including Middle, East and West Rivers.....	New Glasgow.....	Overseer..	150 00
	<i>Queen's County.</i>			
Saml. T. N. Sellon.	Queen's County.....	Liverpool	Overseer..	225 00
Theodosius Ford..	Milton Bridge up to Port Liverpool River	Milton	Warden ...	60 00
Henry Hooker.....	Puddingpan Island to Toby's Island, up Port Medway River to Dog Cove..	Port Medway	do ...	70 00
John Fitzgerald....	From Steam Mills to Salter's Falls on Port Medway River	Mill Village	do ...	70 00
Barnabas Miles....	Salter's Falls to Pawn Hook, on Port Medway River.....	Greenfield, W.O	do ...	30 00
	Carried forward.....			9,345 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 9,345 00
	<i>Richmond County.</i>			
Duncan Cameron..	Eastern Division, from River Bourgeois to East Boundary of County, including said river	St. Peters	Overseer..	125 00
John Murchison ...	Grand River.....	Grand River, W.O.	Warden ...	30 00
Francis Marneau..	Western Division, from River Bourgeois to West Boundary of County.	Arichat.....	Overseer..	125 00
P. W. Grouchy....	Decousse River.....	do	Warden ...	30 00
John Proctor, sen.	Inhabitants River.....	Port Hawkesbury.....	do ...	20 00
Abraham Sampson	Petit Degrat Inlet.....	Petit Degrat.....	do ...	30 00
Justinian Sampson	L'Ardoise.....	L'Ardoise.....	do ...	30 00
Charles Grant.....	River Inhabitants.....	River Inhabitants.....	do ...	20 00
Allan McRae.....	West Bay, Black River.....	West Bay.....	do ...	30 00
Farquhar McPherson	River Moulin.....	River Moulin, Grandigue Ferry, W.O.....	do ...	30 00
Patrick Kyte.....	River Tier.....	River Tier, St. Péters...	do ...	25 00
Felix Gerroir.....	Grand Ruisseau.....	Grand Ruisseau, Arichat.....	do ...	25 00
William Kehoe.....	False Bay and Breen's Brook.....	River Bourgeois, W.O.	do ...	25 00
	<i>Shelburne County.</i>			
Wm. John McGill..	Shelburne County.....	Shelburne.....	Overseer..	125 00
M. Greenwood.....	Round Bay River and Indian Brook ...	Clyde River, W.O.....	Warden ...	20 00
George Archer....	Birchtown River.....	Shelburne.....	do ...	30 00
Geo. Ryer.....	Roseway River.....	do	do ...	50 00
G. A. Holden.....	Jordan River.....	do	do ...	50 00
Henry Ackerman..	Green Harbour.....	Ragged Island, Locke's Island, W.O.....	do ...	20 00
P. Crowell.....	Barrington River.....	Barrington.....	do ...	20 00
F. G. Nichol.....	Clyde River.....	Clyde River.....	do ...	20 00
	<i>Victoria County.</i>			
J. W. Burke.....	Victoria County, North Division, from Smoky Head to Bay St. Lawrence...	Ingon'sh.....	Overseer..	120 00
Donald McRae, jun	do South Division.....	Raddeck.....	do ...	120 00
John McLellan.....	Middle River.....	Middle River, W.O., Baddeck.....	Warden ...	25 00
Jno. McRae(Rory's Son).....	Middle River, Upper Settlement.....	McLeod, W.O.....	do ...	25 00
Donald McQuar ie.	do	Baddeck.....	do ...	25 00
Donald McMillan..	Baddeck River.....	do	do ...	25 00
Donald McAuley..	do	do	do ...	25 00
Donald McRae	North River.....	North River, W.O.....	do ...	25 00
Frs McGregor.....	Baddeck River and tributaries.....	Baddeck.....	do ...	25 00
Angus McDonald..	Entrance of Baddeck River.....	Hunter's Mountain, W.O.....	do ...	25 00
Kenneth McRae...	Washabuck River.....	Washabuck River.....	do ...	30 00
Roderick Beaton ..	Indian Brook.....	Middle River.....	do ...	30 00
William Foyle.....	Hume's River.....	McNaughton's, W.O.....	do ...	30 00
John McCharles...	Peter's Brook.....	Baddeck River.....	do ...	30 00
Donald Bochaman.	Upper Settlement.....	Middle River.....	do ...	30 00
	Barachois River.....	Barachois River.....	do ...	30 00
	Carried forward.....			10,845 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Concluded.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 10,805 00
<i>Victoria County—Continued.</i>				
Malcolm McIver.....	Indian Brook.....	Indian Brook	Warden ...	30 00
Joseph Guinn.....	North River.....	North River.....	do ...	30 00
Geo. Burton.....	Salmon River, Bay St. Lawrence.....	Bay St. Lawrence, W.O.....	do ...	30 00
Jos. Hellen.....	Cape North.....	Cape North.....	do ...	30 00
John McDonald.....	Middle River, Upper Settlement.....	Baddeck.....	do ...	25 00
<i>Yarmouth County.</i>				
En ardnner.....	Yarmouth County.....	Tusket	Overseer..	150 00
J. A. Hatfield.....	From Raynard's Falls to Lower Narrows, Tusket River.....	do	Warden ...	50 00
William Kavanagh.....	Gurrill's Bridge to Coldstream.....	do	do ...	25 00
William Prosser.....	Branches of River above Raynard's Falls.....	do	do ...	25 00
Eustace Nickerson.....	Salmon River.....	Yarmouth.....	do ...	25 00
Edward Perry.....	Little River.....	do	do ...	25 00
Jerome Doucet.....	Tusket River.....	Tusket	do ...	30 00
Vital Moise.....	Tusket Forks.....	Tusket Forks	do ...	25 00
Joseph M. White.....	Eel Lake.....	Eel Lake'.....	do ...	25 00
Wm. Thurston, sen.....	Cheggoggin River.....	Cheggoggin River.....	do ...	25 00
J. I. Brand.....	Pubnico and Argyle.....	West Pubnico.....	do ...	25 00
	Total.....			11,420 00

PROVINCE OF NEW BRUNSWICK.

W. H. Venning.....	New Brunswick.....	St. John, N.B.....	Inspector of Fisheries Clerk.....	1,400 00 400 00
C. R. Venning.....		do		
<i>Albert County.</i>				
Winthrop Akerly.....	County of Albert.....	Harvey.....	Overseer..	100 00
Wallace Taylor.....	Peticodiac River.....	Coverdale.....	Warden ...	40 00
C. McLatchey.....	Mouth of Peticodiac River and Dorchester Bay.....	Hillsboro'.....	do ...	40 00
Jacob Beck.....	Pollet River.....	Elgin.....	do ...	30 00
J. E. Kinne.....	Germantown Lake and Shepody River.....	Hopewell Corner.....	do ...	40 00
Bartlet Oliver.....	Rocher Bay.....	Waterside.....	do ...	40 00
<i>Carleton County.</i>				
W. B. Mills.....	Miramichi River (S.W.) from Head Waters to Forks.....	Foreston.....	Overseer..	150 00
Geo. R. Burt.....	St. John River and tributaries, from Long's Creek to Tobique River.....	Upper Woodstock.....	do ...	100 00
J. W. Scott.....	St. John River, from Eel River to Woodstock.....	Canterbury.....	Warden ...	30 00
	Carried forward.....			2,370 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward.....			2,370 00
	<i>Charlotte County.</i>			
B. L. Cunningham	Inner Bay of Passamaquoddy	Chamcook, W.O.....	Overseer ..	70 00
James Brown.....	Campo Bello and West Isles, with coasts and streams in Charlotte Co.	Campo Bello	do ...	100 00
Frank Todd	St. Croix River and tributaries	St. Stephen	do ...	120 00
W. B. McLaughlin	Grand Manan Island and spawning grounds	Grand Manan	do ...	*240 00
Samuel Dick.....	St. George to Beaver Harbour	La Tête, W.O.....	Warden ...	30 00
Robert Dixon	Seeley's Cove to Lepreaux	Lepreaux	do ...	30 00
Leonard Best	East District, from La Tête to Lepreaux	Beaver Harbour, W.O..	Overseer ..	100 00
J. M. Lord	Deer Island	Deer Island	do ...	70 00
James Russell.....	From St. Andrews to mouth of St. Croix River	St. Andrews.....	Warden ...	30 00
Andrew Gilmour..	Northern Head, Grand Manan	Grand Manan	do ...	30 00
Edward Carroll...	Whitehead Island	do	do ...	30 00
Thos. Holmes	West side, Deer Island.....	Deer Island	do ...	30 00
	<i>Gloucester County.</i>			
James Hickson.....	River Nepissiguit and tributaries, with sea coast and streams from Belle- dune River to Grindstone Point.....	Bathurst.....	Overseer ..	250 00
.....	Nepissiguit River	do	Warden ...	50 00
Juste Haché.....	Oyster beds in County, Caraquet and Shippegan	Caraquet	Overseer ..	100 00
Justinien Savoy...	Tracadie.....	Tracadie, W.O.	Warden ...	30 00
John L. Venot.....	Pokemouche	Pokemouche	do ...	30 00
Frédéric Comeau.	Petit Rocher, from Belledune to Mill Stream	Petit Rocher.....	do ...	40 00
Miles Dempsey	Salmon Beach, from Bass River to Grindstone Point.....	Salmon Beach.....	do ...	30 00
Tim Coughlan	Grindstone Point to Grand Anse	Grand Anse	do ...	30 00
Adolphe Haché	Shippegan	Shippegan	do ...	30 00
W. Rogers	Tête-à-gauche River.....	Tête-à-gauche, Bathurst	do ...	25 00
John Calnan, jun.	That part of River Tête-à-gauche from a mile above the Mill Dam to the source of said river.....	Kinsale	do ...	25 00
Alexis Landry, jun	Pokemouche River	Pokemouche	Overseer ..	50 00
Augustin Cormier.	Caraquet Herring Banks.....	Caraquet	do ...	50 00
Joseph Poirier.....	Bay Chaleur, between Grand Anse and Point Mizzenette.....	Grand Anse	do ...	50 00
	<i>Kent County.</i>			
Charles Cormier...	Cocagne River.....	Cocagne	Overseer ..	100 00
J. McD. Sutherland	Richibucto River.....	Richibucto	do ...	75 00
F. B. Léger	Little Buctouche River	Little Buctouche River.	Warden ...	30 00
M. A. Girouard	Big do	Buctouche	Overseer ..	75 00
James Harnett.....	From the mouth of Nicholas River, on the Richibucto, upwards, including Nicholas River	Weldford	Warden ...	30 00
Lazare Guimon	From Kouchibouquacis to Chockfish River	Kouchibouquacis.....	do ...	75 00
	Carried forward			4,425 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 4,425 00
	<i>Kent County—Concluded.</i>			
Nicholas Muzzeroll	From Kouchibouquais River to Point Sapin.....	Kouchibouquais	Warden ...	50 00
A. L. Collet.....	Buctouche Bay.....	Buctouche.....	do ...	30 00
	<i>King's County.</i>			
Samuel Goaline.....	From mouth of Smith's Creek up- wards.....	Smith's Creek, W.O....	Overseer..	100 00
Samuel F. Ryan....	Mill Stream.....	Studholm, Apohaqui..	Warden ...	30 00
James A. Belyea...	St. John River and Belle Isle Bay and streams running thereinto.....	Westfield.....	Overseer..	50 00
Samuel Gamblin...	Washademoak Lake and its tributaries in King's and Queen's Counties.....	English Settlement, Pearson's, W.O.	Warden ...	30 00
F. W. Hatfield.....	Belle Isle Bay.....	Belle Isle.....	do ...	50 00
Jonah Keith.....	North Canaan River.....	Havelock.....	do ...	30 00
	<i>Northumberland County.</i>			
Prudent Robichaux	Burnt Church River and tributaries, and Upper Tabusintac.....	Upper Neguac.....	Overseer..	100 00
John Stymast.....	Lower Tabusintac River.....	Stymast Road, Neguac.	Warden ...	50 00
William Wyse.....	Herring fisheries, Miramichi Bay, and bass fishing in Napan Bay and Black Rivers.....	Chatham.....	Overseer..	200 00
Chris. Parker.....	Miramichi River and tributaries, from Beaubair's Island to Blackville.....	Newcastle.....	do ...	160 00
Samuel Holt.....	From lower line of Blackville to Blissfield.....		do ...	160 00
John Hogan.....	Miramichi River (N.W.) and tribu- taries, from Chatham Ferry up- wards.....	Newcastle.....	do ...	400 00
Aaron Hovey.....	Miramichi River (S.W.) and tribu- taries, from Nelson's to Head of Hovey Island.....	Boiestown.....	Warden ...	30 00
George Bryanton...	From Elm Tree Brook to Squire Under- hill's, on the S.W. Miramichi River...	Derby, W.O.....	do ...	30 00
Kenneth Cameron.	Miramichi River (S.W.) from line of Blissfield to the head waters and tributaries.....	Boiestown.....	Overseer..	100 00
Patrick Bergin.....	From Underhill's to Stephen Mit- chell's, on S.W. Miramichi.....	Dumpey, W.O., Parish of Blackville, S.W. Miramichi.....	Warden ...	30 00
Thomas Smith.....	From lower end of Fingley's Island, on N.W. Miramichi, upwards, and the Big Sevogle.....	North Esk, Red Bank, W.O.....	do ...	30 00
Jared Blackmore...	From lower side of Ox Bow, on the Little South West, upwards.....	do do ...	Overseer..	50 00
Patrick Gillis.....	Little S.W. River and tributaries.....	do do ...	Warden ...	30 00
Denis Hogan.....	Renous River and tributaries.....	Renous Bridge, W.O...	do ...	30 00
Michael Donovan..	Renous River.....	Renous Bridge.....	do ...	18 00
	Carried forward.....			6,213 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			6,213 00
	<i>Northumberland County—Concluded.</i>			
John Shaddick.....	Big Sevogle to Square Forks.....		Warden ...	30 00
F. McDairmid.....	Napan and Black Rivers and tributaries	Napan, W. O., Chatham.....	do ...	30 00
John Williston.....	Bay du Vin River and Bay, with Parish of Hardwick, Fox and other Islands and Stations on South side of Main Channel, Miramichi River..	Bay du Vin, W. O.	Overseer ..	100 00
James Russell.....	Miramichi Bay and Feeders.....	Lower Newcastle	do ...	150 00
Thomas Taylor.....	South West Miramichi, within Parish of Blissfield.	Blissfield.....	Warden ...	50 00
Samuel Freeze.....	From Doaktown to Hovey Islands, in the Parish of Blissfield, on the South West Miramichi River.....	Doaktown, Miramichi..	Overseer..	100 00
Daniel Mathews....	From lower side of Ox Bow, on Little South West Miramichi, upwards ...	Little South West Miramichi River.	Warden ...	30 00
Nat. Morehouse....	Arbo Settlement, Parish of Blackville, South West Miramichi.....	Arbo Settlement	do ...	30 00
J. Underhill	Coughlin Settlement, Parish of Blackville, South West Miramichi.....	Coughlan Settlement...	do ...	30 00
John Doyle	Tabusintac and Bartibog Rivers.....	Bartibog.....	do ...	30 00
Geo. Hubbard.....	Whitney Settlement, N. W. Miramichi.	Whitney Settlement....	do ...	30 00
John Blake	Miramichi River and tributaries, from Point aux Carr to Middle Island ...	Black Brook	do ...	70 00
Angus McIntosh ...	Miramichi River and tributaries, from Middle Island to Newcastle Ferry...	Chatham Head.....	do ...	30 00
Tubal Watling.....	Black River and tributaries in the Parish of Glenelg.....	Black River.....	do ...	30 00
Samuel Kingston..	Upper waters N. W. Miramichi River, from Rolph's Crossing, upwards.....		do ...	50 00
Robert Keating ...	N. W. Miramichi River and tributaries, from McKay's Plats to North West Bridge	North Esk.....	do ...	30 00
Jas. Fitzpatrick ...	Black River.....	Napan.....	do ...	30 00
M. Ryan.....	North West Miramichi.....	North Esk	do ...	30 00
M. Hayes	Dungarvon River.....	Renous River.....	do ...	30 00
	<i>Queen's County.</i>			
Isaiah Langan.....	Salmon River.....	Chipman, W. O., Gasperaux.....	Warden ...	30 00
John Secord.....	Canaan River.....	Longs' Creek, Johnston	do ...	30 00
I. T. Hetherington.	From Cole's Island to foot of Washademoak Lake.....	Jenkins, W. O. Johnston	Overseer..	100 00
Robert Philips.....	Headwaters, Washademoak Lake		Warden ...	25 00
	<i>Restigouche County.</i>			
A. McPherson.....	From Belledune to Dalhousie.....	River Charlo.....	Overseer ..	100 00
John Mowat.....	The River Restigouche and its tributaries, in the Counties of Restigouche and Victoria, including also the waters of the Bay des Chaleurs.	Dee Side, Matapedia, P. Q.....	do ...	
	Carried forward.....			7,408 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF NEW BRUNSWICK—Concluded.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 7,408 00
	<i>Sunbury County.</i>			
G. W. Hoben.....	St. John River, Indiantown, to Co. line of York.....	Burton, W.O.....	Overseer..	100 00
W. E. Taylor.....	do do	Sheffield	Warden ...	30 00
	<i>St. John County.</i>			
Joseph O'Brien.....	St. John County.....	Carleton, St. John.....	Overseer..	150 00
Wm. E. Skillen....	Eastern part of St. John County, from Quaco Head to Goose River.	St. Martins.....	do ...	100 00
	<i>Victoria County.</i>			
C. McCluskey.....	County of Victoria.....	Grand Falls	Overseer..	100 00
Chas. Roberts.....	Lower Division, Tobique River.....	Andover.....	Warden ...	30 00
Jno. McDougall....	Three Brooks, branch of Tobique River.....	Rocky Brook, Parish of Lorne	do ...	30 00
Jno. C. McCloakey	Salmon River.....	Andover.....	do ...	30 00
Donald Fraser.....	Tobique River	Aurthurette, W.O	do ...	30 00
Thos. Edgar.....	Middle Division, Tobique River	Three Rivers.....	do ...	50 00
Edward Maloney...	Upper Division, do	Tobique River, Parish of Lorne.....	do ...	30 00
J. McNab Cameron	Tobique River.....	Tobique River.....	do ...	30 00
	<i>Westmoreland County.</i>			
W. B. Deacon.....	Shediac Harbour and River.....	Shediac.....	Overseer..	100 00
D. T. Cormier.....	Dorchester Bay.....	Pré d'en haut.....	do ...	60 00
Robt. Goodwin....	The Parishes of Sackville and Westmoreland.....	Bay Verte.....	do ...	100 00
	<i>York County.</i>			
Robert Orr.....	County of York.....	Fredericton.....	Overseer .	150 00
J. Campbell.....	Grand Pass, on St. John River, upwards from Crock's Point to Lower Line of York County, including Nashwaak River	Kingsclear, W.O, Fredericton	Warden ...	60 00
Wm. Brown.....	St. John River, from Upper Line of York County to Crock's Point, on River St. John.....	Southampton.....	do ...	60 00
A. Moir.....	From Price's Bend to Burnt Hill, S.W. Miramichi	Bloomfield	do ...	30 00
	Total			8,658 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF PRINCE EDWARD ISLAND.

Name.	District.	Address.	Overseer or Warden.	Salary.
J. Hunter Duvar	Prince Edward Island	Alberton	Inspector of Fisheries	\$ cts. 800 00
<i>Queen's County.</i>				
Michael Ready	Winter River	Winter River	Warden	30 00
Lionel Garnam	do	do	do	30 00
S. Vanderstine	Vernon River	Vernon River	do	30 00
Geo. Stephenson	New Glasgow	New Glasgow	do	30 00
James Power	Huntly and Wheatly Rivers	Huntley River	do	30 00
Jonathan Delany	New London	New London	do	30 00
John Mathieson	Bonshaw, from Appin Road to Dog River and from South Wiltshire Road to the Coast	West River	do	30 00
Finlay Mackenzie	Lots 60 and 62	Pinette River	do	30 00
Francis Stanley	Charlottetown, including East, West, and North Rivers	Charlottetown	do	30 00
Wm. Whitehead	South West River	S. W. River	do	30 00
Thomas Murphy	Trout River	Trout River	do	30 00
Peter Traylor	Johnston's River, including Oyster Fishery at its mouth	Johnston's River	do	30 00
B. Loughrim	Orwell and Newtown Rivers	Orwell	do	30 00
W. Campbell	Cousin's Run	Cousin's Run	do	30 00
Thos. W. Beers	Pownal Bay and Seal River	Cherry Valley	do	30 00
Jas. Howatt	Crapaud	Crapaud	do	30 00
<i>Prince County.</i>				
Henry Clark	Dunk River and Egmont Bay	Summerside	Overseer	200 00
D. L. Bryant	From western bank of Big Pierre Jacques River to the point where the North line of Lot 15 touches the shore of Egmont Bay	Enmore River	Warden	30 00
Calvin Howat	Tryon River	Tryon River	do	30 00
James T. Reid	Miminigash	Miminigash	do	30 00
James Ramsay	Lot 13, Trout River	Lot 13	do	30 00
James McLellan	Lot 14 do	Lot 14	do	30 00
John Tucker	Dunk River, Lot 25	Lot 25	do	30 00
Patrick McBride	do do	do	do	30 00
William Burns	do do	do	do	30 00
James Nelligan	Nail Pond and Skinner's Pond	Nail Pond	do	30 00
John Beaton	Lots 5, 6 and 10	Lot 10	do	30 00
Geo. A. Sharpe	Lot 12, on the Narrows	Lot 12	do	30 00
Patrick Delaney	Summerside, including Bedeque Bay and South part of Richmond Bay	Summerside	do	30 00
John Chaisson Chapel	Tignish, from line of Lot No. 2, northward, to include Little and Big Tignish, and westward to Railway	Tignish	do	30 00
Peter Aylward	Skinner's Pond, southward, from south end of Nail Pond to Black Pond, inclusive, and East to Railway	do	do	30 00
Alex. McDonald	Cascompeque Bay and Inlet, from the Narrows to Kildare Capes	Alberton	do	30 00
Thos. Drummond	Dunk River	Freetown	do	30 00
Y. S. Gillis	Richard Bay and Malpeque	Indian River, Lot 18	do	30 00
Carried forward				1,990 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—*Concluded.*

PROVINCE OF PRINCE EDWARD ISLAND—*Concluded.*

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward			1,990 00
	<i>King's County.</i>			
Andrew Whelan ...	Souris River	Souris River	Warden ...	30 00
Allan McDonald ...	North Lake	North Lake	do ...	30 00
Malcolm Mathewson	Grand River	Grand River	do ...	30 00
Edmund Aitken	Bay Fortune River	Bay Fortune River	do ...	30 00
John McDonald	Naufrage River	Naufrage River	do ...	30 00
Daniel Reilly	Montague, from Georgetown Road to Whim Road, and from County Line to the Coast	Montague River	do ...	30 00
John Lowe	Murray Harbour and River, including Lot 63 and 64	Murray Harbour	do ...	30 00
Peter Duffy	St. Peter's and Morell	St. Peters	do ...	30 00
James Mitchell	First District of Morell	Peake's Road	do ...	30 00
John O'Brien	Second do	Morell River	do ...	30 00
Pat. McCullough	Third do	Peake's Road	do ...	30 00
J. H. Dingwell	Fourth do	Morell River	do ...	30 00
James Burke	Cardigan Bay	Georgetown	do ...	30 00
Robert Quinn	Brudenell River	Cardigan	do ...	30 00
	Total			2,410 00

PROVINCE OF BRITISH COLUMBIA.

Alex. C. Anderson.	British Columbia	Victoria	Inspector Fisheries ..	600 00
Geo. Pettendreich.	do	New Westminster	Overseer ..	500 00
	Total			1,100 00

RECAPITULATION.

Samuel Wilmot, Superintendent, Fish-Breeding Establishments in the Dominion	\$2,000 00
Ontario	7,085 00
Quebec	7,190 00
Nova Scotia	11,420 00
New Brunswick	8,658 00
Prince Edward Island	2,410 00
British Columbia	1,100 00
Total	<u>39,883 00</u>

No. 1.

NOVA SCOTIA.

REPORT OF W. H. ROGERS, Esq., INSPECTOR OF FISHERIES FOR THE
PROVINCE OF NOVA SCOTIA, FOR THE YEAR 1881.

AMHERST, 31st December, 1881.

Hon. Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my Annual Report on the fisheries of Nova Scotia, together with the statistics, which show a small increase in the total value over last year, the whole amounting to \$6,214,775.50; and as prices in our markets ruled higher than in 1880, our fishermen have realized larger profits. When times are good and labour in demand, many fishermen abandon their usual calling, and obtain employment in the coal mines, lumber woods, &c. Hence a smaller crop of fish is usually gathered. I find that the number of men engaged in the fisheries during the year was over five thousand less than in 1880, a falling off of about twenty-two per cent., while the shrinkage in the yield of the fisheries is not over one and a quarter per cent.; thus showing pretty clearly that fish must have been more plentiful around our coasts or we should have had to record very different results. Considering that some 2,000 less men were employed, fish of all kinds must have been unusually plentiful around the coast. I anticipate a still greater increase in all kinds next season. It must also be borne in mind that the whole summer was a very rough and boisterous one, which caused much loss of time to those that pursued fishing as a business. Then, it will be observed that the crop of mackerel has fallen off about one-half in a single year, which is not an unusual occurrence, as they are very erratic and unreliable in their movements. The best that can be done to improve this branch of the fisheries, as well as the cod family, is to open up inland waters for the passage of migratory fishes to spawning grounds, so that the increased numbers of fry may afford attraction to the sea fish along the inshores. Mill-dams, natural falls, and accumulations of trees, branches, &c., impede the progress of fish in many branches of large rivers. Also beaches, thrown up by the action of the waves, close up the outlets of many lakes and streams, which ought to be opened as rapidly as possible. To fill our numberless bays, estuaries, harbours, &c., with myriads of young fish from our inland waters, as was the case before the country was settled, simply means to bring in larger fish to where our fishermen can capture them. This will render the business of fishing not only more profitable, but much more certain in its annual yield.

A careful perusal of the Overseers' reports herewith, will show that much has already been done in the direction above mentioned, yet there is very much to be accomplished. The capabilities of our inshores, like many of our other natural resources, are susceptible of great and wide expansion, and the profits from a prudent

expenditure of money and labour are not more certain in any branch of human industry.

The population of the continent is rapidly increasing, the modes of travel and channels of commerce are continually extending and widening; hence the value of our fish crop should correspondingly be enhanced, and the profits increased. Every means within our knowledge, therefore, should be utilized to improve and increase the productions of the fisheries.

SALMON.

This fishery, as will be seen by the returns, still continues to decrease, but I am not disposed either to take so gloomy a view of this as some, or attribute it to local abuses entirely, because the decline in the production of these fish is continental in extent, and it is as marked on the coast of Newfoundland, Labrador, Quebec and New Brunswick, where the local abuses complained of in this Province either do not exist at all, or to a very limited extent. In this Province these fish seem to have, for the time, even abandoned our unobstructed eastern rivers, as well as those afflicted with mill-dams and saw-dust, in the central portions of the Province. In each case local abuses or imaginary evils are pointed to by some as the cause. If it be true that salmon will only enter their native rivers for the purpose of spawning, the abuses on the LaHave, for instance, ought not to reduce the number of salmon entering the Gold, St. Mary's or Margaree Rivers; yet these fish are almost as scarce on the latter as on the former. I am quite aware that impassable mill-dams will destroy most effectually the fish in any river; but I fully believe that our salmon fisheries are not, as some suppose, rapidly passing away for the want of proper protection and care, but, like other branches of the fisheries, are subject to general migratory movements for which no cause, within the knowledge of man, has yet been accurately assigned. I therefore confidently look for a return, at an early date, of these fish in abundance, and we are not without encouraging evidences of this, for during the past fall our rivers were well stocked with parent fish—more than has been known for twenty or thirty years past. Instances might be cited, but this is unnecessary, because, on referring to the Overseers' reports herewith, it will be seen that this fact is noted by many of them as being well known local facts, and particularly so of the rivers in which young fish were placed during the past few years, so that we may look with confidence for a large increase in this fishery the next and following years, as has been the case with the alewives fishery. These fish are constantly increasing in value, and on much of our coast, where they are taken in the months of March and April, they are worth from 40c. to 75c. per pound; at this rate, the Liverpool and Medway Rivers, with their estuaries, could, in a very few years, by the aid of a hatching-house, be made to yield from \$200,000 to \$300,000 per annum. This sum would be almost clear profit to the people, as they are sold and sent away fresh to the American markets and the expense of catching them is trifling.

ALEWIVES.

This fishery, as I have anticipated in former reports, still continues to increase. The following figures show the catch of recent years:—

1877.....	5,433	brls.
1878.....	5,738	"
1879.....	9,489	"
1880.....	16,148	"
1881.....	22,474	"

Next year I fully believe the catch will be as high as 30,000 barrels. The market, however, is limited, and prices drop when the catch is large. Had it not been for this fact, many more would have been taken during the present year, and this will still more

have the effect of contracting the catch next year. The great value of this fishery, however, is in its influence on the cod and mackerel fisheries. When the former are abundant, the latter are almost sure to be. It is in our power to increase this fishery indefinitely in this Province, as our lakes and inland waters are so numerous and extensive, they can be cultivated cheaply and abundantly. All that is needed is an easy and certain passage from tide waters to the fresh water lakes and streams.

SHAD.

This fishery also continues to give increasing returns, but I do not take much credit as the result of Departmental control or improvements for the increase, because all we can do towards its improvement or protection, is to protect individual rights and enforce fair and legitimate modes of fishing. There cannot be a doubt, as it appears to me, but that the increase as indicated by the following figures, is almost entirely the result of the extensive artificial culture of these fish by the Americans to the south of us. After spawning in their rivers in February, March and April, they come north to feed on the mud flats of the Bay of Fundy, where they become fat very rapidly. I need not further elaborate this view of the matter, as I have so often referred to it in my former reports. During the four years, from 1870 to 1873, we caught in this Province 20,260 barrels. The next four years, from 1874 to 1877, 25,480 barrels, and the last four years, from 1878 to 1881, we took 35,340 barrels. The last period, showing the very large increase of nearly 80 per cent., over the first, and a very satisfactory increase throughout the whole period. I think we may expect a continued increase as long as our neighbours continue their enterprise in this direction.

LOBSTERS.

There has been an increase in the quantity put up of 813,552 cans, owing to an increase in the packing establishments, and the number of persons engaged in the business. There seems to be a great diversity of opinion, both among fishermen and packers, as to the length of time and the season which should be set apart as a close season for these fish. I think that one uniform time, embracing the months of July and August, should be fixed upon for the whole Dominion. This would cover all the time needed in both early and late districts, and would afford ample time for packing all the fish the market would require, or the waters of our coast could afford to part with, consistent with keeping up the supply.

HERRING.

Herring were very abundant all around our coast, and seem to have scattered to the winds the theory put forth for years past by our fishermen, that the lobster fishing was ruining the herring fishery. We caught of these fish in the year—

1877	113,098 brls.
1878	130,290 "
1879	129,763 "
1880	136,543 "
1881	198,269 "

This fishery is also on the increase; and the same is true of the Digby herring fishery, which are usually smoked and put up in boxes. During the past few years this fishery fell off largely, and the cause assigned was that saw-dust from the mills on the Bear and Annapolis rivers had driven them out or prevented them from entering the bay. Recent developments in this fishery, however, tell a different story, for we caught in—

1877.....	28,780 boxes.
1878.....	7,165 "
1879.....	32,840 "
1880.....	60,020 "
1881.....	67,325 "

So that this fishery, too, is on the increase at present, and we hope it may continue for some time to come.

MACKEREL.

These fish have fallen off from the catch last year more than 50 per cent. This is not surprising or unusual for mackerel, as they are very unreliable in their movements. The only way to keep plenty of these fish about our shores is to increase the number of young fish descending our rivers into the bays and harbours each year.

FISHWAYS.

But little was accomplished during the past summer in the way of either improving the old or constructing new ones. The reason for this is two-fold:—

In the first place, the season was a very wet one, and consequently the streams were full during most of the summer, rendering it difficult in most cases to do anything in this work. Then, it is useless to construct any more of the old pattern, when we have a new one which is perfect in its effects. But before they can be adopted generally it would be necessary that some means be provided to at least pay for part of the cost of their construction. As this is the most important part of our work in this Province, no time should be lost in perfecting the necessary arrangements for their immediate and rapid construction throughout the Province. The old ladders on the dams at Bridgewater, on the Lahave River, have been repaired and will be in readiness for the fish in the spring. Stringent measures will be necessary to keep the poachers away, so that fish can ascend the streams.

Some money should be provided especially for opening up and removing rubbish and other obstructions from many small streams from lakes in order to admit the passage of fish to the headquarters of our streams, &c. This is of the utmost importance, and should not on any account be longer delayed.

FISHERY OFFICERS

Are for the most part faithful to their trust, and many of them take much interest in their work, but their pay should be increased. In many places additional officers are required.

I have the honour to be, Sir,

Your obedient servant,

W. H. ROGERS,
Inspector of Fisheries.

SYNOPSIS OF FISHERY OVERSEERS' REPORTS.

ANNAPOLIS COUNTY.

Overseer W. T. Carty, of Tupperville, reports that hook fishing in the Bay of Fundy is gradually diminishing, owing, it is supposed, to excessive trawling at the mouth of the bay. Herring, however, have been taken in very remunerative quantities, and are on the increase. The fishermen at Hampton and Parker's Cove made extra exertions during the past year as to fishing gear, but they labour under the disadvantage of not having a proper place for a harbour. The Anna-

polis Basin yielded a very remunerative supply of a superior quality of herring. Laiquille River yielded comparatively nothing, only about 100 pounds of salmon. The stream is continually infested with Indians, and the Warden "amounts to nothing." Annapolis River contained large quantities of salmon, bass and shad, but the freshet in the fishing season prevented many nets from being set. The Lawrence dam was opened for the passage of fish, and salmon and shad have been seen in their old resorts in Wilmot. The overseer has not heard of any salmon being taken in Round Hill Stream, and would recommend one of the new fishways in the east brook, and the old one closed, and also a gate of net-work, to prevent salmon from going under the dam near the old fishway. There have been no salmon in Nictaux River, above the Bial's Dam, since that dam has been there, and the mill has been burnt for two years. Nixon's Mill has gone down, and the Pope and Voce Mill in Albany, on the Nictaux Stream has been burnt. As these streams are important, the overseer strongly recommends that the obstructions be removed and the streams restocked.

ANTIGONISH COUNTY.

Overseer John McDonald, of Doctor's Brook, reports a falling off in the total value of last season's fish, owing principally to the falling off of mackerel and salmon. Two new lobster factories—one at Arisaig, and the other at Cape George—were built, and have had fair success. A less number of salmon fishermen have taken out licenses this year than last, owing to the poor prospects of salmon fishing at the beginning of the season. After carefully examining the different fishways in the county, Mr. McDonald is of the opinion that "none of them answers the purpose of its construction," because: 1st. They cannot properly be located; 2nd. Freshets only, afford sufficient water for their proper use. On the 22nd of November, he had a party arrested for fishing salmon without a license, and after considerable trouble succeeded in punishing the guilty person. All the Wardens report that they have seen more fish in the rivers, especially salmon, this year than for any previous year, and that they have no trouble with poachers or others who seem disposed to give injury to our fisheries.

CUMBERLAND COUNTY.

Overseer James King of Amherst, reports that salmon have been about as plentiful this year as formerly, but were late coming into the rivers on account of the dry weather. Alewives were very plentiful this year and appeared very early in the season. Shad also were plentiful and of very good quality, and although early in making their appearance, the people were ready and secured a good catch. The catch of herrings shows a large falling off, and the same applies to all fish which are hooked, which makes the general yield below last year. The only fishway in his section is at River Hebert, and it is in good order. The other rivers are generally unobstructed.

COLCHESTER COUNTY.

Overseer Henry Blair, of Truro, reports that there have been no violations of the law in his division. The only trouble he has had is in attending to the rubbish from the mill, and that requires constant watching. Salmon and shad have not been quite as plentiful as they were last year. Alewives are increasing steadily, and, with proper protection, will soon be a valuable fishery. There are no fishways in his division, although some are much needed, and this ought to be attended to at once. The run of spawning fish up rivers has been small this fall.

Overseer R. J. Pollock, Lower Stewiacke, reports that the season has been much more favourable for the salmon than last year. They have been more plentiful than for two years, 500lbs. more being caught. About one-third of all the fish caught have been used for home consumption, and the balance is sold at the railway station

in Truro and to farmers. On account of the favourableness of the season more time has been spent looking over the river than heretofore. The people appear to have given up the practice of drifting and spearing, and this officer failed to detect any violation of the law. Fall salmon were plentiful.

Overseer Henderson Gass reports a great falling off in the catch of herring. There is also a falling off in the catch of lobsters, owing to the fact that the season was ten days shorter, and also to stormy weather during the latter part of the season. The salmon fishery in the bay was considerably better this year, but as there is only one man fitted out for deep-water fishing, the catch, as it appears in the statistics, is small. This overseer reports that there has been no open violation of the law, but that he is aware of the fact that poaching is carried on to a considerable extent, which it is impossible to stop, as the people believe that the law is unfair, because the close season begins before any salmon enter the rivers, giving no chance to catch any legally. He believes that more salmon ascended our rivers this season than for any of the past few years.

Overseer J. W. Davison, of Little Bass River, reports that there has been a considerable increase in the catch of shad over that of last year, and a small increase in the quantities of salmon and cod taken. Weir fishing is declining, while net fishing has been very successful. Prices generally were good, and, in some cases, extra. The last shipment of shad sold in Philadelphia at eleven dollars per barrel. Three of the fishways on Bass River and Economy River received the needed repairs and are now in good order. Owing to the want of rain in the early part of the season, salmon did not go up the rivers until the middle of October, when they ascended in as good numbers as usual. Mr. Davison says that one of the greatest evils existing in the fisheries in his district is the fact that, when a season or two of good fishing occurs, a large number rush into the fishing business, which, while furnishing a remunerative employment to a reasonable number, becomes ruinous on that account.

CAPE BRETON COUNTY.

Overseer Francis Quinan reports that salmon have been scarcer than in any year since he has held office. The cause given by fishermen is that the winds were unfavourable at the time the fish were approaching our coast, which caused them to take another direction. Mackerel were very scarce, but herring were plentiful and of good quality. Alewives were numerous, but were not fished extensively. The spring catch of codfish was large, and would have been much larger if the miners, as formerly, were compelled by necessity to fish. The salmon-breeding establishment at Sydney will likely prove a great benefit to the fisheries. Some of the rivers best adapted for salmon are almost ruined by the masses of brush, &c., in their beds. If a few hundred dollars were spent in removing this, the rivers would be much more suited for an increase in salmon. Two wardens are required, one for Cow Bay, and one for Glace Bay. They are wanted to protect the fishing grounds from the ballast of the coal-traders, and the fish offal of the different passing vessels. Many of the fishermen have been seeking new markets. Several send their fish to Montreal, and others to Boston. The only fish-ladder in his district is in good working order.

Overseer Alexander McDonald, East Bay, reports the large decrease of 4,728 barrels in mackerel. Owing to the smallness of the prices in the spring season, it was not remunerative to fish them, while in the fall they would not take the hook. There is a slight decrease in the catch of codfish, because the coast was lined, until about the 20th of May, with drift ice, and also owing to the unfavourable weather in August. The catch of herring shows an increase of 1,032 barrels. Salmon are becoming scarcer yearly, there being less caught this year than ever before in this district, and besides very few were seen going to their spawning grounds. The cause of their scarcity is unknown. Haddock shows an increase, while halibut are wanting altogether, owing, it is supposed, to trawl fishing. The lobster factory, under the management of H. Cook, was in operation this season, and has done better

work than last year. The fishermen are displeased because of the shortness of the time allowed them to catch lobsters. They cannot put their gear into the water with safety before the 15th of May, on account of the drift ice, which makes the season a short one, and they, therefore, ask for the time allowed Prince Edward Island, that is, up to the 15th August. The fishery laws were well observed.

Overseer York Barrington reports a decrease in almost all kinds of fish, except herring, the catch of which exceeds that of many years past. The decrease in the total amount is due to the unfavourable weather in the fishing season. Mr. Barrington has no fines to report.

DIGBY COUNTY.

Overseer William Hanley, of Digby, reports a large increase in the total catch in Digby County over that of last year. There being no Overseer the year before he received his appointment, Mr. Hanley found the fishery regulations almost entirely ignored. The catch of mackerel in St. Mary's Bay was very small this year. Notwithstanding the yield of shad at the head of St. Mary's Bay has been greater this year than for the last two, this fishery is much under that of former years. The reason of this decrease he thinks is obvious. The head of St. Mary's Bay is their spawning grounds, and as they enter the bay they are captured by weirs set early in April. They are very poor and are not worth much in the market. Mr. Hanley thinks the only way to save this important fishery from total destruction is to pass an order, prohibiting the erection of shad weirs, north and south at the head of St. Mary's Bay, previous to the 20th June. Herring were more abundant this season than for several years past. There are several important fishing stations along the Bay of Fundy shore, which need breakwaters in order to form protection to vessels, &c. The fishermen in some places offer timber, &c., and only desire the aid of the Government to help in constructing them. Two factories have been started for canning haddock, and there has also been two started for the manufacture of guano. This overseer regrets to report that no salmon were caught this season, owing to the fact that mill-dams prevent them from reaching their spawning grounds. A good market has been created for halibut in Boston at remunerative prices.

GUTSBOROUGH COUNTY.

Overseer James A. Tory reports the fisheries much more successful than for several years past. This increase may be attributed in a great measure to the fitting out at Cape Canso of several well equipped vessels for the bank or deep-sea fishing; also to the increase in lobsters, which confirms former statements that restrictions should be placed upon this fishery, if it is to be preserved for future benefit. The extra catch of herring has also helped to swell the total catch, and a new item, which appears for the first time in this county, viz: Squid. This fish was heretofore only caught for the purpose of bait, but is now of greater importance in supplying the bank or deep-sea fishermen of the Dominion and the United States, besides in being an article of export to St. Pierre. Nearly all the other kinds of fish are about the same as in the previous year, and considering the whole catch, it has proved a prosperous season. Mr. Tory has nothing special to report concerning the river fisheries, but still finds it difficult to keep the rivers free from illegal fishing. From what he can learn, however, the fish in the rivers are on the increase.

In the spring, Mr. Wilmot brought twenty thousand salmon ova, and one-half the young fish were placed in the river at the Intervale, and the other half in Salmon River. The latter were seen about a month after two miles above where they were put in.

The overseer finds considerable complaint and dissatisfaction among net and seine fishermen owing to the want of regulations in reference to their fishing. Since the repeal of the old Nova Scotia law there has been, in fact, no regulation to guide or control the shore fisheries.

Overseer Allan McQuarrie, of District of St. Mary's reports an increase in the total catch, which is mainly due to the new canning establishment at Liscombe. There is a considerable falling off in the catch of mackerel and salmon. The decrease in the former is due to the unfavorable winds prevailing during the fishing season, while that of the latter is due to the over-fishing, caused by the good markets for salmon, as well as to the boats, traps and garbage of the lobster factories all along the shore, and on some of the best salmon rivers. Lobster fishing was good, particularly so up to about the 10th of July, after which they seemed scarce, as well as small and soft shelled. Alewives were more plentiful than usual, as they went up to the head waters, and the poor people were given a chance to catch them. Smelts are very abundant, but are only taken in small quantities for home use. Wardens are greatly needed at Indian Harbour and Ecum Secum. The fishways are in good order, as is evident from the number of fish seen ascending them when there is sufficient water. The amount of sawdust in the St. Mary's and Liscombe Rivers is yearly increasing, and notably so in the latter. There is much difference of opinion as to its injurious effects, and it should, Mr. McQuarrie thinks, be kept from the streams as much as possible. In a former report, this officer referred to a stream emptying into Indian Harbour, forming the outlet to the chain of lakes, 9 miles in extent. This stream becomes much obstructed by storms, and it required some attention and expense to keep the channel open. The wardens are always ready to give him any assistance needed. The laws have generally been well observed, and he has only one small fine to report.

HALIFAX COUNTY.

Overseer John Fitzgerald, Portuguese Cove, reports a decrease in the catch as compared with that of last year. Salmon and mackerel show the most notable decrease,—especially the latter. The reason of this decrease is the fact that they did not come near enough the shore to be taken by seines or nets. The quality, however, of those that were taken, was superior to any that have been caught for the last five or six years. He cannot well explain the falling off in salmon, but it is not larger than in other portions of the Province. Owing to certain steps he has taken in regard to sawdust and mill rubbish, there is reason to believe that the law will in the future be better obeyed.

Overseer Wm. Anderson reports that the lobster-packing establishments have done well, and are likely to take the lead in this district. A new one has been erected at Pope's Harbor, and contrary to the expectations of many, lobsters were plentiful during the months of May, June and July.

The fishways are all in good order, except the old one at Ship Harbor, the entrance of which is too far down stream. One of the new fishways would obviate this difficulty, and should be put in at once. Provision ought to be made to cut through those reefs at West River, Sheet Harbor and several other small streams. There is a large crushing mill on the Tangier River, supplied with water from that stream. They built what they term a wing dam, but it leaves only a small place for the fish to go up, and in coming down, they are diverted into a flume, over a quarter of a mile long,—then to pass either through a peculiarly built water-wheel, or through a waste gate with a perpendicular height of about twenty feet, just above a bed of rocks. They at first, with the overseer's orders, put in a fine wire netting over the mouth of the flume, but this became filled up, and stopped the mill. The matter will have to be attended to promptly next spring.

The high price for fish late in the season will compensate to some extent for the decrease. Alewives were very abundant, but remunerative prices could not be obtained for them. Salmon were never scarcer.

HANTS COUNTY.

Overseer T. B. O'Brien, of Maitland, reports the catch of salmon in his district this season as more than double that of last. The catch of shad, however, is

slightly less, but their quality is better than for many years past. Considering the fact that fewer men were employed in fishing than usually, this season's business has been fully equal to that of last. More salmon ascended the Shubenacadie River, to the spawning grounds, than for a number of years. Some of the net fishermen complain of the sawdust, but Mr. O'Brien reports that very little mill rubbish of any kind is thrown into the streams. He found all the mill-owners ready to comply with his requests. A warden is much needed at Enfield and vicinity in order that the fishing interests of that locality may the more carefully be looked after.

INVERNESS COUNTY.

Overseer D. F. McLean, of Port Hood, reports an increase in his division in the catch of herring, alewives, codfish, hake, haddock, halibut, shad, smelts, eels and oysters, and a decrease in salmon, mackerel, bass, trout and lobsters. He states as follows:—

"In the several districts in this division, in which the practice of setting herring nets in the day is still continued—an abuse of which I complained in my report of last year—there has been a decrease in the quantity of herring taken. For this reason I beg now to renew my application for a regulation to compel herring fishermen to take up their nets in the day time. In some instances the cause of the scarcity of fish baffles the most scientific enquirer. In various districts it may be said to be due to the stormy weather of the season, while, in other cases, it is undoubtedly owing to over production. I have interviewed several fish dealers and fishermen who maintain that certain branches of our fisheries are inexhaustible. I entertain a different opinion. Take the lobster fishery for instance, in which there is a noticeable decrease in the district under my supervision, I venture to assert that, should this branch of our fisheries be prosecuted with the same vigor in future that it has been during the past three years, the markets will be overstocked, and the fishery comparatively exhausted. Notwithstanding that *this is inevitable*, we find considerable efforts are being made among packers and others directly interested for an extension of the fishing season, and some are so unreasonable in their demands, that they go so far as to ask for the repeal of the laws regulating the close season. I have no hesitation in giving public expression to the opinion that should a change of any kind be under the consideration of the Government, *more stringent laws* and regulations should be enacted for this and other branches of our fisheries. Unless a move be made in this direction, I would recommend that the fishing laws should remain unchanged."

Mr. McLean further reports two lobster factories in operation in this district during the past season, one at Port Hood, the other at Mabou Harbour. At each there are 43 persons employed, excluding fishermen. The number of traps used for lobster fishing at Port Hood Island is 4,000, and at Mabou Harbour 2,000. Lobster canning was commenced at Port Hawkesbury in May last, but the enterprise was not carried on to such an extent as to enable him to report as to whether it would prove remunerative or not. About four per cent. of the lobsters taken were undersized or in spawn, and, in accordance with his instructions, liberated.

Mr. McLean reports the close season as having been well observed. But one infraction of the law came under his notice, which was the setting of some salmon nets across the River Inhabitants. He seized the nets, but has not yet got a clue to the owners.

Overseer James Coady reports a decrease in the catch as compared with that of last year, due chiefly to the falling off in the catch of mackerel. They were late in making their appearance on the coast, and then unfavourable weather prohibited successful fishing. The catch of salmon and alewives is about the same, but there is a small decrease in the catch both of lobsters and of herring, owing in a great measure to the unfavourable weather. Trout fishing was much better than for a number of years, and there is also a small increase in the catch of codfish. The shore fishery in the southern end of his division was much better than in previous

years, but in the northern end there was a great decrease. Several cases of violations of the law were promptly attended to, and fines from three to six dollars were imposed, making in all about fifty-five dollars, twelve of which have not yet been collected. Overseer Coady would strongly recommend the appointment of a warden in the vicinity of the Margaree Forks, which, he thinks, will entirely stop infringements of the law on that important part of the river.

Overseer David Ross, of N. E. Margaree, reports a marked decrease in the catch of all kinds of fish in his division, owing both to unfavourable weather and scarcity of fish. A new lobster-packing establishment was erected, and, although drift ice prohibited the setting of traps before the first of June, yet the fishermen were very successful during the remainder of the season. The overseer recommends an extension of time, owing to the lateness of the season, when the drift ice is gone. Fly fishing for salmon in the north-east branch of the Margaree River was better than during the previous year, but shore fishing was a failure.

Mr. Ross again recommends the appointment of a warden at Little River, a distance of twenty-five miles from where he lives. A great many salmon frequent that stream, and a warden is necessary.

KING'S COUNTY.

Overseer J. E. Starr, of Starr's Point, reports the catch as an average one. Herring were not abundant, but shad were plentiful and excellent in quality. The fish ladder at White Rock Mills appears to be all that is necessary. A large number of small fish were seen going down in the autumn on their way to the sea. They seem, however, to have some trouble in coming down over the dam, and some method should be adopted to ensure them a safe passage over the dam. Vessels from down the bay (American and others) have been in the habit of drifting large quantities of spawning herring in Scott's Bay. The resident fishermen very strongly object to this—claiming it to be a "natural spawning ground," and have petitioned the Minister to have it set aside for that purpose.

Overseer Reuben F. Reid, of Wolfville, reports a considerable falling off in the quantity of salmon and alewives in the Gaspereaux River. It is thought to be owing to the inefficiency of the fish ladder, especially for the descent of the young fish. No case of illegal fishing came under the overseer's notice, but there is still the abuse of throwing sawdust and other debris into the streams, which more stringent measures will restrain in the future.

LUNENBURG COUNTY.

Overseer H. S. Jost, of Western Lunenburg, reports a decrease in the value of the catch, owing to the lobster canning. The principal factory took no lobster, and the one at New Dublin did but little work this season. The shore fishermen had poor luck this year with their nets and seines, but line fishing was good; the catch is said to be much more than that of last year. The Bay cod fishing fleet, as a whole, did well. There is no improvement in the salmon and alewives fishery in this district. There were very few fish taken in the Lahave River. At Petite Rivière, the warden imposed a fine upon a man for having his net set across the channel. There are still some salmon and alewives in the river, but they are so easily captured in the passes that Mr. Jost thinks it is only a question of time as to their entire extinction, unless more efficient ladders be supplied.

Overseer Geo. W. Redden, of Chester, reports a large falling off in the value of the fish taken last season, due to the decrease in mackerel, herring and cod. There has been a very marked increase in the catch of salmon, due chiefly to the increase in the rivers, which were restocked by the Department. There is also a large increase in the catch of gaspereaux—a result of the removal of obstruction in the rivers. Poachers are watched very closely, yet in some places measures should be taken to put an end to this evil. Mr. Redden recommends the removal of obstructions on

Upper Gold and Larder's Rivers, and also on Common's Lake Brook. The streams from which obstacles have been removed, have, as mentioned above, resulted successfully, and the same would be the case with others. There has been an increase of lobsters in this division, as a result of the close season.

PICTOU COUNTY.

Overseer A. C. Pritchard, of New Glasgow, reports that the run of salmon in his district exceeded that of any previous years. He employed two men to aid him in suppressing illegal salmon fishing. Although some difficulties were encountered, yet the effect has been to lessen to a great extent the poaching on rivers in his district. If two such police were employed twenty-five days in the fishing season on each of the three rivers, the effect of their services would be to suppress the extensive poaching to which their rivers are subject. In accordance with orders, he suspended the prosecution of the Eureka Woollen Factory Co., for not constructing a fishway in their dam on East River. There is every prospect that, without further delay, they will accede to the demands of the Minister, and construct the pass. The fishways in this district are generally in a dilapidated condition, and require immediate attention. As several of the dams are to be repaired next summer, a favourable opportunity presents itself to have new ones built, or, at least, the old ones repaired. The fishway at Cameron's Mills needs special attention, as the gaspareaux are unable to reach Garden Lake.

QUEEN'S COUNTY.

Overseer John Fitzgerald, of Mill Village, reports the catch of salmon, although not so great as in former years, as greatly in excess of that of 1880. Alewives were plentiful, 5,000 barrels being caught in the Medway River. This is the best catch for forty years. Smelts were nearly as abundant as last year, and eels more so.

Overseer Sellon reports the catch of salmon in the Liverpool River to be in excess of last year, but a very unusual high freshet and strong current prevented successful dipping for them, so that many more than usual were seen to go up the ladders, the undoubted efficiency of which is thereby further proven. No alewives or salmon were seen accumulating under the dam as heretofore. A free and good passage with plenty of water is provided even when the water is low in the river. A trap was placed at the head of the ladder, by direction of the Inspector, in the latter part of October and first part of November, and several fine parent fish were seen in it and allowed to pass up, thus proving not only that they ascend in the fall months, but that they can easily and cheaply be taken for hatching purposes. Alewives were also in excess of last year. Spring fishing with nets was good in the harbour, but the strong and high stream prevented dipping. Many fish were seen going up the ladders, and many young ones were noticed descending the river during the month of September. Codfish, haddock and hake were plentiful, and fishing was good when bait could be got. Mackerel were almost a failure, herring were at times very plenty, but would not mesh in float nets; at times the seines did well, but these fish did not go near the traps this season. Lobsters are becoming small and scarce. Mr. Sellon is still of opinion that this fishery keeps river fish from coming in shore, and by it our line fishing is injured. A large number of American fishing vessels come here for bait, wanting several hundred dollars worth per week. He says, in conclusion, that the river fisheries under Departmental control are advancing, and he has every reason to believe that an ample supply of salmon and alewives went up to the breeding grounds, and will yearly increase.

RICHMOND COUNTY.

Overseer Francis Marmeau, of Arichat, reports the catch of herring and of haddock as being nearly three-fold that of the year before, and the catch of cod showing an increase of more than one-half; but mackerel have fallen off nearly one-

half, and the salmon fishery proved nearly a failure. The catch of lobsters for the Arichat Lobster Factory is largely in advance of last year. This is due probably to the fact that the factory at D'Escousse was closed during the present season.

Overseer Duncan Cameron, of St. Peter's, reports a very large increase in the catch in many kinds of fish, although a slight falling off is noticeable in some of the most important kinds. The large increase in the catch of herring and haddock fully compensates for the slight decrease in that of cod and lobsters. The catch, although only an average one, will yield remunerative prices. Mr. Cameron reports no infringement of the law.

SHELburne COUNTY.

Overseer William J. McGill, of Shelburne, reports eight vessels employed fishing this year less than last. There is a large decrease in the catch of codfish. Trap fishing at John's Island was better than usual. The falling off in mackerel fishing is due to the failure in net fishing. The lobster business continues good, and shows a large increase in the number of cans. At Wood's Harbour lobsters were plentiful, but are diminishing in size. Alewives continue to increase in some rivers. The fishway at Clyde River is satisfactory, but some of the dams on other rivers are not provided with efficient passes. The falling off in the catch of alewives and salmon is due to the building of dams which are not supplied with proper fish passes. The public is much interested in the river fisheries, and ready to give its assistance to any steps that might be taken to reclaim the loss suffered since dams were built.

VICTORIA COUNTY.

Overseer Donald McRae, of Baddeck, reports a decrease in almost all kinds of fish in his district, except herring, the catch of which is an average one. Mackerel proved a complete failure. The catch of cod shows a decrease, partly owing to the fact that this fishery was not closely attended to by the fishermen. The close season was well observed, and the people are generally becoming better acquainted with the laws and more disposed to obey them.

Overseer John W. Burke, of Ingonish, reports that although the catch of some kinds of fish exceeds that of last year, yet the season's catch, as a whole, is far below that of the previous season. Mackerel and salmon seemed to be wholly wanting; but herring and codfish were a little more plentiful. The overseer watched the rivers with due attention, and several poachers were detected.

YARMOUTH COUNTY.

Overseer Enos Gardner, of Tusket, reports a falling off in the total catch, owing to the small catch of shore fishermen on account of unfavourable weather. The bank fishermen all made good catches, larger than last year, and as prices generally ruled high for fish of all kinds, it has been a successful year to many of the fishermen. Mr. Gardner again reports a good alewives fishery, larger than last year. The fish came early and in large quantities, and the spring and fall freshets enabled them to ascend the rivers and come down in the fall in large quantities. The rivers are generally pretty free from obstructions; but one of the new ladders is needed at Carleton, which will remedy the existing evil. The ladder has been prepared, but the fish do not ascend in quantities, and some new passage is needed. The salmon fishery was very poor. In June there was quite a run, and most of the fish were then caught. Some of the trap nets made a good season's fishing, but unfavourable winds kept the mackerel too far from shore for most of them. The lobster factories closed on first of August, according to law, but they were much disappointed in not being allowed the ten days' extension of time. Packers and fishermen are of opinion that July and August should be made a close season, and that fishing might be allowed during all the other months of the year. It is their intention to petition Parliament in the matter at its next session. All the regulations were fairly observed.

TABLE showing the actual increase and decrease of the several productions of the Fisheries in the Province of Nova Scotia, compared with 1880.

Articles.	Increase.	Decrease.
Salmon.....	barrels.	335
do in ice.....	lbs.	11,285
do smoked.....	do	4,724
do preserved.....	in cans.	2,098
Mackerel.....	barrels.	63,055
do.....	in cans.	631
Herring.....	barrels.	61,726
do smoked.....	boxes.	7,305
Alewives.....	barrels.	6,329
Cod.....	cwt.	4,698
Cod Tongues and Sounds.....	barrels.	267
Pollock.....	cwt.	12,421
Hake.....	do	26,227
Haddock.....	do	14,133
Halibut.....	lbs.	171,593
Shad.....	barrels.	1,839
Bass.....	lbs.	2,760
Trout.....	do	3,092
Smelt.....	do	21,390
Eels.....	barrels.	89
Oysters.....	do	409
Lobsters.....	cans.	813,552
Fish Oil.....	gallons.	47,789
Fish Guano.....	tons.	36
Fish used as manure.....	barrels.	7,450

COMPARATIVE STATEMENTS of value of Fisheries in each County, in the Province of
Nova Scotia, for the Years 1880 and 1881.

Counties.	1880.	1881.	Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Annapolis.....	105,899 00	151,857 20	45,958 20	
Antigonish.....	75,063 10	55,155 65		19,907 45
Cumberland.....	46,979 20	55,202 90	8,223 70	
Colchester.....	58,724 28	67,651 25	8,926 97	
Cape Breton.....	297,329 25	268,477 00		28,852 25
Digby.....	402,714 00	481,382 00	78,668 00	
Guysboro'.....	447,398 95	562,598 50	115,199 55	
Halifax.....	884,451 80	722,446 20		162,005 60
Hants.....	23,212 25	24,971 60	1,759 35	
Inverness.....	435,449 50	399,209 75		36,239 75
King's.....	43,534 00	62,246 25	18,712 25	
Lunenburg.....	1,176,159 05	1,150,682 95		25,476 10
Pictou.....	45,989 75	73,960 40	27,970 65	
Queen's.....	203,502 15	227,061 00	23,558 85	
Richmond.....	375,812 13	416,403 80	40,591 67	
Shelburne.....	857,307 00	791,389 25		65,917 75
Victoria.....	141,964 00	118,678 70		23,285 30
Yarmouth.....	669,572 05	585,401 10		84,170 95
Total.....	6,291,061 46	6,214,775 50	369,569 19	445,855 15 369,569 19
Decrease.....				76,285 96

R

GENERAL RECAPITULATION.

Kinds of Fish.	Quantities.	Rate.		Value.	
		\$	cts.	\$	cts.
Salmon, pickled.....	457 brls.	15	00	6,855	00
do fresh in ice.....	190,203 lbs.	0	15	28,530	45
do smoked.....	7,190 do	0	15	1,078	50
do preserved.....	9,250 cans.	0	15	1,387	50
Mackerel.....	63,377 brls.	10	00	633,770	00
do in cans.....	39,689 cans.	0	15	5,953	35
Herring.....	198,269 brls.	4	00	793,076	00
do smoked, in boxes.....	67,325 boxes.	0	25	16,831	25
Alewives.....	22,474 brls.	4	00	89,896	00
Cod.....	583,029 cwt.	4	25	2,477,873	25
Cod Tongues and Sounds.....	1,170 brls.	7	00	8,190	00
Pollock.....	31,558 cwt.	3	50	110,453	00
Hake.....	73,885 do	3	50	258,597	50
Haddock.....	116,160 do	3	50	406,560	00
Halibut.....	718,370 lbs.	0	06	43,102	20
Shad.....	9,396 brls.	8	00	75,168	00
Bas, Trout and Smelt.....	410,650 lbs.	0	06	24,639	00
Eels.....	1,951 brls.	9	00	17,559	00
Oysters.....	2,270 do	3	00	6,810	00
Lobsters, preserved.....	4,895,692 cans.	0	15	734,353	80
do.....	35 tons.	40	00	1,400	00
Fish Oil.....	417,022 galls.	0	65	271,064	30
Fish Guano.....	1,820 tons.	15	00	27,300	00
Fish used as manure.....	19,780 brls.	0	50	9,890	00
Fish used as bait.....	9,728 do	3	00	29,184	00
Hake sounds.....	44,864 lbs.	0	60	26,918	40
Squid.....	2,400 brls.	4	00	9,600	00
Halifax Fish Market (amount sold).....				25,500	00
Smoked Haddies, Haddock and Halibut in Digby Co.				26,010	00
Albicores and Clams in Queen's Co.				935	00
Home consumption of various counties as per returns.....				46,290	00
Total.....				6,214,775	50

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RETURN shewing the Number, Tonnage and Value of Vessels and Boats engaged in Fish, and the Total Number of Men employed, &c., in the

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.											
	Vessels.			Boats.			Nets.		Weirs.									
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.
			\$			\$			\$	\$								
<i>Annapolis.</i>																		
Margaretville				15	320	32	640	320					60					1200
Port George	1	7	100	3	21	315	21	630	315		375		300					2200
Port Lorne	3	35	500	10	10	300	20	600	300							10		2500
Chester Cove				38	684	76	12430	6215								10		7600
Young's Cove				13	65	26	780	390										2000
Delap's Cove	6	75	3600	42	54	810	108	7128	3240							50		10800
Annapolis Basin	3	50	900	12	60	330	120	1000	500	20	800							200
Lequille River													100					
Round Hill																		
Annapolis River				5	50	10	50	50	2	100			500					
Total	13	167	5100	77	217	2874	413	23258	11330	25	1275		960			70		26500
<i>Antigonish.</i>																		
Arisaig				60	630	150	3700	3500					8038		60			4
Antigonish				16	340	50	3500	4000					8760		50			5
Morristown				55	1000	120	4000	5800					6360		430			148
Tracadie				60	1400	120	4500	3500					4500		300			260
Total				190	3370	440	15700	16800					27658		840			417

B

the Fisheries, Quantity and Value of Fishing Materials, Kinds and Quantities of Province of Nova Scotia, for the Year 1881.

KINDS OF FISH.													FISH PRODUCTS.			VALUE.						
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Lobsters, tons.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, barrels.	\$	cts.		
2000	100	50	5	100	50	1000	1000									100	50		5,559	00		
	40	20	5	100	75	1500										200	100		10,567	50		
	140	120	200	150												120			10,563	00		
	50	20	10	12	1200											250	500		33,152	50		
	700	300	1500	1200	7200											100	50		8,521	50		
37200	900	900	500	500	2000											4238	300		60,511	70		
	10									500						2300	1000		22,690	00		
										100									85	00		
									5	1000									6	00		
										500									205	00		
										100									6	00		
39200	10	1980	1365	2355	2012	12900	5	1000	1200							7308	2000		151,857	20		
		5		60	8			1800	1600	2		75000				50			13,585	45		
		40		5	10			1200	3200	100	98					110			3,586	00		
	10	148		220	110			600	500			100000				258			22,903	70		
	70	260		20	8			1600	1000	20	250	500000				50			14,816	50		
								Fish used as bait, barrels 88, at \$3 per barrel.....													264	00
	80	453		305	136			2400	2800	6300	122	348	225000		468					55,155	65	

RETURN showing the Number, Tonnage and Value of Vessels and

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.										
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.								Value.
<i>Cumberland.</i>		\$	\$		\$	\$		\$	\$								
Fort Lawrence.....						8	150	100				150					
Amherst.....						16	425	330				800					
Minudie.....						10	400	375				700					
Apple River.....				1	40	3	100	50				250					50
Advocate.....				2	80	6	200	100	1	20					75		100
Spencer's Island.....				4	160	12	325	160	2	50					10		150
Port Greville.....				3	150	9			4	75		150					200
Parrsboro'.....				2	80	6			1	40		100					50
Two Islands.....						16			5	200		400					150
Tidnish.....				10	100	30	500	200							60		250
Pugwash and River Philip	1	40	1600	4	5	100	10	500	200			2000			30		
Wallace.....				20	600	50	1000	500							20		100
Totals.....	1	40	1600	4	47	1310	176	3600	2015	13	385	22550			195		1050
<i>Colchester.</i>																	
Mass Town.....				10	250	20	2500	650			8	6300					
Debert.....				1	30	2	250	60			1	500					
Little Dyke.....				7	140	14	2450	420			4	2300					
Great Village.....				1	40	2	300	75			1	200					
Great Village Point.....				5	150	10	1500	300			3	1600					
Highland Village.....				4	100	9	1200	260	1	200	3	600					
Portapique.....						2			1	400							
Five Houses.....				5	200	14	1700	350	3	600	3	1100					
Birch Hill.....				3	90	9	1050	195	2	90	2	400					
Bass River.....				5	150	11	1750	350	1	200	2	600					
Little Bass River.....				7	325	15	2400	500	2	250	2	800					6
Upper Economy.....				21	840	50	7350	1470	5	1400	5	6100					15
Economy Point.....						8			5	4000							50
Central Economy.....				8	160	28	2200	480	5	3000		500					50
Lower Economy.....						4			4	400							25
Five Islands.....				8	200	20			5	600							50
Clifton.....				4	95	8	1180	400				790					
Black Rock.....				3	120	6	1050	230				950					
Princeport.....				3	100	6	950	200				800					
Lower Stewiacke.....				14	70	14	112	84				1200					
Forest Glen.....				6	30	6	48	36				800					
Middle Stewiacke.....				5	25	25	40	30				300					
Stirling.....				25	500	30	200	200				300					40
Totals.....				145	3615	313	28230	6565	34	11950	34	26140					236

Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRO- DUCTS.			VALUE.				
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues & Sounds, bbls.	Pollock, cwt.	Hake, cwt	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Lobsters, tons.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, barrels.	\$	cts.
75	200						100		250							15			1,147	25
150							240		400							30			2,883	50
	10	12	20	20	25	250	300		300		6,000					60			3,522	00
	15	20	25	20	25	500			200							15			428	75
	10	15	20	15	20	1500										20	2		1,444	25
	25	30	40	20	20	2000				160						40	3		1,026	00
	10	12	15	15	15	1000				300						6	5		1,417	35
	12	20	25	25	25	500	75		100							10	2		466	50
100									500		500					12,000			1,557	30
500							15	3000	1000		10,000	30		40		9,000			3,860	00
350													150			180,000			8,000	00
																			29,450	00
1375	82	109	145	5750	730	3500	2710	16,500	30	190	201,000	262	15					55,202	90	
							387												4,161	00
							32												346	00
							250												2,405	00
							30												285	00
							178												1,709	00
							158												1,399	00
							75		2,000										720	00
							275												2,410	00
							182												1,546	00
							206												1,768	00
							330												2,814	00
							908												8,314	00
							359												3,072	00
100	75		20				654									25			5,937	00
250	25		10				40									10			630	25
	160		50				98									100			1,904	00
3							53												554	50
30							70												822	50
3							53												558	00
							10	100	300		2,000								404	00
							10		100										206	00
							4		150										86	00
		4									10,000		10	165,000					25,602	00
350	36	264			80	4362	100	550	14,000		10	165,000	135					67,651	25	

RETURN showing the Number, Tonnage and Value of Vessels and

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.																	
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.		Salmon, fresh, in ice, lbs.		Salmon, smoked, lbs.		Salmon, in cans, lbs.		Mackerel, barrels.		Mackerel, in cans.		Herring, barrels.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.						
<i>Cape Breton.</i>																								
Albert Bridge.....			\$			\$																		
Mira River.....	1	18	200	4	16	110	12	500	228															218
Round Island.....					7	100	14	660	300															100
False Bay Beach and Holmesville.....						96	20	880	300															228
Waddin's Cove.....					13	100	18	840	260															350
Southern Head of Cow Bay.....					14	250	34	900	320															800
Black Brook.....	1	36	1100	8	4	28	8	280	75															272
N. side Cow Bay and Long Beach.....					20	240	42	1200	380															660
Big Glace Bay.....					29	320	58	1860	744															610
Little Glace Bay....	1	18	650	4	25	300	50	1940	686															516
Bridgeport.....					11	122	22	700	290															362
S. Bar and Sydney River.....					45	600	72	3610	1310															910
Low Point Shore and Lighthouse..					26	280	50	1800	560															630
Lingan and Bara- chois.....	1	11	300	3	20	350	40	960	330															288
N. W. Arm and Pt. Edward.....					28	330	56	1000	400															218
Sydney Forks and Coxheath.....					10	130	20	400	140															170
N. W. Brook.....								30	120															
Kilkenny Lake.....					3	70	6	300	90															73
Black Brook.....																								
Salmon River.....					9	72	12	100	30															5
Total.....	4	83	2250	19	298	3848	596	18650	6713			12	2930			28								6620

RETURN showing the Number, Tonnage and Value of Vessels and

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.											
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.								Value.
Brought forward.	4	83	2250	19	298	3848	596	18650	6713	.....	.....	12	2930	.....	.....	28	.....	6620
<i>Cape Breton—Con.</i>			\$			\$			\$		\$							
Gabarus.....	1	30	400	8	80	4270	270	7300	3700	500	150	.....	.....	.....	.....	440	.....	1000
Kennington Cove.....	.....	.....	.....	.....	9	260	30	260	130	.....	.....	.....	.....	.....	.....	70	.....	200
Louisburg.....	.....	.....	.....	.....	53	2450	157	3400	1700	.....	.....	1	.....	.....	.....	300	.....	1100
Little Loraine.....	.....	.....	.....	.....	15	800	59	2760	1380	.....	.....	10	.....	.....	.....	250	.....	1050
Big Loraine.....	.....	.....	.....	.....	48	1800	148	5560	2780	.....	.....	8	.....	.....	.....	200	.....	1100
Baulin.....	.....	.....	.....	.....	13	390	40	950	475	.....	.....	7	.....	.....	.....	200	.....	500
Main à Dieu and Scatterie.....	.....	.....	.....	.....	75	2900	225	4320	1660	.....	.....	6	.....	.....	.....	225	.....	2500
Mira Bay and Chate-lone.....	.....	.....	.....	.....	58	1210	145	4100	2050	.....	.....	28	1000	.....	.....	100	.....	2200
Grand Mira and Lewis Bay.....	.....	.....	.....	.....	26	260	52	600	250	.....	.....	.....	200	.....	.....	.....	.....	100
East Bay and Big Pond.....	.....	.....	.....	.....	30	360	60	700	350	.....	.....	.....	.....	.....	.....	10	.....	300
Belfry.....	.....	.....	.....	.....	12	600	36	740	420	.....	.....	.....	.....	.....	.....	.....	.....	200
North of East Bay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Long Island.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
George's River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Little Bras d'Or.....	6	120	1680	42	8	160	16	680	374	.....	.....	.....	.....	.....	.....	.....	.....	1000
Point Aconi.....	.....	.....	.....	.....	6	120	12	240	132	.....	.....	.....	.....	.....	.....	.....	.....	300
Mill Pond.....	.....	.....	.....	.....	2	40	4	80	44	.....	.....	.....	.....	.....	.....	.....	.....	400
Fife's Mill.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Little Pond.....	.....	.....	.....	.....	3	60	6	120	66	.....	.....	.....	100	.....	.....	.....	.....	200
Big Pond.....	.....	.....	.....	.....	4	80	8	160	88	.....	.....	.....	200	.....	.....	.....	.....	300
Lloyd's Cove.....	.....	.....	.....	.....	2	40	4	80	44	.....	.....	.....	50	.....	.....	.....	.....	100
North Bar.....	2	30	300	8	2	40	4	200	110	.....	.....	.....	.....	.....	.....	.....	.....	400
North-West Arm.....	.....	.....	.....	.....	8	80	16	320	176	.....	.....	.....	.....	.....	.....	.....	.....	700
Leche's Creek.....	.....	.....	.....	.....	2	40	4	80	44	.....	.....	.....	.....	.....	.....	.....	.....	150
Ball's Bridge.....	.....	.....	.....	.....	4	80	8	160	88	.....	.....	.....	100	.....	.....	.....	.....	200
Black Brook and Horn's Mill.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	13	263	4630	77	758	19888	1900	51460	22774	500	150	72	4580	.....	.....	1823	.....	20620

Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

	KINDS OF FISH.															FISH PRODUCTS.			VALUE.		
	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Lobsters, tons.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, barrels.	\$	cts.
...	99	4351	.....	.....	6	185	9300	1	...	3350	12500	94	25	.....	.....	2548	30	.....	52,463	95
.....		7200	10	.....	400	400	.....	.....	.....	.....	.....	.....	.....	.....	48000	.....	3000	.....	51,020	00
.....		140	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	200	.....	2,575	00
.....		3600	.....	.....	.....	1000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1800	.....	27,385	00
.....		1200	.....	.....	.....	250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	640	.....	13,241	00
.....		1800	.....	.....	.....	600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1200	.....	17,050	00
.....		580	.....	.....	40	70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	300	.....	7,150	00
.....		4500	.....	.....	.....	600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2100	.....	34,930	00
.....	20	3000	.....	.....	.....	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1600	.....	25,990	00
.....	30	200	.....	.....	.....	40	.....	.....	.....	500	2500	5	.....	.....	.....	.....	109	.....	1,830	00
.....	6	200	.....	.....	.....	.....	.....	.....	.....	100	600	10	8	.....	.....	.....	100	.....	2,395	00
.....		400	.....	.....	.....	.....	.....	.....	.....	100	200	.....	.....	.....	.....	.....	200	.....	2,648	00
Fish used as bait, 1,204 barrels, at \$3.																				3,612	00
.....		50	.....	.....	.....	.....	.....	.....	.....	200	.....	10	12	.....	.....	.....	.....	.....	138	00
.....		80	.....	.....	.....	.....	.....	.....	.....	100	.....	.....	6	.....	.....	.....	.....	.....	244	95
.....		1400	.....	.....	.....	50	50	.....	.....	60	.....	.....	.....	.....	.....	.....	350	.....	410	60
.....		200	.....	.....	.....	10	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	.....	10,355	50
.....		100	.....	.....	.....	12	.....	.....	.....	150	.....	.....	.....	.....	.....	.....	25	.....	2,122	30
.....	8	.....	.....	.....	.....	.....	.....	.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	2,092	25
.....		100	.....	.....	.....	5	.....	.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	41	00
.....		100	.....	.....	.....	5	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	25	.....	1,308	75
.....		100	.....	.....	.....	5	.....	.....	.....	.....	.....	5	.....	.....	.....	.....	25	.....	1,733	75
.....		30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	.....	540	20
.....		100	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	.....	2,058	75
.....		50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13	.....	3,020	95
.....	7	.....	.....	.....	.....	.....	.....	.....	.....	50	.....	4	.....	.....	.....	.....	.....	.....	667	00
.....	5	100	.....	.....	.....	.....	.....	.....	.....	80	.....	4	.....	.....	.....	.....	25	.....	1,317	05
.....		.....	.....	.....	.....	.....	.....	.....	.....	250	2000	.....	.....	.....	.....	.....	.....	.....	135	00
.....	175	29481	10	.....	446	3832	9430	1	.....	5090	17800	142	51	48000	.....	14367	30	.....	268,477	00

RETURN showing the Number, Tonnage and Value of Vessels.

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.										
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.								Value.
<i>Digby.</i>			\$		\$			\$	\$								
Digby.....	8	120	3600	56	8	450	20	1440	1140	15	1125				40		850
Broad Cove and Galdwell's Cove.....					20	1000	50	1200	950								800
Gulliver's Cove.....					16	600	32	640	640								480
Shelving Cove.....					10	450	24	400	400								300
Centreville.....					37	1480	85	1300	1200								1110
Sandy and Mink Cove.....					45	1800	110	1750	1700	4	300						1730
Little River.....					40	2000	90	1800	1650								1600
St. Mary's.....										10	500				40		35
Weymouth.....					30	750	60	300	250	4	275						600
White Cove.....					52	1400	104	600	600								1640
Church Point.....					75	1875	150	750	675							7	1625
Meteghan and Sand- wich.....	1	20	200	4	18	840	42	520	400						64		530
Salmon River and Cape St. Mary.....	3	66	700	12	33	1700	76	1320	750						20		1100
Westport.....	30	557	15000	185	16	640	40	3600	4000								1826
Freeport.....	8	155	4000	50	49	2000	108	3400	2475								1310
Tiverton.....	8	160	4000	56	26	1040	60	1000	950	1	400						1400
Total	58	1078	27500	363	475	18025	1051	20020	17780	34	2600				176		16336

RETURN showing the Number, Tonnage and Value of Vessels and

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.											
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.								Value.
<i>Guysborough.</i>			\$		\$			\$	\$									
Fishermen's to Coddle's Har- bor.....	1	58	1500	4	135	3550	190	11000	5500	4	400	20	.....	.....	.....	480	.....	2800
Coddle's and New Harbor.....	1	34	1000	6	81	1845	123	8200	4100	.....	.....	3	.....	.....	.....	328	.....	1230
Tor Bay and Charlo's Cove.	2	34	500	12	164	3890	328	18000	9000	.....	.....	.....	.....	.....	.....	400	.....	1800
Port Felix and White Head.....	.....	.....	.....	.....	250	6250	375	25000	12500	1	100	10	.....	.....	.....	1250	.....	5000
South Shore.....	1	25	1000	6	90	1800	149	12000	6000	20	3500	8	.....	.....	.....	500	.....	600
Canso and Dover	10	600	20000	110	160	6400	480	16000	8000	25	4000	12	.....	.....	.....	2100	.....	1855
Guysborough.....	1	25	500	6	77	1880	111	9200	4600	7	700	23	.....	.....	.....	340	.....	408
North Shore.....	.....	.....	.....	.....	100	1200	110	11000	5500	3	360	5	.....	.....	.....	440	.....	1100
Strait of Canso...	5	153	3000	40	80	1680	120	22000	11000	4	400	.....	.....	.....	.....	1932	.....	4500
Port Bickerton...	1	12	150	4	20	400	32	1000	400	1	50	.....	200	200	.....	10	.....	250
Holland's Harbor	.....	.....	.....	.....	10	250	12	600	200	.....	.....	.....	.....	.....	.....	5	.....	200
Indian Harbor.....	2	30	800	8	38	380	45	1800	450	1	60	.....	.....	.....	.....	.....	.....	150
Wine Harbor.....	.....	.....	.....	.....	10	100	15	1000	350	1	40	.....	500	300	.....	10	.....	450
Sonora.....	1	43	700	7	22	220	25	900	350	.....	.....	.....	300	150	.....	10	.....	320
Gegogan Harbor.	.....	.....	.....	.....	6	110	14	700	200	.....	.....	.....	100	200	.....	8	.....	150
Liscombe and Spanish Bays...	2	44	750	7	22	250	25	900	350	1	40	.....	120	100	.....	100	.....	320
Marie Joseph Har- bor.....	.....	.....	.....	.....	50	1000	100	2500	600	1	50	.....	100	.....	.....	50	.....	200
Ecum Secum Bay and Harbor.....	.....	.....	.....	.....	20	400	40	1000	600	2	90	.....	300	.....	.....	20	.....	150
St. Mary's River.	1	40	600	5	15	150	20	400	100	.....	.....	.....	1800	200	.....	.....	.....	.....
Total.....	28	1098	30000	215	1350	31755	2314	143200	69500	71	9730	81	3420	1150	.....	7983	.....	21483

Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

	KINDS OF FISH.													FISH PRODUCTS.			VALU.		
	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Lobsters, tons.		Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, barrels.
..	143	2750	5	275	275	6600	...	1000	...	1000	...	...	...	134400	...	1325	...	...	51,996 75
..	20	1640	3	...	...	620	14350	...	...	1000	...	...	10	...	...	...	800	...	19,017 00
..	70	3600	6	...	50	1080	3600	...	...	1000	...	...	10	...	120000	...	1800	...	50,313 00
..	300	5000	10	100	1000	2500	6000	...	...	800	...	...	10	...	115200	...	2500	...	87,173 00
..	...	6500	...	...	500	1100	...	...	...	...	...	...	5	...	79526	...	560	...	53,082 90
..	150	16000	5	160	80	1250	48000	4	...	...	...	...	20	...	124800	...	8000	...	129,462 00
..	120	204	...	...	...	170	...	...	...	600	...	...	5	...	...	...	100	...	7,465 00
..	110	110	...	...	50	330	...	...	...	...	...	...	4	...	...	...	100	...	11,213 50
..	27	110	...	...	...	200	...	...	...	...	...	...	...	...	...	...	...	...	38,595 50
Fish used as Bait, 2,255 barrels, at \$3; Squid, 1,250 barrels, at \$4.....																			11,765 00
..	400	...	...	10	10	500	...	1000	2000	...	...	...	68000	...	250	...	...	...	13,502 50
..	450	...	...	...	15	250	...	500	400	...	...	...	...	...	300	...	...	...	3,079 00
..	30	80	...	...	10	160	...	200	1000	...	...	...	...	...	75	...	...	...	1,225 35
..	200	...	...	30	...	150	...	...	1000	...	...	...	...	...	130	...	...	...	3,128 50
..	2	250	2	...	25	600	...	...	500	...	...	...	45000	...	220	...	...	...	9,571 50
..	200	...	3	...	20	100	...	200	800	...	...	...	...	...	130	...	...	...	1,806 00
..	350	2800	...	50	...	150	2500	...	500	2000	15	...	110400	...	1500	...	...	...	34,283 00
..	5	1900	...	...	...	100	350	...	...	2500	10	...	57600	...	1000	...	...	...	19,311 00
..	...	1500	...	...	...	20	150	...	1600	3000	50	...	...	...	800	...	...	...	8,545 00
..	40	...	...	...	...	...	...	100	1500	4000	3	...	...	...	...	...	...	...	823 00
Amount used for Home Consumption, \$6,640; Squid, 150 barrels, at \$4....																			7,240 00
..	1367	43694	29	312	1998	7875	83310	4	100	9900	17200	142	...	854926	...	19590	...	...	562,598 50

RETURN showing the Number, Tonnage and Value of Vessels and

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.											
	Vessels.			Boats.			Nets.		Weirs.									
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.
<i>Hants.</i>			\$		\$				\$		\$							
Maitland.....					6	200	12	1165	320				3377					
Upper Selma.....					1	25	2	130	45				550					
Lower Selma.....					1	30	2	135	50				312					
Noel Shore.....										1	200		300					
Noel.....					1	25	2	240	80	1	110		175					
Burncoat.....										1	100							
Moose Brook.....					1	30	2	200	80	3	240		64					
Temicappe.....					3	135	6	900	175	2	200		95					
Walton.....					8	270	16	1600	325				320					
Shubenacadie.....					78	468	78	936	430				1340					
West Hants.....					20	900	30	2350	1500	4	500							900
Total.....					119	2083	150	7656	3005	12	1350		6533					900

Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.		VALUE.					
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Lobsters, tons.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, barrels.	\$	cts.
.....
.....
.....
.....	10	.....	.....	.....	8	.....	.....	200	800	.....	.....	.....	.....	.....	7	.....	.....	.....	1,768 05
.....	12	.....	.....	.....	7	.....	.....	70	.....	.....	.....	.....	.....	.....	8	.....	.....	.....	666 95
.....	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	120 00
.....	5	.....	.....	.....	4	.....	.....	75	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	646 80
.....	243	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,958 25
.....	334	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,720 00
.....	468	.....	.....	.....	.....	.....	.....	.....	6	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,140 20
.....	30	.....	.....	.....	.....	.....	.....	750	.....	35000	.....	.....	.....	.....	.....	.....	.....	.....	11,827 50
.....	468	57	.....	.....	.....	19	.....	2004	1120	.....	35000	.....	.....	.....	.....	18	.....	.....	.....	24,971 60

RETURN showing the Number, Tonnage and Value of Vessels and

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.											
	Vessels.			Boats.			Nets.		Weirs.									
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.
<i>King's.</i>			\$			\$			\$	\$								
Starr's Point.....				38				4000	850									
Medford and Pereaux.....				50						13	1300							231
Porter's Point				18				1400	400									
Hall's Harbor.....	1	15	400	36	14	168		1120	275	2	409		3000			60		2000
Black Rock.....	2	20	500	20	10	250		200	100	2	200		300					
Harborville.....	1	15	350	30	20	500		1000	130	8	800		400					1200
Morden Bay.....				20	8	200		400	60	4	400							400
Scot's Bay.....				40				2000	800		3510							3510
Little Island and Long Island				30				4000	1000									
Baxter's Harbor.....	3	36	400	20	5	100		500	75									
Black Hole.....	2	25	300	18	6	120		600	85									
Gaspereaux.....					5	50	7	200	60				500					
Aylesford.....													400					
Kentville.....																		
Total.....	9	111	1950	320	68	1388	7	15420	3835	29	6610	4600	4600	60	60	60	7341	

Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.		VALUE.					
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Lobsters, tons.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, barrels.	\$	cts.
2715								340									90		2,765	00
								68									80		2,186	75
								200									30		1,615	00
	200			100		100										250	1200		11,364	50
	150			75		50										200	100		1,300	00
4000		200		50												200	200		7,115	00
	100			50												100	60		2,295	00
8640								439									1000		20,210	00
								800									1000		6,900	00
	150			100		400										200	60		2,547	50
	160			150		500										150	40		3,072	50
	20									800	6000	8							635	00
										1000									120	00
											2000								120	00
15355	20	960		525		1050		1847	1800		8000	8			1100		3860		62,246	25

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.				FISHING MATERIAL.				KINDS OF FISH.										
	Vessels.		Boats.		Nets.		Weirs.		Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Herring, smoked, in boxes.				
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Value.								Fathoms.	Value.	No.	Value.
<i>Lunenburg.</i>																			
Lunenburg to Cross Island	54	3024	185600	640	460	16250	700	12000	13000	\$	Trap	1	800	60	140	3000	3000		
Mahone Bay to Martin's Island	23	1288	64400	230	300	9600	430	4500	5000					150	200	450	2500		
Labaye River to Iron Bound Island	30	1800	90000	240	400	12000	520	11000	12000					500	200	1200	3000		
West Dublin to County Line West	36	1800	100000	288	430	123000	610	12000	13000					300	100	1500	4600		
Chester	3	100	3000	27	90	900	170	1900	1200		Seines	12	2400	15000	200	500	15000	500	
Martin's River	12	7480	2200	120	60	600	120	1700	900			2	400	500	40	60	20	20	
Fox Point					40	500	80	800	400			12	2100	400	400	60	60	60	
Mill Cove					45	650	90	1600	820			8	1600	100	100	400	100	100	
Lodge					20	300	40	1600	850			12	2500	500	500	700	50	50	
North-West Cove					35	700	80	800	500			9	1800	1000	1000	1000	500	500	
Ashpotsghan	1	25	700	5	40	600	80	1400	800			12	2400	100	20	800	200	200	
Sandy Beaches					20	240	98	800	1700			13	2200	50	400	400	200	200	
Blandford	1	25	100	9	65	975	145	8000	4100			12	2400	600	200	600	200	200	
Little Tancook					25	380	50	1200	650			4	800	100	100	100	200	200	
Big Tancook	1	40	900	12	100	1800	200	2000	12000			12	2500	500	500	150	500	500	
Deep Cove					30	360	60	1000	500			8	1700	190	190	190	20	20	
Iron Bound					20	300	40	400	300			4	1200	100	100	100	200	200	
Total	161	15682	446900	1471	2180	58455	3541	62600	67620	\$		121	21800	18960	900	9610	15000	15740	500

Return showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

DISTRICT.	KINDS OF FISH.											FISH PRODUCTS.			VALUE. \$ cts.				
	Alewives, barrels.	God, cwt.	God Tongues and Sounds, barrels.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Hallibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Refs, barrels.	Oysters, barrels.	Lobsters, cans.		Lobsters, tons.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, barrels.
<i>Lunenburg.</i>																			
Lunenburg to Cross Island.....	10	58000	60	5400	5000	11000	70000	.....	.....	2000	1800	100	.....	.....	4	55580	50	400	388,055 00
Mahone Bay to Martin's Island.....	50	20438	21	1350	1200	3200	21000	.....	.....	3600	2500	30	.....	.....	2	17328	30	200	136,673 90
Lahave River to Iron Bound Island.....	60	29000	30	2800	2800	4400	40000	.....	.....	1800	2000	50	.....	.....	3	27090	30	300	209,161 50
West Dublin, to County Line West.....	40	38000	32	3100	3400	6000	50000	.....	.....	3500	3000	60	.....	5760	4	35350	60	300	267,675 50
Chester.....	800	2000	10	.....	40	80	.....	.....	.....	2000	.....	20	.....	150000	.....	100	.....	40	46,805 00
Martin's River.....	40	8000	15	.....	20	300	.....	.....	80	.....	15	.....	.....	.....	.....	400	10	.....	86,695 80
Fox Point.....	.....	50	.....	.....	200	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	7,395 50
Mill Cove.....	10	20	.....	.....	100	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	.....	.....	6,196 00
Lodge.....	20	.....	.....	.....	50	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	.....	7,438 50
North-West Cove.....	10	200	8	.....	100	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....	.....	13,634 00
Ashpotoghan.....	12	100	.....	.....	50	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	.....	.....	9,665 50
Sandy Beaches.....	15	1000	6	.....	75	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	80	.....	.....	9,649 00
Blandford.....	20	150	9	.....	150	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	150	.....	.....	8,613 00
Little Tancook.....	100	100	.....	.....	100	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	200	.....	.....	2,818 25
Big Tancook.....	40	200	10	.....	200	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	.....	5,835 00
Deep Cove.....	10	20	.....	.....	40	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	.....	2,359 75
Iron Bound.....	100	.....	.....	.....	150	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	175	.....	.....	3,213 75
Total.....	1137	167378	201	12650	13375	25630	181000	.....	.....	12980	9300	275	.....	155760	13	136791	180	1240	1,160,682 95

RETURN showing the Number, Tonnage and Value of Vessels

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.										
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.								Value.
<i>Pictou.</i>																	
Pictou Island.....			\$		28	420	34	100	100							5	206
Chance Harbor.....					10	120	10	1170	1580			8805					
Little Harbor.....					15	189	15	1105	1492			6075					
Big Island.....					10	120	10	1000	1350			7593					
Merigomish.....					12	144	12										
Ponds.....					5	60	5	680	918			5793			6		
Lismore.....					5	60	5	500	675			3100					
Pictou.....					25	375	50	800	680						40	50	
Garden of Eden.....																	
Carribou.....					20	500	50	500	225			500			25	350	
Toney River.....					10	80	20	175	120			600				250	
North Shore.....					12	200	40	600	230							175	
Cape John.....					7	100	12	125	75							120	
Total.....					159	2359	263	6755	7445			32466			76	1145	
<i>Queen's.</i>																	
Mill Village.....					57	389	63	1058	590			4090					
Ponhook.....					6	60	25	50	75			825					
Liverpool.....	11	261	8500	54	66	1820	165	1140	755			2900			36	2914	
Port Medway.....	10	348	17800	97	19	2182	54	1380	828			2700				618	
Port Mouton.....	3	87	2800	14	22	5600	69	7180	3590						20	2960	
Port Jolly.....	1	30	1000	8	9	1000	27	100	100							30	
Port Lebert.....	1	35	1000	5	4	500	11	60	60							20	
Hunt's Point.....					15	1500	45	1800	1800						12	350	
White Point.....					4	80	8	1000	600						6	104	
Somerville.....					6	720	18	180	180							80	
West Head.....					34	681	40	1500	1500						55	170	
Ragle Head.....					17	340	30	780	390							216	
Blueberry.....					18	216	18	1100	440							270	
Coffin Island.....					13	269	18	540	190						5	130	
Pudding Pan.....					14	210	28	720	288							102	
Milton.....					4	60	20	144	40			850					
Moose Harbor.....					3	96	8	340	136							50	
Black Point.....					10	500	15	600	250							109	
Brooklyn.....	2	120	4200	25	40	820	80	1500	1100			1200				600	
Beach Meadows.....	1	26	1000	8	20	300	20	1200	480						7	282	
Total.....	30	907	36300	211	381	17334	762	22372	13392			12565			141	8996	

and Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.			VALUR.				
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, brls.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Lobsters, tons.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, barrels.	\$	cts.
.....	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	135000	.....	.....	.....	.....	21,206	25
.....	.....	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,320	75
.....	.....	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,038	75
.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,393	95
.....	.....	10	.....	.....	.....	.....	.....	.....	.....	200	.....	.....	.....	.....	.....	.....	.....	.....	14,472	00
.....	.....	100	.....	.....	.....	.....	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	11,483	45
.....	.....	150	.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	513	50
.....	.....	75	.....	.....	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,550	00
.....	.....	60	.....	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	600	00
.....	.....	40	.....	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17,316	75
.....	.....	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,345	00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	957	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	762	50
.....	150	460	.....	.....	235	.....	.....	.....	.....	300	.....	.....	.....	.....	.....	20	.....	.....	73,960	40
.....
.....	3487	.....	.....	.....	.....	.....	.....	.....	.....	.....	3750	37	.....	.....	.....	.....	.....	.....	15,119	50
.....	1216	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,987	75
.....	75	3428	.....	.....	477	203	2200	.....	.....	.....	.....	.....	.....	.....	.....	2360	.....	.....	31,366	00
.....	164	6228	.....	.....	2073	358	6200	.....	.....	.....	.....	.....	.....	.....	.....	5540	.....	.....	44,713	50
.....	10	3450	10	380	30	280	1000	.....	.....	.....	.....	.....	.....	.....	.....	1880	70	.....	36,745	70
.....	70	1200	.....	.....	.....	100	5000	.....	.....	.....	.....	.....	.....	.....	.....	1100	.....	.....	7,000	00
.....	.....	350	2	.....	.....	40	600	.....	.....	.....	.....	.....	.....	.....	.....	300	.....	.....	1,952	50
.....	.....	2250	12	.....	100	50	5000	.....	.....	.....	.....	.....	.....	.....	.....	1200	60	.....	12,801	50
.....	.....	30	.....	.....	.....	20	700	.....	.....	.....	.....	.....	.....	.....	.....	210	.....	.....	2,029	50
.....	.....	400	.....	.....	.....	50	600	.....	.....	.....	.....	.....	.....	.....	.....	350	50	.....	2,483	50
.....	.....	1400	.....	.....	1050	610	3000	.....	.....	.....	.....	.....	.....	.....	.....	1500	.....	.....	14,145	00
.....	.....	110	.....	.....	35	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	75	.....	.....	1,590	25
.....	.....	64	.....	.....	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79	.....	.....	1,665	85
.....	.....	260	.....	.....	40	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	200	.....	.....	1,711	00
.....	.....	102	.....	.....	10	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....	.....	976	50
.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	227	50
.....	.....	60	.....	.....	70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57	.....	.....	737	05
.....	.....	200	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	220	.....	.....	6,243	00
.....	50	2600	.....	.....	400	350	.....	.....	.....	.....	.....	.....	.....	.....	.....	3300	.....	.....	18,600	00
.....	.....	600	.....	.....	200	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	700	.....	.....	4,973	00
Albicores, 70 brls. at \$3; Clams, 145 brls. at \$5; Hake Sounds, 4,864 lbs. at 60c...																			3,853	40
Home Consumption, \$8,150; Fish used as bait, 1,663 brls. at \$3.....																			13,139	00
.....	5097	22942	24	380	4660	2122	24300	.....	.....	.....	3750	52	.....	86208	.....	19171	.....	240	227,061	00

RETURN showing the Number, Tonnage, and Value of Vessels and

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.									
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.							Value.
<i>Richmond.</i>			\$		\$			\$	\$							
Fourchu	1	72	2000	4	40	2000	120	7200	600	...	...	...	...	...	120	...
Framboise .....	...	...	...	...	10	240	27	2000	500	...	...	...	...	...	30	...
St. Esprit .....	...	...	...	...	7	210	18	1400	350	...	...	...	...	...	70	...
Larcheveque .....	...	...	...	...	13	455	30	3900	975	...	...	...	...	...	104	...
Grand River .....	...	...	...	...	29	1102	60	8700	2175	...	...	...	...	...	232	...
Point Machew .....	...	...	...	...	20	320	40	2000	640	...	...	...	...	...	200	...
L'Ardoise	5	162	4350	42	199	3650	420	20000	6800	...	32	...	...	...	2700	...
St. Peters' Island .....	...	...	...	...	40	500	63	3000	1500	...	...	...	1500	...	140	...
St. Peters	6	190	4750	40	50	750	100	8500	2200	...	4	...	...	...	1000	...
River Bourgeois	19	606	140000	123	4	60	8	700	250	...	...	...	...	...	100	...
Arichat.....	4	95	400	25	81	1600	150	4000	2000	...	...	...	...	...	100	...
Arichat West.....	...	...	...	...	90	1550	200	5000	2100	...	...	...	...	...	90	...
Petit de Grat	4	130	300	30	80	1500	200	6000	2100	...	4	100	...	...	100	...
Cape Hogan .....	...	...	...	...	50	1000	80	3400	1300	...	1	...	...	...	100	...
Port Royal .....	...	...	...	...	12	240	24	800	400	...	...	...	...	...	30	...
D'Escousse.....	13	500	7500	110	12	400	22	2000	1000	...	...	...	...	...	50	...
Lower D'Escousse.....	6	240	2400	50	5	100	10	1000	500	...	...	...	...	...	90	...
Polimand	4	130	2800	30	2	40	4	750	575	...	...	...	...	...	20	...
Port Richmond	2	60	900	12	15	200	20	3000	1500	...	...	...	...	...	20	...
Cape Le Rond .....	...	...	...	...	30	900	60	6000	3000	...	...	...	...	...	100	...
Rocky Bay .....	...	...	...	...	31	930	62	4000	2000	...	3	...	...	...	100	...
Little Anse .....	...	...	...	...	30	950	60	2500	1000	...	...	...	...	...	100	...
Gros Nez .....	...	...	...	...	70	1300	140	6000	2600	...	...	...	...	...	150	...
River Inhabitants.....	3	90	1900	15	40	600	60	8000	4000	...	10	...	...	...	50	...
Black River .....	...	...	...	...	18	96	18	800	400	...	...	...	...	...	...	...
Martinique and Lennox Passage .....	...	...	...	...	4	100	8	700	320	...	...	...	...	...	...	...
Total.....	67	2275	167300	481	982	20793	2004	111350	40785	...	54	100	1500	5796	...	...

Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

KINDS OF FISH.											FISH PRODUCTS.			VALUE.							
Herring, barrels.	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.		Oysters, barrels.	Lobsters, cans.	Lobsters, tons.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, brls.	\$	cts.
1200			3600												75000		1800			33,720	00
400			100														100			2,390	00
105			105														105			1,634	50
520			91														87			3,563	30
1305			145														145			8,250	50
400	10		300	4		8	100										200			5,451	00
1600	60		3100			10	5600										3300			69,075	00
431	13		320			27	580						4		110000		127			23,504	05
450			2500				400										950			21,502	50
200	20		3000	20			200	500									800			16,020	00
Amount added for Home Consumption																					
1400	10		6000				1600								125568		1400			57,485	20
900	100		500				2800					2000	14				350			17,98	50
1000	20		3000	2		100	2500										1500			27,994	00
950	10		800				2500										350			17,232	50
240	100		250				1000					1000	20				250			6,625	00
400			8000	50			600										500			38,875	00
375			1000	15			100										300			7,300	00
330			350	5			50						4				95			2,915	25
250	100		150				50						2				40			2,456	50
450			200				300										50			4,732	50
900			300				1500										350			11,397	50
1000			300				350										200			7,630	00
1000	20		250				800										250			9,605	00
450	100		100			10	250				500	2000	50				30			4,804	50
350			150				100				400	1000	20				20			2,264	50
350	150		200				30				200	500	20							3,177	00
16756	713	34811	96	155	21410	500	1100	6500	134	310568	13299									416,403	80

RETURN showing the Number, Tonnage and Value of Vessels and

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.											
	Vessels.			Boats.			Nets.		Weirs.									
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.
<i>Shelburne.</i>			\$			\$		\$		\$								
Jordan Bay.....	1	89	4000	16	16	1100	20	2500	800	.....	.....	.....	.....	.....	.....	16	.....	300
Jordan Ferry.....	1	60	1600	14	25	750	50	2000	475	.....	.....	.....	.....	.....	.....	25	.....	125
Wood's Harbor....	5	160	2500	40	100	1500	150	3500	1100	3	1800	.....	.....	.....	.....	2100	.....	300
Shag Harbor.....	6	210	5000	60	50	1100	60	5000	1300	.....	.....	.....	.....	.....	.....	.....	.....	350
Bear Point.....	5	150	4800	40	25	500	45	4200	1200	.....	.....	.....	.....	.....	.....	140	.....	50
West Barrington.	22	519	12500	154	14	300	28	2000	600	.....	.....	.....	.....	.....	.....	40	.....	50
Port Latour and Baccaro.....	1	72	2500	12	155	2000	158	8000	2300	1	1200	.....	.....	.....	.....	250	.....	1500
Cape Island.....	16	793	24000	220	150	6500	300	12000	3000	8	4800	.....	.....	.....	.....	3455	.....	400
UpperPort Latour	5	200	9000	48	50	1200	90	3000	1000	.....	.....	.....	.....	.....	.....	30	.....	600
Cape Negro and Blanche.....	2	95	4500	19	55	1400	110	3400	1100	.....	.....	.....	.....	.....	.....	50	.....	2200
Port Clyde.....	4	130	3000	31	15	750	30	900	350	.....	.....	.....	.....	.....	.....	15	.....	300
North-West Har- bor.....	3	150	3200	25	10	350	25	550	180	.....	.....	.....	.....	.....	.....	.....	.....	400
North-East Har- bor and Cape Negro Island...	1	45	1000	9	16	600	32	1600	490	1	1000	.....	.....	.....	.....	25	.....	787
Black Point and Red Head.....	.....	.....	.....	.....	30	1250	75	3000	1000	.....	.....	.....	.....	.....	.....	.....	.....	900
Roseway and Mc- Nutt's Island...	1	30	400	6	30	2500	85	3500	1100	.....	.....	.....	.....	.....	.....	30	.....	1050
West Shelburne...	2	84	2500	18	14	700	33	1560	550	.....	.....	.....	.....	.....	.....	40	.....	500
East Shelburne...	10	672	38900	120	42	650	50	6000	2000	.....	.....	.....	.....	.....	.....	150	.....	1500
Lockport.....	26	1700	94000	350	33	2400	72	3000	1200	.....	.....	.....	.....	.....	.....	800	.....	1500
Herring & Mack- erel sold fresh for bait.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amount of fish consumed in County.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	111	5159	213400	1182	830	25550	1413	65710	19745	13	8800	.....	.....	.....	.....	7466	.....	12812

Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

KINDS OF FISH.													FISH PRODUCTS.			VALUE.				
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Lobsters, tons.		Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, barrels.	
		2300				300										1200			\$	cts.
	15	1320				500										575			12,965	00
		1600		100		125										700			8,561	75
		2000		50		300										1000			78,092	50
		1700		100		100										1000			14,775	00
	350	5000		150		100										120000			28,175	00
						200										2800	18		26,565	00
	50	4000	2	1500		600								20000		2000			37,364	00
		14400		2200		900										187000			140,475	00
	50	5600		150		250										3100			30,115	00
		3000		50		300										2750			32,562	50
	30	1400				150										1600			8,593	00
		1800				150							6			1100			10,544	00
		875				100										450			7,759	25
		800				800										850			10,352	50
	60	1000				1500										1200			15,020	00
	60	825			90	350								30000		360			12,420	25
	30	11550				100								44000		5500			67,232	50
	25	40000		150		600	25000							89000		28000			219,775	00
																			5,040	00
																			25,000	00
670	99170	2	4450	90	7325	25000						8	859000		60085	18			791,389	25

RETURN showing the Number, Tonnage and Value of Vessels and

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.										
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.								Value.
<i>Victoria.</i>																	
New Campbellton.....					20	400	40	800	400								180
Great Bras d'Or.....					30	600	60	1200	500						25		150
Boularderie.....					1	20	2	50	20			6					10
North Shore.....					40	800	80	1000	500						40		300
English Town.....					80	1200	160	4500	2000			16			76		49
Grand Narrows.....					20	400	40	800	200						5		80
Wreck Cove.....					15	300	30	1000	500						20		120
St. Ann's Bay.....					15	300	30	1000	500			6			20		300
Smoky Head.....					8	160	16	320	120			6			10		160
Baddeck.....					1	20	2	50	25			3					
Washabuck.....																	
Bay St. Lawrence.....					50	1000	100	3000	900			5			50		100
Aspy Bay.....					12	240	24	720	216			6			40		20
White Point.....					45	900	90	3750	1125			3			50		
New Haven.....					16	320	32	1200	360			1					100
Neil's Harbor.....					50	1000	100	4500	1350			5					150
Green Cove.....					30	600	60	2700	810			2			30		150
South Bay.....					50	1000	100	3000	900			15			200		300
Ingonish.....					53	1060	100	4500	1350			15			100		300
Total.....					536	10320	1066	34090	11776			89			666		2460

Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

KINDS OF FISH.										FISH PRODUCTS.			VALUE.							
Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Lobsters, tons.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, brls.	\$	cts.
.....	450	.....	.....	10	50	300	.....	.....	.....	.....	.....	.....	.....	.....	320	.....	.....	3,068	50
.....	400	.....	.....	.....	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	150	.....	.....	2,752	50
.....	130	00
.....	250	.....	.....	.....	200	.....	.....	.....	.....	.....	.....	.....	.....	.....	200	.....	.....	3,492	50
.....	750	.....	.....	56	97	.....	.....	.....	.....	.....	.....	.....	.....	.....	200	.....	.....	5,049	00
.....	10	300	.....	.....	.....	50	.....	.....	.....	20	50	.....	.....	.....	.....	200	.....	.....	1,994	20
.....	480	.....	.....	.....	202	.....	.....	.....	.....	.....	.....	.....	.....	.....	120	.....	.....	3,505	00
.....	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	.....	20	.....	.....	1,895	50
.....	500	.....	.....	.....	120	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	.....	.....	3,414	00
.....	75	.....	.....	.....	.....	.....	270	00
.....	75	.....	.....	.....	.....	.....	225	00
.....	Squid, 1,000 barrels at \$4.....										.....	.....	.....	4,000	00
.....	1600	.....	.....	.....	200	.....	.....	.....	.....	.....	.....	.....	.....	.....	700	.....	.....	8,930	00
.....	650	.....	.....	.....	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	300	.....	.....	3,702	50
.....	1800	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	.....	.....	9,195	00
.....	2000	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	800	.....	.....	9,785	00
.....	2000	.....	.....	.....	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	1500	.....	.....	11,900	00
.....	1000	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	350	.....	.....	5,757	50
.....	4150	.....	.....	.....	300	.....	.....	.....	.....	.....	.....	.....	.....	.....	1500	.....	.....	23,087	50
.....	3000	.....	.....	.....	200	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	.....	.....	16,525	00
.....	10	19380	.....	.....	66	2299	300	.....	.....	20	50	20	150	.....	.....	8420	.....	.....	118,678	70

RETURN showing the Number, Tonnage, and Value of Vessels and

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.											
	Vessels.			Boats.			Nets.		Weirs.									
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.
<i>Yarmouth.</i>			\$						\$	Trap.	\$							
Bay Shore to Yarmouth Town	15	238	9120	87	55	6500	172	14000	9000	8	16000	.....	.....	.....	3560	.....	3445
Yarmouth Town	22	1080	42300	230	24	4300	88	3600	2200	6	12000	.....	.....	.....	2140	.....	584
Cheboque .....	.....	.....	.....	.....	20	2500	46	1400	950	.....	.....	.....	.....	.....	180	.....	460
Little River .....	.....	.....	.....	.....	26	360	38	960	260	.....	.....	.....	.....	.....	18	.....	518
TusketWedge	11	547	22500	176	25	1200	76	6000	3500	6	3000	.....	.....	.....	1595	.....	2405
Salmon River	1	30	650	4	45	340	55	5000	2000	.....	.....	.....	880	.....	.....	.....	.....
Tusket	1	47	1800	12	140	2400	160	18000	6500	.....	.....	.....	1640	.....	40	.....	100
East River .....	.....	.....	.....	.....	73	600	95	4500	3000	.....	.....	.....	855	.....	.....	.....	.....
Bel Lake	2	65	2000	15	55	550	55	3500	1800	.....	.....	.....	.....	.....	100	.....	200
Argyle .....	.....	.....	.....	.....	35	450	105	2200	1200	.....	.....	.....	.....	.....	80	5000	140
ArgyleSound	4	183	9750	64	.....	.....	.....	.....	.....	1	200	.....	.....	.....	40	.....	180
East & West Pubnico	38	1954	122000	598	43	2500	96	9000	3600	2	4000	.....	.....	.....	1560	.....	1640
Total	84	4144	210120	1186	541	21660	986	68160	34010	23	35200	.....	4035	.....	9313	5000	9672

Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

	KINDS OF FISH.													FISH PRODUCTS.			VALUE.			
	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Sounds, barrels.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, barrels.	Oysters, barrels.	Lobsters, cans.	Lobsters, tons.	Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, brls.	\$	cts.
.....	140	3205	46	2530	...	1930	53550	40	...	.....	.....	.....	.....	.....	.....	4245	650	.....	95,528	50
.....	60	14450	44	1575	...	1925	15000	20	...	.....	.....	.....	.....	.....	.....	7618	450	.....	110,708	20
.....	12	140	.....	40	...	80	900	.....	.....	.....	.....	.....	.....	.....	.....	40	.....	.....	4,735	00
.....	12	23	.....	12	...	58	500	.....	.....	.....	200	12	130000	.....	.....	26	2000	.....	23,309	65
.....	130	9325	22	650	...	1260	12300	.....	.....	.....	.....	.....	64500	.....	.....	5990	950	.....	87,440	75
.....	1540	75	2	15	...	25	650	.....	.....	.....	12000	25	.....	.....	.....	40	.....	.....	7,774	75
.....	2860	650	2	100	...	175	500	.....	.....	1100	25000	60	.....	.....	.....	350	.....	.....	18,588	50
.....	491	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	2,212	25
.....	420	450	700	4	.....	175	800	.....	.....	.....	.....	400	.....	.....	.....	280	.....	.....	11,150	50
.....	565	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	52000	.....	.....	.....	900	12,800	00
.....	.....	3600	8	300	.....	700	500	.....	.....	.....	.....	10	.....	.....	.....	1750	.....	.....	21,233	50
.....	40	29650	76	1275	...	6370	68000	.....	.....	.....	.....	35	.....	.....	.....	13850	60	.....	189,919	50
420	6288	61818	203	6497	...	12698	152700	60	...	1600	37200	572	...	246500	...	34189	1160	3850	585,401	10

RECAPITULATION showing the Total Number, Tonnage, and Value of Vessels and Boat; engaged in the Fisheries &c.—Nova Scotia.

No.	COUNTY.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				KINDS OF FISH.								
		Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in Ice, lbs.	Salmon, Smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Herring, Smoked, in boxes.	
		No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.									
1	Annapolis.....	13	167	\$ 5100	67	2874	413	23258	\$ 11330	25	\$ 1275	960	27658	70	26500	39200				
2	Antigonish.....					190	3370	440	15700	16800				840	417					
3	Cumberland.....	1	40	1600	4	1310	176	3600	2015	13	385	22550		195	1050					
4	Colchester.....					145	3615	313	28230	6565	34	11950	34	26140		236	350			
5	Cape Breton.....	13	263	4630	77	19888	1900	51460	22774	500	150	4580		1823	20620					
6	Digby.....	58	1078	27500	363	475	18025	1051	20020	17780	34	2600			176	16336	12000			
7	Guysborough.....	28	1098	30000	215	31755	2314	143200	69500	71	9750	81	3420	1150	7983		21483			
8	Halifax.....	58	1571	17100	338	10509	2593	226190	29370	461			23236	5140	12009		21166			
9	Hants.....					119	2083	150	7656	3075	12	1350	6533			900				
10	Inverness.....	14	472	8500	89	18227	2130	55915	37591	98	1156	127	2400	7750	7153	19689	14630			
11	Kings.....	9	111	1950	320	1388	7	15420	3835	29	6610		4690		60	7341	15355			
12	Lunenburg.....	161	15582	446900	1471	2180	58455	3541	62600	67630	121	24800	18960	900	9610	15000	15740			
13	Pictou.....					159	2359	263	6755	7445			32466		76	1145				
14	Queens.....	30	907	36300	211	17334	762	22372	13392				12565		141	8996				
15	Richmond.....	67	2275	167300	481	20793	2004	111350	40785			54	100	1500	5796	16756				
16	Shelburne.....	111	5159	213400	1182	25550	1413	65710	19745	13	8800				7466	12812				
17	Victoria.....					536	10320	1066	34090	11776					666	2469				
18	Yarmouth.....	84	4144	210120	1186	21660	986	68160	34010	23	35200		4035		9313	5000	9672	2469		
	Total	647	32867	1170400	6004	11919	269515	21522	961686	415338	1434	104006	457	190203	7190	9250	63377	39689	198269	67325

No. 2.

NEW BRUNSWICK.

REPORT OF W. H. VENNING, Esq., INSPECTOR OF FISHERIES FOR THE
PROVINCE OF NEW BRUNSWICK, FOR THE YEAR 1881.

FISHERIES OFFICE, ST. JOHN,
31st December, 1881.

HON. A. W. McLELAN,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my Annual Report on the fisheries of New Brunswick, for the year now ending, together with synopses of the Reports of local officers. Appended to these will be found statistics of the catch in the several districts and in the Province, which show a considerable increase over those of last year.

SALMON.

The serious decrease in the catch of salmon, recorded in my last Annual Report, has, I regret to say, been still more marked during the present year. The salmon fisheries of the Province have fallen more than 50 per cent. below the catch of former years. This decline is generally attributed to some unusual and exceptional cause; but, so far as I have been able to learn, no abnormal cause has yet been discovered, while a plain, simple and sufficient cause is everywhere visible. In all our estuaries and rivers the number of nets is excessive, and for years this fishery has been pursued beyond the power of the fish to multiply. The effects of this over-fishing has long been visible, and is every year becoming more evident, and I can only again express my strengthened conviction that, as long as this excessive fishing continues to be pursued, no permanent improvement can be expected. As it will be extremely difficult, if not impracticable, to curtail the number of nets, the most feasible mode of reducing the over-fishing will be either to shorten the open season or to lengthen the weekly close time. One of these measures will, in my opinion, be absolutely necessary for the preservation of this fishery.

BASS.

This fishery continues to improve in all places except in Miramichi, where it has long been pursued to an excessive extent. The destruction of young bass, formerly caused by bag-nets in smelt fishing, has no doubt retarded the improvement which resulted from the prohibition of seining and late spring fishing. But still the fishery has been profitable, and the catch has considerably exceeded that of last year, which is very encouraging, as previously each successive year showed a decline in this important and profitable fishery. Any relaxation in the present protective regulations will be followed by the worst results.

SHAD.

The catch of this fish has been somewhat better this year than last; but, compared with former years, it is very small and indicates certain decay. As I

stated in my last Annual Report, the only measure I can recommend for its improvement is a longer weekly close time. Under present regulations this close time is only from Saturday night to Monday morning, and is not sufficient for the protection of spawning fish. If the close time were made from Friday night until Monday morning, a larger number of parent fish would reach their spawning places, and their progeny would, no doubt, increase the stock, which excessive fishing has almost exhausted.

ALEWIVES.

There has been a small increase in the catch of this fish over that of last year. But, as the causes assigned in my former Reports for the decrease in this fishery, viz: excessive fishing and insufficient close time, still continue to operate, I can see no reasonable hope for any permanent improvement. Alewives are taken only when ascending our rivers to spawn; consequently, the whole catch consists of gravid fish. So many of these are taken every season, and the remnant left for propagation is so small, that year by year the supply diminishes, while the fishermen increase. If the weekly close time were extended, no doubt a much larger stock of parent fish would reach their spawning places, and as this species is very prolific, we might reasonably hope to see the catch increased.

SMELT.

This fishery still continues to yield an immense catch; but glutted markets and low prices have left small profits to dealers. The mild weather that has prevailed this winter has necessitated sales at any price, and at present the supply is greater than the demand. Should the weather be colder during the months of January and February, and allow shippers to hold over their stock, prices will, no doubt, advance to figures that will leave a fair margin for profit to shippers and good remuneration to fishermen. Taking into account the enormous quantities of this fish which have been taken yearly, and the very small profits that have been realized from the business, it is a matter for grave consideration whether some means of restricting the catch should not be provided. This restricted catch would really be more profitable than the present excessive quantities, which keep prices down. The injury done to the coast fisheries by this great destruction of fish food is not compensated for by the money obtained in return. Our rivers are being depleted of fish food without any corresponding benefit to the country, and it is a serious question whether the fish are not worth more to the country in the water than in glutted markets and manure heaps. When the supply of fish food fails, the deep sea fishes will desert our shores, and seek it in other and distant places.

STURGEON.

The capture and care of this fish, as described in my last Report, has grown into a large and important industry. The quantity caught has been somewhat less this season than last; but our fishermen have obtained better prices from the shippers. During the months of June and July the catch was very large, the market was overstocked, and prices fell to so low a figure that shippers must, in some cases, have lost money. In consequence of this, fishing was not pursued so energetically during the month of August, and ceased entirely some time before the close season commenced. If the fish continue to be as numerous in future seasons as they have been in those of the past, this fishery will be the most important one on the St. John River. The measures adopted for its regulation and protection appear to be sufficient, and have been cheerfully observed by fishermen. A strong desire is expressed by the fishermen of Sunbury and Queen's that the close time should be extended from 1st May to 1st July, in order that the first schools of fish may reach these counties before they are disturbed by nets lower down the river; and that the open season should be prolonged until the 1st October. I am not prepared to recommend this change, as it would

prevent the fish from being taken when in its best condition, and would leave no protection for spawners.

HERRING.

The returns show a very large increase from this fishery. The demand for small herring, cured as sardines, continues to increase, and large quantities are disposed of at better prices than formerly. This increasing catch of young fish cannot fail to have a material effect on the future supply of mature herring. The number of weirs is constantly increasing, and the production of sardines is becoming greater every year. In view of these facts, I would again urge that all known spawning grounds be protected during the spawning season, and no fishing allowed within their limits. If the supply of herring is to be kept up, I consider this protective measure absolutely necessary; but an Order in Council will be needed to give it effect. The demand for small herring has brought into practice a very destructive mode of capturing them, against which numerous complaints are made by weir and net fishermen. This mode is called "torching," or "driving," and is thus conducted: A boat, with a large torch in the bow, made of combustible materials saturated with parafine oil, is rapidly rowed by two men in the coves and along the shores frequented by the schools of young herring. These are attracted by the light, and surround the boat, into which they are scooped by large dip-nets. The oil, dripping from the torches, fouls the water and drives away the schools, which soon desert the localities thus rendered unfit for their habitat. There is no doubt that this mode of fishing will drive the schools from the coves and sheltered bays to which they resort, and it should therefore be prohibited.

The winter fishing has opened well, and large quantities of herring are now being caught in Charlotte and St. John counties. These are exported fresh, in a frozen state, and bring fair prices. Large quantities are now being sent to Quebec and Ontario by rail.

COD.

The catch of this fish has been fair, and rather above the average, but it is somewhat less than last year's. This is due to the less vigorous prosecution of the fishery in Gloucester County, consequent on the increased demand for lobsters to supply the increased number of factories, which gives the fishermen employment near home. The fishing is confined almost entirely to Gloucester, Kent, and Charlotte counties, in all of which, however, the pursuit of cod is giving place to that of other fisheries. In Charlotte, though fewer men were engaged, the catch slightly exceeds that of last year.

MACKEREL.

There has been a large decrease in the catch of this fish. The quality was poor, and but little effort was made to secure them for salting. The quantity canned largely exceeds that of last year, but the fishery is not pursued with any great vigour by our people, who confine their efforts to in-shore fishing in open boats.

POLLOCK, HALIBUT, HAKE AND HADDOCK.

The County of Charlotte is the only place in the Province where these fisheries are pursued to any extent. St. John fishermen follow them in a desultory way for the local market, but very limited quantities are taken within the county waters. The returns show about an average catch of each species.

LOBSTERS.

The constantly increasing production of canned lobsters threatens the speedy exhaustion of this shell fish. The returns show an increase of 1,000,000lbs over

the immense catch of last year, which was more than 1,000,000 lbs. over that of the year previous. As stated in my last annual report the number of factories continues to increase, while the average size of the lobster continues to diminish in all districts where the fishery has been long pursued. At the present rate of production the supply cannot continue for many years. In Charlotte County and all parts of the Bay of Fundy, where the canning business has been longest established, the supply is already beginning to fail, and several factories have been closed. Those engaged in the business are striving to make larger production compensate for low prices, and are seeking to get the present close season shortened, and some other protective measures modified. A series of resolutions passed at a public meeting of lobster canners, held in Kent County recently, urges several changes in the present regulations. Among others, they urge that fishing be allowed until 1st September, and that the restriction against using spawning fish be modified. Against the first of these I do not see any great objections, as in Kent and the more northern counties lobster traps cannot be set much before 25th May, in consequence of ice hanging about the shores. The permission given by the regulations to commence fishing on 20th April is, therefore, useless to fishermen and canners in these counties, and a whole month of legal fishing time is lost to them. When this regulation was made, I was not consulted in any way, nor was my opinion asked as to this matter, or I should have pointed out that the open season was most unsuitable to these northern counties. But any modification of the regulation which forbids spawning lobsters to be canned, will, I am convinced, hasten the extinction of this fishery as a profitable industry. At the present enormous rate of production of canned lobsters on all our coasts—a rate wholly beyond the reproductive power of this crustacean to keep up—its certain extinction is only a question of time, even with the most rigid enforcement of all existing protection. But if this is relaxed so that parent fish and all their progeny are destroyed, nothing but the blindest stupidity can fail to see that this extinction will be much more rapidly reached. In this connection, Overseer Deacon, who was once engaged in the canning business, and has since had exceptional opportunities for observing its working, makes some very judicious remarks in his Report, to which I respectfully direct your Honor's attention.

The quarrelling about fishing limits, alluded to in my last Report, has largely increased during the past season, and has caused much trouble and extra work to officers. Factories have now become so numerous that the whole extent of our coast line fails to supply profitable fishing grounds, and consequently the new factories crowd in on the lines occupied by older establishments. As this trouble is sure to become more serious and already threatens violence, it becomes a matter for grave consideration whether this fishery should not at once be placed under such restrictions as will enable the Department to control it.

OYSTERS.

Year by year the yield of our once teeming oyster beds is growing less. The returns this year show a falling off of more than one-third as compared with last year, and no improvement can be hoped for under present circumstances. In a special Report on the oyster beds of the Province, I have called attention to their present state, and pointed out the difficulties that will beset any remedial measures. I have stated the facts as they exist, and submitted my own opinions; but the whole subject is surrounded by difficulties of a general and local nature which will require careful consideration.

SYNOPSIS OF THE REPORTS FROM LOCAL OFFICERS.

RESTIGOUCHE COUNTY.

Overseer Mowat, of the Upper Division, reports a very poor catch of salmon, even worse than that of last year. This he attributes partly to the first run of fish

having ascended the river before fishermen got out their nets; partly to heavy freshets in July, which enabled many fish to escape the nets, and partly to the increased number of nets set on the coast about Caraquet and Miscou. He expresses his belief that this extension of coast fishing will prevent the estuary fishermen from ever again making as good catches as formerly. In this opinion I fully agree, as there can be no doubt that this fishery is now pursued to excess and beyond the power of the fish to keep up the old supply. He reports that angling was very good last summer, and that a fair stock of salmon had reached the upper waters, while the number of grilse in the river, he states, was unusually large. This increase in the number of grilse is a most hopeful indication, and promises a better run of salmon next year.

Overseer McPherson, of the Coast Division, also reports a decrease in the catch of salmon, for which he can assign no reason. His returns show an increased catch of lobsters and mackerel.

GLOUCESTER COUNTY.

Overseer Hickson reports another very bad season for salmon. He says:—"I wish I could suggest some remedy for, or offer any explanation of this falling off in coast salmon fishery; but I am utterly unable to do either." He reports a good stock of grilse in the rivers and expresses a strong hope that next season will see a great improvement in the catch. He reports a largely increased lobster fishery, and expresses his conviction that, at the present rate of production, this fish will become exhausted at no distant day. The catch of herring has been smaller than usual, but that of cod and mackerel was about an average.

Overseer Cormier, of Caraquet herring banks, reports that good order has been maintained among the fishing vessels, and that the regulations have been respected. The catch of herring was smaller than usual.

Warden Hache, of Shippegan District, reports a reduced catch of cod, owing to bad weather and scarcity of bait. Mackerel fishing was poor, and fishermen caught little above their own needs for domestic use. Herring were plentiful; but a late spring and stormy weather in the fall operated unfavorably for this fishery and the catch was small.

Overseer Landry, of Pokemouche District, reports a better catch of alewives. Smelt were plentiful, but low prices left small profits for those engaged in this fishery. The catch of mackerel was smaller than usual; but that of lobsters much larger. *Overseer Landry's* duties have been very much increased, by the smelt and lobster fisheries, and he declines to perform the duties another year at his present salary. I hope his knowledge and experience will not be lost to the service.

Overseer Hache, of Caraquet, and *Savoy*, of Tracadie, have failed to send me any reports of their districts. From other sources I learn that about an average catch of fish was made in each district.

NORTHUMBERLAND COUNTY

Overseer Stymast, of Tabusintac District, reports a large falling off in the catch of salmon. Alewives were more plentiful than usual; but low prices curtailed the catch, which will have a good effect on the future supply, as larger schools will reach their spawning beds. Smelt continue plentiful, and a large catch was made. Lobster fishing has largely increased in this district, and preparations are made for three more factories. This fishery, which is new to the district, and the smelt fishery, keep Mr. Stymast occupied both summer and winter. His present salary does not remunerate him for the increased labor he now performs.

Overseer Robichaux, of Neguac and Portage Island District, reports a greatly reduced catch of salmon, the cause of which he cannot assign. The catch of herring was about the same as usual for barreling; but a very large quantity was caught for lobster bait which does not appear in the returns. Cod fishing in the spring was

good; but want of bait in the fall prevented its pursuit, and the year's catch is smaller than usual. The catch of mackerel was small, and the bulk of it was canned or sold fresh. Lobster fishing, here as elsewhere, has largely increased, and two new factories will be started next season. The regulations are now well respected in this district, and Mr. Robichaux had no fine to impose.

Overseer Williston, of Escuminac and Bay du Vin District, reports a poor catch of salmon, but lobsters, smelts and other fish have given an average catch. Owing to the decay of the oyster beds in Gloucester and Kent Counties, the Miramichi beds have been more extensively fished than formerly, although the oysters are of inferior quality. He has no special remarks to make, as the regulations have been well observed.

Overseer Russell, of Grand Downs and Lower Newcastle District, reports a decrease in the catch of salmon at Portage Island and Burnt Church, but a small increase at Oak Point and Lower Newcastle. The catch of mackerel was small; that of bass and smelt very good. Oyster fishing was more largely pursued than last year. Lobster fishing has increased and new factories are projected for next summer.

Overseer Wyse, of Chatham and Napan District, says:—"The salmon fishery has again failed—the catch being much below that of last year. For a week or ten days in June the run was large, and gave good promise; but for the rest of the month fish were very scarce. In July there was a fair run: but this lasted only a few days and for the rest of the season fishing was very discouraging. Since the prohibition of seines, alewives have increased, and a much better catch than usual was made in the Main River. The protection of bass in Napan during the close season still requires constant vigilance. A gang of poachers destroyed the warden's boats last season, and, although I offered a reward of \$100 for the conviction of the offenders, it has not, so far, led to their detection. The catch of smelt was very large last winter, and from the preparations now being made it will probably be much larger the present season. If more extended markets could be found, this fishery would be profitable; but as it is, glutted markets and low prices leave no margin for profit either to dealers or fishermen."

Overseer Hogan, of Newcastle and North Esk District, reports that the catch of salmon was about the same as last year; but that was nearly 50 per cent. less than previous year. Heavy freshets enabled a good stock to get up to their spawning places, and the large number of grilse in the rivers gives promise of better fishing next season. Bass fishing continued good, and the catch exceeded that of last year; but great difficulty was experienced in preventing the catch of small bass. *Overseer Hogan* strongly urges that the present small salaries paid to wardens in his district is not sufficient to pay them for the work they have to perform. Watching salmon nets in summer, and bass nets in winter, takes up a large portion of their time, and he very truly states that good men cannot be got to do this work for such pittance as \$30 and \$50 a year. He recommends that these officers, who have both summer and winter work to do, should have their present salaries doubled.

Overseer Parker, of Upper Nelson and Derby District, reports a very small catch of salmon, which he attributes to the breaking of the South-west boom. This accident filled the river with logs and prevented nets being set, while the best run of fish was ascending. Above the boom the fishing was better. The catch of alewives was much larger than usual, and this compensated, in some measure, for the poor catch of salmon. In view of the rapid decrease of salmon, *Overseer Parker* expresses the opinion that nets should not be allowed above the tideway, where the river is so narrow that it is almost impossible for any fish to escape them. I entirely with this opinion, and have, in former Reports, pointed out that in no other river agree are salmon allowed to be netted after they have reached their spawning places.

Overseer Holt, of Blackville, *Taylor*, of Blissfield, *Freeze*, of Doaktown, and *Cameron*, of Stanley, all report a scarcity of salmon, but an improved catch of alewives, these being the only fish caught in these districts.

KENT COUNTY.

Overseer Sutherland, of the Upper Division, reports a poor catch of salmon, alewives and smelt, but that of bass was in excess of last year. The salmon fishermen of Kent are of opinion that the immense number of lobster traps set all along the coast prevents the salmon from coming in shore as formerly. Cod, mackerel and herring have yielded small returns, a rough and stormy season having interfered with these branches of fishing. Lobster fishing was more extensively pursued than in any previous year, and the quantity canned was much larger. Three new establishments were being built for next season. The fishermen and canners engaged in this business want the season extended to 1st September. A meeting of those interested was held in the fall, at which resolutions were passed embodying their views and wishes. These have been transmitted to your honor, and will doubtless receive due consideration. In my general remarks I have expressed my convictions on this important matter.

Overseer Girouard, of Buctouche District, reports a poor season for mackerel fishing. The catch of alewives was also small; that of bass about an average. Spring herring fishing was very good, and a larger catch than usual was made. Lobster fishing was more largely pursued, and two new factories were in operation; but a late spring and rough weather proved serious drawbacks on this part of the coast, the catch not being as large as usual. Oysters are becoming scarcer every year, and but few were raked in Buctouche.

Overseer Cormier, of the Lower District, reports a large catch of spring herring; but cod and mackerel fishing was very poor. The lobster fishery did not yield as large returns as last year, owing to the drawbacks just mentioned. The oyster beds of Cocagne are now almost exhausted, and no reasonable hope of their improvement can be entertained under existing circumstances.

WESTMORELAND COUNTY.

Overseer Deacon, of Shediac and Cape Tormentine Districts, reported as follows:—"The catch of fish generally has been very good. Mackerel were plentiful and of fair quality. Smelt were taken in large quantities last winter; but, as usual, dealers made little money in consequence of overstocked markets and low prices. I have seen them sold for 40 cents and 50 cents per barrel, and sometimes quantities are wasted for want of purchasers. Large quantities of spring herring were caught, and not less than 10,250 barrels were salted for lobster bait. Two new factories have been built during the last season, making eleven now operating in my district, and four new ones are in course of erection for next season. The catch has been much larger than that of last year. I would again strongly recommend the close season for lobsters to be from 20th October to 20th May, and from 15th July to 15th August. Close observation has convinced me that these periods form the proper close season for the northern parts of this Province. Lobsters cannot be taken here before the 20th May, in consequence of ice hanging to the shores, and the privilege of fishing before that time is useless, because it cannot be exercised. I am also convinced that it is a wicked waste to take lobsters during the heated term, when there is not as much meat in four, as there is in one healthy lobster. Besides this, they are really not fit for food. I have seen a copy of resolutions passed at a meeting convened at Richibucto by the lobster packers of Kent County, in which they ask to take female lobsters with eggs attached. I hope the Minister will not be persuaded to allow this destruction of spawning fish—this wanton waste in the production of lobsters. I am satisfied it would be far better to allow them to take lobsters as small as they choose, than to take females with eggs attached. No person who has any regard for the future of this fishery would allow such fish to be taken to his factory. I find, however, many engaged in the business who look only to present profit, and who, if not closely watched, will encourage the breach of all regulations."

Overseer Goodwin, of Bay Verte and Sackville District, reports that herring were plentiful and of good quality for spring fish. About 4,000 barrels were taken in the Bay, 1,500 of which were sold as bait and the remainder salted or smoked. Bass frequent Bay Verte and Tidnish Rivers, but are fished for only by sportsmen with hook and line. Alewives are increasing, and the catch this season was considerably larger than that of last year. The shad fishery at Sackville was not so productive as in former years, for which several local causes are assigned; but there is no doubt that the real cause is the general failure of this fish in all our Provincial waters, from past and present over-fishing. Lobsters are plentiful; but there is yet no factory started in Bay Verte.

Overseer Cormier, of Dorchester Bay District, reports a better catch of shad than usual. Up to September the fishing was very good; but after that date rough and stormy weather prevented the boats from continuing their operations. The quality of the fish was better than usual, and good prices were readily obtained. Though cod and herring are plentiful in the lower part of this district, fishermen confine their labor entirely to shad fishing, which is more remunerative.

ALBERT COUNTY.

Overseer Akerly reports that fishing has not been pursued in his district as vigorously as it was last year; but the catch of shad was quite as good. Salmon were not less plentiful, but less attention was given to their capture. Alewives were abundant and a good catch was made for domestic use. While the fisheries of Albert County are not extensive, they are of great local value, and are pursued principally by farmers, who devote their spare time to the business. The fish-ways in German-town Lake, Salmon and Point Wolf Rivers have been kept open and in good order. Those in Coverdale and Pollet Rivers, reported last year as having been torn out by freshets, have not been replaced. Mr. Akerly says he could see no practical benefit to be derived from their replacement, as no migratory fish now resort to them. They abound in fine trout, which afford good sport to numerous anglers who visit them during the summer months.

VICTORIA COUNTY.

Overseer McClusky reports that, owing to several freshets in the St. John during the summer, a large number of salmon escaped the nets and reached the upper waters. This was more particularly observable in the Tobique, where salmon were more numerous than they have been for several years. He says:—"Owing to excessive fishing at the mouth of the river, and along its whole course, the number of fish that reach Victoria County is now very small, and this makes it all the more difficult to protect them. The settlers contend that it is not just nor equitable to make their waters a nursery for salmon for the benefit of more favored persons living down the river and along the seaboard, to the exclusion of the poor settlers in the interior who need the fish most. Such are the arguments I meet with throughout my district when endeavoring to enforce observance of the law." He again urges the necessity of two special guardians for the better protection of salmon in the Tobique. Long stretches of the river are unsettled—the wardens are few and far apart—great facilities for poaching exist, and, even if the number of resident wardens were doubled, they could not effectually prevent illegal fishing. Two special guardians, moving constantly up and down the river, and acting in concert with the resident wardens, would be able to effect this, and I would again respectfully urge that they be provided the coming season.

CARLETON COUNTY.

Overseer Burt reports that the high freshets and large drives of lumber in the river prevented nets from being set, and consequently, few salmon were caught. Another officer should be appointed in this district, as it is impossible for one man to give it the requisite supervision.

Overseer Mills reports that a good run of salmon reached the head waters of the Miramichi, and that he had much trouble in protecting them from poachers who infest the river. Late in the season I found it necessary to employ, for a month, a special guardian to assist him, and I am glad to be able to state that no further attempts were made to disturb the fish on their spawning beds.

YORK COUNTY.

Overseer Orr reports a still smaller catch of salmon than was made last year. Shad were more plentiful, and a good catch was made. Sturgeon were not so plentiful as last year; extensive fishing in the lower counties preventing them from reaching York in their accustomed numbers. He reports much illegal fishing, and the seizure of several nets, which are yet in his possession.

Wardens Brown and Campbell also report a steadily decreasing catch of fish. Mr. Brown again expresses his decided opinion that this decrease is caused by over-fishing in the harbor of St. John, and by drift nets outside its limits, and also by the sawdust and mill refuse which pollute the waters of the St. John and its tributaries.

SUNBURY COUNTY.

Overseer Hoben reports a smaller catch of salmon, but a much better take of shad and alewives. Sturgeon fishing was largely pursued, and a good catch was made. Pickerel have become very plentiful, and large quantities of these and white perch were packed in ice and sent to American markets. The capture of these fishes has opened up a new industry, which will probably give employment to a large number of people. Mr. Hoben says:—"Pickerel are becoming valuable. When first introduced into the St. John it was supposed they would be a curse to the country, and would devour all the other fish; but it has turned out differently. They inhabit sluggish Creeks, still ponds and small lakes, in which lily-pads and other aquatic plants abound, and feed upon frogs, chub, suckers and other inferior fishes. They are not found in clear running water, and in no instance that has come to my knowledge have they been found in water frequented by salmon, trout, shad or alewives. Therefore the young of these fish are safe from their voracious habits."

QUEEN'S COUNTY.

Overseer Hetherington reports salmon scarcer than he has ever known them. Bass and shad were more numerous than they have been for many years. The increased run of shad he attributes to freshets in the river, which enabled them to escape the nets and weirs in the harbour of St. John. Alewives were also more plentiful than usual, which he accounts for in the same manner. Sturgeon fishing was more largely followed than last year, and better prices were paid to fishermen. Mr. Hetherington says:—"I am sorry to have to report that I find a growing indifference on the part of mill-owners for that part of the law relating to sawdust and refuse. Several in my district are becoming more careless as to its disposal, and they say when rich men are compelled to respect the law they will obey it. They allude to the Nashwaak Mills and say that they do more damage to the river than all other mills combined."

KING'S COUNTY.

Overseer Belyea, of Westfield and Belleisle District, reports a large decrease in the catch of salmon; but an improved catch of shad and alewives. The sturgeon fishery in this district has developed into a most important industry. A very large number was caught, and fishermen obtained better prices than last year. Mr. Belyea does not favour any extension of the time for fishing, but thinks it should end the last of August, so that necessary protection may be given to late spawning fish. In this opinion I quite agree, as already stated in my general remarks on this fishery.

Overseer Gosline, of Kennebecasis River, and its tributaries, reports a better run of shad and alewives than he has known for many years. Other kinds of fish about the same as last year. Some sturgeons were taken in the lower parts of the river, and preparations are being made for more extended fishing next season. Winter hake fishing through the ice continues to increase, and considerable numbers are taken for home use. There is no increase in salmon to be noted, but fine trout are plentiful in all the lakes and streams.

ST. JOHN COUNTY.

Overseer O'Brien says: "The catch of salmon fell largely below that of last year. In the first of the season the indications were promising; but here, as every where else, they soon failed, and the season ended disastrously for fishermen. The catch of herring was much larger than last year, and the schools came quite into the harbour, which is a most unusual occurrence, as they seldom come inside of Partridge Island, and then remain only for a short time. But this season they remained in the harbour four or five weeks, much to the advantage of our fishermen, who industriously availed themselves of these unusual facilities. An immense catch was made, and large quantities were cured as "bloaters" for American and Canadian markets. A large portion was sent frozen to Quebec, Montreal, and other Canadian cities, as were also large numbers of frozen cod and haddock. The catch of spring shad was the largest known for many years, and alewives were more plentiful than usual, and of superior quality. If some means could be devised to prevent the young fish from being destroyed by weirs, an improvement in this fishery might reasonably be expected to follow."

Overseer Skillen, of St. Martin District, says:—"My returns for the present year, I am happy to say, show exceptionally good results. The catch is considerably over that of last year, and indications are favorable for renewed activity in fishing industry. We have abundance of fish on this part of the coast, and all we need is industrious application to the business of catching and curing them. Salmon have not been fished for in my district this year, and this fact, with the nursing we are giving them here, ought to be followed by a large future increase. A large number ascended the fish-way in Salmon River dam, and fry are plentiful in its waters. I had the pleasure of seeing a large school of salmon ascending Moster's Mill stream, through the sluice-way opened in the dam for their passage. I had some difficulty in enforcing the weekly close time among the herring fishers between Roger's Head and Black River. There is a fine spawning ground in this neighbourhood, which, in my last year's report, I recommended should be protected from 10th July to 20th August. The growing demand for small herring makes this measure all the more necessary, and I hope it will be adopted. I have, in my general remarks on the herring fishery, urged that all known spawning grounds should be strictly protected, and I can only express my entire approval of *Overseer Skillen's* suggestion. An Order in Council will be needed to accomplish this.

CHARLOTTE COUNTY.

Overseer Todd, of St. Croix District, reports salmon and alewives more plentiful than last year. The catch of mackerel and herring was not so good. The employment of a night watchman has almost entirely prevented the poaching that formerly prevailed at the head of the tide. Fish-ways were kept in good order and well supplied with water. Mr. Todd says:—"The mills at St. Stephen and Milltown are now watched very closely, and but little refuse goes into the river. At Baring, some six miles above, there is no warden or watchman, and much of the mill refuse is allowed to pass into the river. An officer is much needed at this place, and I respectfully request that I be allowed to employ an assistant there. The expense would not exceed \$25 or \$30 a year, and the money would be well expended in material and moral effects on mill-owners both there and below. The guardian I

employed at Palfrey Brook and Skiff Lake has put an effectual stop to the poaching formerly done there on the spawning beds of the land-locked salmon."

Overseer Cunningham, of St. Andrew's Bay District, reports a large catch of herring last winter, the quality of which was excellent, and the prices obtained good. Preparations are made for an active pursuit of the fishery this winter. The demand for small herring, cured as sardines, continues unabated, and large quantities were taken, for which good prices were obtained all the season. Mackerel were small and poor—not fit for export; the few caught were used for home consumption. Haddock, hake, cod and pollock, once plentiful in the Bay, are so scarce that fishermen do not pursue line fishing, being more profitably employed with their weirs, which have largely increased in number. Lobster fishing was not so largely pursued this season. The factories at Eastport, which formerly canned lobsters, are now putting up sardines, and the demand for the former has fallen off. This, however, is not to be regretted, as the over fishing of the last ten years had largely diminished the supply, and this rest will give them a chance to increase.

Overseer Best, of Beaver Harbor District, reports an improved catch of all kinds of fish—cod, pollock, hake, herring and sardines. This latter fishery has been more vigorously prosecuted during the last year than ever before, and the demand continues to increase. The number of weirs has nearly doubled, and new applications are being made for more. This fishery has given employment nearer home to those who formerly pursued line fishing off shore, consequently fewer fishermen now engage in that business. No violations of the law have occurred, but some disputes among fishermen have required his interference to settle.

Overseer Lord, of Deer Island and Latéte District, reports as follows:—"The fishing season of 1881 has been very favourable, taking all branches of the business into consideration. The line catch is smaller than usual, not from any scarcity of fish, but from less attention having been given to this branch, and more to weir-fishing. The quantity of herring barrelled was large, with fair prices. Smoked fish are largely in excess of last year's returns, and, though prices were low in the early part of the season, they improved later, and this branch of the business has been very satisfactory. The number of weirs has increased, giving employment to a great many persons who formerly pursued line fishing. The demand for small herring continues, and not less than 8,000 hogsheads were taken during the season, which have averaged fully \$6, making the receipts to this district alone \$48,000, for a class of fish that formerly yielded little or nothing. If anything could be done to induce the establishment of a sardine factory here, these small herring could be utilized more to the advantage of our own people. As it is, we have to send the fish out of the Province to be manufactured, and then import them again for consumption." Mr. Lord directs attention to the destructive mode of fishing known as "torching" or "driving," described in my general remarks on the herring fishery, and says: "I consider it a great injury, both to the weirs and to the fish, as the oil fouls the water, drives the schools away from their usual haunts, and prevents them coming inshore. Many weirs which were formerly valuable are now almost worthless, in consequence of this most destructive mode of fishing, which is carried on principally by Americans from Eastport. The proprietors of the sardine factories fit out the boats, provide the cotton and kerosene for torches, and take at a low price all the herring caught. I think a regulation should at once be made prohibiting this mode of fishing, so that our fishermen (who have expended large sums in building weirs, for which they have to pay an annual license fee), may be protected from those who pay nothing for the privilege of destroying our fishery."

Overseer Brown, of Campobello, reports an average catch of codfish, pollock, and haddock, but a decrease in the weir catch of herring, which he thinks may possibly be caused by the large number of small fish that are annually taken for sardines.

Overseer McLaughlin, of Grand Manan, reports as follows:—"It gives me much pleasure to be able to report an encouraging result of the year's work in the fisheries of Grand Manan. Shortly after forwarding my last year's returns in

December last, the waters of this district were visited by an unusual run of all the fish that frequent the coast. The whole Bay of Fundy seemed to be alive with herring, cod, pollock, halibut, haddock, and even whales, porpoises and sharks came in greater numbers than have been known for the last fifty years. In consequence of this, all branches of fishing in my district have been industriously pursued, and the results are largely in excess of last year's catch. Vessels in the Bay made better fares than those that went to the Banks, and boat fishing has been much better than last year. Prices have been good, and fish of all kinds have found a ready sale. The cash value of this year's catch will exceed that of last year by more than \$100,000.

"The unusual number of whales that came into the Bay of Fundy induced an American whaler to come in pursuit of them, and she made a good season's work. Several of the whales were brought by her crew into the southern part of my district, and some of the residents were employed in cutting them up and trying out the oil, for which they received good remuneration. The year has been remarkable for a run of large herring, of extra good quality, in all parts of my district. This has brought a large number of American vessels to the place to purchase bait for cod fishing, for which they paid good prices in cash. The weirs from North Head to the Passages have generally fished well. Some of the new weirs had an extraordinary catch, while others have proved failures, and will probably be abandoned next year. Several applications have been made for others, which will be examined and reported on in due time."

From the foregoing reports and extracts of local officers, your Honour will observe that in most of the districts the duties of both overseers and wardens have greatly increased. In the northern counties the immense extension of the lobster fishery in summer and the smelt fishery in winter, has doubled their duties in all districts where these fisheries are carried on. In the County of Charlotte, comprising the southern districts, the increased number of weirs has doubled the overseer's duties. While the work has thus been increased, the originally insufficient salaries have remained the same, and the service is now in danger of losing some of its best and most experienced officers, because the salaries they receive do not pay them for the increased duties they have to perform. In former annual reports and in special reports on file, I have called attention to this important matter, and urged its early consideration and adjustment, and I again respectfully recommend that active and faithful officers receive a substantial addition to their present small stipends.

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

W. H. VENNING,

Inspector of Fisheries, N. B.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries; Quantity and Value of Fishing Material; Kinds and Quantities of Fish, and the Total Number of Men employed, &c., in the Province of New Brunswick, for the Year 1881.

DISTRICTS.	VESSELS AND BOATS EMPLOYED IN FISHING.					FISHING MATERIAL.				KINDS OF FISH.						
	Vessels.		Boats.		Men.	Fathoms.	Nets.		Weirs.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, brls.	Mackerel, in cans.	Herring, brls.	Herring, smoked, in boxes.
	Tonnage.	Value.	Men.	No.			Value.	No.								
<i>Restigouche.</i>																
From head of tide to Dalhousie.....	\$	43	516	62	10,750	\$	5,370	.....	70,000	.....	.....	.....	.....	.....
From Dalhousie to Belledune.....	68	1,280	172	20,196	.....	.....	10,995	.....	91,659	.....	.....	6,424	1,000	.....
Total.....	111	1,806	224	30,940	.....	.....	15,465	.....	161,659	.....	.....	6,424	1,000	.....
<i>Gloucester.</i>																
Madisco.....	90	1,500	150	4,990	.....	.....	4,990	.....	68,000	2,400	50	72,000	1,000	.....
Bathurst.....	30	600	60	6,053	.....	.....	6,053	.....	60,000	.....	300	.....	300	.....
New Brandon.....	100	2,000	200	4,722	.....	.....	4,000	.....	.....	.....	400	5,000	1,500	.....
Carquet.....	80	12,900	230	1,836	.....	.....	1,220	.....	.....	.....	15	.....	2,200	.....
Shippegan.....	10	3,400	34	12,280	352	4,615	.....	.....	2,420	.....	.....	737	9	830	1,180	.....
Pockmouche.....	80	850	130	2,340	.....	.....	1,640	.....	11,900	.....	60	.....	200	.....
Tracadie.....	6	1,600	18	1,860	93	12,000	.....	.....	8,000	.....	1,500	.....	100	.....	3,000	.....
Total.....	16	5,000	52	31,990	1,215	36,556	.....	.....	28,323	.....	141,400	.....	934	77,830	9,380	.....
<i>Sunbury.</i>																
St. John River.....	25	250	50	1,220	.....	.....	540	.....	880	.....	.....	.....	.....	.....
Ounabog Lake.....	5	50	10	150	.....	.....	75	.....	.....	.....	.....	.....	.....	.....
Hart's Lake and Gagetown.....	12	120	24	240	.....	.....	200	.....	.....	.....	.....	.....	.....	.....
Grand Lake.....	10	100	20	600	.....	.....	300	.....	.....	.....	.....	.....	.....	.....
Magnapet Lake.....	16	160	30	400	.....	.....	300	.....	.....	.....	.....	.....	.....	.....
Sheffield.....	20	200	40	800	.....	.....	400	.....	.....	.....	.....	.....	.....	.....
Oromocto.....	20	200	40	800	.....	.....	400	.....	.....	.....	.....	.....	.....	.....
French Lake.....	15	150	30	600	.....	.....	300	.....	.....	.....	.....	.....	.....	.....
Maugerville.....	10	100	20	200	.....	.....	100	.....	.....	.....	.....	.....	.....	.....
Total.....	133	1,330	264	5,010	.....	.....	2,615	.....	680	.....	.....	.....	.....	.....

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	KINDS OF FISH.													FISH PRODUCTS.			VALUE. \$ cts.		
	Alwives, brls.	God, cwt.	God Tongues and Soups, brls.	Pollock, cwt.	Hake, cwt.	Haddock, cwt.	Halibut, lbs.	Sturgeon, lbs.	Shad, brls.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Bels, brls.	Oysters, brls.	Lobsters, cans.	Fish Oil, galls.		Fish Gano, tons	Fish used as manure, brls.
<i>Restigouche.</i>																			
From head of tide to Dalhousie																			
From Dalhousie to Belledune.																			
Total																			46,614 45
<i>Gloucester.</i>																			
Madisco	1,500																		14,000 00
Rahurst	2,000																		32,614 45
New Bandon	2,000																		
Carquet	7,350																		
Shippegan	6,940																		
Pokemouche	1,200																		
Tracadie	1,100																		
Total	22,960																		96,235 00
<i>Sunbury.</i>																			
St. John River	100																		45,015 25
Otnabog Lake	25																		49,970 00
Hart's Lake and Gagetown	100																		
Grand Lake	125																		
Magnapet Lake	150																		
Shenfield	400																		
Oromocto	250																		
French Lake	100																		
Maugerville	100																		
Total	1,350																		176,637 10
																			53,777 50
																			518,728 38
																			2,602 00
																			100 00
																			800 00
																			726 00
																			1,120 00
																			1,980 00
																			1,000 00
																			550 00
																			460 00
																			9,338 00

NOTE.—30,000 lbs. Pickeral, at 6c., \$1,800.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICTS.	VESSELS AND BOATS EMPLOYED IN FISHING.				FISHING MATERIAL.				KINDS OF FISH.							
	Vessels.		Boats.		Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, brls.	Mackerel, in cans.	Herring, brls.	Herring, smoked, in boxes.
	No.	Tonnage.	Value.	Men.	No.	Value.	Value.	No.									Value.
<i>Kent.</i>																
From Escuminac to Richibucto.....	4	180	\$ 4,100	10	280	4,500	1,300	9,500	9,280	25,000	230	22,000	300	22,000	300	
From Richibucto to Buctouche.....	5	90	990	15	265	4,240	630	12,500	6,250		300		1,500		1,500	
Buctouche Bay and River.....	23	40	1,800	10	165	3,830	400	5,366	921		17	25 1/2	818		818	
Cocagne.....	.....	.....	.....	.....	240	3,840	480	12,000	6,000		200	720	2,500		2,500	
Total.....	32	310	6,890	35	950	16,410	2,710	39,366	22,451	25,000	747	22,970	5,118		5,118	
<i>Westmoreland.</i>																
Shediac and Botsford Parishes.....	.....	.....	.....	.....	500	7,500	.....	3,000	3,000	400	1,100	4,800	15,500	4,800	15,500	2,000
Sackville and Bay Verte.....	.....	.....	.....	.....	32	950	60	2,550	650		10		3,000		3,000	500
Dorchester Bay and Cumberland Basin.....	.....	.....	.....	.....	51	408	102	15,250	3,420	1,530						
Total.....	.....	.....	.....	.....	583	8,858	162	20,800	7,070	1,930	1,110	4,800	18,500	4,800	18,500	2,500
<i>Albert.</i>																
From Hopewell to Point Wolf River.....	.....	.....	.....	.....	23	575	75	3,300	1,100	5,500	15		70		70	140
<i>Victoria.</i>																
From Carleton Co. line to Grand Falls.....	.....	.....	.....	.....	19	420	23	280	260	32						
<i>Carleton.</i>																
.....	.....	.....	.....	.....	30	750	60	600	300	2,000						

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

District.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.*				KINDS OF FISH.						
	Vessels.		Boats.		Mens.		Nets.		Weirs.		Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, brls.	Herring, brls.	Herring, per 100, frozen.	Herring, smoked, in boxes.
	Tonnage.	Value.	Men.	No.	Value.	No.	Pathoms.	Value.	No.	Value.							
<i>Charlotte.</i>		\$															
St. Croix District.....	5	2300	22	29	1885	72	130	85	6	240	2500	.....	.....	110	180	.....	.....
Inner Bay of Passamaquoddy	70	.....	.....	68	3400	100	400	2000	26	7000	.....	.....	.....	260	600	5200000	.....
Lepreaux, Beaver Harbor and Bock Bay	26	13210	126	82	2100	164	17980	8990	24	14000	.....	.....	.....	.....	20000	5000000	24000
Deer Island and LaTete.....	17	8500	162	275	.....	340	175 0	9800	96	38400	.....	.....	.....	.....	1200	3000000	90000
St. Campo Bello	15	5600	84	103	3130	158	5956	2815	37	3700	.....	.....	.....	.....	50	700000	263765
St. Grand Manan.....	25	20000	150	425	36000	450	16000	8000	51	25500	.....	.....	.....	8	5000	1750000	600000
Total	88	49610	484	982	46515	1284	61666	31690	240	88840	2500	.....	.....	378	27030	15656000	977765
<i>Queens.</i>																	
.....				110	2100	180	5500	2750	.....	.....	.....	.....	.....	.....	.....	.....	.....
<i>Kings.</i>																	
Kennebecasis and Smith's Creek.....				100	1000	148	6900	3110	.....	.....	5137	.....	.....	.....	130	.....	.....
Westfield and Nerepis.....				100	1000	148	6900	3110	.....	.....	5137	.....	.....	.....	130	.....	.....
Total				200	2000	296	13800	6220	.....	.....	10274	.....	.....	.....	260	.....	.....
<i>St. John.</i>																	
From Quaco Head to Point Lepreaux, including St. John Harbor.....	56	29000	343	310	11200	750	99000	71000	32	10000	50000	.....	.....	.....	15000	400000	10800
From Point Wolfe to Quaco Head.....	27	12500	132	38	500	.....	2190	6000	2	200	.....	.....	.....	12	3900	.....	.....
Total	83	41500	475	348	11700	750	101190	77000	34	10200	50000	.....	.....	12	18900	400000	10800

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	KINDS OF FISH.													FISH PRODUCTS.			VALUE. \$ cts.					
	Alwives.	Cod, cwt.	Cod Tongues and Sonds, brls.	Pollock, cwt.	Hake, cwt.	Hake Sonds, lbs.	Haddock, cwt.	Hallbut, lbs.	Sturgeon, lbs.	Shad, brls.	Bas, lbs.	Trout, lbs.	Smelt, lbs.	Sardines, lbs.	Beis, brls.	Lobsters, cans.		Lobsters, tons.	Fish Oil, galls.	Fish Guano, tons.	Fish used as man- ure, lbs.	
<i>Charlotte.</i>																						
St. Croix District.....	350	130		150	100	100	200					2000	4000	175	25000	38		2300				10,132 80
Inner Bay of Passamaquoddy Lepreaux, Beaver Harbor and Beck Bay.....	50	180		2000	21350	3800	130					1600		980	14400			2300	220	800		42,666 00
Deer Island and La Tete.....		600	100	2000	3000	3800	4000							10000		200		13292	500	400		331,614 80
Campe Bello.....		4000		6140	10680	10680	7200							8000				10000	250			182,400 00
Grand Manan.....		21000	20	9000	31000	31000	1500	250000						125		10		3288	20	15		184,184 00
Total.....	400	31910	120	19290	66130	66930	19030	250000				3600	4000	19280		83080	398	88877	1090	2215		1,220,769 30
<i>Queens.</i>																						
.....	1600																	10		2		15,941 00
<i>Kings.</i>																						
Kennebecasis and Smith's Creek.....	75				58																	1,739 00
Westfield and Nerepis.....	304																					22,564 80
Total.....	379				58																	24,303 80
<i>St. John.</i>																						
From Quaco Head to Point Lepreaux, including St. John Harbor.....	11668	7000	90	2000	3200		3000	40000	2000	1050	6000					12	16000	90	1400	400		197,650 00
From Point Wolf to Quaco Head.....		1900		1500	80		240	2700		16												30,455 00
Total.....	11668	8900	90	3500	3280		3240	42700	2000	1066	6000					12	16000	90	1400	400		228,105 00

Return showing the Number, Tonnage and Value of Vessels and Boats engaged, in the Fisheries, &c.—New Brunswick—Continued.

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				KINDS OF FISH.							
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in Ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, brls.	Mackerel, in cans.	Herring, brls.	Herring, smoked, in boxes.
	No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.								
<i>York.</i>			\$															
From Sunbury County line to York County line.....																		
From Sunbury County line to Carleton County line.....																		
Total											3,000							
<i>Northumberland.</i>																		
Tabusintac Bay and River.....	2	16	500	6	50	1,500	4,500	1,783						20	5,000		50	
From Neguac Island to Burnt Church.														12			1,000	400
From Portage Island to Chatham Ferry.....	1	25	600	2	114	2,040	20,100	9,420						158			300	
Point Escuminac, Huckleberry, Egg, Fox and Bay du Vin Islands and Bay.....	30	150	1,500	120	85	1,700	7,500	7,500										
From Bay du Vin to Beaubair's Island.....					56	560	6,000	2,400										
From Clotham Ferry to Head Waters North-West.....							3,310	2,878										
From Beaubair's Island to Blackville.....																		
Blackville Parish.....																		
Blissfield.....					13	120	278	130										
Doaktown and Hovey Island.....							288	120										
From Hovey Island to Burnt Hill.....																		
Total	33	191	2,600	128	340	6,480	43,082	24,778			199,698			240	10,000		1,350	400

RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—
New Brunswick—Continued.

COUNTY.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				KINDS OF FISH.													
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Herring, frozen.	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Souds, barrels.		
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Value.	No.													Value.	
Restigouche.....	16	189	5000	111	1806	224	30940	15465	.....	.....	161659	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gloucester.....	33	191	2600	52	31990	1215	36556	28323	.....	.....	141400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northumberland.....	33	191	2600	128	340	450	43082	24778	.....	.....	199698	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kent.....	32	310	6890	35	950	16410	2710	39366	22451	.....	25000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Westmoreland.....	.....	.....	.....	583	8858	162	20800	7070	.....	.....	1930	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Albert.....	.....	.....	.....	23	575	75	3300	1100	6	500	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Victoria.....	.....	.....	.....	19	420	23	280	200	.....	.....	32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carleton.....	.....	.....	.....	30	750	60	600	300	.....	.....	2000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
York.....	.....	.....	.....	11	73	18	157	111	.....	.....	8020	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Queen's.....	.....	.....	.....	110	2100	180	5500	2750	.....	.....	580	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunbury.....	.....	.....	.....	133	1330	264	5010	2615	.....	.....	5137	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
King's.....	.....	.....	.....	100	1000	148	6900	3110	.....	.....	130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. John.....	83	1720	41800	475	348	11700	750	101180	77000	34	10200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charlotte.....	88	1728	49610	484	982	46515	1284	61666	31690	240	88840	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	252	4138	105600	1174	4305	130007	7563	355347	216963	279	99540	97	597924	3137	3421	122024	81478	16050000	991605	19618	65492	282

RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c. —
New Brunswick—Continued.

COUNTY.	KINDS OF FISH.													FISH PRODUCTS.		VALUE. \$ cts.			
	Pollock, cwt.	Hake, cwt.	Hake, Sounds, lbs.	Haddock, cwt.	Hallbut, lbs.	Sturgeon, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Sardines, hds.	Bels, barrels.	Oysters, barrels.	Lobsters, cans.	Lobsters, tons.		Fish Oil, galls.	Fish Guano, tons.	Fish used as Manure, brls.
Restigouche.....	733	.....	330	250	.....	.....	25000	5150	333123	.....	1863623	62127	.....	.....	5650	.....	5900	46614 45
Gloucester.....	25	.....	.....	.....	13	.....	128883	2505	1088002	.....	653050	.....	.....	.....	100	.....	1800	518728 38
Northumberland.....	98	.....	29	.....	.....	.....	39500	4400	229040	.....	4411640	.....	.....	.....	580	.....	205	208941 20
Kent.....	4500	3500	275440	.....	150100	.....	.....	.....	100	.....	90000	433437 35
Westmoreland.....	10	.....	24	1500	.....	.....	700	9500	5500	.....	.....	.....	.....	.....	90	.....	.....	211991 60
Albert.....	7354 50
Victoria.....	776 00
Carleton.....	400 00
York.....	3204 00
Queen's.....	700	.....	.....	.....	.....	.....	.....	300	.....	.....	15941 00
Sunbury.....	9338 00
King's.....	58	.....	.....	.....	.....	.....	.....	450	.....	.....	.....	.....	.....	.....	.....	.....	.....	24303 80
St. John.....	3500	.....	3240	42700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	228105 00
Charlotte.....	19290	66930	19030	250000	.....	.....	.....	3600	4000	19280	.....	.....	.....	.....	.....	.....	.....	1220769 30
Total.....	22980	70419	66930	22653	294450	453450	5423	225283	23805	1925105	19280	8068413	5421050	508	98003	1092	19620	2,930,904 58	

RECAPITULATION of the Yield and Value of the Fisheries of New Brunswick
during the Year 1881.

Kinds of Fish.	Quantities.	Prices.		Value.	
		\$	cts.	\$	cts.
Salmon, pickled.....	Brls. 97	18	00	1,746	00
do fresh, in ice.....	Lbs. 597,924	0	20	119,584	80
do in cans.....	Cans. 3,137	0	20	627	40
Mackerel.....	Brls. 3,421	10	00	34,210	00
do preserved.....	Cans. 122,024	0	15	18,303	60
Herring.....	Brls. 81,478	4	00	325,912	00
do frozen.....	Hbds. 16,050,000	0	40	64,200	00
do smoked.....	Boxes. 991,605	0	25	247,901	25
Alewives.....	Brls. 19,648	4	00	78,592	00
Cod.....	Cwt. 65,492	4	25	278,341	00
Cod Tongues and Sounds.....	Brls. 282	7	00	1,974	00
Pollock.....	Cwt. 22,980	3	50	80,430	00
Hake.....	do 70,419	3	50	246,466	50
Hake Sounds.....	Lbs. 66,930	1	00	66,930	00
Haddock.....	Cwt. 22,653	3	50	79,285	50
Halibut.....	Lbs. 294,450	0	06	17,667	00
Sturgeon.....	do 453,450	0	06	27,207	00
Shad.....	Brls. 5,423	8	00	43,384	00
Bass.....	Lbs. 225,283	0	06	13,516	98
Trout.....	do 29,805	0	06	1,788	30
Smelt.....	do 1,925,105	0	06	115,506	30
Sardines.....	Hbds. 19,280	6	00	115,680	00
Eels.....	Brls. 896	9	00	8,064	00
Oysters.....	do 8,413	3	00	25,239	00
Lobsters, in cans.....	Cans. 5,421,050	0	15	813,157	50
do tons of.....	Tons. 508	30	00	15,240	00
Fish Oil.....	Galls. 98,093	0	65	63,760	45
Fish, used as manure.....	Brls. 19,620	0	50	9,810	00
Fish Guano.....	Tons. 1,092	15	00	16,380	00
Total, 1881.....				\$2,930,904	58
do 1880.....				2,744,446	58
Increase.....				\$186,458	00

No. 3.

QUEBEC.

GASPÉ, December 31st, 1881.

To the Hon. Minister of Marine and Fisheries, Ottawa.

SIR,—I have the honor herewith to transmit you my statement of the fisheries of the Gulf division for the past year.

I left Quebec on board the Government steamer for the protection of the fisheries, "La Canadienne," on the 22nd June, and returned to Quebec on the 9th of November, having spent the season cruising in the Gulf, as will be seen by the extract from my log, which I append to this report. It was high time that some protection was afforded to those carrying on the fisheries, more especially along the northern shore of the Gulf. An annually increasing number of vessels are visiting the lower part of this coast, and they have been causing much annoyance and loss to our shore fishermen by the throwing of gurry and offal into the harbors and bays and along the course of the inner banks. Many of them are seiners and without the continued presence of a protecting vessel during the fishing season, which begins with July and ends with August, it is impossible to prevent them from seining in such a manner as to drive the hand and line fishermen off the fishing grounds.

I also notice that many of these foreign (I use the word foreign in the sense of not belonging to the Dominion) fishermen have introduced the habit of jigging for cod. The habit is one extensively practiced by the Norwegians, but so far it has not been much resorted to by our fishermen. There can be no doubt that when fish are very plentiful and refuse to take the bait the temptation to jig for them must be very great; yet, I think when we consider that for every fish taken on the jig so many are lacerated and torn and lost, it becomes a question whether this style of fishing should be encouraged or tolerated in waters over which we have any control. I have consulted the principal fishing firms and the oldest and most intelligent fishermen, and I find that they are all of the opinion that the practice is a bad one.

The following table will show at a glance the extent and value of the Gulf fisheries for the season, and by it, it will be seen that a slight increase in value exists over the season of 1880:—

TABLE No. 1.

TOTAL Catch and Value of all the Gulf Fisheries for Season of 1881.

Description.	Quantity.	Price.	Value.
		\$ cts.	\$ cts.
Salmon—Salt	568 barrels...	15 00	8,520 00
do Fresh, in ice.....	247,273 pounds...	0 07	17,309 11
do Canned	3,192 do	0 15	478 80
do Smoked	1 box.....	10 00	10 00
Cod—Summer	374,846 cwt.	4 00	1,499,384 00
do Fall.....	35,206 do	4 00	140,824 00
Haddock.....	818 do	4 00	3,272 00
Ling.....	75 do	4 00	300 00
Halibut	263 do	6 00	1,578 00
Herring—Salt	17,652 barrels....	5 00	88,260 00
do Smoked.....	1,426 boxes.....	0 25	356 50
Mackerel	2,845 barrels....	6 00	17,073 00
Trout.....	121 do	8 00	972 00
Eels.....	25 do	7 00	175 00
Cod Tongues and Sounds.....	144 do	9 00	1,296 00
Seal Skins.....	58,201 pieces.....	1 00	58,201 00
Seal Oil.....	220,157 gallons...	0 50	110,078 50
Whale Oil.....	12,985 do ...	0 40	5,194 00
Porpoise Oil	9 do	0 50	4 50
Cod Oil	333,310 do ...	0 40	133,324 00
Lobsters, canned.....	860,916 pounds....	0 15	129,137 40
Fish as bait and manure	114,110 barrels....	1 00	114,110 00
Fish for local consumption	20,270 do	4 00	81,080 00
Total value for 1881			2,410,937 81
do 1880			2,357,222 85
Total increase in value for 1881 over 1880.....			53,714 96

TABLE No. 2.

TABLE showing Number, Tonnage and Value of Vessels engaged in Gulf Fisheries, 1881.

Division.	Number of Vessels.	Tonnage.	Number of Sailors.	Value of Vessels.
				\$
South Shore	83	7,035	464	287,800
North Shore	63	2,324	323	89,245
Magdalen Islands	19	778	160	51,100
Anticosti	1	35	4	600
Total	165	10,172	951	408,745

TABLE No. 3.

TABLE showing the Number of Fishing Boats and Flats, with their value, and the Number of Fishermen and Shoremen in the Gulf, 1881.

Division.	Fishermen.	Shoremen.	Boats.	Flats.	Value.
					\$
South Shore	3,329	1,296	1,628	1,362	83,925
North Shore	1,969	1,077	978	668	12,992
Magdalen Islands	826	221	328	220	38,225
Anticosti.....	269	73	149	150	9,605
					1,420
					6,235
					1,535
Total	6,393	2,667	3,083	2,400	166,987

TABLE No. 4.

TOTAL Number of Nets in use in Gulf Fisheries, with their values, &c., 1881.

Description.	Number of Nets.	Length.	Value.
		yds.	\$
Salmon nets.....	1,266	90,620	36,890
Cod seines	30	4,355	5,850
Herring seines	33	4,446	4,178
do nets	4,155	146,973	54,095
Mackerel seines.....	11	1,755	2,710
do nets	803	30,357	9,104
Capelin seines.....	296	15,658	12,433
Lance do	52	2,530	2,808
Seal nets	461	27,307	8,967
Brush fisheries	14	.....	261
Trout nets.....	15	765	127
Total value.....			137,423

TOTAL Value of Vessels, Boats, Flats and Nets used in Gulf Fisheries during 1881.

	\$
Value of Vessels	408,745
do Boats and Flats.....	166,987
do Nets and Moorings	137,432
Total.....	<u>713,164</u>

The fisheries of the south shore, the Magdalen Islands and the Island of Anticosti were all poor, with the exception of the spring seal fishery of the Magdalen Islands, which was very good. The north shore fishery has, however, been abundant, and our merchants have been enabled to make up the deficiencies caused by the failure of the south shore fisheries by the extra quantity of fish that they had from the north shore. The following tables will show the quantities of fish and oil exported, foreign, from the ports of New Carlisle, Gaspé and Percé:—

TABLE No. 5.

VESSELS Outwards from Port of New Carlisle with Fish and Oil during the Season of 1881.

Name of Vessel.	Destination.	Cod.	Other Fish and Oil.	Value.
		Cwt.		\$ cts.
Anna Bella.....	Barbadoes		20 brls. herring.....	60 00
Hudson.....	do		10 do	31 00
Union.....	Rio.....	3,011		15,055 00
Hœmatope	Cuba.....	1,064	7 brls. cod roes; 32 brls. capelin	5,437 00
85.....	Pernambuco.....	2,151		10,755 00
Robin	Barbadoes.....	2,100		10,500 00
Diton	Figuera	1,218		6,090 00
O. R. C.....	Pernambuco.....	3,980		19,900 00
Reaper.....	Barbadoes.....	1,555		7,775 00
Seaflower.....	Jersey.....	11,279		56,395 00
O. Blanchard.....	Barbadoes.....	1,728		8,640 00
Marie Henriette.....	Boston.....		904 brls. herring	2,712 00
Sharston.....	Barbadoes	1,300	105 do	6,815 00
Eagle.....	Rio.....	2,256		11,280 00
North American.....	Boston.....		2,300 brls. herring.....	6,900 00
Homely.....	Rio.....	3,723		18,615 00
G. D. T.....	Rio.....	1,783		8,915 00
Comalo.....	St. Pierre Miquelon..		98 boxes smoked herring	24 50
Hœmatope	Naples.....	1,609		8,045 00
A. W. C.....	Boston.....		695 brls. herring	2,085 00
O. Blanchard.....	Rio.....	4,198		20,990 00
Marie Georgiana.....	Pernambuco.....	1,400		7,000 00
Hudson.....	Boston.....		1,085 brls. herring; 6 brls. mackerel.....	3,291 00
Robin.....	Rio.....	2,335		11,675 00
Reaper.....	Naples.....	3,037		15,185 00
Union.....	Rio.....	3,167		15,835 00
Diton.....	Oporto.....	1,888		9,440 00
Century.....	Rio.....	2,917		14,585 00
Star.....	Havannah.....	1,706		8,530 00
Hebe.....	Rio.....	3,650		18,250 00
Julia Grace.....	Barbadoes.....	256		1,280 00
Empress.....	Naples.....	2,353		11,765 00
C. R. C.....	Rio.....	3,963		19,815 00
Sharston.....	Jersey.....	2,854	3,650 galls. cod oil; 335 galls. seal oil.....	15,762 50
Adelina.....	Vienna.....	2,070		10,350 00
85.....	Naples.....	2,883		14,415 00
Seaflower.....	Jersey.....	7,693		37,965 00
Lady Young.....	do	2,000		10,000 00
			Total Value.....	452,172 00

TABLE No. 6.

CLEARANCES from Port of Percé Outwards with Fish during Season of 1881.

Name of Vessel.	Destination.	Cod.	Value.
		Cwt.	\$ cts.
" Col. Ellsworth "	Barbadoes	1,000	4,000 00
" Costillia "	Civita Vecchia	1,913	7,652 00
	Total Value.		11,652 00

TABLE No. 7.

VESSELS cleared Outwards from Port of Gaspé in 1881, with Fish Cargoes.

Name of Vessel.	Destination.	Quantity.	Value.
			\$ cts.
Standard	Barbadoes	2,400 cwt.	9,615 00
Emeline Adeline	do	2,000 "	5,250 00
Exact	Brazil	3,206 "	13,549 00
Dawn	do	2,406 "	11,870 00
Alliance	Barbadoes	1,000 "	4,039 00
Dewdrop	do	1,200 "	2,552 00
Brothers	Brazil	2,371 tubs.	11,005 00
J. L. B.	do	1,951 "	8,710 00
Cornucopia	do	2,082 "	10,475 00
Dewdrop	do	1,550 "	7,750 00
Alliance	Ancona	2,785 cwt.	11,140 00
Brittany	do	2,365 "	9,460 00
Weazle	Naples	1,910 "	7,640 00
Cimbri	do	3,035 "	12,140 00
Warrior	Bari	2,108 "	6,324 00
Gleaner	Naples	2,286 "	9,144 00
Zingara	Brazil	2,533 tubs.	12,132 00
Dawn	do	2,395 "	10,776 00
Bella Rosa	do	2,018 "	12,108 00
Snowdrop	do	2,463 "	12,315 00
Exact	do	2,200 "	13,200 00
Brothers	Jersey	Fish and oil.	10,655 00
Industry	Lisbon	3,568 cwt.	14,272 00
Zephyr	Naples	3,107 "	12,428 00
Lady Mary	Brazil	2,200 tubs.	11,000 00
St. Bulade	Vienna	2,620 cwt.	10,480 00
Village Belle	Lisbon	3,033 "	12,132 00
Harry Emmett	Brazil	1,825 tubs.	10,615 00
Standard	Oporto	2,773 cwt.	8,282 00
J. L. B.	Brazil	2,033 tubs.	10,165 00
	Total		301,233 00

SOUTH SHORE.

COD FISHERY.

This fishery opened well and for a few weeks the promise was good, but early in the season from Percé west as far as Cape Chatte the fishing began to fall off, and it never recovered during the season. From Cape Cove to Newport the fishing was good throughout the season, especially at Grand River and Newport. The cod fishery at these latter places is almost entirely made on the bank at Miscou. I fancy that the small catch made in the western portion of this division may be attributed in great part to the roughness of the season—to the fact that the tides and currents were strong and uncertain, and that bait was at other times scarce and difficult to obtain.

—	1879.	1880.	1881.	Decrease in 1881.
Summer Cod.....	101,776	71,990	63,675	8,315
Fall Cod.....	31,103	27,047	24,024	3,023
	132,879	99,037	87,699	11,338

The above table shows that the year 1881 has been the poorest for the cod fishery on the south shore for a number of years, the year 1879 being considered an average year.

SALMON FISHERY.

This fishery opened late, no fish being taken before June. The first fish were of a large run and the fishermen looked forward to a successful season, but the fishing soon fell off, and the catch of 1881 is the poorest within the memory of the "oldest inhabitant." We know so little of the manner of life and whereabouts of the salmon once they leave the rivers that we are quite unable to venture any opinion as to the cause of this great decrease in the number of salmon visiting our fresh water bays and rivers during these last three years. I am informed by old salmon fishermen that this is not the first time that this missing of the salmon has been noticed. While I am quite ready to admit that the quantity of salmon coming into the rivers in the spring was smaller than usual, yet I think the catch of salmon was smaller than usual from causes that were perfectly apparent. The spring was cold and late up to June, when the weather suddenly became warm and was exceedingly dry. The water in the rivers fell rapidly and was clear and bright, and when this is the case, as it undoubtedly was last spring, the salmon do not mesh. The second run of fish did not enter the rivers until the net fishery was over. In conversing with some of the fly fishermen I found that none of them attributed their poor luck not to a want of fish, but rather to the lowness and clearness of the water. That the falling off in the salmon net fishery has been something alarming during the last three years, can be shown by the following table, which includes the whole of the Gulf fishery:—

TABLE showing falling off in Salmon Net Fishery of 1881 as compared with 1878.

Description.	1878.	1881.	Decrease, 1881.
	Lbs.	Lbs.	Lbs.
Salt.	818,700	167,100	651,600
Fresh, in ice.....	489,786	247,273	242,513
Canned in tins.....	139,574	3,192	136,382
Total.....	1,448,060	417,565	1,030,495

When we consider that, as a rule, the salmon net fishermen do not carry on any other kind of fishery, and that to fit out a salmon stand requires a considerable outlay in the way of nets, mooring, &c., the above table will give some idea of the loss caused by the failure of the salmon fishery.

Lobster Fishery.

The lobster fishery shows a slight falling off in spite of the fact that several new canneries had been at work. I believe that two or three more are to be established during the winter, and made ready for work in the spring. At this rate it will not take very long to make lobsters scarce about the Gaspé coast. I hear that it is the intention of some English company to establish a cannery on some part of Anticosti. I believe that they are satisfied that they will find lobsters there in paying quantities. I think some stricter means will have to be adopted to secure the due observance of the law with regard to the taking of small lobsters; they are certainly neglected at the canneries, but it is too late then, as the damage has been done, unless the small lobsters are returned to the water by the fishermen at once, on opening the trap; they seldom have vitality enough left to survive by the time they reach the beach, where they are usually culled. The following table will show the decrease as compared with the previous year:—

—	1879.	1880.	1881.	Decrease, 1881:
	Lbs.	Lbs.	Lbs.	Lbs.
Bonaventure.....	83,464	210,553	131,696	78,857
Gaspé.....	315,184	288,046	255,656	32,390
Total.....	398,648	498,599	387,352	111,247

Herring Fishery.

There has been a slight increase in the catch of herring, due principally to the return of the herring to the Bay Chaleur; it has been some few years since the catch of herring has been so good about Bonaventure.

	1879.	1880.	1881.	Increase, 1881.
Herring, Salt..... brls...	8,167	10,743	12,053	1,310
do Smoked..... boxes.....		552	1,426	874

Mackerel Fishery.

This fishery was poor—that is to say, but a small quantity of mackerel was taken. The fishery is one that is neglected by our fishermen, and I think they make a great mistake by so neglecting it. A few old men and boys about Port Daniel and Gaspé amuse themselves morning and evening by jigging for mackerel when they see them schooling in the bays; but there is no attempt to carry on this fishery with the skill and energy which the value and abundance of this fish would most assuredly warrant.

	1880.	1881.	Decrease, 1881.
Mackerel, Salt—barrels.....	1,840	432	1,408

Bait.

Bait was uncertain along the south coast during the season, especially on that part of the coast west of Perce, and much of the falling off in the cod fishery I attribute to this cause. I may state in this connection that the fishery bulletins which were published with great punctuality, were frequently made use of in the search for bait. Many fishermen who were disposed to laugh at the idea of these bulletins being of any practical use to them have been forced to admit of their value; and there is no doubt whatever that as the fisherman learn to place confidence in these daily reports, a greater use will be made of them from year to year. I would urge on the various telegraph operators who compile them, that they take pains to furnish honest and reliable information.

BAIT in 1881—South Shore.

	Barrels.
Herring	17,790
Capelin	10,349
Smelt	532
Cod Roes	117
Squid	736
Trout	55
Lance	82
Clams	721
Total	30,382

TOTAL Catch and Value of the South Shore Fisheries for the Season of 1881

Description.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon—Salt.....	32 barrels.....	15	00	480	00
do Fresh, in ice.....	139,753 pounds.....	0	07	9,782	71
do Canned.....	3,192 do.....	0	15	478	80
do Smoked.....	1 box.....	10	00	10	00
Cod—Summer.....	63,675 cwt.....	4	00	254,700	00
do Fall.....	24,024 do.....	4	00	96,096	00
Haddock.....	377 do.....	4	00	1,508	00
Ling.....	75 do.....	4	00	300	00
Halibut.....	59 barrels.....	6	00	354	00
Herring—Salt.....	12,053 do.....	5	00	60,265	00
do Smoked.....	1,426 boxes.....	0	25	356	50
Mackerel.....	432 barrels.....	6	00	2,592	00
Trout.....	13 do.....	8	00	104	00
Eels.....	25 do.....	7	00	175	00
Cod Tongues and Sounds.....	127 do.....	9	00	1,143	00
Cod Oil.....	49,049 gallons.....	0	40	19,619	60
Whale Oil.....	9,785 do.....	0	40	3,914	00
Fish as bait and manure.....	30,382 barrels.....	1	00	30,382	00
Lobsters, canned.....	387,352 pounds.....	0	15	58,102	80
Fish for local consumption.....	9,757 barrels.....	4	00	39,028	00
Total value for 1881.....				579,391	41
do 1880.....				659,230	10
Decrease in value for 1881.....				79,838	69

RETURN showing the Kinds and Quantities of Fish in the South Shore Division ex-

CAPE CHATTE DIVISION

NAME OF STATION.	NAME OF OWNER.	Salmon, barrels, cured.	Salmon, fresh, in ice, lbs.	Salmon, in lb. cans.	Salmon, smoked, boxes.	Summer	Fall	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Herring, smoked, boxes.
						Fishing.	Fishing.					
						Cod, quintals.	Cod, quintals.					
Cape Chatte.....			60			350	250			3	5	
do						40	20				2	
do						30				1	4	
Ste. Anne des Monts.....						60						
do						150						
do		1				750	250			2	20	
do			3153		1							
do		4										
do						500	480			2	2	
do												
Rivière à la Marte.....						225					6	
do												
Ruisseau Vallée.....						2						
Total for Cape Chatte	Division.....	7	3213		1	2105	1000			8	39	

MAGDALEN RIVER DIVISION

Claude River	20 proprietors.....					400	100				20	
Rivière à Pierre.....	15 do	9				200	50				5	
Mont Louis	45 do	4				1300	400				15	
Ruisseau des Olives.....	10 do					180	50				4	
Anse Pleureuse.....	6 do	3				120	20				4	
Gros Mâle.....	12 do	3				450	100			5	8	
Manche d'Epée.....	16 do					150	60			2	5	
Little Magdalen.....	11 do					30	10				3	
Magdalen River	18 do	2	632			750	150			5	10	
Grande Anse.....	5 do					225	50			2	3	
Grande Vallée.....	17 do					1000	200			3	10	
Anse à Colin.....	4 do					30	10				5	
Little Vallée.....	10 do					250	100				8	
Frégate Point	12 do					500	150			2	30	
Petite Anse.....	7 do					400	75			1	8	
Big Chloridorme.....	7 do					550	125				15	
Little Chloridorme.....	14 do					700	150			3	10	
Point Séche.....	11 do					800	200			2	12	
Grand Etang.....	1 Proprietor (not fished).....											
Anse à Valeau.....	7 Proprietors.....					500	100			2	10	
Point Jaune.....	9 do					550	110				11	
Echourie.....	7 do					300	75				10	
Grande Anse.....	7 do					325	75				10	
Little Cape.....	22 do					700	150				20	
Little Fox River.....	14 do					500	100			2	22	
Fox River.....	90 do					3000	800			10	350	
Anse à Fougère.....	3 do					75	25				7	
Griffin Cove.....	80 do					2000	350			6	200	
Trois Ruisseaux.....	8 do					250	75			1	15	

RETURN showing the Kinds, Quantities and Prices of Fish in the South

MAGDALEN

NAME OF STATION.	NAME OF OWNER.	Salmon, barrels, cured.	Salmon, fresh, in ice, lbs.	Salmon, in lb. cans.	Salmon, smoked, boxes.	Summer Fishing.	Fall Fishing.	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Herring, smoked, boxes.
						Cod, quintals.	Cod, quintals.					
Jersey Cove.....	12 Proprietors....					150	50				20	
Anse à Louise.....	28 do					700	200			2	75	
Cape des Rosiers.....	40 do					900	300			3	100	
Total for Magdalen Division		25	632			18085	4410			51	1025	

GASPÉ DIVISION

Ship Head.....						492	195					
Indian and St. George's Coves						605	216					
Grand Grève and Little Gaspé			319			1316	146					
Cape aux Os.....			1350			251	32					
Peninsula.....			4000			15						
North-West Bay.....			4635			45	10					
Gaspé Basin and South-West Bay			9488			15	5					
Sandy Beach.....			4485			358	39					
Douglastown and Seal Cove.			940			900	150	10	5		10	
Chier Blanc and Red Head...						780	440					
Point St. Peter.....			25			2420	608				45	
Malbaie.....			340			956	375				25	
Barachois.....			1500			900	450				30	
Belle Anse.....			400			50	12					
Corner of the Beach.....			300			380	331					
Cannes de Roches.....						30	20					
Bonaventure Island.....						2350	437				26	
Percé.....						6555	806				85	
Anse au Beaufils.....						940	452				89	
Cape Cove.....			200			2382	720				56	5
Cape Despair.....						975	309				91	3
Little River.....						2072	1530				50	4
Grand River.....			900			5151	1645				113	
Grand and Little Pabos.....			196	3192		1995	1498				99	64
Newport and Anse au Canard			550			6797	2717	60			135	
Total for Gaspé Division.			29678	3192		39610	13133	70	5		854	76

PORT DANIEL DIVISION

Anse au Gascon.....			372			480	810				100	
L'Anse à la Barbe.....			615			160	300				100	
Port Daniel.....			4070			400	900				80	
S.W. Point of Port Daniel...			5151			70	30				30	

RETURN showing the Kinds and Quantities of Fish in the South Shore

PORT DANIEL DIVISION—(Point

NAME OF STATION.	NAME OF OWNER	Salmon, barrels, cured	Salmon, fresh, in ice, lbs.	Salmon, in lb. cans.	Salmon, smoked, boxes.	Summer Fishing.	Fall Fishing.	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Herring, smoked.
						Cod, quintals.	Cod, quintals.					
Shigawake.....						500	80				110	
Nouvelle.....						500	950				100	
Total for Port Daniel Division			10208			2110	3070				520	

NEW RICHMOND DIVISION

Paspebiac.....						296	950	80	30		1200	
New Carlisle.....						80	116	16			150	
Big and Little Bonaventure...						1100	1000	200	20		5500	
Chapelin.....			598			175	200	7	9		900	200
New Richmond & Black Cape			20086			30	20	4	6		500	600
Maria.....			26139			50	100	6	5		1000	250
Carleton.....			12666			25	15				250	300
Nouvelle.....			2200			15	10				100	
Maguasha.....			3900								15	
Total.....			65589			1765	2411	307	70		9615	1350
Twenty-three salmon stations from Maguasha to head of tide.....			30433									

TOTALS OF ALL THE SOUTH

Cape Chatte Division.....	7	3213		1		2105	1000			8	39	
Magdalen River do.....	25	632				18085	4410			51	1025	
Gaspé do.....		29678	3192			39610	13133	70	5		854	76
Port Daniel do.....		10208				2110	3070				520	
New Richmond do.....		65589				1765	2411	307	70		9615	1350
Ristigouche do.....		30433										
Total.....	32	139753	3192	1		63675	24024	377	75	59	12053	1426

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in Division extending from Cape Chatte to Martin River, in the Province of Quebec, for the Year 1881—Continued.
CAPE CHATTE DIVISION—Continued.

NAME OF PLACE.	NAME OF FITTER OUT.	NETS AND SEINES.																						
		Mackerel Seines.			Mackerel Seines.			Capelin Seines.			Lance Seines.			Seal Nets.			Brush Fisheries.			Trout Nets.				
		No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.		
Cape Chatte.....				\$																				
do																								
do																								
St. Anne des Monts					1	60	70										3	75			1	25	10	
do																								
do																								
do																								
River à Marthe									1	75	60										1	40	12	
Ruisseau Vallée					2	30	20	40													1	15	5	
River à Marthe																					1	25	10	
Total, Cape Chatte Division.					2	30	20	170	3	215	170						5	111		4	105	37		

Anse à Fougère.....	3	75	1300	6	495	28960	414	4106	910	392	9	1020	450	1	175	200	
Anse au Grifond.....	80			46	4500	46	500	92	40	2	1	100	45				
Trois Ruiseaux.....	8			10	300	6	50	12	5								
Jersey Cove.....	12			10	450	4	40	18	8								
Anse à la Louise.....	28			18	800	15	130	36	15								
Cap des Rosters.....	40			40	2000	40	400	80	30								
Total of Magdalen Division.....		3	75	1300	6	495	28960	414	4106	910	392	9	1020	450	1	175	200

GASPÉ DIVISION (Cape Gaspé to Newport.)

Ship Head.....	1	50	1000	4	10	252	12	96	19										
Indian and St. George's Coves.....					14	247	15	120	26										
Grande Grève and Little Gaspé.....	3	186	5300	15	24	1040	31	248	57	24	4	1064	285						
Cap aux Os.....					9	130	13	104	19										
Peninsula.....	1	64	800	4	4	117	11	88	11										
North West Bay.....	2	115	3200	9	6	240	15	120	15										
Gaspé Basin and South West Bay.....	5	319	7600	34	4	160	22	220	30	25	25	5594	1250						
Sandy Beach.....	5	252	8600	23	20	449	20	120	40	2	17	4180	850						
Douglas town and Seal Cove.....					30	1500	30	300	60	30	10	2150	1080	1	150	150			
Chien Blanc and Red Head.....	8	900	40000	60	22	1320	22	160	44	22									
Point St. Peter.....	1	52	1400	5	59	4500	22	220	117	78	1	160	60						
Maibate.....	1	52	1400	5	23	1740	9	84	46	28	2	450	150						
Barachois.....	1	81	2300	5	30	1800	15	150	60	10	4	1600	750						
Belle Anse.....	2	103	2400	9	16	610	20	146	32	19	1	250	60						
Corner of the Beach.....	1	65	1200	5	1	40	1	7	2	1									
Cannes de Roches.....					38	762	29	220	79	53									
Bonaventure Island.....					100	5515	55	483	200	119									
Percé.....					19	523	19	124	38										
Anse à Beaufils.....	3	195	4600	17	39	1202	19	141	79	27	1	240	40						
Cape Cove.....					11	379	18	112	28	10									
Cape Despair.....					35	1138	15	105	72	20									
Little River.....					60	3140	21	194	120	67	3	1190	280						
Grand River.....					39	2856	15	190	78	16	5	1010	400						
Grand and Little Fabos.....					70	3500	25	220	140	60	1	220	85						
Newport and Anse aux Canards.....																			
Total, Gaspé Division.....	33	2372	78400	190	686	33310	479	4012	1418	612	100	26434	7817	1	150	160	1	100	40

RETURN showing Number and Value of Vessels, Boats, &c., in South Shore Division, extending from Cape Chatte to Restigouche, &c.—Continued.

PORT DANIEL DIVISION (Point Maquereau to Paspebiac Point)—Concluded.

NAME OF PLACE.	NAME OF FITTER OUT.	NETS AND SEINERS.													
		Herring Nets.		Mackerel Seines.		Mackerel Nets.		Capelin Seines.		Lauance Seines.		Seal Nets.		Brush Fish-eries.	
		No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Value.
L'Anse au Gascon		80	2880	\$ 640											
L'Anse à la Barbe		25	951	200											
Port Daniel		75	2700	600											
South-west Point of Port Daniel		15	550	120											
Point Loup-Marin of Port Daniel		80	3200	640											
Shigawake		40	1400	320											
Nouvelle		60	2000	500											
Paspebiac		40	1500	300											
Total, Port Daniel Division		415	15181	3320					27	985	\$ 525				

NEW RICHMOND DIVISION (Paspebiac to Magnasha Point)—Concluded.

Paspebiac	50	1800	600		50	1800	600		17	680	612				
New Carlisle	6	216	72		6	216	72		8	120	280				
Big and Little Bonaventure	60	2120	750		58	1340	690		25	1000	900				
Capelin	14	600	230		9	400	180		7	280	252				
New Richmond and Black Capes	12	432	200		9	340	180								
Maria	20	720	240		15	540	180		1	40	36				70
Carleton	15	600	180		9	324	108								
Nouvelle	6	200	75		5	180	60								
Magnasha															
Total, New Richmond Div.	183	6638	2347		5	16140	2070		58	2120	2080				70

RETURN showing Number and Value of Vessels, Boats, Nets, &c., in South Shore Division extending from Cape Chatto to Ristigouche, &c.—Continued.

RISTIGOUCHE DIVISION (Maguasha to Head of Tide.)

NAME OF PLACE.	NAME OF FITTER OUT.	Vessels.			Fishing Boats.		Flat Boats.		No. of Fishermen.	No. of Shoremen.	Salmon Nets.			Cod Seines.			Herring Seines.		
		No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.			Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.
23 proprietors of Salmon Stations, from Maguasha to Mata-pedia.....				\$				23	239			26	12460	3615					

TOTALS OF ALL THE SOUTH SHORE DIVISIONS.

Cape Chatte Division.....	4	203	5520	15	98	4875	161	1815	196	51	3	98	39						
Magdalen River do	3	75	1300	6	496	28960	414	4106	910	393	9	1020	450						
Gaspé do	33	2372	78400	180	686	33310	479	4012	1418	612	100	26434	7817	1	175	200			
Port Daniel do					179	6850	117	1160	428		16	4182	1450						
New Richmond do	42	4385	202580	253	170	9890	168	1660	348	241	757	21162	10193						
Ristigouche do							23	239	29		26	12460	3615						
	82	7035	287800	464	1628	83925	1362	12992	3329	1296	911	65366	23564	2	325	350	1	100	40

RETURN showing Number and Value of Vessels, Boats, Nets, &c., in South Shore Division extending from Cape Chatte to Ristigouche, &c.—Continued.

RISTIGOUCHE DIVISION (Magnasha to Head of Tide.)

NAME OF PLACE.	NAME OF FITTER OUT.	NETS AND SEINES.																							
		Herring Nets.			Mackerel Seines.			Mackerel Nets.			Capelin Seines.			Lance Seines.			Seal Nets.			Brush Fish-eries.			Trout Nets.		
		No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.
23 proprietors of Salmon Stations, from Magnasha to Matapeia.....				\$			\$			\$			\$			\$			\$			\$			\$

TOTALS OF ALL THE SOUTH SHORE DIVISIONS.

Cape Chatte Division...	244	6520	4840	.....	2	30	20	3	215	170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Magdalen River do ...	929	34340	15780	1	75	90	856	21	1300	1375	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gaspé do ...	139	46071	14299	1	169	300	543	76	4210	2750	13	616	714	1	40	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Port Daniel do ...	415	15181	3320	.....	.....	.....	.....	27	985	535	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Richmond do ...	183	6688	2317	.....	.....	.....	.....	58	2120	2380	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ristigouche do ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3184	108800	40586	2	235	390	3489	185	8830	6900	13	616	714	1	40	10	12	181	.....	.....	.....	.....	.....	.....	.....	.....

NORTH SHORE DIVISION.

COD FISHERY.

This fishery has been an abundant one, and though showing a slight falling in the shore fishery as compared with the previous year, yet, on the whole, a larger quantity of fish have been taken in the division. There is no doubt that this fishery would have been far in advance of any we have had, had it not been for the very extensive fires which prevailed on this coast, from Seven Islands to Cape Harrington, during the greater part of the month of July. Almost all the fishing stations were, at various times, in great danger, and it was only by the untiring exertions of agents and men, that many of these valuable properties were saved. As it was, at Thunder River, the splendid establishment of Messrs. LeBoutillier Bros. was completely destroyed. This establishment was considered the best and most complete on the north shore. Many houses owned by fishermen living along the coast have also been destroyed. It will thus be seen that as the fishermen had to remain on shore, to protect either their own property or that of their employers, off and on during the greater part of the month of July, during the very height of the fishing season, a very great loss must have occurred to the fishery by these fires. The following table will show the catch made by shore boats and by schooners as compared with last year:—

—	1880.	1881.	1881.
Summer catch.....	89,917	287,217	197,300 increase.
Fall catch.....	12,330	10,567	1,763 decrease.
500 schooners.....	175,000	200,000	25,000 increase.
Totals.....	277,247	497,784	220,537 increase.

SALMON FISHERY.

In this fishery on the north shore, as on the south shore, there has again been a falling off. This deficiency in the quantity taken has been somewhat made up to the fishermen by the increased price of salted salmon. I think the same causes I have mentioned as tending to spoil the fishery on the south shore, may be taken to have influenced the north shore fishery as well. As far as I have been able to gather, the north shore rivers have been well stocked with salmon this season. I myself was up the Watscheecootai River, in September, and I then noticed plenty of salmon in the lower pools, and fish continually jumping the falls. The gentlemen owning rivers on the north shore have lost considerably by the fires, as all the camps have been destroyed. The picturesqueness of the scenery on the rivers has been sadly marred by these fires, as now the banks are lined on either sides by charred stumps. The French steamer "Stella Maris" came up as far as Natashquan in search of fresh salmon, but finding the catch so poor she returned to Chateau Bay, and took all she could get there. These French steamers have been unfortunate, as

during the last three years, while they have been coming to the coast, the catch has been getting smaller and smaller each year.

	1880.	1881.	1881 Decrease.
Salmon, salted.....brls	750 $\frac{1}{2}$	524	226 $\frac{1}{2}$
“ fresh in ice.....lbs	148,155	107,520	40,635

SEAL FISHERY.

The only other fishery of any moment prosecuted on the north coast is the seal fishery, and this fishery shows a considerable gain over the fishery of 1880, which itself was not a bad one. Most of the seals were taken by vessels from Esquimaux Point and Natashquan, in the ice, either towards the Straits of Belle-Isle, or off the east point of Anticosti, during the month of April. There is no doubt that once the Gulf telegraph system is completed, it will be made use of to learn the whereabouts of the ice and the seals. I was informed this year on the north shore by a gentleman from Newfoundland, that he telegraphed to the Magdalen Islands in the spring to find out about the ice, and from the information he then received he sent his two steamers into the gulf instead of to the north as usual, and that they both made the ice off the east of Anticosti and loaded. Our Esquimaux Point schooners saw the smoke of these steamers, and making in their direction, secured a good catch of seals. A few seals are taken in sedentary fisheries along the Labrador, and a few are shot about the rivers and bays.

	1880.	1881.	1881 Increase.
Seal-skins.....	22,566	36,170	13,604
Seal oil.....gallons	109,936	120,848	10,912

The other fisheries of the north shore do not amount to a great deal, a few barrels of halibut and trout being taken on the upper part of the coast. The halibut are getting more plentiful, and a number of American halibut schooners were seen about the coast. The herring fishery was a failure all along the Labrador. A number of schooners from Esquimaux Point and Natashquan went down to the Straits for the fall herring fishery, but they returned with nothing. The following table will show the catch of bait; the principal baits on the north shore are herring and capelin:—

	Barrels.
Capelin.....	78,321
Herring.....	693
Cod Roes.....	75
Launce.....	188
Clams.....	150
Total.....	79,427

The following is a list of vessels that have called at Bonne Esperance during the season, prepared by Mr. Whately:—

LIST of Vessels calling at Bonne Esperance during the Season of 1881.

Name of Vessel.	Port where from.	Name of Vessel.	Port where from.
Ellie.....	Mingan.	Excel.....	Newfoundland.
Swallow.....	Nova Scotia.	Escort.....	Nova Scotia.
SS. Tiger.....	Newfoundland.	W. M. Boak.....	do
SS. Delta.....	do	Express.....	do
Snow Queen.....	Nova Scotia.	Boreas.....	do
Stadacona.....	Quebec.	Nimble.....	do
Morning Star.....	Newfoundland.	Spring Bird.....	do
Maria.....	Quebec.	Ocean Friend.....	do
Minnie D.....	Nova Scotia.	Flash.....	do
Village Belle.....	do	Sadie.....	do
Leonis.....	do	Pleasantville.....	do
Isabel.....	Newfoundland.	Allas.....	do
S. W. Dodd.....	do	Mary E.....	do
Janet.....	do	Susan.....	Newfoundland.
Wild Rover.....	do	Minnie Gray.....	do
Seaflower.....	do	Margaret.....	do
Flash.....	do	Ripple.....	do
Dawn.....	do	Hope.....	do
Venus.....	do	Guide.....	do
Elizabeth.....	do	Enterprise.....	do
Isabel.....	do	Fortunate.....	do
Victory.....	do	Vanessa.....	do
Bay Queen.....	Nova Scotia.	SS. Plover.....	do
Hound.....	Newfoundland.	Phoebe.....	Nova Scotia.
Five Brothers.....	do	Red Rose.....	England.
Florence Bell.....	Nova Scotia.	Adeline.....	Quebec.
Guiding Star.....	England.	S.S. La Canadienne.....	do

TOTAL Catch and Value of North Shore Fisheries for the Season of 1881.

Description.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, salt.....	524 brls.....	15	00	7,860	00
do fresh, in ice.....	107,520 lbs.....	0	07	7,526	40
Cod, Summer.....	287,217 cwt.....	4	00	1,148,868	00
Cod, Fall.....	10,567 ".....	4	00	42,268	00
Halibut.....	135 brls.....	6	00	810	00
Herring.....	1,084 ".....	5	00	5,420	00
Mackerel.....	472½ ".....	6	00	2,835	00
Trout.....	96½ ".....	8	00	772	00
Cod Tongues and Sounds.....	15 ".....	9	00	135	00
Seal Skins.....	36,170 pieces.....	1	00	36,170	00
Seal Oil.....	120,848 galls.....	0	50	60,424	00
Whale Oil.....	3,200 ".....	0	40	1,280	00
Porpoise Oil.....	9 ".....	0	50	4	50
Cod Oil.....	266,260 ".....	0	40	106,504	00
Fish as Bait and Manure.....	79,427 brls.....	1	00	79,427	00
do for Local Consumption.....	7,139 ".....	4	00	28,556	00
Total Value for 1881.....				1,528,859	90
do 1880.....				1,401,288	95
Increase for 1881.....				127,570	95

RETURN showing the Kinds and Quantities of Fish in the North Shore Division, ex

GODBOUT DIVISION—(Manicouagan

NAME OF STATION.	Salmon, barrels, cured.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Salmon, smoked, boxes.	Summer	Fall	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.	Eels, barrels.
					Cod, quintals.	Cod, quintals.									
Pointe des Monts	1	2435			50							1			
La Table.....	3														
Godbout Bay.....											2	33			
Godbout River.....	2	172											25		
Red Point	5	230													
Little St. Nicholas	1	270													
Grand St. Nicholas	4	200													
West Point of St. Nicholas.....	1	60													
Point à la Croix.....	1	100													
Becscie East.....	1														
Becscie River.....		40												2	
St. Paucras East.....		25													
St. Paucras West.....	1														
English Bay River.....															
Manicouagan.....															
Total.....	16	3532			50					2		34	28		

TRINITY DIVISION—(Pointe

Pointe des Monts.....															
Trinity Bay.....	6	4501										2	6		
Petit Mai.....		712			108			1				2	2		
Caribou Islands.....	7	900			711			30				3	7		
Calumet River.....	2														
Egg Island.....	1				32					6		5	1		
English Point.....					644			6				6	1		
Pentecost River Portage.....					320			3				4			
Pentecost River.....					136							8	2		
Cailles Rouges.....					231							2			
Total	16	6113			2182			40		6		33	20		

MOISIE DIVISION

Jambons					50	225	7					18			
do						45	4		1			2			
do						160	7		2			2			
do						122						1			
do					12	100	4		4			10			
Ste. Marguerite.....					40	600	4								
do	2				2	250	2								

tending from Manicouagan to Blancs Sablons, Province of Quebec, for the Year 1881.

to Pointe des Monts.

Tunny, barrels. Cod Tongues and Sounds, barrels.	Seals, Whales and Porpoises.				Oils.				Fish and Clams used as Bait and Manure.							Lobsters, in lb. cans.	Fish used for Local Consumption, barrels.
	No. of Seals.	No. of Seal skins.	No. of Whales.	No. of Porpoises.	Seal Oil, gallons.	Whale Oil, galls.	Porpoise Oil, galls.	Cod Oil, galls.	Herring, barrels.	Capelin, barrels.	Smelt, barrels.	Cod Roes, barrels.	Squid, barrels.	Trout, barrels.	Launce, barrels.		
307	307				2149											15	5
																	13
																	20
																	7
																	9
175	175				350												
482	482				2499											15	54

des Monts to Baie des Rochers.)

291	291			1746														2
																		5
							86	43								11		9
							627	5			37				43	32		55
							26	3										4
							475	13			18					6		17
							225	1			8				22	7		14
							120				6				8			8
							185				6				15	9		15
291	291			1746			1744	26½			75				88	65		139

(Pigou to Jambons.)

			3		7	75	25											8
						5	3											2
						75	4									7		1
						121	18									5		1
						50	20									3		1
						150					32							1
						75					18							

RETURN showing the Kinds, Quantities and Prices of Fish in the North Shore

MOISE DIVISION

NAME OF STATION.	Salmon, barrels, cured.	Salmon, fresh, in ice, lbs.	Salmon, in lb. cans.	Salmon, smoked, boxes.	Summer	Fall	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.	Eels, barrels.
					Cod, quintals.	Cod, quintals.									
Seven Islands.....					75	40			1	4		2			
do	1				150	250			8	10		2			
do		380			100	157			3	100		2			
do		896			50	60									
do					85	57			3			1			
do					6	20				35					
do					49	94			4	40					
do						60				24					
do					91	160			2	18					
do					100	60				12					
do												364			
Moisie.....		54000				2342			25½						
do		2362													
do	2				1159										
do															
do		357													
do		873													
do		1961													
do					120	132			3						
Pigon.....					177	50			6	3				1	
do					119	48			1						
do					487	202			7½						
Rivière au Bouleau.....					300	60			3						
Total.....	5	60829			3172	5294			95	232		405½		½	

ST. JOHN'S DIVISION

Sheldrake.....	1½				6700	450									
Primrose Cove.....					200	50									
Thunder River.....					3700	600									
Indian Harbour.....					2800	440									
Rich Point.....					3200	425									
Jupitagan River.....	1½					50							1		
Magpie.....					9800	800									
Magpie River.....	12	787½				100									
St. John's River.....	2	11160			8800	1000									
Long Point.....					2000	600									
Mingan.....															
Mingan River.....															
Romaine River.....															
Esquimaux Point.....					8850										
Total.....	20½	11947½			46050	4515								1	

Division, extending from Manicouagan to Blanc Sablons, &c.—Continued.

—Concluded.

Tunny, barrels.	Cod, Tongues and Sounds, barrels	Seals, Whales and Porpoises.				Oils.				Fish and Clams used as Bait and Manure.							Lobsters, in lb. cans.	Fish used for Local Consumption, barrels.
		No. of Seals.	No. of Seal-skins.	No. of Whales.	No. of Porpoises.	Seal Oil, galls.	Whale Oil, galls.	Porpoise Oil, galls.	Cod Oil, galls.	Herring, barrels.	Capelin, barrels.	Smelt, barrels.	Cod Roes, barrels.	Squid, barrels.	Trout, barrels.	Launce, barrels.		
1								90			21					2		2
								160			20					10		3
1								120			12					7		2
								77			9					4		1
								89			12					12		2
		40	40	1		207		12	5									2
		4	4			8	2	75	10	10						8		2
																2		
1								143		15								2
								120	6	12								
								850	150	90								
								865	150	75								48
								135	12	12								2
								127		12						4		3
								135		8						2		1
								455		50						4		4
		6	6			6		300		30								2
9		50	50	4		221	9	4304	403	438					70		90	

(Sheldrake to Esquimaux Point.)

								4500		3400								140
								100		80								8
								2500		600								100
								1000		550								12
								1800		500								12
								25		5								10
								5500		3000								200
								50		10								6
								5800		1800								250
								1400		450								100
				1		3200												15
		24000	24000			72000		6250		3500								400
		24000	24000	1		72000	3200	28925		13895								1248

RETURN showing the Kinds and Quantities of Fish in the North Shore

WATSHEESHOO DIVISION

NAME OF STATION.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Salmon, smoked, boxes.	Summer Fishing.	Fall Fishing.									
					Cod, quintals.	Cod, quintals.	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.	Eels, barrels.
Bethouan, 7 proprietors.....					1520	50				4					
Ateepetal Bay.....	1														
Cornelle River.....	16														
Piashter Bay.....	3½				71										
Grand Watsheeshoo River.....		99													
Little Watsheeshoo River.....	12½														
Total.....	33	99			1591	50				4			1½		

NATASHQUAN DIVISION

Nabissippi.....	16				864	30									
Agwanus.....	25½				80	20				7					
West Avocat.....	7				260					100					
Natashquan Harbour.....	7				4314					50					
Little Natashquan.....	15½				1200	400				200					
Natashquan River.....	45	25000				40									
Schooners owned in and fishing from Natashquan—															
Notre Dame de la Garde.....										20					
Esperance.....															
Sancta Maria.....					104	30				50					
Triomphe.....															
Ocean Bride.....										40					
Marie Lousie.....					40	40				65					
Fly fishing.....	9														
Total.....	118	25000			6862	560				532					

WASHEECOTAI DIVISION

Kegashka River.....	24				70	20				7					
Kegashka Harbor.....					779	128				121					4
Big Musquaro River.....	3														
Little Musquaro River.....	2														
Cloudberry Point.....	10														
Washeecotai River.....	12														4
Romaine River.....	9														4
Total.....	60				849	146				128					14

Division extending from Manicouagan to Blanc Sablons, &c.—Continued.

(Betchouan to Little Watsheeshoo.)

Tunny, barrels. Cod, Tongues and Sounds, barrels.	Seals, Whales and Porpoises.				Oils.				Fish and Clams used as Bait and Manure.						Lobsters, in lb cans.	Fish used for Local Consumption, barrels.	
	No of Seals.	No. of Seal-skins.	No. of Whales.	No. of Porpoises.	Seal Oil, galls.	Whale Oil, galls.	Porpoise Oil, galls.	Cod Oil, galls.	Herring, barrels.	Capelin, barrels.	Smelt, barrels.	Cod Roes, barrels.	Squid, barrels.	Trout, barrels.			Launce, barrels.
2248	2206			8856			444	4	212								15
2	2			5													
7	7			16													
8	8			16			34		9								1
8	8			16													
2271	2231			8909			478	4	221								16

(Natashquan River to Nabissippi.)

							805		41								9
							60		20								4
	760	760		2500			200		30								2
							1900		600				100				120
							1100		150								120
	40	40		100													
	1300	1300		4000													5
	1500	1500		4500													5
	270	270		810			50		10								5
	200	200		600													5
	700	700		2000													5
	1000	1000		3000			30		6								5
	5770	5770		17510			4145		857				100				285

(Kegashka River to East Romaine River).

2							240	120	240								10
4							379	140	480								60
																	2
																	2
																	1
																	3
6							619	260	720								80

RETURN showing the Kinds and Quantities of Fish in the North Shore

ST. AUGUSTINE DIVISION

NAME OF STATION.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Salmon, smoked, boxes.	Summer	Fall	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.	Eels, barrels.
					Cod, quintals.	Cod, quintals.									
Coacochoo	3														
Manichouachi River	1				160										
Etamamu	19														
Point Du Mourier	1				40										
Wastagastique					30										
St Mary's Island					160										
Neta gamion River					70										
Harrington Harbor	3½				1065										
Pointe à la Croix	1				35										
Little Meccatina	2½				220										
Gull Island					120										
Providence Island	2				200										
Rigo et au Chat	1				270										
Sloop Harbor					445										
Whale Head	5½				325										
Mutton Bay River	13½														
Mutton Bay—18 Proprietors					1641										
La Tabatière					95										
Big Meccatina					50										
Big Meccatina Island	1				90										
Red Bay	4				80										
Tabatière					80										
Spar Point	5				60										
L'Anse au Sabot					60										
Lac Salé, La Tabatière	3				20										
Fonderie de Fecteau	4				25										
Kikapoe Island	5												2		
Quacoosippi River	2														
St. Augustine River	3														
St. Augustine Bay	1½												2½		
Lac Salé, St. Augustine	8												4		
Red Point	2												2		
Little Rigolet	6												4½		
Pocachoo Island	8														
Big Rigolet and River Island	5													9	
St. Augustine Harbor and Grosse Isle	5½				80										
Dog Island and Sandy Island	21													7½	
Pointe à Giroux and Portage Cove	10				20										
Canso Harbor	6				15										
Mustinague Island	2½				100										
Chicatica	2				20										
Total	156½				5566								31½		

RETURN showing the Kinds and Quantities of Fish in the North Shore

BONNE ESPERANCE DIVISION

NAME OF STATION.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Salmon, smoked, boxes.	Summer	Fall	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.	Eels, barrels.
					Fishing.	Fishing									
					Cod, quintals.	Cod, quintals.									
St. Paul's River	30														
Wahpitipi River	2														
Bull Cove	20					25									
Bay of Rocks	3					150				100					
Lydia's Cove	4					50				50					
Dog Islands	4					50									
Pêche à Lizotte	4														
Burnt Island						470									
Old Fort Island						400									
Bonne Esperance	4					4,500									
Pidgeon Island	5					1,500				30					
Salmon Bay						4,000									
do						1,500									
do						1,000									
do						300									
do						700									
do						700									
do						1,000									
do						1,400									
do						200									
do						400									
do						150									
do						1,000									
Stick Point						100									
Little Fishery	5					400									
Five Leagues	5					400									
Middle Bay						100									
Belles Amours						50									
Bradore						500									
L'Anse des Dunes	5					100									
Long Point						50									
do						50									
do	8					50									
do						50									
500 schooners from U.S., New- foundland and Maritime Provinces						200000									
Total..	99					220895				180					

RETURN showing the Kinds and Quantities of Fish in the North Shore

TOTALS FOR ALL THE

NAME OF STATION.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Salmon, smoked, boxes.	Summer Fishing.	Fall Fishing.								
					Cod, quintals.	Cod, quintals.	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.
Godbout.....	16½	3532	.....	.....	50	.....	.....	.....	.....	2	.....	34	28	.....
Trinity.....	16	6113	.....	.....	2182	.....	.....	40	.....	6	.....	33	20	.....
Moisie.....	5	60829	.....	.....	3172	5294	.....	95	.....	232	.....	405½	.....	.....
St. Johns.....	20½	11947	.....	.....	46050	4515	.....	.....	.....	.....	.....	.....	1	.....
Watsheeshoo	33	99	.....	.....	1591	50	.....	.....	.....	4	.....	.....	1½	.....
Natashquan.....	118	25000	.....	.....	6862	560	.....	.....	.....	532	.....	.....	.....	.....
Washeecotal.....	60	.....	.....	.....	849	148	.....	.....	.....	128	.....	.....	14	.....
St. Augustine	156½	.....	.....	.....	5566	.....	.....	.....	.....	.....	.....	.....	31½	.....
Bonne Esperance	99	.....	.....	.....	220895	.....	.....	.....	.....	180	.....	.....	.....	.....
Total	524½	107520	.....	.....	287217	10567	.....	135	1084	.....	472½	96½	.....	.....

Division extending from Manicouagan to Blanc Sablons, &c.—Continued.

NORTH SHORE FISHERIES.

Tunny, barrels.	Cod Tongues and Sounds, barrels.	Seals, Whales and Porpoises.				Oils.				Fish and Clams used as Bait and Manure.								Lobsters, in cans, lbs.	Fish used for Local Consumption, barrels.
		No. of Seals.	No. of Seal Skins.	No. of Whales.	No. of Porpoises.	Seal Oil, galls.	Whale Oil, galls.	Porpoise Oil, galls.	Cod Oil, galls.	Herring, barrels.	Capelin, barrels.	Smelt, barrels.	Cod Roes, barrels.	Squid, barrels.	Trout, barrels.	Launce, barrels.	Clams, barrels.		
..	..	482	482	..	..	2499	..	..	..	..	..	..	..	..	..	15	..	54
..	..	291	291	..	..	1746	..	..	1744	26	..	75	..	..	88	65	..	129
..	9	50	50	..	4	221	..	..	4304	403	..	..	..	..	70	..	..	90
..	..	24000	24000	1	..	72000	3200	..	28925	..	..	..	..	..	..	..	..	1248
..	..	2271	2231	..	..	8909	..	..	478	..	..	..	..	..	..	..	..	16
..	..	5770	5770	..	..	17510	..	..	4145	..	..	..	..	..	100	..	..	285
..	6	..	..	..	..	..	..	..	619	280	..	..	..	..	..	..	..	80
..	..	1316	1316	..	..	5983	..	..	5150	..	..	..	..	..	..	..	..	237
..	..	2030	2030	..	..	11980	..	..	220895	..	..	..	..	..	..	..	..	5000
..	15	36210	36170	1	4	120848	3200	9	266260	693	78321	..	75	..	188	150	..	7139	

RETURN showing Number and Value of Vessels, Boats, Nets, &c., in the North Shore Division extending from Manicouagan to Blanc Sablons, &c.—Continued.

GODBOUT DIVISION (Manicouagan to Pointes des Monts)—Continued.

NETS AND SEINES.

NAME OF PLACE.	Mackerel Seines		Mackerel Nets		Capelin Seines		Lance Seines		Seal Nets		Brush Fisheries		Trout Nets			
	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	No.	Value.	No.	Yards.	Value.
Godbout River.....			\$													
Pointe des Monts.....																
Le Table.....																
Red Point.....	1	160	300													
Little St. Nicholas.....	1	50	200													
Grand St. Nicholas.....																
West St. Nicholas.....																
Pointe à la Croix.....																
East Becsécie.....																
Becsécie River.....																
East St. Pancras.....																
West St. Pancras.....																
English Bay.....																
Manicouagan.....																
Godbout Bay.....	2	420	600													
Total.....	4	630	1100							1	60	30				

TRINITY DIVISION (Pointe des Monts to Baie des Rochers)—Continued.

Trinity Bay.....																	
Petit Mal.....																	
Cariboo Islands.....																	
Calumets.....	1	50	5	1	60	30											
Egg Island (main land).....																	
Egg Island.....																	
Point aux Anglais.....																	
Portage de la Rivière Pentecost.....																	
Pentecost River.....	1	150	60														
Cailles Rouges.....																	
Total.....	1	150	60	1	50	5	3	224	64	3	200	187					

Pigeon.....	10	350	8000	44	91	4129	81	785	178	32	42	5580	4034	2	310	140	.....
do .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rivière aux Bouleaux .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

ST. JOHN'S DIVISION (Sheldrake to Esquimaux.)

Sheldrake.....	80	3200	23	276	160	95	1	100	50	10	500	600	.....	.....	.....	.....
Primrose Cove.....	2	120	1	12	4	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thunder River.....	41	1640	6	72	82	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indian Harbor.....	10	500	4	48	20	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Point Rich.....	35	1750	11	132	70	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jupitagan River.....	2	120	2	24	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Magpie.....	76	3040	18	216	152	116	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Magpie River.....	1	50	2	24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
River St. John.....	99	3960	15	180	198	143	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Long Point.....	33	1320	10	120	66	32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mingan.....	.....	.....	2	24	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mingan River (not fished).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Romaine River do	24	959	28000	110	76	2280	40	480	152	200	.....	.....	.....	.....	.....	.....
Esquimaux Point.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	24	959	28000	110	455	17980	134	1608	912	718	11	1440	670	10	500	600	240

WATSHEESHOO DIVISION (Betchouan to Little Watsheeshoo.)

Betchouan (7 Proprietors).....	6	157	3650	39	11	120	8	54	6	3	.....	.....	.....	.....	.....	.....
Atseptal Bay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cornelle River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Piasher Bay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Watsheeshoo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Little Watsheeshoo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	6	157	3650	39	15	215	13	68	15	3	8	544	160	.....	.....	.....

Little Miquano.....	2	32	1340	8	1	40	1	12	1	1	2	160	80	1	120	100
Total.....					53	1070	56	463	89	12	14	780	610	1	120	100

ST. AUGUSTIN DIVISION.

Ocoschoo.....					1	18	1	1	1	1	2	160	28			
Manichouchi.....	1	25			1	18	3	3	3	3	5	175	100			
Nitagamou River.....					2	40	2	2	2	2	5	100	80			
Point Du Maurier.....	1	50			1	10	1	1	1	1	2	80	100			
Wastagastique.....	2	28			2	30	2	2	2	2						
St. Mary's Island.....	4	40			1	13	4	4	4	4						
Nitagamou River.....	9	191			6	64	14	14	14	14	3	200	40			360
Harrington Harbor.....	1	36			1	6	1	1	1	1	2	75	75			2
Pointe à la Croix.....	1	12			2	12	2	2	2	2	1	60	20			400
Little Meccatina.....	4	96			1	12	1	1	1	1	2	160	40			
Gull Island.....	1	12			1	5	1	1	1	1	2	160	40			
Providence Island.....	2	35			2	100	3	3	3	3	1	75	25			
Rigoulet-au Chat.....	3	170			3	1	3	3	3	3	1	50	30			1
Sloop Harbor.....	4	77			1	16	1	1	1	1	3	140	120			80
Whale Head.....	5	85			1	16	4	4	4	4	7	300	200			60
Mutton Bay River.....	1	20			2	20	2	2	2	2	3	140	120			30
Mutton Bay—18 proprietors.....	26	448			9	99	39	39	39	4	4	240	65			5
Big Meccatina.....	2	50			2	50	3	3	3	3	4	240	65			4
Big Meccatina Island.....	2	56			5	80	3	3	3	3	5	175	90			1
Red Bay.....	2	30			1	20	1	1	1	1	3	100	85			4
La Tabatière.....	4	100			6	65	3	3	3	3	3	400	30			1
Spar Point.....	2	40			2	25	3	3	3	3	4	125	225			1
Sandy Cove.....	1	20			2	25	2	2	2	2	1	125	225			1
Lac Salé Tabatière.....	2	55			1	16	4	4	4	2						
Fonderie à Fecteau.....	2	25			2	25	1	1	1	1	3	200	150			
Kikapoe Island.....	1	18			1	10	1	1	1	1	5	150	100			
Kikapoe River.....	1	18			1	18	1	1	1	1	5	55	55			
Caucasppi River.....	1	18			1	18	1	1	1	1	7	240	100			
St. Augustin River.....	1	8			1	8	1	1	1	1	3	50	20			
St. Augustin Bay.....	1	10			1	10	1	1	1	1	6	150	100			
Lac Salé (St. Augustin).....	1	16			1	16	1	1	1	1	7	200	99			
Red Point.....	1	10			1	10	1	1	1	1	2	50	30			
Little Rigolet.....	1	19			9	300	18	18	18	9	300	250	200			
Pocachoo Island.....	1	12			1	12	1	1	1	1	6	250	200			
Big Rigolet.....	1	15			1	15	1	1	1	1	6	150	150			
River Island.....	1	15			1	15	1	1	1	1	2	45	30			
Grosse Isle, St. Augustin.....	1	12			1	12	1	1	1	1	3	100	50			
Dog Island.....	1	16			1	16	1	1	1	1	3	80	120			
Sandy Island.....	2	60			2	60	2	2	2	2	3	70	100			
St. Augustin Harbor.....	1	20			2	70	2	2	2	2	3	100	127			
Pointe à Giroux.....	1	190			1	190	1	1	1	1	4	190	130			

RETURN showing Number and Value of Vessels, Boats, Nets, &c., in the North Shore Division extending from Manicouagan to Blanc Sablons, &c.—Continued.

ST. AUGUSTIN DIVISION—Continued.

NAME OF PLACE.	Vessels.				Fishing Boats.		Flat Boats.		No. of Fishermen.	No. of Shoremen.	NETS AND SEINES.								
	No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.	Value.			No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.
L'Anse au Portage.....	1	15	300					1	10										
St-Casoo Harbor.....					1	25		1	22	1									
St-Mistinigue Island.....					2	40		1	16	4									
Chicoutimi.....					1	15				2									
Quacoosippi River.....								1	12	1									
Total.....	1	15	300	4	83	1793	71	1124	133	19	137	5365	3469	1	160	165	16	2246	1533

Return showing Number and Value of Vessels, Boats, Nets, &c., in the North Shore Division extending from Manicouagan to Blanc Sablon, &c.—Continued.

ST. AUGUSTIN DIVISION—Continued.

NETS AND SEINES.

NAME OF PLACE.	Herring Nets.		Mackerel Seines.		Mackerel Nets.		Capelin Seines.		Lance Seines.		Seal Nets.		Brush Fisheries.	
	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	No.	Yards.	Value.
L'Anse au Portage.....			\$			\$								\$
St. Canso Harbor.....			20											
Mistiguague Island.....	3	180					1	140	160					
Chicatica.....														
Quacoosippi River.....														
Total.....	84	3004	997	1	160	160	12	781	763			15	4400	3045

RETURN showing Number and Value of Vessels, Boats, Nets, &c., in the North Shore Division extending from Manicouagan to Blanc Sablon, &c.—Continued.

BONNE ESPERANCE DIVISION (Chicoutica to Long Point.)

NETS AND SEINES.

NAME OF PLACE.	Mackerel Seines		Mackerel Nets		CapeLIN Seines		Lance Seines.		Seal Nets.		Brush Fisheries.		Trout Nets.		Value.
	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	No.	Yards.	No.	Value.	No.	Yards.	
St. Paul's River			\$												\$
Nanipiti River															
Bull Cove									1	40					
Bay of Rocks								1	40						
Lydia's Cove	1	100	50					1	40						
Dog Island								1	40						
Pêche à Lisotte								12	500						
Burnt Island															
Old Fort Island	1	100	50	1	20	40									
Bonne Esperance	1	100	50	1	20	40									
Pigeon Island	1	100	50	1	20	40									
Salmon Bay—Il proprie- tors	1	100	50	1	20	40									
Stick Point															
Little Fishery	1	100	50	1	20	40			10	400					
Fire League									10	400					
Belles Amour	1	160	50	1	20	40			10	400					
Bradore				8					25	1000					
Middle Bay	1	100	50	1	20	40									
L'Anse des Dunes	1	100	50						10	400					
Long Point	1	100	50						20	800					
do									16	600					
do									117	4700					
Total			500	10	1000	500	7	140	280					2700	

MAGDALEN ISLANDS DIVISION.

SEAL FISHERY.

This fishery shows a very decided increase this season—most of the vessels that went out into the ice did well; the fishery from the shore was poor.

	1880.	1881.	1881 increase.
Seal-skins.....	733	21,796	21,063
Seal oil, gallons.....	4,497	98,695	94,198

COD FISHERY.

The cod fishery was not so good as that of 1880, the falling off was due to scarcity of bait and rough weather; the boats from Etang du Nord, which is the principal fishing station of the island, being frequently obliged to remain ashore for weeks. There is no doubt that the erection of the breakwater at this cove will be a great boon to the fishermen there. The fishing banks to the westward of the Magdalen Islands are among the best in the gulf, but owing to the fact that they have no shelter on the west side of the island from any kind of west wind, the Etang du Nord fishermen are obliged to have small fast-sailing boats with which they can land through the surf, and they can never venture to remain on the banks if there is any indication of west wind; as this wind prevails in the gulf during the fall, it will be seen that the Etang du Nord fishermen must have great difficulty in prosecuting the cod fishery. When they get their breakwater completed they will be able to keep larger boats and hold on longer on the fishing grounds. The schooner which fitted out from the islands for the north shore cod fishery did well.

	1880.	1881.	1881 decrease.
Summer Cod, cwt.....	17,287	15,235	2,052
Fall " "	989	434	555
	<u>18,276</u>	<u>15,669</u>	<u>2,607</u>

LOBSTER FISHERY.

The lobster fishery has proved a very abundant one; several new canneries were opened. The season was rough, and a good deal of damage was sustained at various times to the traps. With one exception, there was no violation of the law, but I think the local fishery officer will need help during the lobster fishing season in carrying out the provisions of the law, with regard to the taking of small lobsters.

	1879.	1880.	1881.	1881 increase.
Lobsters in tins, lbs.....	376,641	227,952	173,564	245,612

The mackerel and herring fisheries were both poor, there having been taken only 2,870 brls. of herring and 1,941 brls. of mackerel. Only one or two American mackerel schooners were seen about the islands.

TOTAL Catch and Value of the Magdalen Islands Fisheries for the Season of 1881.

Description.	Quantity.	Price.	Value.
		\$	\$ cts.
Cod, Summer.....	15,235 cwt.....	4 00	60,940 00
Cod, Fall.....	434 ".....	4 00	1,736 00
Herring.....	2,870 brls.....	5 00	14,350 00
Mackerel.....	1,941 ".....	6 00	11,646 00
Lobsters, in cans.....	473,564 lbs.....	0 15	71,034 60
Seal-skins.....	21,796 pieces.....	1 00	21,796 00
Seal Oil.....	98,695 galls.....	0 50	49,347 50
Cod Oil.....	12,108 ".....	0 40	4,843 20
Fish used as bait, &c.....	1,424 brls.....	1 00	1,424 00
Fish for local use.....	2,830 ".....	4 00	11,320 00
Haddock.....	441 cwt.....	4 00	1,764 00
Total for 1881.....			250,201 30
do 1880.....			229,440 30
Increase for 1881.....			20,761 00

RETURN showing the Kinds and Quantities of Fish,

MAGDALEN

NAME OF STATION.	Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs	Salmon, smoked, boxes.	Cod, quintals.		Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Herring, smoked, boxes.	Mackerel, barrels.	Trout, barrels.	Sardines, barrels.	Eels, barrels.
					Summer Fishing.	Fall Fishing.									
<i>Amherst Island.</i>															
Pleasant Bay.....					1,150	130	28			1,940		1,525			
The Basin.....					450	34	29			35		12			
The Moulin.....					725	41	45			123		150			
L'Anse à la Cabane.....					1,120	35	68			132		115			
Etang du Cap.....					250	12	12			15					
Total.....					3,695	252	182			2,245		1,802			
<i>Grindstone Island.</i>															
Etang du Nord and Capaux Meules.....					3,640	155	140			75		18			
<i>Allright Island.</i>															
House Harbor.....					6,000					12		11			
L'Anse à Elie.....					125	6	7			31		60			
Dune du Sud.....					525	21	14								
Total.....					6,650	27	21			43		71			
Grosse Isle and Grand Entry.....										425					
Bryon Island.....					1,100		80			50					
Entry Island.....					150		18			32		50			

TOTAL OF ALL THE

Amherst Island.....	3,695	252	182		2,245		1,802								
Grindstone Island.....	3,640	155	140		75		18								
Allright Island.....	6,650	27	21		43		71								
Grosse Isle and Grand Entry.....					425										
Bryon Island.....	1,100		80		50										
Entry Island.....	150		18		32		50								
Total.....	15,235	434	441		2,870		1,941								

in the Magdalen Islands Division for the Year 1881.

ISLANDS DIVISION.

Tunny, barrels. Cod Tongues and Sounds, barrels.	Seals, Whales and Porpoises.				Oils.				Fish and Clams used as Bait and Manure.							Lobsters, in lb. cans.	Fish used for Local Consumption, barrels.
	No. of Seals.	No. of Seal-skins.	No. of Whales.	No. of Porpoises	Seal Oil, galls.	Whale Oil, galls.	Porpoise Oil, galls.	Cod Oil, galls.	Herring, barrels.	Capelin, barrels.	Smelt, barrels.	Cod Roes, barrels.	Squid, barrels.	Trout, barrels.	Launce, barrels.		
1,250	1,250			6,200			950	150							28	57,500	275
							425	35							18		152
							670	36							15		115
							940	62							25		160
33	33			165			225	12							6		55
1,283	1,283			6,365			3,210	295							92	57,500	757
31	31			155			2,950	72							85	120,384	1,040
19,500	19,500			87,750			4,500	250							5	89,280	460
							95	15							30		40
							400	70									220
19,500	19,500			87,750			4,995	335							35	89,280	720
950	950			4,275				450								206,400	200
32	32			150			827	45									55
							126	15									58

MAGDALEN ISLANDS.

1,283	1,283			6,365			3,210	295							92	57,500	757
31	31			155			2,950	72							85	120,384	1,040
19,500	19,500			87,750			4,995	335							35	89,280	720
950	950			4,275				450								206,400	200
32	32			150			827	45									55
							126	15									58
21,796	21,796			98,695			12,108	1,212							212	473,564	2,830

RETURN OF FISHING STATIONS, Kinds of Vessels, Number

MAGDALEN

NAME OF STATION.	Vessels.				Fishing Boats.		Flat Boats.		No. of Fishermen.	No. of Shoremen.	Salmon Nets.			Cod Seines.		
	No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.	Value.			No.	Yards.	Value.	No.	Yards.	Value.
<i>Amherst Island.</i>																
Pleasant Bay.....	3	83	2,500	17	28	700	22	132	70	6						
The Basin.....					17	425	14	84	41	5						
The Moulin.....					15	375	12	72	38							
L'Anse à la Cabane.....					25	625	18	108	58	3						
Etang du Cap.....					6	150	5	30	14	3						
Total.....	3	83	2,500	17	91	2,275	71	426	221	22						
<i>Grindstone Island.</i>																
Etang du Nord.....					70	7,000	70	420	210	100						
Cap aux Meules.....					12	300	3	18	28							
Total.....					82	7,300	73	438	238	100						
<i>Allright Island.</i>																
House Harbor.....	15	660	27,000	135	45	725	12	72	135	30						
L'Anse à Elie.....					5	125	5	30	12	5						
Dune du Sud.....					30	750	25	150	64	34						
Total.....	15	660	27,000	135	80	1,600	42	252	211	69						
<i>Grosse Isle and Grand Entry</i>																
	1	35	1,600	8	42	1,050	10	160	84	12						
<i>Bryon Island</i>																
					28	700	20	120	60	15						
<i>Entry Island</i>																
					5	125	4	24	12	3						

TOTAL OF ALL THE

Amherst Island.....	3	83	2,500	17	91	2,275	71	426	221	22					
Grindstone Island.....					82	7,300	73	438	238	100					
Allright Island.....	15	660	27,000	135	80	1,600	42	252	211	69					
Grosse Isle & Grand Entry.....	1	35	1,600	8	42	1,050	10	160	84	12					
Bryon Island.....					28	700	20	120	60	15					
Entry Island.....					5	125	4	24	12	3					
Total.....	19	778	31,100	160	328	13,050	220	1,420	826	221					

of Men, Kinds of Nets used, &c., &c.—Continued.

ISLANDS DIVISION.

NETS AND SEINES.

Herring Seines.			Herring Nets.			Mackerel Seines.			Mackerel Nets.			Capelin Seines.			Launce Seines.			Seal Nets.			Brush Fisheries	
No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Yards.	Value.	No.	Value.
720	960	31	1,116	310	84	3,528	840	83	4,980	830												
		34	1,020	340	68	2,856	680															
		31	992	341	150	6,000	1,500	10	600	100												
		60	1,800	600	45	1,350	450															
		9	270	90	7	210	70															
720	960	165	5,198	1,681	354	13,944	3,540	93	5,580	930												
360	225	70	2,100	700	55	2,200	550	80	4,800	800												
					20	800	200	25	1,500	250												
360	225	70	2,100	700	75	3,000	750	105	6,300	1,050												
200	200	12	360	120	20	800	200	4	320	100												
		6	180	60	15	600	150	10	600	100												
		15	450	150	24	960	240	20	1,200	200												
200	200	33	990	330	59	2,360	590	4	320	100												
								80	3,800	800												
		20	600	200				15	900	150												
		28	840	280				15	900	150												
		6	180	60	33	1,320	330															

MAGDALEN ISLANDS.

720	960	165	5,198	1,681	354	13,944	3,540	93	5,580	930												
360	225	70	2,100	700	75	3,000	750	105	6,300	1,050												
200	200	33	990	330	59	2,360	590	4	320	100												
		20	600	200				80	3,800	800												
		28	840	280				15	900	150												
		6	180	60	33	1,320	330	15	900	150												
1,280	1,385	322	9,908	3,251	521	20,624	5,210	4	320	100												
								308	17,480	3,080												

ANTICOSTI DIVISION.

All the fisheries of this island show a decided falling off. I consider that this is due solely to the want of energy of the inhabitants. The island is peopled mainly by a lot of fishermen from Newfoundland, who were induced to settle on the island by the late Anticosti Company. These people have proved useless as emigrants, and have had to be fed by the Government at various intervals during their residence on the island. Those with energy enough left, to seek to better themselves, were removed from the island this fall on the Government steamer *Napoleon*. A good many others remain on the island, and it is hoped, for the peace of mind of the lighthouse and depot-keepers, and the security of whatever wrecked property may be cast on the island, that the rest of them may be removed without delay. Most of those who have come to settle on this island lately are not of a desirable class, they are people who have failed to make a living elsewhere, and have drifted here as a *dernier* ressort. There is no doubt that honest, industrious and thrifty people would get along well enough on the island, but these "ne'er-do-wells" will always be a nuisance there.

A number of people from Douglastown and other parts of the Gaspé coast visit the island during the summer season, and as a rule these fishermen do well, showing plainly enough that there is plenty of fish about the island, if the people had only energy enough to take them.

COD FISHERY.

This fishery was poor at Fox Bay, English Bay and Strawberry Cove, the principal settlements on the island. At Macdonald's Cove, and the other coves adjoining along the north side of the island, the fishery was good.

	1880.	1881.	1881 decrease.
Cod, Summer, cwt.....	10,228	8,719	1,509
" Fall, "	2,259	181	2,078
	<u>12,487</u>	<u>8,900</u>	<u>3,587</u>

HERRING FISHERY.

This fishery also shows a considerable falling off. Notwithstanding this, herring were plentiful along the north side of the island during the spring and fall; those taken during the fall were of a very good quality.

	1880.	1881.	1881 increase.
Herring, salt, brls.....	1,472	1,645	173

SALMON FISHERY.

This fishery was a complete failure, but 12 barrels of salmon being taken on the island; in fact, the fishery was abandoned. When salmon fishermen found, after keeping the nets out a few weeks, that they were taking nothing to pay for their time, they simply took up their nets and abandoned the fishery. I am told that a good many fish has been seen up in the pools.

	1879.	1880.	1881.	1881 decrease.
Salmon, salt, brls.....	41½	22	12	10
	<u>138</u>			

SEAL FISHERY.

A few seals are taken about the island; these are mostly taken in the spring and fall about the bays and in the mouths of the rivers. They are generally killed with the gun.

	1880.	1881.	1881 decrease.
Seal skins.....	321	235	86
Seal oil, gallons.....	685	614	71

No mackerel were taken. Halibut are reported more plentiful, and several American halibut schooners were seen trowling around the island. It is reported that some of them did well.

The fishermen report bait as having been very scarce and uncertain.

Total Catch and Value of Anticosti Fisheries for Season of 1881.

Description.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, Salt.....	12 brls.	15	00	180	00
Cod, Summer.....	8,719 cwt.	4	00	34,876	00
Cod, Fall.....	181 do	4	00	724	00
Halibut.....	69 brls.	6	00	414	00
Herring.....	1,645 do	5	00	8,225	00
Trout.....	12 do	8	00	96	00
Cod Tongues and Sounds	2 do	9	00	18	00
Seal-skins.....	235 pieces.	1	00	235	00
Seal Oil.....	614 galls.	0	50	307	00
Cod Oil.....	5,893 do	0	40	2,357	20
Fish as bait and manure.....	2,877 brls.	1	00	2,877	00
Fish for local use.....	544 do	4	00	2,176	00
Total for 1881.....				\$52,485	20
do 1880.....				67,263	50
Decrease, 1881.....				\$14,778	30

RETURN showing the Kinds and Quantities of Fish in the
ANTICOSTI

NAME OF STATION.	NAME OF OWNER.	Salmon, barrels, cured.	Salmon, fresh, in ice, lbs.	Salmon, in cans, lbs.	Salmon, Smoked, boxes.	Summer	Fall	Haddock, quintals.	Ling, quintals.	Halibut, barrels.	Herring, barrels.	Smoked Herring, boxes.	Mackerel, barrels.
						Fishing.	Fishing.						
						Cod, quintals.	Cod, quintals.						
English Bay	Messrs. J. & E. Collas					1670	30			8	40		
Strawberry Cove.....	do					350				3	21		
Ellis Bay.....	Capt. Setter.....												
Becscie River.....	do												
Otter River.....	do												
Jupiter River.....	do	3½											
South-West Point.....						60	5			5	10		
	Total	3½				2080	35			16	71		

ANTICOSTI

Cormorant Point.....	.....					38				8	2		
Fox Bay	25 proprietors					1311					64		
Capelin Bay	Odeas Couture					580				4	180		
Potato Bay	R. Grant					180	25			2	80		
Cow Point.....	N. Holland.....					360				2	70		
Taps' Cove.....	Couture & Joncas					350				2	200		
Mauzerolle River.....	Walsh and 5 others..					860	121			2	160		
Salmon River.....	J. Ellison	5½				40				1	13		
Macdonald's Cove.....	16 proprietors from Douglastown, Gaspé	3				2920				32	805		
	Total	8½				6639	146			53	1574		

TOTAL FOR THE

West Anticosti.....	.....	3½				2080	35			16	71		
East Anticosti .....	.....	8½				6639	146			53	1574		
	Grand Total.....	12				8719	181			69	1645		

RETURN showing Number and Value of Vessels, Boats,

ANTICOSTI

NAME OF PLACE.	NAME OF FITTER OUT.	Vessels.				Fishing Boats.		Flat Boats.		No. of Fishermen.		No. of Shoremen.		Salmon Nets.	
		No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.	Value.	No.	No.	No.	Yards.	Value.	
English Bay.....	Messrs. J. & E. Collas	45	1860			48	480	92	31						
Strawberry Cove.....	do	10	300			10	100	20	7						
Beccsie River.....	Capt. Setter	1	40			1	10	2	1			30	10		
Otter River.....	do														
Jupiter River.....	do						1	20	1			3	280	100	
South-West Point.....		1	35	600	4	5	250	7	95	10	2				
	Total	1	35	600	4	61	2450	67	705	125	40	4	310	110	

ANTICOSTI

Chaloupe Creek.....	B. Bradley.....4.....							1	10	1		1	120	60
Dauphiné River.....	J. Young.....							1	10	1		1	300	75
Box River.....	E. Bradley.....							1	10	1		1	120	60
Belle River.....	Thomas Taylor.....					1	25	1	10	1		1	80	40
Cormorant Point.....	E. Marshall.....					1	200	2	20	1				
Fox Bay.....	25 Proprietors.....					25	1120	25	250	27				
Capelin Bay.....	Couture and others.....					8	320	6	60	6	4			
Potato Bay.....	R. Grant.....					2	80	2	20	4	2			
Cow Point.....	W. Holland.....					4	160	4	40	8	4			
Tap Cove.....	Couture & Doncas.....					4	160	3	30	8	2			
Mauzerolle River.....	Walsh and others.....					8	320	8	80	16	5			
Salmon River.....	J. Ellison.....					1	40	1	10	2		2	190	95
McDonald's Cove.....	Kennedy and 15 others.....					34	1360	28	280	68	16	3	120	40
	Total					88	3785	83	830	144	33	9	930	370

TOTAL FOR

Anticosti West		1	35	600	4	61	2450	67	705	125	40	4	310	110
Anticosti East						88	3785	83	830	144	33	9	930	370
	Grand Total.....	1	35	600	4	149	6235	150	1535	269	73	13	1240	480

EXTRACTS from the log of "*La Canadienne*," Government Steamer for Protection of Fisheries.

Wednesday, June 22, 1881.—Left Quebec at 4 p.m., proceeded to Crane Island, where anchored at 8.10 p.m.; had on board Capt. Graburn, of Department of Marine and Fisheries, Ottawa.

Thursday, 23.—Left Crane Island at 4 a.m., at 10 p.m. opposite Matane, eased to half speed as did not wish to make Cape Chatte before daylight.

Friday, 24.—Landed at Cape Chatte, 3.50 a.m.; supplied light with oil and sundries left at 5.25 a.m.; landed at Martin River at 8.45 a.m., supplied light, left at 9.40 a.m. for Magdalen River, where anchored and landed at 1.35 p.m., landed and supplied light, saw Mr. Laurendeau, Fishery Overseer; found that a party had just landed who intended fishing Magdalen River on a permit from the Seigneur, and without a license from the Department; advised them not to get into trouble by breaking the law, and told Laurendeau to see that they did not fish without a license. In the meantime the gentlemen were to telegraph to the Department for permission. Ordered Laurendeau to wire me at Gaspé how the affair stood. Left here at 4 p.m. and proceeded to Fame Point where landed, and supplied light at 7 p.m.; returned aboard at 8.35 p.m. and proceeded for Cape des Rosiers, where anchored for night at 11.30 p.m.

Saturday, 25.—Landed at Cape at 4 a.m. with engineer, Mr. Marry; landed supplies and revented fog gun: left here at 7.30 a.m.; landed at Grand Greve at 9 a.m., visited fishing rooms, (fishing good,) left for Gaspé at 10.30 a.m., anchored at Gaspé at 12.30 p.m.

Sunday, 26.—Left Gaspé at 8.30 p.m.; having on board Lady Price for Jupiter River, Anticosti.

Monday, 27.—Anchored at Jupiter River at 5.30 a.m.; landed at 8 a.m. with Lady Price; returned on board at 9.30 a.m., found Capt. Graburn dead in bed, left at once for S. W. Point to try and cable; cable not working; continued at noon for Gaspé; anchored at Gaspé at 6.15 p.m.

Tuesday, 28.—Put body ashore at 3 a.m. and had it put on board *Beaver* for Quebec at 8 a.m.; at 3 p.m. left Gaspé for Magdalen Islands, proceeded out of the bay and finding weather getting thick, and wind freshening from S.E., decided to anchor for night; anchored at 4 p.m. off Sandy Beach.

Wednesday, 29.—Blowing a gale from E.S.E., glass still falling and there being a heavy sea in the bay, got up anchor at 7 a.m. and returned to inner bay; at 7 p.m. weather clearing up, left Gaspé; wind N.E. of Cape Gaspé, with heavy tumbling sea; ship rolling considerably.

Thursday, 30.—Heavy sea through the night; weather cleared up towards noon; sea moderating, made the Dead Man at 3 p.m. Anchored off the Moulin at 6 p.m.; landed and met the Fishery Officer, Mr. Chevrier. He reports but few American schooners. Cod fishing poor; bats scarce; summer herring good; spring mackerel plenty, but being poor price was not prosecuted to any extent. Lobster fishing fair; all well and quiet at the Islands; remained here all night.

Friday, July 1.—Got under way at 4 a.m. and anchored off Amherst in Pleasant Bay at 7.30 a.m.; blowing fresh from N.E.; landed and visited Amherst; returned on board and proceeded for House Harbor, where landed at 1 p.m. and visited fishing establishments. Gale of the day before had done much damage to lobster pots; Schooners in spring had done well at seal fishing, but the shore fishing poor. Drove in the afternoon across Grindstone Island to Etang du Nord; cod fishermen doing well; breakwater progressing slowly; this will be a great boon to the fishermen of Etang du Nord, as their landing place is so exposed that they cannot venture either out or in with the least sea; drove back in evening to Cape aux Meules, and returned on board at 8 p.m.

Saturday, 2.—Waiting for sea to moderate that I might land at Bird Rocks to deliver new code signal book to keeper; weather moderating left House Harbor at 4 p.m.; came too off Bird Rocks at 9.30, signalled the light and tried to land but was

unable; managed to get near enough through the breakers to fling the book ashore; returned on board and proceeded for Blanc Sablons.

Sunday, 3.—All sail set, wind S.E., running eight knots; wind died away towards evening.

Monday, 4.—Strong N.E. wind with fog and rain, made Greenly Island by the fog gun at 8 a.m.; made east point of Isle à Bois soon after and entering by the east passage, anchored in Blancs Sablons at 9.45 a.m.; landed and visited the fishing establishments of Messrs. LeBoutillier, Bros., Luce and Cimon. Two brigantines *Aurora* and *Dove*, which were driven ashore, by the gale we met on leaving Gaspe, were condemned and sold to-day; many boats had been destroyed by this gale. Seal fishing has been good; cod fishing just beginning, average; salmon fishery just opened badly. Mr. Luce complains that his sedentary seal fishery is disturbed each spring by people from the Newfoundland side.

Tuesday, 5.—At 5 a.m., crossed to Greenly Island, landed and visited fishing establishment and lighthouse; all well at light; a shipwrecked crew were here waiting for a passage to Newfoundland; three schooners had been cast ashore and many boats destroyed by the gale of the 29th ult. Returned on board, and proceeded for Salmon Bay at 8.15 a.m., coming too off Bradore Bay; no vessels in Bradore Bay; this bay is not now frequented by vessels as it used to be. There were seen to-day anchored at Greenly Island, 56 vessels, besides over 100 sail which we counted on the banks between Greenly Island and Bonne Esperance.

Little Harbor.....	10	schooners
Five Leagues	7	“
Middle Bay	6	“
Bonne Esperance	44	“
Little Bonne Esperance	15	“
Salmon Bay.....	3	“
do do	1	steamer
Burnt Island	9	schooners

Not so many cod seiners this season as usual, but more trowlers; landed at Mr. Joy's, Salmon Bay, at noon; Mr. Joy's steamer the *Tiger* was at anchor here, also a United States schooner the *Midnight*. Mr. Joy complains of want of protection; he also says that a bell buoy is needed to show fishermen the best and most direct channel into Salmon Bay; in dirty weather boats have to go a long way round by way of Bonne Esperance to make their way to Salmon Bay. If this buoy were furnished by the Department, Mr. Joy, I have no doubt, would see to its being put in position and removed before and after the fishing season. I consider that all our fishing houses have something to learn by the enterprise and means of saving labor shown by Mr. Joy in the management of his fishing room. He has a tramway running from his stage in all directions among his flakes; he keeps constantly employed a powerful steam launch; this launch can tow the boats backwards and forwards; when necessary she goes for bait and keeps the fishing boats served; she can also tow vessels in and out of the harbor; in her, Mr. Joy can visit the fishing grounds and see how the fishing is going on; he brings his crew with him from Newfoundland in his sealing steamer the *Tiger*; she lays up in Salmon Bay during the fishing season and when that closes she returns with all hands to St. John's; Mr. Joy ships his fish direct from Salmon Bay to the foreign market, and mostly by steamer; cod fishing good; in the afternoon crossed to Bonne Esperance and saw Mr. Whitely; his harbor was full of vessels; saw many of the fishermen doing well; hand and line men nothing; cod in great abundance, close in against the rocks; water full of fish, can stir them up with the oars; one seine to-day took 160 cwts.; salmon a failure—Chevalier, in river, being the only one who has done anything.

Wednesday, 6.—Being unable to proceed through the reaches on account of the fog; I went up the St. Paul's River in my boat and saw Chevalier; he assures me that the salmon in this river won't take the fly; returned on board at 6 p.m.; weather still thick.

Thursday, 7.—Left Bonne Esperance at 3.15 a.m., having on board Monsiegnour Guay, the Acting Bishop of Rimouski and Chaplain, and Mr. Gibaut, the Collector of Customs for this coast, passed up inside the islands; at

Dog Island.....	15 schooners
Burnt Island.....	9 “

Anchored at noon at Chicatica and landed; returned on board and proceeded to the Despres; when anchored went up the St. Augustine River to Driscoll's and Lavallier's. Salmon a failure.

Friday, 8.—Left the Depres at 7 a.m., proceeded through the middle passage to Whale Head East, where found Legouvé, the overseer, very ill; took him on board and proceeded to Kikapoe Island, Fonderie de Fecteau, Pocachoo, La Tabatière, and Grand Meccatina Island; salmon fishing poor at all these places. Cod in great abundance; bait not very plentiful. Left Legouvé with Gaumont at Grand Isle de Meccatina, he being too ill to proceed (he died a few days after we left him). I instructed his son to continue on his duties. Weather cloudy with north-west wind and heavy squalls. We continued on to Red Bay and anchored for the night in Mutton Bay; found here 51 schooners all doing well with cod; warned the seiners to be careful how they haul their seines, as many of the shore people are complaining.

Saturday, 9.—Left Mutton Bay at 9 a.m., and proceeded for Whale Head West; many boats and vessels on the fishing grounds; cloudy weather; light west wind; anchored at Whale Head at 11.30 a.m.; landed and visited the inhabitants among the islands.

Sunday, 10.—Thunder with heavy rain and squalls; all hands to church; arranged a number of disputes after church, and at about 2 p.m. got under way and proceeded to Harrington Harbor, where anchored in the evening; inhabitants here complained that certain Newfoundland vessels were moored in a shoal part of the harbor, where they used to get their bait (capelin), and that these Newfoundlanders had been throwing gurrie into the harbor; I visited the vessels in this harbor, and warned them all that they must not foul the harbor; I notice that it is everywhere the complaint that the local rules are broken by the Newfoundlanders; there were 23 schooners in this harbor.

Monday, 11.—Left at 8.20 a.m., for the westward, calling at Ship Harbor, where we saw six Newfoundland schooners; and at York Harbor, where, were nine schooners; all the schooners and shore-boats along this coast were doing well with cod; capelin was abundant; salmon everywhere a failure; anchored during the afternoon in a harbor called Syvret, and at 4 p.m. sailed in my boat down to Mr. Blais at Etamamu River about four miles; blowing in heavy squalls from the north-west; not much salmon; a heavy fire had been raging along the hills for some days, and Mr. Blais was in considerable anxiety about his property; returned on board at 9 p.m.

Tuesday, 12.—At 3.15 a.m. got under way and proceeded for Washeecootai; weather foggy; made the land near Kegashka, and having taken a local pilot on board, went into the mouth of the Washeecootai up to the anchorage. I went up as far as the falls, where I found Mr. McLeod, who returned on board with me; we left at 4.30 p.m. for Kegashka, calling off Musquaro Harbor, where were four schooners from Betchouar; anchored in Kegashka Harbor at 8 p.m., and remained here for the night. People doing well with cod.

Wednesday, 13.—Left Kegashka harbor at 6 a.m., and came too off the mouth of Kegashka River. Went up the river with McLeod and Foreman and gave Foreman some powder with which to blow up some rocks that impeded the passage of the salmon over the first fall in the river. Left there at 9 a.m., and anchored in Natashquan harbor at noon. Cod fishery good. Two American schooners are trawling for halibut off here. From one of them we learn the news of the shooting of President Garfield. I am told that several other Gloucester schooners are halibuting around Anticosti, and that one of them in three days had taken 8,000 lbs. Saw Mathurin, who reports all quiet. Had here to visit a large number of sick, as I have at every place along the coast where there are a few families together. Landed and

visited the large fishing station of Messrs. C. Robin & Co. Mr. Romeril reports his fishermen doing well.

Thursday, 14.—In the morning rowed into the east cove and saw the leading inhabitants. Settled several disputes about trespass. Left at 9 p.m. for the East Point of Anticosti; night smoky, with a light air of west wind; all the bush between Cape Harrington and Natashquan is on fire, and as far to the westward as we can see the fire is raging.

Friday, 15.—Landed at East Point Light at 5 a.m.; all well; the telegraph poles are all in their place as far as the Sand Tops; a number of men are camped here working at the wreck of the steamship *Cybelle*; left at 9 a.m. for Fox Bay; landed there at noon; not much doing with cod—no salmon; visited a number of sick in this place—scarlet fever and low typhoid; there had been several deaths: four schooners anchored in here; left at 1.30 p.m. for Macdonald's Cove, where anchored at 8.30 p.m.; found here about sixty fishermen from Douglastown all doing well, bait, herring, being abundant; remained here all night.

Saturday, 16.—Left at 2 a.m. for the North Shore; weather, thick fog and smoke; made the land at St. Genéviève; too thick to make Watsheeshoo, so went on along shore to Betchouan; when anchored and landed found here a large settlement of Acadians from the Magdalen Islands, doing well; remained here a couple of hours and the weather clearing up we went on to Esquimaux Point, where we anchored and landed at 4 p.m.; people here in great alarm about the fires; vessels had done well with seals.

Sunday, 17.—Gale of S. E. wind during the night, with heavy rain; left at 1.30 p.m. for Mingau, where we arrived at 2.45 p.m.; many Indians camped here; mission just over; the post has been in great danger, and only the most untiring exertions on the part of the agents, assisted by the Indians, have saved it; the woods all round has been burning for weeks; Mr. Molson's houses up the Mingan River have been destroyed, and his guardian had had a hard matter to escape down the river.

Monday, 18.—East wind and fog with heavy rain—an American yacht from Boston (the *Arethusa*), with a party of scientists, came in during the night; she had been to the Magdalen Islands, Gaspé and Anticosti, and was now bound down among the Islands.

Tuesday, 19.—Still raining and blowing in the morning. Clearing up at 2 p.m., we got under way and proceeded for Long Point—still a good deal of swell on—left Long Point at 5 p.m. for St. John's where we anchored and landed at 6.40 p.m. Fishing poor. Much delay and loss had been caused by the fires, which it was hoped the heavy rains of the last few days would thoroughly quench. Messrs. Garland and Bland, the lessees of the St. John's River; had been burnt out up the river and had been compelled to run down between the burning banks. They had not yet been able to return back to learn the extent of the damage done.

Wednesday, 20.—Left St. John's at day light, calling at Magpie; fishing here, average; some inhabitants at Magpie River had been burnt out; at 1 p.m. landed at Point Rich; off this place arrested and tried one T. Gagnon for deserting from the employ of the Messrs. Collas at St. John's; sentenced him to a month in gaol at Perce; anchored off dock for the night calling at Thunder River; here found that the whole of the fine establishment of Messrs. LeBoutillier Bros. had been destroyed by fire the week before, together with many of the residences of the inhabitant fishermen.

Thursday, 21.—Left for Sheldrake at daylight; landed at Sheldrake at 5 a.m.; fishing not very good. The fire here had also caused great anxiety and delay. Left at 10.15 a.m. for Moisie; passed Moisie at 3.15 p.m., but too much swell on to land, so went into Seven Islands to anchor for the night; found here the American schooner *Yankee Lass* of Boston, mackorel fishing, also the *Right Bower* from Barrington, N.S. Met Mr. Migneault, the fishery officer here; reports all quiet. Some Indians from Matane had threatened trouble in Moisie, but he had frightened them off.

Friday, 22.—Landed at Moisie at 11 a.m.; met Mr. Holliday, who reports salmon net fishing a failure, but all report a great many fish in the river; cod fishing good;

returned on board and left for English Bay, Anticosti, at 2.30 p.m., taking over the census enumerator for the Island, who was waiting for a passage.

Saturday, 23.—English Bay at daylight, landed and met James Roy, guardian, who reports fishing poor and much distress in this Bay; many of the inhabitants had been burnt out, and bait was so scarce that they could not fish; settled a number of disputes here, and left at 9 a.m. for Strawberry Cove; people here badly off; fishing poor; wreck of *Pamlico* being dismantled here; left at 1 p.m. for Becschie River; landed at 3.15 p.m.; large crew working here dismantling and taking timber out of the wreck of *Bristolian*; continued on to Jupiter River, where landed at 7 p.m. Setter had only taken three barrels of salmon; saw Mr. Henderson, who reports a good many salmon up the river, left for S.W. Point at 8 p.m., and anchored there at 9.30 p.m. for the night.

Sunday, 24.—Remained at anchor here all day; people in the South-east Cove had not done much; several American halibut trowlers had been seen about this summer; saw Captain Setter and Mr. Pope.

Monday, 25.—Left at 4 a.m. for Shallop Creek; landed there at 10 a.m., and the Bradleys' telegraph line working from here; continued on, calling at Dauphine River and Cormorant Point; at neither place had anything been done in salmon; left Cormorant Point at 5 p.m. for Percé.

Tuesday, 26.—Arrived at Percé at 5 a.m. and landed prisoner Thos. Gagné; visited establishments, but coming on to blow, left Percé at 1 p.m. for Gaspé; arrived in Gaspé at 4.30 p.m.; weather wet and foggy; made fast to Eden's wharf and got all ready to take in coal.

Wednesday, 27.—Coaling.

Thursday, 28.—Coaling; American steam yacht *Yosemite*, commander Belden, in harbor.

Friday, 29.—Finished coaling (105 tons); cleared up and left Gaspé at 2.30 p.m. for Douglastown, taking in tow the brig *Cornucopia* clear of the harbor; landed at Douglastown at 4 p.m.; anchored here for night.

Saturday, 30.—Left for Point St. Peter at 6 a.m.; landed at the Point at 8 a.m.; visited fishing rooms; left at 1 p.m. for Grande Grève; landed in Grande Grève at 3.50 p.m.; left Grande Grève for Gaspé at 5.15 p.m., and anchored in Gaspé at 7.15 p.m.

Sunday, 31.—All hands to church.

Monday, August 1.—Drove into jam, on Douglastown River.

Tuesday, 2.—Took on board the Hon. P. Fortin and left for Rimouski to meet the Hon. Mr. Mousseau, at 3.15 p.m.; called at Peninsula; returned on board at 7 p.m.; weather too thick to proceed.

Wednesday, 3.—Left for Grande Grève at 4.30 p.m. (thick fog); landed at Grande Grève at 9 a.m.; returned on board at 10.45 a.m. (fishing poor, bait scarce); proceeded for Cape des Rosiers, where we landed at 3 p.m.; fishing bad; returned on board at 4.30 p.m., and left for Griffin's Cove, where landed at 7 p.m.; visited fishing rooms; fishing had begun well, but latterly was very poor.

Thursday, 4.—Left for Fox River at 5.50 a.m. and landed there at 6.15 a.m.; visited rooms, fishing poor; left here at 11.30 a.m., calling at Fame Point; landed at Chloridorme at 1 p.m.; fishing here better than at Fox River; left at 4.30 p.m. for Grande Vallée; anchored at Grande Vallée at 6 p.m.; landed and visited people; fishing fair, better than last year; returned on board at 9 p.m.; remained here all night; heavy thunder storm during the night.

Friday, 5.—Anchored and landed at Magdalen River at 6 a.m.; visited people; returned on board at 8 a.m., and left for Mont Louis, where landed at 10 a.m. As it was blowing hard from the N.W. we had to hold on here all day, and at night, when the wind lulled, we left for Rimouski direct.

Saturday, 6.—Arrived and landed at Rimouski at 12.30 p.m., drove to the town and met Mr. Mousseau by the outgoing English mail, he came on board at once, accompanied by Dr. Mount, of Montreal, and we left at midnight for Cape Chatte.

Sunday, 7.—Landed at Cape Chatte at 11 a.m., drove to St. Anne's at 5.30 p.m., and returned on board at 11 p.m.

Monday, 8.—At 2 a.m., left for Mont Louis, where landed, at 5.30 a.m.; visited fishing establishments and returning on board at 10.30 a.m., we left for Seven Islands Bay, North Shore, which place we reached at 6 p.m., landed at 7 p.m., and visited the inhabitants, and the Hudson Bay post; returned on board at 9.30 p.m.

Tuesday, 9.—Left for Moisie at 4.30 a.m., landed at Moisie at 6 a.m., visited the establishment of Mr. Holliday and Messrs. Collas. Cod fishery not so good as it had been, returned on board at 8 a.m., and left for Sheldrake, were landed at 1.15 p.m. Fishing the last three weeks had been very poor—bait was plentiful—but cod could only be got in deep water; left at 2.35 p.m. for Magpie, where landed at 5 p.m.; visited the establishments of Messrs. C. R. C. and Le Boutillier Bros.; returned on board at 7.30 p.m.; weather getting thick and coming fresh from the eastward, we had to continue to Mingan for shelter, anchored here at 11.30 p.m., with a gale of east wind.

Wednesday, August 10.—Landed at 9 a.m., and visited the Hudson Bay post and the River Mingan, left for Esquimaux Point at 11 a.m., and anchored there at 2.30 p.m.; thick fog with rain and strong east wind; vessels had all returned and had done well at the cod fishery; weather lately had been bad for curing the fish, and prospect was that much fish would be of inferior quality.

Thursday, 11.—Still raining and blowing with thick fog; busy visiting the sick and listening to complaints and disputes; at midnight weather clearing up a little, left for English Bay, Anticosti.

Friday, 12.—Landed at English Bay at 8 a.m.; much sickness and distress; no fishing; left at 9 a.m. for South West Point, but wind coming on fresh from W.N.W., and knowing we could not land along the south side of Anticosti with this wind, we bore up for Fox River with a strong breeze crossing, landed at Fox River at 3 p.m., and visited fishing rooms, left at 5.30 p.m. for Cape des Rosiers, where anchored at 7.30 p.m., landed and visited the light and returned on board at 9 p.m.

Saturday, 13.—Left for Grande Grève at 4.30 a.m., landed there at 6.15 a.m., and visited the rooms of Messrs. Twing and Hyman, returned on board at 8 a.m., and left for Gaspé, where anchored at 10.15 a.m.

Sunday, 14.—Raining hard.

Monday, 15.—Left at noon for Point St. Peter, strong N.E. wind!

Monday, 15th.—Could not land at the Point, so went round into Malbaie, where landed at 3.30 p.m., and walked to the Point. Mr. Mousseau and party visited the fishing establishments of the Messrs. J. & C. Collas and Messrs. Faurel. Returned on board at 6 p.m. and left for Percé, where anchored at 7.30 p.m. Blowing too hard to land.

Tuesday, 16th.—Blowing too hard to land this morning, we ran over at 8 a.m. to the Barachois of Malbaie, where we landed; returned on board at noon and left for Malbaie anchorage. Here received a telegram from Mr. Gregory informing me of the accident at the Bird Rocks' Light, and asking me to go there and render help needed.

Wednesday, 17.—Left for Percé at 5.30 a.m. Still blowing fresh. Anchored in the South Beach. Party landed at 9 a.m. and visited the establishments of Messrs. C. Robin & Co. and Messrs. Valpy and LeBas. Returned on board at 4.30 p.m. At 6 p.m. left for Bird Rocks with a light air and swell from the east.

Thursday, 18.—Raining, with fog; made the Bryon Island at 8 a.m., and anchored off the Bird Rocks at 10.30 a.m.; landed at once the Hon. Mr. Mousseau, Dr. Fortin and Dr. Mount; went up in the box to the summit of the rock. We found that the accident had occurred by the explosion of a barrel of powder which had been kept in the gun house. The keeper, Chiasson, his son, and an old man named Paul Chenel, had been killed outright by the explosion, and a servant of Chiasson, named Turbide, had been considerably injured; the fog gun was damaged in the vent and we sent one of our guns up on the rock to replace the injured one for the present; arrangements were made for continuing the service of the light; the remains were lowered from the rock and put on the deck of a schooner, *Marie Euphrosyne*, which had arrived from House Harbor, M. I., the same time as our-

selves; we took the schooner in tow and left at 3 p.m. for House Harbor in a thick fog; fog continuing, at 10 p.m. we anchored in about 15 fathoms of water about 10 miles outside of Pleasant Bay.

Friday, 19.—Got under way at 4 a.m. and proceeded by the lead into Pleasant Bay, coming to anchor abreast of the church at House Harbor; attended the funeral, and in the afternoon drove, with a large party, to Etang du Nord; inspected the work going on at the breakwater, and returned to the ship at 8 p.m. by way of Cap aux Meules.

Saturday, 20.—Anchored at Amherst at 8 a.m.; landed and visited the principal fishing establishments, &c.; the party drove in the afternoon to the West Point light, and the steamer came round by way of Entry Island, and at 2 p.m. we left West Point for Cape Cove.

Sunday, 21.—Anchored at Cape Cove at 7 a.m., landed and attended service; visited the Cove and returned on board at 3 p.m., when we left at once for Grand River; landed there at 5 p.m., returned on board at 6 p.m., and left for Paspébiac, with fog and wind freshening from the east, with sea; at 9 p.m., wind having increased and weather being very thick, headed the ship to sea and laid too under easy steam for night.

Monday, 22.—Made Point Maquereau at 7 a.m. and ran into Paspébiac Harbor at 10 a.m., blowing a gale from the eastward; party landed and visited the large establishments of Messrs. C. Robin & Co. and the Messrs. LeBoutillier Bros., afterwards drove to the residence of His Honor the Lieutenant Governor.

Tuesday, 23.—Left Paspébiac at 5.45 a.m. and anchored at New Carlisle at 6.15 a.m.; took on board His Honor Lieutenant-Governor Robitaille and proceeded for New Richmond; wind still in east with fog; landed at New Richmond at 10.45 a.m.; remained ashore till noon, when returned on board and left for Bathurst, N.B.; anchored off Bathurst Bar at 4.45 p.m.; proceeded at once to land the party at Bathurst in the boat.

Wednesday, 24.—Returned to the ship at daylight and left for Carleton at 8 a.m.; anchored at Carleton at noon; landed and visited inhabitants and saw the wharf in course of construction; took pilot on board and left at 5.25 p.m. for Dalhousie; anchored at Dalhousie at 7.45 p.m.

Thursday, 25.—Left at 7.30 a.m. for Campbellton; arrived at Campbellton 9.15 a.m.; landed and proceeded by train to Metapedia and drove out to Deeside, where met Mr Mowat; returned aboard at 8.30 p.m.; engineer busy repairing boilers, which had been leaking for some time.

Friday, 26.—Campbellton—repairing boilers; drove over to Cross Point.

Saturday, 27.—Campbellton—cleaning, painting, filling tanks with fresh water.

Sunday, 28.—Left at daylight, but owing to fog had to come to anchor off Point LaGarde; at 8:15 a.m. proceeded again and anchored at Carleton; at 9.20 a.m. sent all hands to church; remained here all day.

Monday, 29.—Left Carleton at 1 a.m. for New Carlisle, where anchored at 6 a.m.; took on board the Hon. A. P. Caron, Minister of Militia and Defence; called at Newport after leaving Paspébiac; left Newport at 6 p.m. for Grand River; remained at Grand River an hour and a half, when left for Percé, where anchored at 10 p.m.

Tuesday, 30.—Landed at Percé at 7 a.m.; remained ashore an hour, when crossed to Bonaventure Island; the Minister visited the various fishing establishments, and enquired into the manner of taking and curing the fish; left Bonaventure Island at 10 a.m. for Point St. Peter, where landed at 11.30 a.m.; the fishing at the Point had been bad all season, both fish and bait seeming scarce; returned on board at 1 p.m., and left for Gaspé Basin, where anchored at 3.25 p.m. and remained for the night.

Wednesday, 31.—Left Gaspé with Minister of Militia at 9.45 a.m. for Dalhousie, N.B.; anchored at midnight off the west end of Herring Island in a thunder storm.

Thursday, September 1.—Got under way at daylight, and ran in under the land at Charlo, where at 7 a.m. landed Hon. A. P. Caron and party; left at once

for Port Daniel, where landed at 3.30 p.m., and met Mr. Phelan, fishery officer; returned on board at 5.15 p.m., and left for Gaspé to coal.

Friday, 2.—Arrived at Gaspé at 5 a.m., and hauled into Eden's Wharf, and began coaling and repairing boilers, which had been leaking.

Saturday, 3.—Finished coaling at 11 a.m.; hauled into stream; still repairing boilers.

Sunday, 4.—

Monday, 5.—All repairs being finished at 11.30 a.m., left Gaspé for Blancs Sablons by way of the Magdalen Islands, having on board M. Jos: L. Lavoie.

Tuesday, 6.—Landed at Etang du Nord at 6 a.m.; lobster packing houses were all shut down and closed for the season; finding that complaints were made that one canning firm at Amherst had not shut down at the right season, I proceeded at 10 a.m. for the Moulin, where I landed at 1 p.m., and met Mr. Chevrier, fishery officer; continued on to Amherst, where anchored and landed at 5 p.m., having brought Mr. Chevrier with me.

Wednesday, 7.—Having enquired into the matter of lobster fishing, I inflicted a fine of \$50, and left at 2 p.m. for the Bird Rocks with a light south wind and fog; being unable to land at the Rocks, and finding the weather clearing up, with a strong north-west wind, decided to keep right on for Blancs Sablons.

Thursday, 8.—Fresh breeze and heavy sea during night, ship rolling a great deal.

Friday, 9.—Made Blancs Sablons at 6 a.m., and landed at once on Isle au Bois, and later at Blancs Sablons and Long Point; cod fishery nearly over; had been very good; all the fishing vessels had left before this; left at 3 p.m. for Salmon Bay, where landed at 5.30 p.m.

Saturday, 10.—S.S. *Zelini* cleared from here to-day with fish (11,000 cwt.) for Leghorn; S.S. *Tiger* was waiting to remove Mr. Joy and his crew to St. John's; the brigantine *Guiding Star* was also loading fish for foreign; all the rooms in the neighborhood of Salmon Bay had done well; the fishing season was over; left at 10 a.m. for Stick Point, and from here continued to Bonne Esperance, where found the brigantine *Red Rose* loading fish for foreign; saw Mr. Whitely, and left at 12.30 p.m. for Chicatica, where anchored at 4.25 p.m.

Sunday, 11.—Left Chicatica at 5.15 a.m., and went outside through the west pass, weather being thick and foggy; at noon made Big Meccatina Island, and at 1.30 p.m. anchored at La Tabatière; left here at 3 p.m., and ran into Mutton Bay.

Monday, 12.—All day settling disputes in Mutton Bay.

Tuesday, 13.—Foggy with rain this morning, clearing up at 10 a.m.; we left Mutton Bay and anchored at Whale Head west, at 11.30 a.m.; left here at 1.45 p.m. for Cape Harrington; left Cape Harrington at 5 p.m. and anchored for the night at 7 p.m. in Ship Harbor; vessels had all left this coast; the cod fishery had everywhere been good; salmon a failure.

Wednesday, 14.—Left Ship Harbor at 5 a.m. for Romaine; weather thick and foggy, with strong east winds; passed Romaine and went into Washeecootai River and anchored at 12.30 p.m.; blew off steam and engineer set to work to tighten boilers, which were leaking again.

Thursday, 15.—Rowed up the river, found plenty salmon going over the falls.

Friday, 16.—Left at 10 a.m.; on going out of river ship touched on a boulder or rock, slightly; did not lose way; we went on to Kegashka where we anchored at 1 p.m., and made careful examination of the vessel; could detect no damage save a slight twisting of two stanchions in the forehold; vessel making no water, and engine working smoothly; left Kegashka at 2.15 p.m. for Natashquan; anchored off Natashquan in 17 fathoms in a thick fog.

Saturday, 17.—Went into Natashquan at 5.30 a.m. and landed; passed day here settling disputes about trespass and land boundary, &c.; left at 4 p.m. for Watsheeshoo, where arrived at 8 p.m.; but being too dark to land we stood over to McDonald's Cove, where we laid too for the night at 11 p.m.

Sunday, 18.—Landed at Macdonald's Cove at daylight; found fishermen had done well; herring were abundant; left for Watsheeshoo at 8 a.m.; landed at

Watsheeshoo at 1 p.m.; found that Gobeil had already left for home; left Watsheeshoo at 3 p.m. for Esquimaux Point, where landed at 7 p.m.

Monday, 19.—Left Esquimaux Point at 5.30 and anchored at Mingan at 7.30 a.m.; met here H.M.S. *Tenedos*, Captain Fane; met here all the Esquimaux Point schooners on their fall voyage to Quebec; such of them as had been below had done nothing at the herring fishery, which was a failure on the Labrador; left at 10.30 for Long Point, where landed at noon; fishing here had been a failure and the resident fishermen were badly off; left here at 1 p.m. for St. John's River where landed at 3 p.m. Arrested here one Johnny Sutton on a complaint, and he pleading guilty, was sentenced to Percé jail for one month; left here for Magpie where anchored and landed at 7.30 p.m.; remained anchored off here for the night. The fishery had been poor at St. John's, but at Magpie it was good.

Tuesday, 20.—Left Magpie at 4.30 a.m. for English Bay, Anticosti; anchored and landed at English Bay at 8 a.m.; found fishing here a failure, and about seventy families here and in the adjoining Cove (Strawberry Cove) with actually no provision for the winter. Left for Becscie River at 9.45 a.m.; landed at Becscie at 1 p.m.; found that old Gamache had destroyed the house which he had been compelled to transfer to the telegraph operator about to be placed at this station; after demolishing the house Gamache had left the Island. Left Becscie at 2 p.m. for South-West Point; wind freshening from the W.N.W., and finding we could not land on the south side of the Island, we decided to stand over to the South Shore; crossed through a very heavy sea; passed Cape des Rosiers at 8 p.m., and anchored off Douglastown at 11 p.m. for the night.

Wednesday, 21.—Left at daylight for Percé, where we anchored at 8:30 a.m.; blowing a half a gale from N.W.; landed prisoner and left Percé for Grand River at 3:30 p.m.; anchored at Grand River for the night at 7 p.m.

Thursday, 22.—Left Grand River at 7 a.m. for Pabos, where landed at 9 a.m.; visited Mill and River and left for Newport at 11 a.m.; landed at Newport at noon; left Newport at 2 p.m. for Cape Cove. The fishery at Grand River, Pabos, Newport and Cape Cove had been remarkably good throughout the season, and was still holding out. Unable to land at the Cove on account of strong S.W. wind; kept on to Point St. Peter, where, anchored for the night at 8 p.m., and landed.

Friday, 23.—Left Point St. Peter at 9.30 a.m., and anchored and landed at Chien Blanc at 10.15 a.m.; left here for Douglastown, where anchored and landed at 1.30 p.m.; left here at 5 p.m. for Gaspé, where anchored at 7 p.m.

Saturday, 24.—Tightening boilers and painting bottom.

Sunday, 25.—

Monday, 26.—Left Gaspé at daylight for Cape Chatte by way of South Shore stations; anchored and landed at Cape des Rosiers at 1 p.m.; remained ashore an hour; strong N.W. breeze in the river; when leaving found the schooner *Glen* coming round Cape, disabled; towed her into safety at Grand Grève; returned from Grand Grève and anchored at Cape de Rosier for the night at 6 p.m.

Tuesday, 27.—Left at 5 a.m. for Griffin's Cove; landed here at 8.30 a.m.; visited fishing establishments and left at 10:10 a.m. for Fox River, where landed at 11.10 a.m.; remained ashore until 1 p.m., when left here for Little Fox River, where landed and remained until 3 p.m. From Grand Grève up this far the fishery has been a complete failure; such of the people as can will be forced to leave in the fall and seek employment in the western lumbering shanties. Arrived off Magdalen River at 7.20 p.m.; dark and raining, with squalls from S.S.E.; anchored for night in eight fathoms.

Wednesday, 28.—Landed at daylight; returned aboard at 8 a.m.; wind coming round to N.W., stood on to Mont Louis, where landed at 11.30 a.m.; left Mont Louis at 1 p.m. for Grand River, but wind freshening too much to land on South Shore, at 4.10 we stood over for North Shore; at 8 a.m. heavy sea from N.W. Cape Chatte light off the port bow.

Thursday, 29.—At 1 a.m. passed Point des Monts, and landed at Bersimis at 8 a.m.; visited the Mission Station and the H. B. Post and the mill, returning

on board at 1 p.m.; left for Godbout, where anchored for the night at 6.30 p.m. Found both Comeau and Deschêne absent.

Friday, 30.—Landed at Point des Monts at 6 a.m.; all well at the light; mackerel had been abundant here all season and of a good quality; landed at Trinity Bay at 8 a.m. and met Belanger, fishery officer, who reports all quiet; left here at 9.15 a.m. for Pentecost River, calling on the way at Baie des Anglais, and Egg Island light; left Egg Island at noon, and at 1.20 p.m. landed at Pentecost River; from Point des Cowees to Point des Monts the boats were all doing well at the fall cod fishery; mackerel were plentiful, but herring were very scarce; left here at 2 p.m. for Seven Islands, where anchored for the night at 7 p.m.

Saturday, October 1.—Left Seven Islands at 6.15 a.m.; passed Moisie at 8.15; unable to land, strong west wind with some sea. Kept on for Sheldrake, but passed Sheldrake at 2 p.m., unable to land; kept on to Magpie, rounded too here at 4.15, but was unable to land, wind blowing fresh from west with heavy sea; ran on for Mingan, where, anchored at 7 p.m.; seven schooners were here wind-bound. Mr. Hardisty, the agent of the H. B. Company, reports but little doing in the way of fishing as the weather had been very rough for some days back.

Sunday, 2.—At anchor in Mingan all day, blowing a gale of W.N.W. outside.

Monday, 3.—Left Mingan at 6 a.m. for Macdonald's Cove, Anticosti, and the South Shore, landed at Macdonald's Cove at 12.35 p.m.; fishing over, herring still abundant; finding here some Irishmen from Douglastown, who were hard up for provisions, I gave them a passage over to the South Shore; at 3.20 p.m. left for English Bay, but wind coming round to westward with heavy squalls and rain we were unable to call at English Bay; heavy sea all night, passed West Point at midnight.

Tuesday, 4.—Anchored and landed at Douglastown at noon; left Douglastown at 2.30 p.m. for Gaspé, where anchored at 5 p.m.

Wednesday, 5.—At 10 a.m. hauled into Eden's wharf and began coaling; blowing a gale all day with snow.

Thursday, 6.—Finished coaling at 5 p.m. and hauled into stream.

Friday, 7.—Left Gaspé at 2 p.m. for Peninsula to embark Ascah for Becscie River, finished taking in his luggage at 6.30 p.m., and left for L'Anse à Fugère (below Fox River) to remove the cable instruments from the shore end of the cable, taking with us Mr. John Annett to unship the instruments; called at Bernier's at midnight and remaining an hour, left at once for West Point, Anticosti.

Saturday, 8.—Called at West Point at 7 a.m., and brought off Mr. LeBourdais, the manager, and Mr. Deneault, the repairer of the Anticosti Telegraph Line, left at 8 a.m. for Becscie River, wind S.W., anchored at Becscie River at 11 a.m., and after landing Mr. Le Bourdais, and Ascah and his family, we began landing Ascah's effects; this was accompanied with considerable difficulty as the sea was freshening on shore all day; however, we got through at 5 p.m., and left for South-West Point, hoping to be able to pass the night there, but the sea and wind increased so that there was no prospect of our being able to land on the South side of the island for some days and we stood over for the South Shore.

Sunday, 9.—Anchored at Percé at 6 a.m., after a rough night; left Percé at 6 p.m. for the Magdalen Islands.

Monday, 10.—Passed the Dead Man at 8.30 a.m., and anchored at Etang du Nord at 11 a.m.; much damage had been done to boats by the late N.W. gales; some fish going, but no herring or mackerel. Left Etang du Nord at noon for the Bird Rocks, but at 1 p.m., finding the wind increasing from the N.E., decided that it was useless to try to land on the rock, put the ship about and came by the west and south of the islands, intending to run into Pleasant Bay; when abreast of the Basin the gale struck us from the N.E., and we came to anchor under the land abreast of the Basin Church at 4 p.m.

Tuesday, 11.—Still blowing a gale from N.E.; very cold with flurries of snow; p.m. wind falling and varying to E.

Wednesday, 12.—Left the Basin at daylight and ran into Amherst at 8 a.m.; all well here; left here at noon for House Harbor, where landed at 2.30 p.m.; all hands

on shore busy weighing fish and shipping it to Halifax; no fish being caught now though fish is reported plenty on the Banks; North Shore fish had turned out well; weather of late had been very rough.

Thursday, 13.—Gale of wind during night from S.S.W.; at 5.30 a.m. steamed over to get under the lee of the land at Amherst, anchored there at 8 a.m.; blowing a gale all day with sleet, rain and hail.

Friday, 14.—At 1.30 a.m., the wind suddenly chopped round to the N.W., and blew harder than ever; we held on where we were until daylight, when we steamed over under Cap aux Meules and anchored under the land off Grindstone Island. The Chief Engineer has just informed me that he has just discovered two considerable cracks in the end of the high-pressure cylinder. He advises me to return to Quebec as soon as possible as this may give out any day; blowing a gale all day with snow flurries.

Saturday, 15.—Blowing a gale all day, but signs of moderating; in the evening the wind came into the S.W. with milder weather and rain; at midnight we were compelled to leave our anchorage and seek shelter in the south part of the bay, as the wind was now S.S.W.

Sunday, 16.—At 8 a.m. wind changed back into the N.W. and we were again obliged to leave our anchorage and haul out into the bay, where we anchored under both anchors. 4.30 p.m., weather moderating; took in starboard anchor; wind hauling round to N. 6 p.m., finding the wind in the N. and sea moderating, we decided to get under way and go round to the Moulin; passed south of Entry Island light at 7.30 p.m. and decided to keep right on for Paspebiac; abreast of the West Point light at 8.45 p.m.; wind now more from the N.W. with a long heavy swell; night clear and cool; at midnight had to give it up, found the ship could make no headway, we had not made three knots in three hours; came back under the Moulin and anchored for the night.

Monday, 17.—Left again at 6 a.m., light N.W. air, less sea; up to noon ship had made about 20 miles; 6 p.m., no wind, evening clear; made about 40 miles today; at midnight wind N.E. with snow.

Tuesday, 18.—Made Point Maquereau at 6 a.m.; blowing hard from N.E. with snowstorm; anchored in Paspebiac at 11 a.m.; blew a gale all day from E.N.E. with snow.

Wednesday, 19.—Still blowing all night with snow, clearing up 1.30 p.m.; left for Percé; heavy sea outside; anchored at Percé for night at 10.30 p.m.

Thursday, 20.—Landed at Percé at 8.30 a.m.; remained here till 2.30, when on receipt of telegram from Mr. Smith, proceeded to Gaspé, where anchored at 8 p.m.

Friday, 21.—Painting.

Saturday, 22.—Painting.

Sunday, 23.—Snowstorm.

} Waiting for orders about proceeding to Anticosti to take off starving people.

Monday, 24.—Left Gaspé at 9 a.m. for Percé to take on board Mr. Roy, as ordered, Mr. Roy being the engineer of the Public Works Department charged with reporting on the various breakwaters asked for along the coast; landed at Percé at 1.30 p.m., and Mr. Roy being ready came on board at 2.45 p.m., when we left for Cape Cove where we landed and saw the principal people about the necessity of the breakwater; returned on board at 6.30 p.m. and remained at anchor here for the night.

Tuesday, 25.—Left Cape Cove at 5 a.m. and anchored at Pabos at 8 a.m., landed with Mr. Roy for a short time behind the Island, but the gale was freshening so fast that we had to return to the ship at once; could not land at the mill. Left Pabos at 9.30 with a gale of S.E. wind and anchored at Paspebiac at 2 p.m. under both anchors.

Wednesday, 26.—Wind right round to N.W.; left Paspebiac at 6.30 a.m. to return with Mr. Roy to Percé. Made Percé at 2 p.m. but were unable to land and kept on to Douglastown; blowing a gale from N.N.W. with snow flurries; anchored at 7 p.m. off Douglastown with both anchors down. Snow during night with very heavy squalls. Glass, 28.7.

Thursday, 27.—Got under way at 7 a.m. and proceeded into Gaspé Basin. Still blowing a gale. Landed Mr. Roy.

Friday, 28. } —Gaspé. Waiting for orders; cleaning up and repairing boilers,
Saturday, 29. } which leaked considerably.

Sunday, 30.—Gaspé.

Monday, 31.—SS. *Napoleon* arrived to-day. Orders received; *Napoleon* will proceed to Anticosti and take off the distressed, as we have no room. We took on board the master, mates and men, twenty-one all told, of the *Imperial*, founded off Bird Rocks, and left during the night for Quebec by way of Egg Island and Point des Monts.

Tuesday, November 1.—Passed Cape des Rosiers at 8.15 a.m.; wind N.W.; at 8 p.m. were abreast of Cape Magdalen; light wind N.W.; stood over for Egg Island.

Wednesday, 2.—Landed at Egg Island at 6 a.m. Keeper reports all well at the light, but the people on the mainland he reports to be badly off for flour for the winter. Landed at Point des Monts at 8.30 a.m. Mr. Faffard reports all well. Left here at 9 a.m. for Quebec. No wrecks or casualties about this part of the coast. At 8 p.m. were off Bic Light and the captain requesting it, decided to take a pilot. Three pilot schooners together off Bic. Signalled for a pilot, and two boats coming alongside, Pilot J. B. Bernier took charge of the ship.

Thursday, 3.—At 1.45 a.m. I was roused from my berth by feeling the ship go gently ashore. On getting on deck found the ship was ashore on White Island Reef. As soon as I found the ship would not move after a few trials, I sent a boat with the second officer to Rivière du Loup for help. We remained on the reef until Tuesday, the 8th November, when the pumps being got to work, and the tugs hauling on, she came off a little before high water, at about 4 p.m., and we left at once for Quebec in tow of the tugs *Contest* and *Anglesea*, and the Government steamer *David*. We arrived in Quebec next day at 7.30 p.m. and made fast to the Queen's Wharf.

In concluding this report I desire to bear testimony to the promptitude and energy shown by Mr. Gregory, the agent of your Department in Quebec; had it not been for his prompt action in coming to our rescue with such efficient means and appliances as he did, it would have been impossible to have got *La Canadienne* safely back to port.

I have the honor to be, Sir,

Your obedient servant,

W. WAKEHAM.

4.

SHORE, FROM QUEBEC TO CAPE CHATTE.

Number of Men, together with the Yield, Value and Kinds of Fish, on the South Lévis to Cape Chatte, during the Year 1881.

KINDS OF FISH.

No. of Shad.	Herring, barrels.	No. of Eels.	Sturgeon, barrels.	Sardines, barrels.	Bar and White Fish, doz.	No. of lbs. of Bar Fish.	Trout, lbs.	Mackerel, barrels.	Small Fish, barrels.	Fish for Manure, barrels.	No. of Porpoise Skins.	Porpoise Oil, gallons.
4,214		2,350	1		170							
8,306		500	13		176							
4,772		3,007	8		526							
4,150		4,306	20		914							
800		5,210	19		500				31			
		3,485	105		636	10,900			55			
		1,653	107		216				44			
		14,587										
		10,886							71			
		17,795							107			
		12,837							64			
750		9,234	7½			500			52		5	320
							5,000					
5,000	600	52,150	300	25					100	200	3	168
7,050	140	5,010	12	175					55	270		
3,100	100	1,810	60	350					50	130		
4,000	150		10	125					4	200		
1,650	445	2,370	100	330					5	1,050		
100		1,980	20	10					10	40		
6,550	3,055	1,225	87	730					600	2,815		
2,070	1,250		18	305						675		
19,250	1,845		50	660						3,195		
580	309		92	125						854		
	58						5,500					
100	60			5					2	25		
304	804	300	1½	99					25	490		
20	40			6					1	25		
6	56			12						25		
85	415			83					3	175		
		1,765										
125	100			33					4	145		
100												
25	60			12						25		
20	12	30		6					3			
10	16			4					3	6		
	40			5					2	60		
20	120			18					8	40		
55	1,400			41					1	110		
165	1,030			125					8	175		

RETURN OF FISHING STATIONS, Number and Value of Fishing Boats and Nets,
Shore of the River St. Lawrence, from Point Lévis

NAMES OF PLACES.	Fishing Boats.		Number of Fishermen.	KINDS OF NETS USED.								No. of Salmon.	
	No.	Value.		Salmon Nets.			Brush Fisheries with Nets.		Brush Fisheries.		Eel Fisheries.		
				No.	Yards.	Value.	No.	Value.	No.	Value.	No.		Value.
		\$				\$			\$		\$		
Isle St. Barnabé.....	3		3						3	60			30
Rimouski.....	14		14	1	75	25	1		11	190			251
Ste Luce.....	19		19	1	75	25	1		17	290			321
Pointe aux Senelles.....	3		3						2	40			20
Métis.....	4		4						4	80			32
Pointe Petit Métis.....	2		2						2	40			29
Boules.....	4		4	1	75	20	1		3	45			37
Rivière Blanche.....	10		10						10	180			7
Matane.....	17		17						16	310			
Ste Félicité.....	17		17						16	310			
Cherbourg.....	3		3						3	30			
Dalibaire.....	3		3	3	150	60							182
Ronieux.....	1		1						1	20			
Fly Fishing:													
Rimouski River.....													12
S. W. Bic do.....													15
Matane do.....													36
Total.....	123	1,811	713	19	2605	658	36	11,936	246	11,471	278	125,612	3,297

Number of Men, together with the Yield, Value and Kinds of Fish, on the South to Cape Chatte, during the Year 1881—*Continued.*

KINDS OF FISH.

No. of Shad.	Herring, barrels.	No. of Fels.	Sturgeon, barrels.	Sardines, barrels.	Bar and White Fish, doz.	No. of lbs. of Bar Fish.	Trout, lbs.	Mackerel, barrels.	Small Fish, barrels.	Fish for Manure, barrels.	No. of Porpoise Skins.	Porpoise Oil, gallons.
2,000	550			100								
	2,995	200		75					30			
	3,070			585								
	650			175								
	450			60				14				
	2,500			55								
	12			9								
	77			33				1	22			
				82				3	33			
	73		74					27	18			
									7			
								1				
75,377	22,482	152,685	1,105	4,458	3,138	11,400	10,500	46	1,418	10,730	8	488

RECAPITULATION.

YIELD and Value of the different Fisheries from Point Lévis to Cape Chatte in 1881.

Kinds of Fish.	Quantities.	Prices.	Value.
		\$ cts.	\$ cts.
Shad.....	75,377 pieces.....	0 09	6,783 93
Herring.....	22,482 barrels.....	5 00	112,410 00
Salmon.....	3,297 pieces.....	1 50	4,945 50
Eels.....	152,685 do.....	0 10	15,268 50
Bar and Whitefish.....	3,138 dozens.....	1 25	3,922 50
Bar Fish.....	11,400 lbs.....	0 08	912 00
Sturgeon.....	1,105 barrels.....	5 00	5,525 00
Sardines.....	4,458 barrels.....	3 00	13,374 00
Mackerel.....	46 do.....	10 00	460 00
Small Fish.....	1,418 do.....	2 00	2,836 00
Trout.....	10,500 lbs.....	0 08	840 00
Porpoise Skins.....	8 pieces.....	4 00	32 00
do Oil.....	488 gallons.....	0 50	244 00
Fish used as manure.....	10,730 barrels.....	0 25	2,682 50
Total value of the products of the Fisheries in 1881.....			170,235 93
do do do 1880.....			147,221 00
Increase.....			23,014 93

RETURN of Fishing Stations, Number and Value of Fishing Boats and Nets, Number of Men, together with the Yield, Value and Kinds of Fish, &c., within the Districts on the North Side of the River St. Lawrence, from Quebec to Bersimis, during the Year 1881.

NAMES OF PLACES.	Fishing Boats.		Number of Fishermen.	KINDS OF NETS USED.										KINDS OF FISH.								
	No.	Value.		Salmon Nets.		Brush Fisheries with Nets.		Brush Fisheries.		Eel Fisheries.		No. of Salmon.	No. of Shad.	Herring, brls.	No. of Bels.	Sturgeon, brls.	Sardines, brls.	Bar and White Fish, doz.	Trout, lbs.	No. of Winnonish.	Small Fish, brls.	Fish for Measure, brls.
				No.	Value.	No.	Value.	No.	Value.	No.	Value.											
<i>Island of Orleans.</i>																						
St. Laurent.....	2	\$ 220	2	2	400	220					150	8500			7		90					
St. Jean.....	2	440	2	2	440	240				45	550			3		135						
St. Francois (south side of the Island).....	11		7	7		114				12	114			2110								
do do	7		7	7		87				1900				1211								
Argenteau.....	9		7	7		152				3	28			1								
St. Francois (north side of the Island).....	14		13	13		339				1	10			833								
do do																						
<i>North Coast.</i>																						
Chateau Richer.....	5		5	5		92				6	92			93								
St. Anne.....	8		8	8		759				8	94			394								
St. Joachim.....	28		23	23		483				23	483			19226								
Bate St. Paul and neighbouring lakes.....	25		22	22		429				42	1118			3310			4	12000				
Isle aux Coudres.....	42		26	26		490				49	990			9900								
Les Eboulements.....	40		14	14		295				5	135			3334								
St. Irène.....	12		17	17		375				38				209								
Malbaie.....	17		1	1		60				3	80			4								
St. Fidèle.....	5		2	2		120				50				10								
St. Siméon.....	6		1	1		80				5	115			7								

	2	30	1	2	1	60	50	43	400	200	3	5	6										
<i>Petites Isles</i>																							
<i>Poite St. Francois</i>																							
<i>St. Martin</i>																							
<i>Grand Bale</i>																							
<i>Lake St. John Division.</i>																							
<i>Winnonish Nets</i>																							
<i>Alma</i>			40	40	2400	200						1000											
<i>Signal</i>			25	25	1500	125						2500	18										
<i>Metabetchouan East</i>			22	22	1320	110						2500	20										
<i>do West</i>			28	28	1680	140						5000	25										
<i>Charlevoix</i>			1	10	6300	1260						1600	35										
<i>Roberval</i>			36	36	2160	180						21000	70										
<i>Onatchouan</i>			35									3000	40										
<i>Labarre and neighbouring lakes</i>												10400	55										
<i>Inland Waters, County Charlevoix.</i>																							
<i>Petite Riviere</i>																							
<i>Grand and Little Lakes Narme</i>												10000											
<i>Lake Hillarion</i>												14000											
<i>do Pointe à Jérôme</i>												3000											
<i>do Jacob</i>												10000											
<i>do Thomas</i>												1200											
<i>do Comporté</i>												3000											
<i>do Gravel</i>												3000											
<i>do Morin</i>												1000											
<i>Inland Waters, County Saguenay and Sea Coast.</i>																							
<i>From Rivière aux Canards to Bersimis (approximate)</i>												250000											
<i>River Ste. Maguerite, N.-W. Branch</i>								22															
<i>do</i>								8															
<i>River A. Mars</i>								37															
<i>do Anse St. Jean</i>								5															
<i>do Petit Saguenay</i>								1															
<i>do Du Gouffre</i>								3															
<i>do Murray</i>								3															
<i>Total</i>	19	325	485	385	17652	3481	6	1300	146	2884	181	3788	834	4050	68	49124	31	180	2132	317600	36800	685	876

RECAPITULATION.

YIELD and Value of the different Fisheries from Quebec to Bersimis in 1881.

Kinds of Fish.	Quantities.	Price.		Value.
		\$	cts.	\$ cts.
Salmon.....	834 pieces.....	1	50	1,251 00
Shad.....	4,050 do.....	0	09	364 50
Herring.....	68 barrels.....	5	00	340 00
Sardines.....	190 do.....	3	00	570 00
Sturgeon.....	31 do.....	5	00	155 00
Eels.....	49,124 pieces.....	0	10	4,912 40
Winnonish.....	36,600 do.....	0	25	9,150 00
Trout.....	317,600 lbs.....	0	06	19,056 00
Bar and White Fish.....	2,132 doz.....	1	25	2,665 00
Small and Mixed Fish.....	685 barrels.....	2	00	1,370 00
Fish used as manure.....	876 do.....	0	25	219 00
Total value of the products of the fisheries in 1881.....				40,052 90
do do do 1880.....				34,149 06
Increase				5,903 84

RETURN of Fishing Stations, Number and Value of Fishing Boats and Nets, Number of Men, together with the Yield, Value and Kinds of Fish, &c., within the District extending from Quebec to the Upper Ottawa, during the Year 1881.

NAMES OF PLACES.	Fishing Boats.		Number of Fishermen.	KINDS OF NETS USED.						KINDS OF FISH.										
	No.	Value.		Gill Nets.		Seines.		Eel Fisheries.		Trout, lbs.	No. of Shad.	No. of Bels.	Sturgeon, lbs.	Tom Cod, brls.	Maskinongé, lbs.	White Fish, lbs.	Bass, lbs.	Pickarel, lbs.	Pike, lbs.	Mixed and Small Fish, lbs.
				No.	Yards.	Value.	No.	Value.	No.												Value.
Richelieu Division.....	610	1920	642	110	3100	90	103	1983	13	130	6000	14600	20000	.....	1500	1200	1800	26000	15600	50000
Chambly do	31	409	41	46	1520	172	16	520	1	20000	.....	42560	800	.....	.....	.....	5400	5100	16800	77800
Chateaugay do	54	648	108	200	6000	600	18	540	25	300	.....	3320	88000	112000	.....	.....	106000	65000	85000	120000
Missisquoi Bay do	14	137	37	14	1565	444	.....	.....	.....	.....	3750	.....	.....	.....	.....	.....	.....	38200	.....	21400
Magog do .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6000	.....	.....	.....	.....	.....	.....	.....	.....	3000
Sherbrooke do .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	250	.....	.....	.....	.....	.....	.....	.....	.....	5000
Mégantic do .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16000	24000	.....	.....	.....	.....	.....	.....	.....	.....
Three Rivers do	325	3250	400	350	9000	650	100	1500	.....	.....	3500	6890	27600	.....	1250	3000	5000	26000	18000	84000
Berthier do	156	1440	485	140	3820	370	60	1115	.....	51152	6500	20300	.....	5050	13920	5400	31000	18100	814000	
Montreal do	51	510	100	20	200	60	38	760	.....	.....	13600	.....	.....	3500	.....	14000	21200	18600	85200	
Terrebonne do	348	2086	350	.....	.....	.....	.....	.....	.....	.....	2088	.....	.....	.....	.....	7000	8200	12400	25000	
Lake Two Mountains Division	50	300	50	.....	.....	.....	.....	.....	.....	.....	8000	.....	.....	.....	1550	.....	2600	7600	52000	29000
Lower Ottawa do	10	70	10	.....	.....	.....	.....	.....	.....	.....	300	8000	.....	.....	.....	.....	6000	7000	30000	
Upper do	85	510	225	350	7000	2800	.....	.....	.....	.....	400	2000	5000	.....	1500	4800	1800	8600	25000	
Gatineau Lakes do .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	154000	.....	.....	.....	1800	23700	12950	.....	51400	25000
Total.....	1734	11274	2418	1230	32205	5186	335	6418	39	20430	37550	135458	149400	6890	128160	46620	131950	252100	295200	1349400

RECAPITULATION.

YIELD and Value of the different Fisheries in the districts above Quebec for the Year 1881.

Kinds of Fish.	Quantities.	Prices.	Value.
		\$ cts.	\$ cts.
Shad.....	37,550 pieces.....	0 09	3,379 50
Eels.....	135,458 do.....	0 10	13,545 80
Tom Cod.....	6,890 barrels.....	1 50	10,335 00
Sturgeon.....	149,400 lbs.....	0 05	7,470 00
Trout.....	224,942 do.....	0 08	17,995 36
Whitefish.....	46,620 do.....	0 08	3,729 60
Maskinongé.....	128,160 do.....	0 06	7,689 60
Bass.....	161,950 do.....	0 06	9,717 00
Pickrel.....	252,100 do.....	0 06	15,126 00
Pike.....	295,200 do.....	0 05	14,760 00
Mixed Fish.....	1,349,400 do.....	0 02	26,988 00
Total value of fisheries, 1881.....			130,735 86
do do 1880.....			92,966 20
Increase.....			37,769 66

SYNOPSIS OF FISHERY OVERSEERS AND GUARDIANS' REPORTS IN THE PROVINCE OF QUEBEC, FOR THE YEAR 1881.

SOUTH SHORE DIVISION, FROM POINT LÉVIS TO CAPE CHATTE.

Overseers. { CLOVIS CARON:—Point Lévis to River Ouelle.
 JULES GAUVREAU:—River Ouelle to Isle Verte.
 HERMENEGILDE MARTIN:—Isle Verte to Rimouski.
 L. E. GRONDIN:—Rimouski to River Blanche.
 VITAL CHAREST:—River Blanche to Cape Chatte.

The following comparative table exhibits the yield and value of the Fisheries in this Division:—

Kinds of Fish.	1880.		1881.	
	Quantities.	Value.	Quantities.	Value.
		\$ cts.		\$ cts.
Codfish..... Cwt.	580	2,320 00	.....	.....
Shad..... Pieces.	43,267	2,163 35	75,377	6,783 93
Herring..... Barrels	21,218	84,872 00	22,482	112,410 00
Salmon..... Pieces.	4,738	4,738 00	3,297	4,945 50
Sturgeon..... Barrels	686	3,430 00	1,105	5,525 00
Bar and Whitefish..... Dozen.	2,727	2,727 00	3,138	3,922 50
Bar Fish..... Lbs.	29,000	1,450 00	11,400	912 00
Sardines..... Barrels	3,755	11,265 00	4,458	13,374 00
Eels..... Pieces.	233,459	23,345 90	152,685	15,268 50
Small and Mixed Fish..... Barrels	1,008	2,016 00	1,418	2,836 00
Mackerel..... do	371	3,710 00	46	460 00
Grey and Speckled Trout..... Lbs.	10,000	500 00	10,500	840 00
Porpoise Skins..... Pieces.	68	264 00	8	32 00
Oil..... Gallis.	3,580	1,790 00	488	244 00
Cod Oil..... do	120	48 00	.....	.....
Fish used as manure..... Barrels	10,327	2,581 75	10,730	2,682 50
Total Value.....	.....	147,221 00	.....	170,235 93

The catch shows an increase in the following kinds of fish:—

	Shad.	Herring.	Sturgeon.	Sardines.
1880	43,267	21,218	686	3,755
1881	75,377	22,482	1,105	4,458
Increase.....	32,110	1,264	419	703

And a falling off in the following:—

	Salmon.	Eels.	Bar-fish.	Mackerel.
1880	4,738	233,459	29,000	371
1881	3,297	152,685	11,400	46
Decrease	1,441	80,774	17,600	325

Overseer Caron explains the falling off in his division by continued droughts and the high temperature of water. The scarcity of salmon and eels is abundantly counterbalanced by the increase in shad, which yielded one hundred per cent. more than last year.

Overseer Gauvreau reports the catch of fish about the same as last year. Shad and sturgeon were abundant, but salmon and eels yielded less than formerly; this the overseer accounts for by unfavorable weather.

Overseer Martin reports an almost complete disappearance of salmon, although these fish were abundant in 1878. Shad were more numerous than ever. Sardines and other small fish were plentiful; a slight falling off being however noticeable in herring. This was caused by delay on the part of fishermen who, being engaged working at their farms when the fish struck, lost the best part of the season.

Overseer Grondin reports sardine and herring on the increase with a noticeable falling off in salmon and mackerel, owing to strong winds prevailing during most of the fishing season.

Overseer Charest reports a general falling off. This he attributes to the fishing grounds being frequented by schools of porpoises. Thirty-six salmon were caught with the fly in Matane River, the largest weighing 24½ lbs. No spearing was attempted this year. This was evidently due to the stringent measures adopted against poachers in previous seasons. A horse-mackerel weighing 300 lbs. was caught in a fascine fishery.

FROM QUEBEC TO BERSIMIS.

The following statement shows a slight falling off in the yield of the following kinds of fish:—

	Salmon.	Herring.	Trout.
1881.....	834	68	317,600
1880.....	876	96	378,950

And a marked increase in—

	1880	1881
Shad, pieces.....	1,536	4,050
Sardines, brls	67	190
Winnonish, pieces	24,736	36,600
Eels, pieces	39,070	49,124
Bar and Whitefish, doz.....	1,931	2,132
Sturgeon, brls	7	31
Mixed Fish, brls.....	589	685

QUEBEC AND MONTMORENCY DIVISIONS.

L. P. HUOT, *Overseer.*

THE following is a comparative statement of the Fisheries in this Division:—

—		1876.	1877.	1878.	1879.	1880.	1881.
Salmon.....	No.	52	135	100	150	60	195
Shad.....	"	2,450	1,500	1,000	500	1,460	4,050
Eels	"	8,628	14,676	24,042	17,203	20,735	25,767
Sturgeon	Brls.	18	14	12	34	13	31
Bar and Whitefish	Doz.	338	192	591	797	707	1,293
Small Fish	Brls.	51	.....	92	125	96	52

MURRAY BAY DIVISION.

ULYSSE BHÉREUR, *Overseer.*

ANT. FILION, }
 JOS. SIMARD, } *Wardens.*
 E. TREMBLAY, }

The catch of fish in this division is given as follows:—

No. of Eels.....	22,757
do lbs. Trout.....	57,200
do Salmon.....	55
do brls. Sardines.....	178
do do Herring.....	1
do do Small and Mixed Fish.....	42
do do Fish for manure.....	876

A few slight violations of the law were detected by Overseer Bhéreur and speedily punished.

SAGUENAY DIVISION.

JOSEPH RADFORD, *Overseer.*

JOS. BOILY, }
 JACQUES GIRARD, } *Wardens.*

The yield of fisheries in this division is reported as follows:—

No. of Salmon.....	584
do Eels.....	600
do lbs. Trout.....	250,000
do brls. Sardines.....	12
do do Herring.....	67
do do Small Fish.....	328

The following is the score of Angling in the Saguenay Rivers for the past six years:—

	1876.	1877.	1878.	1879.	1880.	1881.
River Ste. Marguerite, N.W. Branch	25	159	No returns	51	16	22
do N.E. Branch	49	46	63	34	9	8
River à Mars.....	57	51	28	3	3	37
do Anse St. Jean.....	25	8	3	9	6	5
do Petit Saguenay.....	14	No returns	7	16	8	1
do Laval.....	6	Notangled	Notangled	Notangled	Notangled	Notangled
do du Gouffre.....	.....	do ...	7	5	do ...	3
do Murray.....	.....	do ...	8	3	3	3

Overseer Radford states that salmon net-fishing was very poor, even worse than in 1880. Trout fishing was good, especially in the Saguenay River and its tributaries. Owing to remunerative prices and the great demand for mill hands, fewer people than heretofore were engaged in fishing. This accounts for the small quantity of herring and sardines caught. The different wardens report having seen large numbers of breeding fish on the spawning beds, especially in the Little Saguenay and Ste. Marguerite Rivers.

LAKE ST. JOHN DIVISION.

JOB BILODEAU,
 CHAS. POTVIN,
 R. MALTAIS,

} Wardens.

The yield of fisheries in this division is stated as follows:—

	Winnonish.	Whitefish.	Mixed Fish.
1880.....	No. 24,736	1,149 doz.	244 brls.
1881.....	do 36,600	835 do	263 do

The officers report a steady increase in winnonish. This they attribute to fishermen better appreciating the beneficial effects of the close season and the wisdom of the measure adopted by the Department in limiting this kind of fishery to hook and line fishing and compelling all parties to take out licenses. This is done to regulate fishing and to prevent encroachments and abuses by foreigners, who, under pretence of sport, used to catch large quantities of this delicious fish for the American markets. The license system has put a check on these operations and given greater security to residents and to Canadian anglers. A few violations of the law were detected and the guilty parties punished by the loss of their seines and the imposition of fines.

FROM QUEBEC TO THE UPPER OTTAWA.

The following comparative table shows the approximate yield and value of the Fisheries in these districts:—

Kinds of Fish.	1880.		1881.	
	Quantities.	Value.	Quantities.	Value.
		\$ cts.		\$ cts.
Shad	8,420 pieces ..	421 00	37,550 pieces...	3,379 50
Eels.....	137,062 do ..	13,706 20	131,458 do ..	13,145 80
Sturgeon	195 barrels..	975 00	149,400 lbs	7,470 00
Whitefish	3,100 dozen ..	3,100 00	46,620 do	3,729 60
Tom Cod.....	10,000 bushels.	5,000 00	6,890 barrels .	10,335 00
Trout	230,400 lbs	11,520 00	224,942 lbs	17,995 36
Maskinongé.	3,650 pieces ..	3,650 00	127,160 do	3,729 60
Bass.....	1,050 barrels..	8,400 00	161,950 do	9,717 00
Pickereel	973 do ..	7,784 00	252,100 do	15,126 00
Pike.....	975 do ..	7,800 00	295,200 do	14,760 00
Mixed Fish.....	15,305 do ..	30,610 00	1,349,400 do	26,988 00
Total Value.....		92,966 20		130,275 86

RICHELIEU DIVISION.

PIERRE LATRAVERSE, } Overseers.
J. F. PICOTIN, }

The yield of fish in this division is given as follows:—

No. of Shad.....	6,000
do Eels	14,600
do lbs. Sturgeon.....	20,000
do do Trout.....	240
do do Whitefish.....	1,200
do do Maskinongé.....	1,500
do do Bass.....	1,800
do do Pickerel	26,000
do do Pike.....	15,600
do do Mixed fish.....	50,000

CHAMBLY AND IBERVILLE DIVISIONS.

H. W. AUSTIN } Overseers.
J. B. CHEVALIER }

The catch of fish in this division is reported as follows:—

No. of Eels.....	42,550
do lbs. Sturgeon.....	800
do do Bass.....	5,400
do do Pickerel.....	5,100
do do Pike.....	16,800
do do Mixed Fish.....	77,800

CHATEAUGUAY AND BEAUHARNOIS DIVISIONS.

JOACHIM LABERGE, } Overseers.
WM. CLYDE, }
J. B. McMILLAN, }

The following statement shows the approximate catch of fish in this division:—

No. of Eels.....	3,320
do lbs. Sturgeon.....	88,000
do do Maskinongé	112,000
do do Bass.....	106,000
do do Pickerel.....	65,000
do do Pike.....	85,000
do do Mixed Fish	120,000

MISSISSQUOI BAY DIVISION.

P. E. LUKE, Overseer.

Comparative Statement of the yield of the fisheries in this division:—

	1879.	1880.	1881.
No. of Shad.....	4,009	6,170	3,750
do brls. Pickerel.....	60	104	38,200 lbs.
do do Mixed Fish.....	34	58	21,400 lbs.

MAGOG DIVISION.

N. A. BEACH, *Overseer.*

It having been found necessary to dispense with the services of the former Overseer, Mr. J. P. Williamson, Mr. Beach was appointed in his stead. The change has proved beneficial.

The catch of this division is stated to have been as follows:—

No. of Shad.....	5,000
do lbs. Trout.....	6,000
do do Mixed Fish.....	3,000

SHERBROOKE AND LAKE MEGANTIC DIVISIONS.

W. C. WILLIS,, } *Overseers.*
 J. B. McDONALD, }

Overseer Willis reports fishing good in the Sherbrooke Division. The fishery laws were strictly enforced and several fines imposed. Trout fishing with the fly on the Magog River is reported to have been fair. Large quantities of pickerel were caught in Magog Lake. A mill dam built at the outlet of Magog Lake has been provided with an efficient fishway. It had the effect of keeping the water at a proper level and affording an easy passage to fish. Large numbers of salmon were noticed in the vicinity of Lennoxville on the St. Francis River. Three boats, five nets, four night lines, one spear and a number of hooks and lines were confiscated during the season by Overseer Willis for being illegally used.

Overseer McDonald reports lunge on the increase in Lake Megantic since the use of nets is prohibited. He complains that settlers take no interest to protect fish during the spawning seasons. Trout fishing was very fair, especially on the Chaudiere River.

THREE RIVERS DIVISION.

A Fishery Overseer will soon be needed in this division. Mr. Austin, who had charge of it this season, estimates the yield of fish as follows:—

No. of Shad.....	16,000
do Eels.....	24,000
do brls. Tom Cod.....	6,890
do lbs. Trout.....	3,500
do do Maskinongé	1,200
do do Whitefish	3,000
do do Bass.....	5,000
do do Pickerel	26,000
do do Pike	18,000
do do Mixed Fish	84,000

BERTHIER AND JOLIETTE DIVISIONS.

O. LAFLECHE, } *Overseers.*
M. HURTEAU, }

The catch of fish in this division is estimated as follows:—

No. of Shad.....		6,500
do Eels		20,300
do lbs. Trout ...		51,152
do do Whitefish		13,920
do do Sturgeon.....		27,600
do do Maskinongé.....		5,050
do do Bass.....		5,400
do do Pickerel.....		31,000
do do Pike.....		18,400
do do Mixed Fish.....		814,000

MONTREAL DIVISION.

JOHN MORRIS, *Overseer.*

COMPARATIVE Statement of the Yield of Fish in this division.

	1879.	1880.	1881.
No. of Eels.....	11,000	10,200	13,600
do Maskinongé	150	272	3,500 lbs.
do bris. Bass.....	100	70	14,000 do
do do Pickerel.....	100	80	21,200 do
do do Pike.....	100	70	18,600 do
do do Mixed Fish	1,400	320	85,200 do

TERREBONNE DIVISION.

JOSEPH LAUZON, } *Overseers.*
L. J. LORANGER, }

The following is given as the yield of fisheries in this division:—

No. of Eels		2,088
do lbs. Trout.....		9,500
do do Bass.....		7,000
do do Pickerel		8,200
do do Pike.....		12,400
do do Mixed Fish.....		25,000

LAKE OF TWO MOUNTAINS AND LOWER OTTAWA DIVISIONS.

Jos. L. LAMOUREUX, }
 ROBERT W. JONES, } *Overseers.*

Statement of the yield of fisheries in this division:—

No. of Eels.....	8,000
do lbs. Maskinongé.....	1,560
do do Bass.....	2,600
do do Pickerel.....	7,600
do do Pike.....	52,000
do do Mixed Fish.....	29,000

UPPER OTTAWA AND GATINEAU LAKE DIVISIONS.

JOSEPH MARION, }
 JAMES MOHR, } *Overseers.*
 J. T. COUGHLAN, }

ESTIMATED Statement of the Yield of Fish in this division.

	1879.	1880.	1881.
No. of lbs. Trout.....	163,000	165,000	154,000
do doz. Whitefish.....	2,088	2,100	23,700 lbs.
do brls. Bass.....	820	807	12,950 do
do do Pike.....	614	375	51,400 do
do do Pickerel.....	150	100	8,800 do
do Maskinongé.....	800	850	1,800 do
do Eels.....	4,000	5,000	4,000
do brls. Sturgeon.....	200	150	5,000 lbs.
do do Mixed Fish.....	10,800	10,100	25,000 do

No. 5.

PRINCE EDWARD ISLAND.

ALBERTON, 1st December, 1881.

To the Hon. the Minister of Marine and Fisheries.

SIR,—I have the honor to transmit tabular returns showing the quantities taken and estimated values of the fisheries in Prince Edward Island waters during the past fishing season of 1881, to date, together with the number of men, and number and value of boats and outfit employed therein. Reports are also presented showing features of the respective fisheries.

SUMMARY.

Prevalence of northerly and north-easterly winds have been unfavorable to the fisheries.

Compared with average years, and especially with the unprecedentedly large catch of last year, the mackerel fishery this season has been a failure as regards the quantity taken. While 1880 produced the very high result of 2,550 barrels, 1881 can only show 36,083 barrels. Last year the quality was of the most inferior description, and prices were of the lowest; this year the general quality is good, and the prices are unusually high. It is believed the fishermen with their diminished catch will not be as much in actual cash as with the almost unsaleable superabundance of last year. A large advance has been made in the quantity of mackerel canned; last year 6,960 cans, this year 228,953, which adds about 2,500 barrels to the fishery, making a total of 38,583 barrels.

The fishery of cod has in like manner fallen off more than one-third; hake about the average of last year. In 1880, 28,045 cwt. of cod and 8,213 cwt. of hake. In 1881, 16,934 cwt. of cod and 8,023 cwt. of hake, being a decrease of cod and hake together of 11,301 cwt. This has proportionately reduced the yield of fish oil, although apparently not of dried tongues and sounds.

Herring show an increase of 6,425 barrels; total catch, 24,445 barrels. Of the whole quantity taken about 20,000 barrels were used as bait, and only 4,500 preserved for food. Of alewives or gasperaux, 600 barrels of the total 1,917 taken were for food, the remainder for bait, or about the same quantity as last year, notwithstanding which gasperaux continue to ebb gradually out of the list of island products.

More men have been engaged on the water the past season, but the distribution of labor has been different. It is not to be inferred that the deep-sea fisheries have fallen off in productiveness, but they have been less pursued. Explanations are given under the respective headings of this Report.

Lobster fishing has suddenly increased to colossal proportions, and now ranks first of the Island's fishing industries. Within a few months the canning factories have increased in number from fifty-six to one hundred and eighteen, and more are being built. Many of the occasional fishermen have been attracted by the higher ready-money wages offered at the lobster factories. In 1880 were produced 3,551,050 cans; this year 6,312,865 cans, being an increase of 2,761,815 cans. At the estimate generally accepted of four and one-third fish to a can, these figures represent the enormous catch of 27,355,748 lobsters. The increase alone of 57,537 cases of four dozen cans over last year, valued at the very low wholesale prices now current, reaches \$259,793 cash receipts, or, if estimated at the

standard official rate, would be set down at \$556,363—a sum which more than compensates for the deficiency of the year's fishery of mackerel. An additional number of fishery wardens is demanded by this increase in the lobster fishery. Twenty-four factories are situate in districts in which are no wardens. The lobster fishery must be considered as adding 1,500 men to the fishermen afloat.

Oysters have been in demand for export at prices higher than the average, consequently the fishery has been actively pursued. Total taken 20,815 barrels, a slight increase over last year. With care this fishery might be further extended. Charts of existing beds and of grounds where new beds might be planted have been forwarded to the Department.

The fish of the creeks and streams (with the exception of 5,005 pounds less salmon) show a considerable increase, the result, it is believed, of the past three year's careful protection:

The yield of the respective fisheries may be thus summed up: Fish of the streams, \$4,333.80; of the coast, \$7,187.25; of the deep sea, \$618,730; shell fish, \$1,329,018.

SECTION 1, FISH OF THE STREAMS.

Having last year sent in an elaborate statement touching all the fisheries of the Province, I shall be careful to avoid repetition excepting by reference to the printed pages of previous reports.

RESERVED AND OTHER RIVERS.

The rivers reserved for the natural and artificial propagation of fish are the Dunk River, on which is the salmon hatchery, the Winter, Morell and Midgell, to which I should like to add the Marie.

Unreasonable outcry is sometimes made that there is little probability of the fish in the streams being restored to a like countless abundance as in the early days of settlement. Probably not. When cultivation was young the streams were deeper and shaded by trees, the current pure, the ground to the water's edge covered with sward, insect and other foods that hatch in forests and become scarce as the woods fall were plentiful, few or none of the fish themselves were abstracted by their arch-enemy man, and all the conditions of fish life were in their fullest development. The axe and plough have changed all that. Trout do not thrive comfortably unless in pure water, not warmer than seventy degrees. Now, as the rivers run for miles at a heightened temperature between banks, denuded of trees, exposed to the sun, shoaled by the tricklings from farms, muddied by the washings of roads, paved with sunken water-sodden sticks, that no one took the trouble to remove, and which the diminished currents are not strong enough to wash out to sea, it is not to be complained that the quantity of trout and salmon have fallen away, even without the added nuisances of poachers and saw-mills. All that can now be done is to attempt to restore the streams to the extent of their present capacity, and to this end the fishery officers have addressed themselves.

A letter of enquiry sent to all the River Wardens contained these queries: "Are trout more plentiful than three years ago? Is poaching nearly stopped?" Fourteen of the Wardens answered definitely: "Trout are more plentiful;" five others say, respectively, "considerably more; much more; quite perceptibly more; fifty per cent. more;" four report no improvement; and in the district of Crapaud, to which a warden has been recently appointed, trout are stated to be fewer than they were three years ago, which may safely be set down to want of protection during that period. Twenty wardens report poaching as stamped out; one, "nearly so;" and one, Mr. Dingwell, Morell, "to a great extent." From these authenticated reports it will be seen that the service is accomplishing the objects for which it is kept up. In some of the wilder parts of the Island the people have still need of information as to the supervision of the Fishery Department over the running streams.

Settlers, who, from childhood, have been accustomed to draw on the water at all seasons for all the fish they needed, cannot understand what they call "new laws" of protection. It is difficult to bring before their minds that fish of the streams are not *feræ nature* but are either public or private property, and as such are amenable to protection in like manner as any other property. The people of Prince Edward Island are, however, a law-abiding people, and no more trouble has been met in dealing with even the least intelligent than might have been anticipated.

Notwithstanding that there has been rather less angling owing to unfavorable fishing weather, the catch of trout has considerably exceeded that of last year. The very considerable take of 19,830 pounds, or about three tons to each of the three counties, all the product of hook and line, as against 10,110 pounds last year shows, at least, that the streams are becoming more productive. The increase is more in weight than number, and does not represent anything like the full capacity of the waters, being, as it is, merely the recreation of persons who have but little leisure. It may, however, be said that angling is a favorite pastime of the Prince Edward Islander, and almost every man who can spare a day on the water takes it. One hundred and forty-five gratuitous "passes" to angle in the reserved rivers were current the past season. Of these some were for one day, others for the season, but were probably used only a few times. A few exceptionally large trout were taken by bait, noticeably one or two in Pisquid Lake, and one in Wheatley River. These, of course, are no criterion as to average size, but equally, of course, were made much of by their captors. A number of American anglers, with the very newest and most elaborate thing in rods and flies, tried our waters and seem to have had fair sport, without any complaint reaching me, except in one instance, of over-fishing.

The numbers of spawning fish that have come up the reserved rivers indicate a good year for salmon generally. The number observed would make a full average of any year previous to last year, which was exceptionally poor. A few have been noticed in the West River at Bonshaw, also in Wheatley River and Trout River, fourteen, and passing up the new fish-way in the Montague River. The Wardens on the reserved rivers cannot do justice to themselves or to their duties without boats. Two light dorés are wanted on the Morell, namely, one at the Forks for general use of the three Wardens on the upper stream, and one above the floating bridge for use of Warden Dingwell. This last is especially required, as in his district the best angling part of the river flows three miles through forest and islets of tall reeds where it is impossible to reach the banks on foot, so that, with the best intentions, Warden Dingwell can only detect poachers if he happens to see them land. Indeed, in a canoe trip I made over the ground I found in the best fishing places several net-stakes that looked suspicious. It might be well to have a light skiff on Winter River. Dunk River has been supplied with a serviceable craft.

A high mill-dam completely blocks the Marie River, King's County. A fish-way has been ordered for next season in this dam. When I have seen what is the effect of the fish-way, I may submit to the Department a recommendation that the Marie be reserved.

FISH-WAYS.

Observation has shown that no one form of fish-way is suitable for every dam, hence the adoption of one uniform shape is a mistake. The principle being established, an adaptation is easily made to suit requirements. The expensive fish-ways in use on the continent are on too imposing a scale to suit our petty streams.

This being the case, I have endeavored to design a fish-way of the simplest structure, and of the least possible cost, to suit our little rivers and the little money value of most of our mills. The features sought were: that it could be cheaply built without other labour than that of the ordinary mill hands; economy of water; ease of current, with as little eddy in the backwater as may be, and such a rush at the outlet as will guide the fish into the way. The design has answered expectation. A

simple gradation of the bulkheads to each other on an inclined plane of one in ten, even without cross-checks, produces an easy flow, while the width of four feet with ten inches depth and twelve to sixteen-inch openings, expends no unnecessary waste of water. Four of these were permanently opened this year, having been held over since 1880 on account of the famine of water in that year. Unfortunately, the best of the ladders, that of Messrs. McDonald and McKenzie, Montague River, King's County, built even better than the specification, was carried away, together with the mill-dam, by the bursting of an upper dam. The way answered its destined purpose fully while it stood, and will be rebuilt. Trout, in quantity, have been observed passing up the ladder in Trout River, Lot 10, Prince County, in which stream salmon fry were last year deposited. Of the ladder at Keith's Mills, on Brown's Creek, a branch of the Montague, Warden Reilly writes:—"Since the entrance channel was deepened I have seen as many as thirty-five large trout in the fish-way at once. The fish are going up by the hundred, and yesterday (9th November) I saw a few salmon making their way up. I have no doubt they are up the fish-way before now."

The construction of other fish-ways on suitable streams will be suggested to the Department in due season.

It is difficult to persuade the many that sawdust and buckwheat hulls, &c., are injurious to fish. Indeed, it has been argued with me that sawdust is favorable to trout. Some of the millers are especially dull in comprehending that the running water is not theirs, and that they are bound to deliver it to those below the mill in the same condition of purity in which it was received from above. A circular sent last spring to saw-millers requiring that after the lapse of fourteen days from date no sawdust or other rubbish must be permitted to drift into streams, has had a favorable effect. Although a good deal has been done in checking the practice, much remains to be done, and I take the opportunity of thanking those millers, who, at considerable trouble and expense, have complied with the regulations. Seventeen of the wardens report their districts free from sawdust; two partially free, while others have considerable trouble, for there is no doubt that some millers' men, taking advantage of high tides, turn in their accumulated heap and thus get rid of it by its being drifted out to sea. It is difficult to prevent this unless one lived on the spot, but even that is better than a continual dribble of sawdust the year round. On the whole, it may be said that the mill nuisance is beginning to be kept in check. The protection of streams from defilement is in reality a matter of police, and should be better attended to than it is by the local magistrates.

CARP.

The scope of the Fisheries Department may be considered to be the introduction and preservation of food-fishes, or of such as are of use for economic purposes. No "introduction" (except the hatching of salmon may be so called) has yet been made into this Province.

The United States, ever in the van of progress, have for some time past, given attention through their general government as well as through most of the individual States, to the introduction of a large table fish of the same family as the common goldfish, namely, the German carp (*cyprinus carpio*) from the fish ponds of Europe. The success is reported as remarkable. Tens of thousands now being distributed from the breeding-ponds at Washington are the product of 130 fish imported five years since.

The flesh of the carp takes the royal rank among the perch tribe that salmon does among the salmonidæ. The fish is of great fecundity, easily propagated, and its growth is rapid. It does not require running water, but will thrive and multiply in any pond of half an acre extent that does not dry up or freeze to the bottom. Spring is the spawning time, and the fish hibernate on the mud in winter. A summer temperature of about 66°, or that of our months from the end of May, suits it well, and in milldams or artificial ponds a pit sunk in the centre is sufficient to preserve

from frost. Being a vegetable-feeder it is easily fed by scraps from the farm. Where vegetation is scarce the wild rice of the Canadian lakes—which I observe is advertised for sale at \$2 per bushel by Mr. Gilchrist, one of the Ontario fishery inspectors—if sown in the ponds would supply it. Under proper conditions, carp should grow, even in the climate of Prince Edward Island, to the weight of three to five pounds in four years from the egg. Says the *American Agriculturist* “the introduction of this new food-fish will be of great interest and importance to all inland communities, for there is no ditch, pond or milldam, or any boggy, muddy spot which can be converted into a pond in which they will not thrive. It will be strange if, within twenty years, carp do not become as common domestic animals as ducks or pigeons.”

The existing ponds in this Province, twenty-two in number, (besides 350 milldams) more or less suitable for carp culture, cover an area of about four hundred acres, or sufficient to render an experiment trustworthy. There are as yet no private fish ponds, although many might be made were the attention of persons having means and facilities directed to the subject.

I have devoted some space in this Report to the carp, as it is evidently the “coming” domestic fish, and we Islanders would like to share in the benefits of its early introduction.

STARCH FACTORIES.

In accordance with orders, I have visited the factories for the manufacture of potato starch, of which there are seven in more or less operation. This is a new industry here. The result of observation is that the factories will do much less injury to the small streams on which they are built than was at first apprehended. They work only during a brief period of the year. On an average 75 per cent. of the raw potato is water and the remaining 25 per cent. dry matter. Of one hundred parts of the dry basis about sixty-two are farina and (although not a part of the present process of manufacture) science can extract 25 per cent. more of proteinic and other matter, leaving a residuum of only about 13 per centum of woody fibre. In like manner as the debris of lobster factories, which until recently was a nuisance, has now become of marketable value, it is quite probable that the waste material of the potato may, by-and-bye, be profitably utilized. Care has, meantime, been taken that starch factories, or any other erections on streams, do not slip from under the supervision of the Department.

SECTION 2.—FISH OF THE COAST.

SALMON.

Estimated take last year, 7,550 pounds; this year 2,545 pounds, a decrease of 5,005 pounds, being chiefly at St. Peter's. Continuous northerly winds kept the catch small.

As stated in previous Reports there are, as yet, few places where salmon are fished on the Island coast. The principal of these are within a range of thirty miles along the north shore of King's county from west of Savage Harbor, eastward to beyond Naufrage, but chiefly around St. Peter's Bay. Salmon fishing is not followed as a regular pursuit, but every year the owners of boats in the district catch what they can with the imperfect appliances at their command. There are no stake or other fixed nets. Anchored gill-nets, of no great stretch, are set from boats when appearances indicate that fish may be taken. No stations are claimed, but the fishermen fish wheresoever they will and (as they are beyond the reach of being checked) with any size of meshes they choose. I fear the result is that many small fish are taken. This year all persons proposing to fish for salmon were required to take out licences, which were issued gratuitously, and thus one step has been taken towards bringing the fishery within the reach of the fishery officers. No salmon-angling.

There seems no reason, excepting the want of better means, why a productive fishery should not be established on that part of the shore above referred to. A glance at the coast of New Brunswick, where at Gaspé and elsewhere the map is obscured with salmon stations, raises the question why are no similar stations on the Prince Edward Island shore? The few caught by the rude methods at present in use show that fish really are here in greater or less quantity, and in a short time when the 1,300,000 of fry already sent out from the hatchery return grown, the number will be increased many fold. It would, therefore, seem advisable to anticipate the return of the matured fish by laying off regular fishing stations where they might be caught and turned to account. As a set-off against this it has to be borne in mind that the number of fish that approach the shore near the outlets of our comparatively small streams is nothing like so great as off the larger rivers of New Brunswick. As a beginning a certain number of stations might be laid off on the north shore of King's County, and the leases be put up at auction for a brief term of years. This would serve as the nucleus of a permanent and legitimate fishery, and would, at the same times introduce an industry worthy of the name. The sites could be surveyed and laid off, at little expense, by the present local fishery staff. Although only a trifling revenue would at first be derived, the stations would probably all be taken up and would be worked in partnership or by means of small joint-stock companies. As our people are a proverbially imitative race, the success of one or two would induce applications from others, until eventually many places of the coast would be occupied. Something of the kind is wanted.

An application has been forwarded to the Department requesting lease of a salmon fishing station on and around Indian Island, Bedeque Bay. This enterprise, if gone into, will likely prove either a fair success or a signal failure. It is not certainly known whether or not the locality is a special haunt of salmon, and it may be doubted whether the proximity of the breeding-river Dunk, up which gravid fish go in October and November, is any guarantee that clean fish will be found in more than usual quantity off the estuary during the fishing season of summer. If this station is occupied it will probably be worked to the best advantage.

The other places where stations might be assigned are Cascumpec Harbour, Kildare Capes, and it may be Tignish, Prince County, with perhaps one or two on the east coast of King's County. Stray fish have been observed making their way up several of the streams this fall,—an indication that fish ladders are needed.

The few salmon taken were used fresh or offered in market; prices about 12 cents per pound. Average weight, ten pounds.

GASPEREAUX (ALEWIVES.)

Alewives show no improvement over the very small catch of last year, the total take of the year being only 1,917 barrels, of which only 500 barrels were for food, the remainder being bait for other fisheries. It must not be considered that the small quantity taken is a measure of the capacity of the waters. Were a market to spring up double the quantity could be taken although the fish are very much scarcer than they were a few years ago. There being no export there is no demand, and only enough are fished for present needs, say a few for domestic supply and such quantity as may be wanted for bait. Nevertheless, a good catch of alewives is a matter of importance, they being the only fresh cod-bait obtainable after spring herring leave the coast. In Vernon and some other rivers they were observed in some quantity, but were suffered to go unmolested. This year they seem to have partially abandoned their former haunts. North Lake, King's County, good for 3,000 barrels in the days of export and more recently for 800, shows only 600 barrels taken in thirty nets of thirty fathoms each. Cousin's Pond, Queen's County, the second best locality, which in last return was set down for 200 barrels, has only produced forty barrels, although a special watchman was appointed at a cost of \$30. On the other hand, Blooming Ponds, near Tracadie, Queen's, which have been partly silted up for some years, were this season crowded with alewives as far up as the water would allow,

causing thereby some small troubles among the fishermen, which, however were settled by the fishery officers. Should the fish return to these ponds, regulations for the placing of nets will be laid down at the commencement of next season. The only other places where a few barrels have been caught, but in every instance less than in former years, are at Tignish Run, Tyne Valley, Percival, Tryon and Grand Rivers, Prince County; Cavendish and West River, Queen's; St. Peter's, Naufrage and Lot. 56, King's County. It is reported that alewives are to be found all summer in two fathoms water in the Narrows, Prince County, but I have had no opportunity of verifying the statement. The quality of those taken has been better than usual. The Island seems only to suffer alike with the other Maritime Provinces in the destitution of this once most abundant fish. I offer no theory to account for the lamentable decay in what was, not so many years since, a valuable domestic and export fishery.

BASS.

Bass continue to suffer for want of a close season. Their habits appear to be to come inshore late in fall, remain in the ponds until the ice breaks, then go and come with the tides until about the time the gaspereaux arrive, after which they remain until their own spawning season is over, when they go to sea, to return in fall. It is during the period of their spawning that they are liable to be destroyed. The only locality in which these excellent game-fishes are taken in quantity is in the ponds at Miminigash, Prince County, although once plentiful in other places. The main pond in which they are now taken is cumbered with floating logs that ground with every tide and crush numbers of fish. Sixteen hundred pounds weight taken this year as against 2,000 pounds in previous year. Size of the fish from three to seven pounds, mostly taken by net or mackerel hooks, baited, none that I have heard of having been taken by scientific angling, notwithstanding that Dr. Henshall's recent "Book of the Black Bass" is making bass fishing fashionable. Comparatively few are spared, and all are used fresh for immediate food, or cured for home supply. With protection and a small outlay in clearing the ponds the yield would be greater. A close season of April and May would have a beneficial effect.

SMELT (*Osmerus mordax*, *eperlanus*.)

Our isolated position during the winter and earlier spring months offers no market for smelts, although they are caught in every brook in most liberal abundance as well as through the ice in winter. A stop has been put to the wasteful custom of feeding them to pigs and using them for manure. As we have no market, the official price of six cents per pound is much too high, and, therefore, in the returns I have substituted three cents per pound, which is a fair valuation for food. It is well known that smelts readily establish themselves in fresh water wholly cut off from the sea, and therein much increase in size. Trials of this are promised in several mill-dams next spring. While the lobster-canning factories employ the close months in canning mackerel, beef, mutton, veal, hares, grouse, clams and berries, it appears strange that no attempt has been made to can smelts. Doubtless a market could be found, but perhaps it is just as well, else the general supply of this delicate little member of the salmon tribe might soon be cut off. There is no close time in this Province.

EELS.

Eels are but too abundant for the good of trout and salmon spawn. In King's County they are caught in pots; elsewhere, by other means on the shallows of creeks, although occasionally ascending to running water. They are met with of large size and are said to be of superior table quality. The considerable quantity of 17,500 lbs. taken this year were all used fresh. I have not heard of any but one attempt—and that on a small scale—to pickle for market, which is rather to be wondered at as in

the United States they fetch what should be a remunerative price. It is desirable a market should spring up. For decrease of eels means increase of salmonidæ.

THE HATCHERY.

The public from all parts of the Province visit the hatchery, where they are respectfully received. The beauty of the situation and the simple yet mysterious processes going on in the little river within the building combine to render it attractive.

The waters have been higher this fall and more prolific of fish. A scarcity of males has been experienced. One million and a quarter of eggs have been secured to date, in excellent condition, all from the Dunk River. With some further appliances in coming seasons an additional supply might be obtained from Winter and Trout Rivers and probably from other streams. The capacity of the establishment, with one tier of trays, is 1,728,000 ova.

The fry placed in 1879 and 1880 in Dunk and Trout rivers have been frequently observed and appear to be thriving. In the larger rivers, Morell and Brudenel, it is more difficult to distinguish them, but there is no reason to believe the deposit is other than a success.

A number of applications from various localities for young fish show that the institution is appreciated. These applications will be decided in due time by the Superintendent of Hatcheries.

SECTION 3.—FISH OF THE DEEP SEA.

MACKEREL.

The greatest catch of mackerel within remembrance, so far as regards quantity, around the shores of this Province, was made last year, 1880. Every bay and creek swarmed with "tinkers," or "number threes"—the lowest grade—with but a small proportion of the best. Consequently the take reached the very high figure of 82,570 barrels, which, at the exceedingly low prices then current, would place to actual credit of the fishery a sum of perhaps \$500,000. This year rather less than one-half the quantity of fish at the exceptionally high rates now going, will produce to the fishermen nearly four-fifths as much, say \$395,000, which is close on the value calculated at official rates. The quality of this year's transactions is estimated at one-half number ones and twos and one-half number threes. In November, 1880, Boston prices were quoted exceptionally low with but slight demand. On 1st December, 1881, number ones, \$18.00; number twos, \$10.50; number threes, \$8.50. At these rates a very few barrels pay the fisherman.

The main body of fish arrived later than usual. The season came in rather discouragingly, but improved progressively to the close. A good deal of interruption was experienced from gusty weather. All the mackerel are taken by hook, line and trawl-bait, there being but twelve seines, and those not constantly used.

It is said, with some appearance of truth, that lobster fishing is changing the character of the Island fisheries. The sole question on the part of the fishermen at the beginning of each season is, what fishery will pay the best wages? In 1880, although the catch was enormous, the dividend in cash per man was small. This year the mackerel came late, the earliest catch was poor and the prospect looked rather blank. The result was that many men, instead of fishing, made engagements to work traps for the lobster factories. The matter of calculation was whether or not better wages could be made by catching lobsters at a definite price of 50 to 55 cents per hundred, or run the risk of delivering mackerel at the curing stages and wait until the end of the season for a settlement at such prices as the market might fix. As matters have turned out, perhaps mackerel fishing would have been better pay. To make an altogether successful year's fishing quantity is wanted as well as fair prices, for the reason that the dependent industries, such as cooperage, etc., suffer when the demand

for their wares is less than was anticipated. For instance, 46,000 fewer barrels were required than last year, in consequence of which \$30,000 less money has been paid into the hands of coopers, wood-cutters, teamsters and others. Equal to the number of men transferred to the lobster fishery, there will also be permanently a proportionate decrease in the product of mackerel.

Somewhat vague complaints having been made that the setting and handling of lobster traps, as also the washing of putrid bait out of the traps, hurt the mackerel by breaking up the schools and frightening the fish so as to prevent their biting, I enquired of all the lobster packers, by circular, whether, in their opinion, such is the case. With but one exception, all scouted the idea. Theoretically, the complaint looks feasible, but in the face of the evidence of so many respectable opinions, it must, for the present, be laid aside.

HERRING.

The returns show a catch of 24,445 barrels, being an increase of 6,425 barrels over last year. These figures are deceptive. Of the total quantity only 4,500 barrels were for food, the remaining 19,945 being bait for mackerel and cod. In addition to those taken in our own waters considerable quantities were brought from the Magdalen Islands for use of the lobster fisheries.

All the nets extending to 32,416 fathoms, and valued at \$13,290, were set for spring herring, excepting a few spare fathoms used in the taking of gaspereaux. Persons preparing to fish for herring provide salt, barrels and tubs only to the extent of the quantity they mean to take, such quantity being limited to a few for home use and to pay store bills, besides as many more as will find a market for bait at the nearest fishing stages or lobster factories. Salt is an expensive article of import, therefore no superfluous stock is laid in, and when it is exhausted the fisherman's resources are at an end. Mackerel fishing next begins, which pays better inasmuch as the market is steadier, the price much higher per barrel, and the outfit nothing beyond a few hooks and hand lines and a supply of bait, whereas herring nets cost money and are liable to tear and wear, as well as to be damaged and carried away by storms. Therefore, until an export trade shall revive, the herring fishery will not be pursued to any great extent. Canadian trade with Brazil and the West Indies may offer markets.

Spring herring are found on our whole water-line for about six weeks from the first of May. Fall herring might be taken from July till November, but are not fished, for during that time mackerel are in full swim and pay better. If, as scientists say, that despite the immense quantities fished by man, and still greater quantities by birds, as well as devoured by predatory fish, the numbers of herring cannot be sensibly diminished, this fishery may be looked upon as worth following on a large scale. This year, although the schools were small, the quantity was sufficient. The laws of the armies of herring breaking on the coast are unexplained, and this year their visit to and absence from various localities seemed capricious. Notwithstanding that of late years we have had nothing like the "herring mountains" that drifting from the winter of the arctic circle, visit Norway, and sometimes precipitate avalanches of fish into the Gulf of St. Lawrence, yet the geographical position of Prince Edward Island must always secure a supply only limited by insufficient means of securing it. The herring fishery is, therefore, a fishery to be developed in the future in these waters. Eighteen hundred and eighty-one may be called an average herring year in quantity and quality.

COD AND HAKE.

Codfishing has shared in the general neglect, but in a lesser degree. The year's transactions show a falling off of 11,111 cwt. Prices, however, have kept up, and were last quoted abroad at a trifle above the official estimated rate.

A beginning has been made in the packing of boneless cod to the extent of 3,520 pounds. The market for this neat preparation will probably grow.

Fish skins for the manufacture of glue are an article of commerce elsewhere, but not here. Tongues and sounds were reported scarce. Fish oil shows a falling off in quantity.

The weather has been unfavorable for cod fishing. The boats engaged in it are altogether too small. The best grounds for cod may be said to be now outside the three miles limit, and hence too far off for the present manner of fishing. This fishery differs from the herring and mackerel fishery in that it may be followed the whole season from May till the end of October or the first half of November, and in consequence it generally foots up a respectable product if pursued at all. Besides, it is followed more or less by many persons who do not formally hire out for the fisheries. The cause of this is that the fish command a market less fluctuating than for mackerel or herring and the catch is surer. Fish that swim in schools are uncertain in their whereabouts, and when found are not always in a mood for biting, while cod are generally found in a known locality and are always ready for the bait. Much the greater proportion of cod were taken by hook and line with herring or gaspereaux bait. Ten thousand fathoms will cover the stretch of trawls. No seines are used.

The cod gillnets recommended by Professor Baird, and that have found acceptance among the Gloucester fishermen, have been tried here and found wanting. Thirty-one, setting 1,000 fathoms were imported and used at Tignish, Nail Pond, Miminigash, New London, Rustico, Tracadie, Murray Harbour and Georgetown. At Georgetown alone were they found to meet expectation. Everywhere else they were pronounced a failure. It may be that they were set in too shallow water.

It is safe to say that cod fishing will not attain its full development in the waters of this Island until a better class of boats is generally adopted. On other coasts large sea-going boats are employed, or decked vessels that need only to run into port to discharge cargo either fresh or green. This, however, from the want of accessible landing places on our shore would be apt to centralize the fishery in a few places instead of being as now scattered along the whole coast line.

The quality of the cod caught this season was about an average, and the curing has been good.

Hake are taken in the ordinary cod fishing by hook and line. No special preparation is made for the capture. Hake affect a muddy bottom, which they find chiefly on the eastern face of the island. Late prices are favorable. No attempt is made to smoke hake as is done in the south of England.

The few halibut taken were caught by accident on cod hooks. Halibut fishing requires a peculiar and expensive outfit and is not pursued here.

Haddock are an accessory of the cod fishery.

SECTION 4.—SHELL FISH.

LOBSTERS.

Lobster fishing has, at one leap, taken the first place among the fishing industries of the Province. This year the 118 factories have turned out 2,761,815 cans more than were on the market last year. Total number of cans, according to a careful official count (rather higher than the estimate made by some commercial firms,) 6,312,865 cans. Lobster fishing, in comparative (official) value, goes \$871,400 ahead of the mackerel total. Market prices being so low, I have changed the nominal rate in the returns from 25 cents to 20 cents, with the view of placing more accurately the actual product to credit of the fishery.

The weather is an important factor in the fisheries. The following are statements for the north and south sides of the Island for the period of lobster fishing, kindly supplied by Henry Cundall, Esq., Charlottetown, and James Hunter, Esq., Alberton, official meteorological observers:

South (Charlottetown.) "Year 1880, total miles of wind from 20th April, May, June, July to 20th August, 21,255, including eleven days on which 300 miles passed in twenty-four hours. Corresponding period of 1881, 20,525 miles, with three days on which over 300 miles passed; with greater prevalence of north east and northerly winds. Temperature, except in August, about one degree lower than in 1880; 56 rainy days in 1880; 65 in 1881. Apart from tables, and speaking generally, the season of 1880 would be referred to as a finer season than that of 1881, for most purposes as there were very many wet and cold days in the latter."

North (Alberton.) "According to scale used in the meteorological service, 'light' is an approximate velocity of eight miles per hour; 'moderate' eight to sixteen; 'fresh' above sixteen miles per hour. In 1880 observations taken thrice a day showed 213 light winds, 99 moderate, 54 fresh in the period from 20th April to 20th August. In the corresponding period of 1881 were, 235 light, 111 moderate, and 20 fresh; with a greater prevalence of north and north-east winds. Fresh breeze would be unsuitable for handling lobster traps, besides the effects of the previous weather not unfrequently causes 'a nasty jabble,' with a very moderate or even light breeze. Number of fine days in 1880, 42; in 1881, 37. Rainy, 53 days in 1880; 64 in 1881. Temperature, except in August, lower than in 1880."

Fish were abundant, and had weather been suitable more would have been taken. While some factories in sheltered localities had more than they could conveniently handle, others in situations exposed to the prevalent winds made a comparatively small catch.

On the 12th of October, a convention of the lobster-packers was held at Charlottetown. Over sixty of the leading Island packers attended, together with one or two from New Brunswick. The object of the meeting was to take united action in matters affecting the industry. Preparatory to proposing the resolutions it was agreed that the minority should be bound by the action of the majority, and the following was proposed by Malcolm McFayden, Esq., seconded by Hon. Peter Gavin:

"That in the opinion of this meeting the present fishery law is unnecessary and operates against the best interests of packers and the Island generally, inasmuch as it cripples the very important industry of lobster canning during the summer season, without affording that protection to the female fish aimed at in the Order in Council under the Fishery Act. That the packers here assembled declare it as their conviction that no lobster factory can be operated successfully if the spawn fish are thrown away or rejected, and that therefore the present law fails in its object, as it cannot be obeyed without ruin to the packers and the entire loss of the industry to the country;

"That further, the business will regulate itself if left in the hands of the packers themselves, whose interest it is to perpetuate the fishing and keep up the character of the goods they send abroad and place on the markets of the world;

"Further resolved, that the Dominion Government be petitioned at its first Session to repeal said Order in Council, and that a committee be appointed by this meeting to draft petitions and secure signatures to the same as early as possible this fall."

The following amendment was moved by George D. Longworth, Esq., seconded by Hon. J. O. Arsenault:

"Resolved, That it is the opinion of this meeting that it would be beneficial to the lobster packers and fishermen of Prince Edward Island if the fishing season were extended to four months, commencing from the 15th of May to the 15th of September in each year.

"Further resolved, that it is the opinion of this meeting that the best protection to the lobster fishing interests could be ensured by a law or Order in Council providing that no traps be set in less than four fathoms of water, and that any lobsters be allowed to be taken in this depth, not less than nine inches in length."

Which amendment was lost on a vote of fifty-seven by a majority of five. The original motion was then adopted, *nem dis.*, as the expression of the meeting, and a committee appointed to memorialize the Government, which memorial has doubtless ere this been submitted.

With reference to the prayer of the memorial, my official opinion has been already expressed. (Annual Report Fisheries Blue-Book, 1880, page 233 *et seq.*) Further observation has shown nothing to change the conclusion already arrived at, namely, that it would be hazardous and short-sighted in the extreme to withdraw protection from lobsters in ova. It is admitted that any protective regulation fails, in the impossibility of guarding the ova before extrusion, when it is as much required as after. And further, due weight can be given to the point, so well put by one of the speakers at the meeting, who pleaded that the packers, knowing that lobsters in ova would make their way to the factories in spite of all reasonable care, find themselves in the uncomfortable position of breaking the law without any intention of evil. Against these admissions must be set the glaring and incontrovertible fact that on every coast where protection has been removed from the spawning fish, the whole fishery has been speedily made non-productive and become exhausted. No ingenuity of reasoning or setting forth of plausible hypotheses can over-leap that fact. The partial protection, however imperfect, now given to fish in ova, is the only protection that is practicable; and as regards the uncomfortable feeling of being an unintentional law-breaker, the perturbed spirit may be soothed by referring to the instructions attached to the Order-in-Council of date 13th March, 1879, wherein fishery officers are directed to be chary of pains and penalties unless where the destruction of spawn is on a large scale, wilful or habitual. The Order-in-Council has been so administered in this Province. Moreover, it is difficult to admit that factories cannot be carried on unless the comparatively small percentage of fish in ova are cast into the boilers. There are factories of the highest respectability within the limits of the Province that claim to admit no spawners within their walls, and yet the confidential statement of their product of canned fish per hand does not exhibit any falling behind their competitors. Another objection that has been advanced is that it is little use to protect the females if males may be taken without restraint, thus destroying the numerical equality of the sexes. To this objection it is answered that it is not known that the lobster is monogamous, but the probability is that it is not, therefore the objection passes. As regards the protection of young lobsters less than nine inches in length, very little regulation is required, for the reason that they are not worth canning, but cost more in wages than the value of the meat they produce, although I have heard of a factory or factories where small lobsters are said to be taken in tale, two counting as one. New Hampshire has fixed the minimum legal size at eleven inches, and the Fishery Commissioners of that State, taught by experience, as I am informed, have memorialized the Legislature to restore the law protecting spawners, which had been removed from the Statute-Book. Were any further argument required in favor of retaining the protection, it would be readily found in cyphering up how long any reproductiveness could stand the ruin of hundreds of millions of eggs, in addition to the 27,000,000 of mature fish slaughtered on our limited coastline during a few weeks of the present year. Such giant destruction would almost exceed the capacity of figures. I do not violate confidence, in saying that a good many of the packers themselves are not in favor of a removal of the restriction in regard to spawners. The Government, without doubt, will do what is best to render the industry permanent.

While regarding protection in ova as absolutely necessary, I definitely believe that the present fishing season is not suitable for Prince Edward Island. The New Brunswick packers, in convention assembled, are demanding a change of their fishing season from April 20th to May 15th. If this claim of New Brunswick be well founded, a similar claim on the part of Prince Edward Island is doubly so. Lying further north than most parts of Kent County, N.B., and with our North Cape on the same parallel as Cape Escuminac, our northernmost shore, on which are many factories, is surrounded by drift ice or cold water from ice for nearly three weeks later than on the Nova Scotia and New Brunswick sides. Lobstering is permitted to begin here on the 20th April. At Kildare, Prince County, where the factories of Messrs. Robert Bell and Gordon & McRae are, horses crossed the ice on the 22nd April this year, and few or none of the factories got to work until a fortnight or three weeks

later than that date. Lobsters do not approach until the mean temperature reaches 45° to 50°, which does not occur here until far on in May. It is self-evident that the Island packers do not really have the 123 days intended by the Government, but practically only 90 days, less Sundays, thus reducing the time in which to make return for labor and capital to no more than 80 working days, apart from the risk of unfavorable weather,—and the weather is quickly changeable in this part of the Gulf. This has a tendency to make unscrupulous packers (and I think they are but few) can spawners and all they can catch, to the detriment at once of the fishery, and the character of Canadian produce. From much reflection and enquiry I feel that I am justified in again recommending that the fishing season for lobsters be from 20th May to 20th September in each year in Prince Edward Island, without reference to the mainland. [See Fishery Blue Book, 1879, page 267, and 1880, page 237.]

If the views should be acceded to of those who consider that July and—according to locality and temperature—the first part of August should be the close time, the inconvenience would fall more on the packers themselves than on the officers of the fisheries. The taking up, landing and piling of traps and trawls, shutting the factory, and dismissing and re-assembling the hands, would be found a grievance, and probably would evoke greater complaint than the present arrangements judiciously administered. It is possible, however, that as mackerel strike in about the end of June and are in plenty in July, the factories might employ themselves in the canning of mackerel without dismissing their hands. In this way only does it seem practicable to have a recess from lobster fishing in the middle of the season.

In this connection I beg to bring to your honor's notice that a factory has not unlimited canning power. Each is built and fitted up of a given capacity in boilers, cooling-tables, boats, traps, bait, stock of tin and labels, fuel and other necessities proportionately, and according to such capacity a certain number of hands for shore and sea are engaged for the season. What these hands can do, running full time, is the estimated capacity of the factory, whose owner is quite satisfied if the product reaches his estimate. The factory may can less, but cannot can more. Yet an estimated number of cans must be filled to each hand employed, whether the season be long or short, otherwise the year's work is a loss.

It becomes apparent that when the first of the four months, from 20th April to about 20th May, cannot be fished in, there is a continual rush throughout the remainder of the season, including the spawning month of July, to make up for that lost time, and to fill as many cans as will represent the factory's capacity. The same quantity spread more leisurely over a period of four months, instead of being crowded into three, would most likely be of a superior quality and compensate for the additional wages by higher prices.

The amendment to the resolution proposed at the Packers' Convention, that fishing for lobsters in less than four fathoms be forbidden, and that all caught in greater depth be legal, does not at present come before the Department, and its consideration may, therefore, be held in abeyance. I may, however, state that a letter of enquiry, containing the query: "Are the lobsters larger and better in deeper water?" addressed to every factory, has been replied to with singular unanimity that lobsters are better and larger in deeper water. Observation further shows that there are fewer with ova attached. This may form a basis for future action.

How far greater or less protection may affect prices is, of course, beyond my *metier*. Nevertheless, it has been attempted to explain to me that the United States consume, or soon will consume, all the lobsters taken in their own waters, consequently United States product does not compete with Canadian lobsters abroad, that (Newfoundland doing as yet but little) the Maritime Provinces of Canada regulate the import markets of Europe, hence a period of no more than two months' fishing, at the right time, would so advance prices over the present very low wholesale rate of \$1.50 to \$4.80 per case of forty-eight one pound tins, as not practically to damage the industry. I mention this incidentally and neither as endorsing it, nor suggesting such a shortening of the fishing season. Further, it has been indicated that to throw open the lobster fishery without restraint would ere long swamp the smaller factories

and convert the whole fishery (so long as it might last) into a giant monopoly in the hands of a few strong firms who, with capital in reserve to sell or withhold their stock, might manipulate the market to their own advantage more than to that of the public.

Some few cases shipped this fall to the United States are understood to have fetched a remunerative price, and hence it is likely that a trial will be made to open up that market next season.

From various sources an estimate has been made that it now takes a general average of four and one-third raw lobsters to fill a one-pound can of the best quality. The shells have not been well-filled this year, still I think the estimate rather high. The comparative size and weight of well filled raw lobsters are about as follows. Twenty to twenty-five per cent. is lost in boiling:

36 inches (one recently taken at Cape Cod, according to C. A.		
<i>Advertiser</i>)		17 lbs.
15 inches.....		4 do
14 do		2 $\frac{3}{4}$ do
13 do		2 $\frac{1}{2}$ do
12 do		2 $\frac{1}{4}$ do
11 do		1 $\frac{3}{4}$ do
10 do		1 $\frac{1}{4}$ do
9 do	12 oz. to	1 do

Bait has been in fair supply. Besides the offal of cod and a good local catch of herring, considerable quantities of herring have been imported from the Magdalen Islands for use of the traps.

The random assertion of a New Brunswick newspaper correspondent to the contrary notwithstanding, the factories shut down on 20th August with commendable promptitude.

Several new factory buildings are in process of erection for next season. Some of them are large and spacious, which, with perfect cleanliness, is an important feature in buildings wherein food is preserved, for the reason that in the cramped space and heavy atmosphere of small curing houses zymotic disease is apt to be produced in the meat, causing what is known to the solderers as "blown" cans and other names.

If within the duty of the Canadian cruisers, a series of thermal observations in the Gulf at different depths might lead to a more intelligent plan of setting traps,—tending probably to their being set at greater depths,—and without doubt would afford valuable information for mackerel fishing. If beyond the duty of the Governmental marine, local observations could be made along this coast by shore boats at the expense of a moderate appropriation.

The lobster fishery in Prince Edward Island is essentially a local industry. By actual count nine-tenths of the persons directly engaged in it, male and female, afloat and ashore, are Prince Edward Islanders. The wages paid to them for their summer work goes to lessen the severity of our long winters, when of other employment, for cash, there is none. Hence good government would indicate that something is due to the public as well as to the packers to render the industry permanent. It is curious to trace the many channels through which the money received from this fishery percolates through every stratum of life, and rather startling to calculate that (at the present rate of catch) every unit of the Island population is richer \$5 per annum because of lobsters. Any radical change in the regulation of the fishery might bring this pleasant state of things to an end. Would it be well to let the smaller factories ruin the business and themselves in a year or two by throwing open the fishery? Scarcely, for work carried on spasmodically under high pressure is a species of gambling and not beneficial either politically and morally or financially, but tends (especially where dependent on a "streak of luck,") to make labor unstable, and is anything but favorable to the recognised and steady industries of the country.

There remains but to notice the still open question of the granting of leases for lobster-fishing stations. Nearly one-half of the packers have applied for leases. In my opinion the assigning and leasing of stations is desirable if it could be done

without raising complications. On this subject please see last year's report, page 238. The matter might readily be put on a basis by a test case heard in the Provincial or other Court. The Inspector could prepare such a case, if so instructed.

OYSTERS.

According to orders there have been forwarded to the Department charts of all existing oyster beds in Island waters, together with reports on localities in which the planting of new beds would have prospect of success.

The question of oyster culture was discussed at some length in previous reports. Therein it was pointed out that in addition to the ordinary causes of decay which sooner or later destroy all oyster deposits, the practice of digging shells for manure is exceedingly detrimental to the fishery. Suggestions were made as to the means most readily available to check the rapid destruction.

Prince Edward Island is comparatively thickly settled, especially along the estuaries, creeks and coast, where oysters most abound. No restriction has hitherto been placed on their being fished by any resident. Neither has any claim been set up to individual rights of proprietorship. Prior to Confederation, the Local Government assumed the right—if it had it not—to the ownership of all oyster-beds, but except in one feeble instance of legislation to regulate the granting of leases, no restriction on general fishing was imposed. The valuable fields of oysters were abandoned as a common and were by the public so accepted. With the single exception of the field at Squirrel Creek, Prince County, the property of Hon. J. O. Pope, no leases, of any account, were taken up when offered. This position remains now. The public regard the taking of oysters anywhere, or everywhere, in the light of a common fishery.

The articles of Confederation appear to have settled the ownership of oyster-beds not specially covered by land grants as resting with the Dominion Government, but the question of regulating the fishery, to its injury, by local enactment does not seem to have yet come up between the General and Local Governments.

When Prince Edward Island joined the Confederation of British North America, oyster fishing was signified to remain under existing local laws until regulations should be made, but no special regulations have been made. The local close time as previously established, from 1st June to 1st September, has since been acted on. In fact the local laws of the Province, even now, regulate the oyster fishery in Prince Edward Island. Those laws permit the digging of shells, "even although some of the oysters or oyster-brood should be thereby unavoidably taken, removed or disturbed." The popular reading of the Act is that all beds may be dug over, even if all the oysters be destroyed. During the milder days of winter, hundreds of mud-digging machines are at work cutting-up the beds. It was expected that, as these machines are an institution almost peculiar to Prince Edward Island, the Island Census returns would have a column in which to show the number in use, but the enumerators took no account of them. There must, however, be not a few hundreds.

It is, of course, the object of the diggers to strike on dead beds from which can be obtained shells in such a state of decay as to be readily crushed before the plough, when spread on the land, or to disintegrate into pure lime by the action of the winter's frost. Such beds are rarely found. If beds are below the reach of freezing the surface is covered with a layer of live oysters, while if the centre of a bed has risen to the level of ice the sides of the mound with a surrounding radius are thickly coated with live bivalves. It will thus be seen that shell-digging does of necessity presently injure and must ultimately destroy the oyster fishery, unless remedial measures be adopted.

In proposing a remedy the question is how, if possible, to protect the live shell-fish without preventing the farmers from digging shell manure, a privilege of which they are justly tenacious.

The possibility of restoring the fishery in any given locality depends on the area of beds and the present and prospective number of diggers. Few farmers set their

machines for two consecutive seasons in the same place, but wander about over the area looking for a better location. The consequence is, that all the beds are more or less cut up, scarred and seamed with trenches in all directions. Where the area is of some extent as in bays and the larger estuaries, spaces selected with reference to existing beds, currents, depth of water and the locality where dead beds would give the farmers a clear space for digging, might be staked off as Government reserves, which it would be illegal to disturb for a period of, say, three years, which is the term in which the oyster comes to maturity. This is practicable, and in view of the relatively small area that would be reserved could offer to the farmers no reasonable ground of objection. In creeks and small stretches of water the plan would be less applicable. A three years reservation of a limited number of sites would allow the fishery officers time to acquire experience in the management of the reserves, and would also feel the pulse of the farmers who, no doubt, would at first be somewhat suspicious of what they may deem an infringement of their rights.

But the project that would the most speedily place the fishery on a permanent basis would be the throwing open of sites to private lease. Localities leased would be protected by the lessees, under general supervision of the Department.

The local statutes above referred to are 28 Vict., chap. 13, with an amendment of date 17th April, 1871, wherein it is provided that the Executive has power (individual rights reserved) to grant the exclusive right to fish for oysters or oyster-brood, and to form new oyster-beds or feeding-beds in certain rivers specified. [Note.—In Prince Edward Island parlance, "river" means an estuary.] The leases to be sold at auction for not less than twenty years, renewable at expiry for a further term of forty years, under engagement that within five years new beds shall be made or old beds cultivated so as to increase the annual yield. In addition to this, the owner of any land fronting on suitable water might obtain a grant of his frontage.

This offer, proper in all respects excepting the forty years' renewal, which would constitute a monopoly, was but sparingly taken advantage of, and some of the best sites are yet open. The localities first opened to offer were the following, which are still available: Shemody, Richmond Bay, Dunk River, Prince County. Charlottown harbour and certain parts of Hillsborough River, Queen's County. In King's County, Cardigan Bay. In the event of its being decided to plant new beds, any one or all of these localities are suitable for a first experiment.

While it would be illegal to disturb such beds by digging or otherwise, an additional proviso might be made that no digging be permitted within a distance of a specified number of yards from any planted or leased beds, so that the ooze raised by digging and held in suspension by the tide, might settle before reaching the live beds. Further, the quantity of seed oysters to be laid down within a given time, say not fewer than one to each square of two to three feet, or about twenty-four to fifty-four barrels per acre, should be a feature in the lease. There should also be, as in France, legal dimensions under which no oysters may be taken from the water. It is for your Honor to consider whether with a view to revive the perishing oyster supply it would be advisable (in like manner as Section 12, sub-section 3 of the Fisheries Act permits to be done in the case of fishways) to assist persons who will undertake, under due bonds, to plant new beds in suitable locations and protect them from being fished for the first three years, and afterwards only in such quantity as the beds will bear. This would give the Government a proprietary interest that would justify reversion at the expiry of the term of grant. If the beds were judiciously cultivated they would be a property yearly becoming more valuable.

As in most other matters dependent on the peculiar tenure of land in this Province, it would be necessary in each individual case to ascertain whether the owner of shore holds a title to the "land covered by water" to mid-channel. I have reason to believe that in some instances this is the case, and in others not. At all events the prospective value of the fishery deserves all that can be done for it.

The Wardens report that on beds that have not been disturbed otherwise than by moderate fishing during the past two years the oysters are noticeably much more numerous.

On bottom less suited for oyster culture mussels (*mytilus edulis*) might be grown with little trouble in extensive fields in sheltered coves or the brackish water of creeks. The fishermen of Scotland find mussels the best of all bait, besides being used for food. They are found scattered in clumps in the creeks of the Island.

Two or three boats have been seized for illegal fishing during the past close season, but there has been less habitual poaching. The legitimate trade has been (and at the date of writing this Report is) brisk. Prices have ruled high and the persons employed have made fair returns.

SECTION 5, MISCELLANEOUS.

The value of the Prince Edward Island fisheries is not sufficiently appreciated. Last year, 1880, were taken from strictly Island waters 11,232 tons avoirdupois—or 25,159,041 pounds weight of food, equal to 25½ pounds weight for every head of the 100,000 population. This year, 1881, owing to the small catch of mackerel, the total is less, but still shows (besides large quantities of edible fish used for bait), a harvest of 8,120 tons avoirdupois, or 18,187,228 pounds weight of food, equal to 181 pounds per head of the whole population. It is believed that no other Province of the Dominion can show a like exhibit. One person in every twenty is directly engaged in the fisheries and all are interested in their success.

It will be noticed by a glance at the tabulated statement that the Gulf fisheries of Prince Edward Island, of mackerel, herring, cod, hake and haddock, producing likewise sounds and oil, and reaching an official value of \$583,758, are altogether a boat fishery. From the number of men, 3,606, in the 1,135 boats it will be further observed that the boats are small, not exceeding an average value of \$70 each, all found. Were the nets of 32,416 fathoms stretched end to end they would cover but forty miles, or fifty miles including trawls. The Island coast with its indentations is 400 miles. Boats manned by three men each, that wait for a fine day, run off a mile or two, hasten home at nightfall and average on a year's fishing (1881), no more than thirty-five barrels of mackerel and fifteen quintals of cod and hake, do no manner of justice to the Gulf fisheries. It is the very rudiment of sea-fishing. The question whether persons whose ostensible occupation is tillers of the soil either benefit themselves or contribute to the national wealth by partially occupying themselves in fishing for hire, has long ago been answered in the negative. A purely fishing population is required. To produce this requires capital and knowledge. The former might readily be obtained, the latter requires sources from which to derive it. When the American fleet talk of night-fishing for mackerel by the calcium light and by day aided by Negretti and Zambra's thermometers, we Islanders have evidently much to learn. In these days of immigration it is to be regretted that no effort has been made to induce hardy fisher-folk of the Scotch and Cornish coasts to settle along the Gulf of St. Lawrence. The example and the superior boats, outfit and methods of capture, of even one fishing village on our coast, would work a revolution in the listless manner now in use among us, and would extract from the teeming waters a return indefinitely more productive. Satisfaction is expressed here that Canada will take part in one or other of the forthcoming Fishery Expositions in Great Britain. A good deal is expected from the information acquired thereby, if it be brought within the reach of our people.

In this connection it may be well to draw attention to the circumstance that the Census returns taken this year will be apt to mislead in regard to the statistics of fishing in this Province. The returns—compiled at a time when the fishers who assemble at due seasons on the beaches were scattered among the farms—purported to give a record of the quantity of fish caught by each fisherman, or rather by each person who had fished. These people do not fish individually but in crews. The crew of a mackerel or cod boat take (so many) fish by hook and line, which tale is delivered at the curing-stages and all record of the number or weight taken by any one hand is lost. In the case of net-fishing the impossibility of procuring a correct statement is even more apparent, it being beyond possibility to apportion the relative

quantity taken by each man in the nets of a season. Consequently, an aggregate deduced from the statements of individuals as recorded in the columns of the Census returns must, of necessity, be wildly astray.

As to offences, besides the comparatively greater transgressions against the Fisheries Act that have been brought to the knowledge of the Department as they occurred, a number of minor offences have been heard and adjudicated upon by the Inspector as Fishery Magistrate. These petty lapses have been dealt with with severity, but without oppression. As they were mostly laid at the door of poor men to whom a fine would have been grave, a warning or the payment of a trifling sum of actual costs seemed to meet requirements, pledges being exacted in all cases to sin no more—pledges which, I think, have been mostly kept.

The correspondence of the Inspector's office continues to increase, which fact is to be accepted as an indication that the public are beginning to take an interest, and that the Department is regarded as the proper source of information.

The administration of the Fisheries Department in this fishery division may be called, on the whole, good. In no branch is there any glaring defect, and no backward step has been taken during the past year. The representatives of the Province in Parliament have given aid and support to the fishery officers.

I beg to recommend to your Honor's favorable consideration the suggestions made in my last Annual Report (1880, page 247) in reference to the fishery wardens, namely, an increase in number to meet the largely increased number of lobster factories, and a readjustment of salary in proportion to the work each warden has to do. At present all of all grades have a uniform pay of \$30 each per annum. I am satisfied with the manner in which these gentlemen have discharged their duties. The want of officials in several important localities has caused some expenditure for extra service in the collection of statistics, &c., but at a considerably lesser expense than would have been the cost of resident officers.

I have the honor to be, Sir,

Your obedient servant,

HUNTER DUVAR,

Inspector of Fisheries, P.E.I.

RECAPITULATION of the Yield of the Fisheries of the Province of Prince Edward Island, during the Year, 1881.

Kinds of Fish.	Quantities.	Value.	
		\$	cts.
Salmon, fresh.....	Lbs. 2,545		381 75
Mackerel.....	Brls. 36,083	360,830	00
do canned.....	Cans. 223,953	34,342	95
Herring.....	Brls. 24,445	97,780	00
do smoked.....	Boxes. 60		15 00
Alewives.....	Brls. 1,917	6,709	50
Cod.....	Cwt. 16,934	71,969	50
Cod and Hake Sounds.....	Lbs. 18,923	14,192	25
Hake.....	Cwt. 8,023	28,080	50
Haddock.....	Lbs. 72,610	4,356	66
Halibut.....	" 4,575	274	50
Bass.....	" 1,600	96	00
Trout.....	" 19,830	1,189	80
Smelt.....	" 69,800	2,094	00
Eels.....	" 17,500	1,050	00
Oysters.....	Brls. 20,815	62,445	00
Lobsters, canned.....	Lbs. 6,312,865	1,262,573	00
Fish Oil.....	Galls. 9,313	6,053	45
Fish Guano.....	Tons. 2	30	00
Fish Manure.....	" 4,130	826	00
Total value of the products of Prince Edward Island fisheries	for 1881.....	1,955,289	80
do	for 1880.....	1,675,088	90
Increase.....		280,200	90

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries; Quantity and Value of Fishing Material, Kinds and Quantities of Fish, and the Total Number of Men employed, &c., in the Province of Prince Edward Island, for the Year 1881.

COUNTIES.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.				KINDS OF FISH.							
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.	Herring, barrels.	Herring, smoked, in boxes.
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.									Value.
Prince.....	2	75	1500	15	368	16295	1257	7550	3610	.....	400	.....	.....	8909	46420	9830	60
Queen's.....	.....	.....	.....	.....	309	22865	1255	11220	4925	.....	.....	.....	.....	16466	14000	10095	.....
King's.....	13	84	10850	61	440	9515	1047	13646	4745	.....	2145	.....	.....	10648	168533	4520	.....
Total.....	15	169	12350	76	1117	48675	3659	32416	13280	.....	2545	.....	.....	36083	228953	24445	60

COUNTIES.	KINDS OF FISH.												FISH PRODUCTS.			VALUE.		
	Alewives, barrels.	Cod, cwt.	Cod Tongues and and Sounds, lbs.	Pollock, cwt.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, lbs.	Oysters, barrels.	Lobsters, cans.	Fish Oil, Gallons.		Fish Guano, tons.	Fish used as Ma- nure, tons.
Prince.....	100	3607	4155	...	1272	8100	3100	...	1600	6630	93000	2300	18535	3283285	1779	.....	739	
Queen's.....	740	1685	60	...	90	1000	775	...	.....	5830	20200	9800	2380	1189800	1100	.....	1200	
King's.....	1077	11642	14708	...	6661	63510	700	...	.....	7400	7600	4300	.....	1839780	6434	2	2200	
Total.....	1917	16934	18923	...	8023	72610	4575	...	1600	19830	69800	17500	20815	6312865	9313	2	4130	

cts.
\$ 875,188 35
464,928 55
615,174 90
1,955,289 80

RETURN showing the Number, Tonnage and Value of Vessels and Boats

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.								
	Vessels.			Boats.			Nets.		Weirs.		Salmon, fresh, in ice, lbs.	Salmon, Smoked, lbs.	Salmon, in cans, lbs.	Mackerel, brls.	Mackerel, in cans.
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.						Value.
<i>Prince.</i>			\$		\$					\$					
Cascumpec Bay and Narrows, including Alberton, to Kildare Capes.....					14	980	60	1000	500					600	
Indian River to Malpeque					20	900	60	300	100					100	2000
Kildare to Sea Cow Pond, including Tignish.....					40	2000	150	1150	800			400		2500	10000
Sea Cow Pond to Nail Pond West					60	1735	129	1350	560					1729	25820
To Black Pond					100	3500	400	750	250					1100	1600
To Campbellton, including Miminigash.....					50	2320	238	300	100					1880	3000
Campbellton to Pierre Jacques	2	75	1500	15	23	600	70	550	400					580	3000
Pierre Jacques to Lot 15.....					10	250	20	200	100					150	
Egmont Bay to Carleton					15	400	40	300	100					120	
Bedeque Bay, including Summerside					4	80	14	100	40					40	
Richmond Bay, including Grand River, and to Malpeque					16	530	36	1000	450					83	
Carleton to Queen's					16	3000	40	250	100					40	1000
Rivers--Dunk, Trout, Tryon, Enmore and others.....								300	110					50	
Total	2	75	1500	15	368	16295	1257	7550	3610			400		8969	46420

engaged in the Fisheries, &c.—Prince Edward Island—Continued.

	KINDS OF FISH.															FISH PRODUCTS.			VALUE.		
	Herrings, brls.	Herring, Smoked, in boxes.	Alewives, brls.	Cod, cwt.	Cod Tongues and Sounds.	Pollock, cwt.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Shad, brls.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, lbs.	Oysters, brls.	Lobsters, cans.	Fish Oil, galls.	Fish Guano, tons.			Fish used as manure, barrels.
1200			1000	2200											50	142800	300	90	45,623	00	
500			50			10					100	1000	500	50	128000				29,363	50	
1500		20	1000			200	5000	2000			200					148320	600		68,066	00	
1615			132	50							300				312440	70	300	90,899	00		
1200			200	80				100							256600	100		68,335	00		
1080			200	825		600		1000	1600	2800				800	151800	322	100	58,100	05		
420			225	1000		450	1100								966000	350		204,704	75		
800		20									500				252000		240	55,698	00		
150															706325			143,065	00		
100											100			14000	79000			58,606	00		
1050		50	800			12	2000				600	10000		4250	20000	37		25,847	05		
140	60	10									1000	20000	200	35	120000			25,937	00		
75											1000	2000	400					4,944	00		
9830	60	100	3607	4155		1272	8100	3100		1600	6600	33000	2900	18535	3283285	1779	730	875,188	5		

RETURN showing the Number, Tonnage and Value of Vessels and Boats

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL.									
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, barrels.	Mackerel, in cans.
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.							Value.
<i>Queen's.</i>			\$		\$			\$		\$						
Prince County Line to New London.....	60	1800		300			3600	1600						5500	1500	
New London.....	34	2820		120			1400	820						1600	7500	
New London to Cavendish	16	600		42			250	200						327		
New Glasgow to Covehead Harbor, including Rustico.....	105	11435		471			2555	945						6257		
To Head of Wheatley.....	28	2000		126			600	300						1420		
Tracadie, also Ponds, to King's, N. W. Line.....	33	2150		130			1300	550						1040	4000	
King's, S. W. Line, to Point Prim.....	10	600		20			675	240						40		
Hillsborough Bay, Charlottetown, Point Prim to Cance Cove.....	8	200		16			300	100						75		
De Sable to Prince County	12	1200		22			300	90						200	1000	
Rivers North, East, West, Orwell, Vernon, Trout, Winter, and others.....	3	60		8			240	80						7		
	309	22865		1255			11220	4925						16466	14000	

engaged in the Fisheries, &c.—Prince Edward Island—Continued.

KINDS OF FISH.														FISH PRODUCTS.			VALUE.		
Herring, barrels.	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Souds, lbs.	Pollock, cwt.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, lbs.	Oysters, barrels.	Lobsters, cans.	Fish Oil, gallons.		Fish Guano, tons.	Fish used as manure, tons.
2100	30	500	.....	.....	.....	.....	.....	.....	.....	500	4000	4000	400	120000	400	.....	500	91,805 00
800	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	209000	.....	.....	.....	62,231 25
130	80	40	.....	.....	10	.....	.....	.....	.....	1800	1200	800	.....	.....	.....	25	.....	4,483 25
4320	625	.....	.....	.....	.....	375	.....	.....	400	.....	2000	.....	110000	245	.....	.....	104,832 00
1050	140	.....	.....	.....	.....	400	.....	.....	.....	.....	500	.....	.....	200	.....	.....	19,179 00
750	600	210	.....	.....	.....	.....	.....	.....	.....	1000	2000	1000	.....	56200	150	.....	.....	28,510 00
160	100	60	80	1000	.....	.....	.....	.....	400	5000	500	.....	424000	80	.....	600	87,026 00
45	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	201600	.....	.....	.....	41,420 00
700	69000	.....	.....	100	18,770 00
40	30	5	.....	.....	.....	.....	.....	.....	.....	1730	17000	1000	1880	.....	.....	.....	.....	6,670 05
10095	740	1685	60	90	1000	775	.....	.....	.....	5830	29200	9800	2280	1189800	1100	.....	1200	464,926 55

RETURN showing the Number, Tonnage and Value of Vessels and Boats

DISTRICT.	VESSELS AND BOATS EMPLOYED IN FISHING.						FISHING MATERIAL								
	Vessels.			Boats.			Nets.		Weirs.		Salmon, barrels.	Mackerel, barrels.			
	No.	Tonnage	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.			Value.	Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, in cans.
<i>King's.</i>			\$		\$			\$	\$						
Queen's County to St. Peter's				10	250	35	300	100				250			600
St. Peter's to Schooner Pond.	1	15	200	5	43	860	107	1044	360			195			634
Schooner Pond to Naufrage.				63	1200	140	2500	750				1200			2200
Lots 46 and 47, including North Lake and South Lake				102	2040	306	3672	1060							2184
To Rollo Bay, including Souris.				98	1960	158	3200	1400							2834
Rollo, Fortune and Howe Bays.				24	400	49	600	200							336
To Boughton Island.	1	5	250	10	53	1325	106	1000	300						980
Cardigan Bay, including Georgetown to Cape Sharpe	5	40	8000	22	30	900	100	800	450			500			800
Murray Harbor, N.					5	120	10								150
To Queen's County.	6	24	2400	24	10	400	30	480	100						2400
Rivers Montague, Cardigan, Brudenell, Morell, Midgell, Marie and others				2	60	6	50	25							10
Total	13	84	10850	61	440	9515	1047	13646	4745			2145			10648
															168533

engaged in the Fisheries, &c.—Prince Edward Island—*Concluded.*

KINDS OF FISH.													FISH PRODUCTS.			VALUE.				
Herring, barrels.	Herring, smoked, in boxes.	Alewives, barrels.	Cod, cwt.	Cod Tongues and Souds, lbs.	Pollock, cwt.	Hake, cwt.	Haddock, lbs.	Halibut, lbs.	Shad, barrels.	Bass, lbs.	Trout, lbs.	Smelt, lbs.	Eels, lbs.	Oysters, barrels	Lobsters, cans.		Fish Oil, gallons.	Fish Guano, tons.	Fish used as manure, tons.	
250	250	680	11	200	500	500	30000	240	500	17,169 00	
94	112	323	20	50	200	160000	50	400	40,719 50	
300	65	58	1200	2300	50000	48	2	34,056 20	
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No. 6.

BRITISH COLUMBIA.

VICTORIA, BRITISH COLUMBIA, 11th January, 1882.

The Honorable
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to transmit herewith Return, statement and other documents relating to the fisheries in this Province for the past year.

2. There has been, as you will perceive, a very large increase on the yield of the preceding season; arising from the extension of the fishing industry, partly, and partly from the copious run of salmon upon the Fraser, which this year enabled the canners there to secure a quantity of that fish far in excess of any previous year. From all sources there appears, in the important article of canned salmon, a total of 177,276 cases, as against 61,849 in 1880, an increase of 115,427 cases (each containing four dozen one-pound cans.) The canneries upon the Fraser, however, notwithstanding the abundance of fish, were not worked up to their full capacity owing to the deficiency of labour, arising from the increased demand for railway and other purposes. Hence, too, the cost of putting up the fish was somewhat increased. Withal the cannery proprietors have had a prosperous season, and it is satisfactory to know that a ready market, at remunerative prices, has rewarded their enterprise.

3. Overseer Pittendreigh reports favourably of the general condition of affairs upon the Fraser, and states that no infractions of the Fishery regulations have been apparent. Good order was maintained, and there were no unseemly disputes among the fishermen, the whole of whom, both whites and Indians, were well-behaved.

The early spring run of large salmon was very limited, so that none of the canneries could afford to fish for them. This deficiency was, however, amply compensated by the subsequent runs, which compose the staple product of this river. The largest salmon known to be caught on the Fraser during the past summer weighed sixty-five pounds. Several labour-saving contrivances have been adopted at some of the Fraser River canneries, and the example thus set (introduced I believe from the large factories on the Columbia River) will presumably be followed by all the other canneries in the Province, since a saving in the cost of the manipulation of the cans, estimated at nearly 30 per cent., is thereby effected. Among these ingenious contrivances is a soldering machine, by means of which cans—placed, after being filled, on a travelling platform worked by an endless chain—are successively presented to the soldering tool, and pass out complete without the intervention of hard labour. There is also a patent apparatus for filling the cans; but this, it is alleged, requires some improvement to render it perfectly effective. It is satisfactory to add that all the machinery connected with such improvements is manufactured within the Province.

4. As authorized, by your instructions of the 16th May, the weekly close-time of 30 hours was suspended upon the Fraser during the Suck-kai run; namely, from the 10th July to the 25th August. The vast numbers of fish which passed up the river, beyond the tidal limit, gave evidence that no appreciable injury had resulted from the concession made to the request of the cannery proprietors. I respectfully suggest that the concession be continued, subject to revocation if hereafter found necessary.

5. Indian fishermen, fishing above tide-water with their own appliances, had been encouraged by several of the canneries to bring salmon down for sale, for canning purposes. On the report of Mr. Pittendreigh, I went to New Westminster, early in October, and after enquiry the practice was interdicted. A wide field for abuse was being opened, both in regard to the Indian privilege and the maintenance of the character of the River brands; since the fish thus procured in a stale condition were not fit for canning. Representation had been made to me by the Municipal Council of the Fraser River Delta, that the water in the neighbourhood was polluted by the salmon offal, thrown into the river by the canneries. Captain Pittendreigh afterwards went to examine the locality, but his report did not fully substantiate the facts alleged. Nevertheless, there is doubtless ground to believe that, with the great extension of the fishing operations, a deleterious effect may arise, and a notice was issued to modify, inasfar as practicable for the present, the evil complained of. I have since been in communication with a company (to be presently mentioned) who have in view the extraction of fish-oils and the drying of the scrap for shipment, in the hope that they will undertake the manufacture of this offal during the coming season. If they consent to do so, the present nuisance will be converted into a valuable export, otherwise it will be difficult to contrive means for getting rid of it without partially polluting the stream as at present. It is, however, necessary that some effectual measure should be taken to obviate the evil, and I shall of course keep this end in view, under the provisions of the Act.

6. A Joint-Stock Company (limited) has been organized, of which the chief promoters are Messrs. J. A. Raymur, Charles A. Vernon and B. W. Pearse, of Victoria, the object being to extract fish oils and dry the scrap for shipment. Preparations on an extensive scale were made during the summer, the location selected being Coal Harbor, within the entrance of Burrard Inlet. In these preliminary measures, an outlay of some twenty-five thousand dollars has been incurred. The establishment, which I was invited to visit when near completion, is on an extensive scale, and apparently well planned. On trial, however, some of the arrangements were found defective. The presses were not sufficiently powerful; hence the scrap was not sufficiently deprived of oil and moisture before passing to the drying house. Here, too, the plan adopted was a failure, for the process was too slow to accomplish the desired end. There was a flooring of steam-pipes surfaced with sheet-iron, upon which the scrap was pitched, to be dried like hay. I have since obtained from Oregon, where there is a factory for obtaining oil from the salmon-offal, some valuable hints which I have communicated to the Agent. It is probable, however, that an expert from the Atlantic Coast will be engaged to superintend contemplated improvements after the expiration of the present season—a step, doubtless, in accordance with prudent economy. As it is, from fifteen to twenty thousand gallons of oil (chiefly herring) have been secured; but of the scrap a small proportion only is in marketable condition. As a commodity for export it is of course necessary that this fish-guano, or *scrap*, should be prepared cheaply on a large scale, as it would not pay for shipment by the cargo only, if indeed, owing to its repulsive odour, it could be otherwise shipped as portion of a general cargo. Its value in Liverpool (assuming it to be in all respects equal to the Menhaden scrap of the Atlantic) is stated to be from \$35 to \$40 per ton, American. Its cost here—seeing that after the oil is extracted, if not dried, it is wasted—is simply that of drying and bagging for shipment. Freight to Liverpool during the past season have been in great demand and have ruled all the way from 60s. (under charter from home) to 80s. and upwards. Just now they stand at about 65s. in San Francisco, and this might probably represent a standard figure. Under all these circumstances, it does appear that there is in the prosecution of this oil and guano business, duly systematized and well conducted, a profitable source of industry capable of very large extension.

As I have before mentioned, I am in hope that the Burrard Inlet Company will undertake to utilize the offal of the canneries on the Fraser; and if their drying and other arrangements can be effectively completed in time, it is not probable that they

will neglect this branch of business, which will be available at a period when the herring fishery will be suspended. So far the heads and other offal of the salmon canned upon the Fraser have been thrown away; and this practice, in fact, is now complained of as a nuisance. This, also, till recently, was the condition of things on the Columbia River. But now there is an oil factory on that stream, some distance above Astoria, and a portion, at least, of the offal, is utilized. I am indebted to Mr. G. B. Roberts, of Washington Territory, for some notes regarding this establishment, and it appears that the occupation, though not redolent of roses, is sufficiently profitable. The heads, bought from the canneries at a nominal price (50 cents per thousand), are collected in boats and conveyed to the factory. Twenty-five gallons of oil are the average yield of a thousand heads. This oil sells wholesale in San Francisco for 35 cents per gallon, and at Portland, in small lots, for 50 cents. It is said to be free from gum and a good lubricator, and is reported to make a superior "ruby-coloured" soap.

7. It is to be borne in mind that the large Columbia salmon (*S. Quinnatt*) is here spoken of—a fish similar to, if not identical with, the *Sawquidi*, or spring salmon of the Fraser, but much larger than the later varieties of that river.

8. As notified in my letter to Mr. Commissioner Whitcher of the 18th August, I returned to Victoria on the 10th of that month after having availed myself of the opportunity presented by a cruise of H.M.S. "Rocket" to visit several inlets of the coast, not included in my former visit in 1879. I shall now note some of the most prominent features of our recent cruise.

9. The services of the "Rocket" were enlisted, as before, primarily for the objects of the Indian Department in this Province, under the superintendence of Dr. Powell; and by that Department the cost of the fuel consumed during the cruise was discharged. Beyond this the sole outlay by either Department was for mess expenses under the established Admiralty scale.

10. Leaving Victoria on the 15th June, and after having coaled at Departure Bay (Nanaimo), we reached Cape Mudge, near the entrance to Johnston's Strait, on the morning of the 18th. We here found, encamped and awaiting our arrival, Mr. George Blenkinsop, the recently appointed Indian Agent of the District. From this gentleman we learnt that much excitement was abroad among the natives in consequence of a murder which had recently been committed, both the victim and his slayer being Indians. With the practical concurrence of Superintendent Powell (who, this being an Indian case, judged it to be inexpedient that he should actively participate) I received the information and issued, in my capacity of Justice of the Peace, a warrant for the apprehension of the murderer. We learnt that he was concealed at a village some twenty miles distant, at the mouth of Salmon River. Anchoring in a secluded cove till after night-fall, we reached the neighbourhood of the village about midnight; the special constables, supported by several armed boats directed by Commander Orlebar and some of his officers, were landed, the village was surrounded; and at dawn the culprit was arrested as he was attempting to escape. I may add that he was detained on board till we reached Knight's Inlet, where some of the witnesses were. An examination there took place, and the prisoner was committed for trial, being afterwards sent to Victoria by a passenger steamer from Alert Bay.

11. Salmon River, on Vancouver Island, though a considerable stream, does not apparently yield a large supply of the richer varieties of salmon, which are alone suitable for canning. Large quantities of fine trout were, however, caught with the seine in the bay, by the sailors, during our day's delay there. The country is rich in animals of the chase; and the valley contains, apparently, a considerable extent of rich cultivable land, so far unoccupied.

12. At Alert Bay, on Cormorant Island, a cannery has been established, replacing the small fishing station before existing there belonging to Mr. Huson. This establishment, though not perhaps at present of first class capacity, is well built, and in its arrangements satisfactorily devised. It belongs to Mr. Thomas Earle and others of Victoria, and with them is associated the Mr. Huson before adverted to, the original founder of the station. The supply of fish is drawn from the estuary of

the Nimkish River of Vancouver Island; a prolific stream which I have already noticed in a previous report (1879). The pack of this cannery for the past season has not been large, having been short of 6,000 cases; but as the season was somewhat advanced before operations were fairly in train, there is good earnest of future success.

13. Proceeding up Knight's Inlet we reached Sawatti, at the head of that extensive arm, on the 21st of June. A river of considerable volume discharges at this point, but as the Coast Range of mountains (too often erroneously confounded, even by professed authorities, with the Cascade Range) here approaches closely to the sea, the course of this stream is necessarily short and its current rapid. It does not apparently afford large supplies of the earlier and more valuable kinds of salmon, but, like all the rivers along the coast, yields doubtless a copious harvest of the later runs—to the natives the more valuable for winter food supply, as being the more readily cured by drying. The Indian village is seated on the left bank of the river, about a mile up, and extends some distance along the border of the stream—bounded below by a broad, alluvial flat, covered at the period of our visit with herbage of extreme luxuriance. The tribes from a wide distance around resort thither annually in great numbers to prosecute the oolahan fishery, in early spring. We found them still congregated there, and estimated the number of those whom we met on visiting the village at about two thousand. These men and their families were all well and cleanly dressed in European style, but it is needless to say that the surroundings of a fishing village, such as this, are not attractive. Dr. Powell explained to the assembled crowd the course which had been pursued with regard to the homicide who had been arrested at Salmon River, and who that morning, after examination of witnesses on board the "Rocket," had been committed for trial, as already mentioned. The prompt assertion of the law in this matter, in which the services of the naval force were conspicuously useful, effectually checked the progress of an internecine feud such as of yore but too frequently existed among these barbarous races, and the disposition to which has not yet been entirely eradicated. Hence, on all grounds, both of humanity and public policy, it is essential that in all similar cases the majesty of the law should be promptly vindicated—a necessity of which the Provincial Government does not lose sight.

14. The Oolahan fishery at this point, like the corresponding fishery on the Nass, is of extreme importance to the natives of the adjacent coast. The astounding numbers of this small anadromous fish, in size even inferior to the herring, may be conceived of when it is considered that from it, during spring and early summer, many thousands of the natives derive their chief, if not sole, support. Enormous quantities of oil, too, are extracted from it, which is greedily sought for as a luxurious article of diet both far and wide. It is, indeed, an important object of commerce among the native races, and, stored in impervious cedar boxes of ingenious construction, is bartered for furs even with the native races of the remote interior, who prize it for their feasts. There are in this neighbourhood several glaciers said to be not difficult of access, and it was here that the American schooner "Emily Stephenson," referred to in paragraph 43 of my report for 1879, procured, through the natives, her supply of ice.

15. At Sawatti several of the head men, accused of trafficking in intoxicating liquors in contravention of the law, were arrested under warrant, and examined on board the "Rocket." The evidence in most of these cases was insufficient to convict; but as all the accused voluntarily pleaded guilty and promised amendment, it was judged sufficient to reprimand and discharge them with a caution for the future. We secured, however, the means of bringing the matter home to the fountain head; and it is probable that Superintendent Powell has since substantiated a charge against, as alleged, the prime offender. The necessity of checking, if it be impracticable to suppress, this nefarious commerce, whereby all the industries of the coast are injured and the improvements of the natives prevented, is too obvious to require comment.

16. After landing our prisoners, in charge of a special constable, at Alert Bay, to be thence conveyed to Victoria in a steamer expected soon to arrive, we steamed

on to Fort Rupert, and thence to Newtity, in the Goletas Channel, bordering on Queen Charlotte Sound. I have mentioned this point in a former Report (1879), and my more recent experience does not lead me to modify in any way the conclusions before arrived at. On the contrary, I am persuaded that ere long, under a more extended development of the fishing interest, this neighbourhood will establish a prominent claim to attention. I could learn nothing of any further attempt by foreign vessels to fish in these waters, as was illegally done two years ago by the schooner already referred to.

17. Bit-hoola, our next station, is situated at the eastern extremity of the North Bentinck Arm, a continuation of the Burke Channel of Vancouver. This point, under the travestied appellation of "Bellacoola," attracted much attention some twenty years ago, as being the terminus of a road communicating with the Caribou gold-mines, on the upper Fraser. A considerable stream, called the Nook-halk, discharges at this point, which, though rapid, is navigable with canoes at least as far as the Village of Shtooiht, some forty-five miles up. A good deal of outlay, in money and labour, was made in exploring and partially opening the road to which I have alluded. In connection with it, too, a town site was laid off at Kö-omkootz, near the mouth of the river, where, for a while, speculative adventurers found what appeared to be a promising field for their investments. But the glory of the place has long since departed. More attractive lines of approach superseded this route of somewhat difficult access; the enterprise was abandoned, and with its abandonment fell also the hopes of those who had confidently invested as prospective town-builders. There now remains nothing to mark the scene, save a small trading port belonging to the Hudson's Bay Company, and the charred remains of a large Indian village, destroyed accidentally by fire two winters ago, and amid the ruins of which new lodges of split cedar boards are being rebuilt.

18. But the Village of Kö-omkootz, albeit now of little note, must ever remain a point of mark to the student of North American history; and to Canadians, especially, has special claims of interest. It is the *Rascal's Village* of Mackenzie; and it was at this point that, in 1793, Sir Alexander Mackenzie, of the North-West Company, reached the sea from Peace River, as will more fully appear on reference to his published journal. This journey of Mackenzie (who I may mention narrowly missed falling in with the boats of Vancouver, at the time engaged in his elaborate exploration of the coast-line), effectively set at rest the speculations of those carpet-geographers who, in Europe, had contended for the existence of a sea communication hereabouts with the Atlantic, in conformity with the mythical relations of De Fuca and De Fonte.

19. The Nook-halk River, as I have mentioned, has a very rapid current, and like most of the streams along the north-west coast is, during the summer season, turbid with suspended alluvium. Hence there are extensive shoals at the mouth, and the alluvial land is obviously encroaching constantly, though slowly, on the ocean-arm into which the river discharges. The anchorage, on the limit of these flats, is contracted in extent, and in a less sheltered position would be somewhat insecure. As it is, the current issuing from the river counteracts favourably the force of the sea-wind, which, during the summer months, blows with some strength up all the inlets of this coast. The Oolahan resorts to this river in the spring to spawn; and during the months of July and August salmon of the best quality are reported as being abundant. Should the facilities for netting in the estuary be judged favourable, the position will probably ere long be selected for the establishment of a salmon cannery.

20. We crossed by the Labouchere Channel, eastward of King Island of Vancouver, to Dean's Canal. The south-eastern point of this cross-channel, where it unites with Bentinck Arm, is, by the Indian tradition, corresponding in all material particulars with his own relation, the spot whence Mackenzie turned back to retrace his way across the continent. The inscription on the rock, however, which he then left as a memorial—"Alexander Mackenzie, from Canada, by land, the twenty-second of July, 1793,"—has long since been obliterated. But the Indian tradition has been

vidly preserved even to minute particulars; and it is interesting to note the different aspect which the same circumstances assume, when regarded from the opposite point of view.

21. We anchored abreast of the Village of Kemsquit, near the head of Dean's Canal. The Kemsquit River, which discharges here, has a short course, is very swift, and at no great distance from its mouth is interrupted by a fall, beyond which an extensive lake is reported. It is apparently a good salmon stream, though probably of limited capacity. The chief river of the neighborhood is the Dean, or Salmon River, discharging at the extreme head of Dean's Canal, four or five miles beyond the Kemsquit. The Dean River, issuing from the interior lake of Nâcootloon, has a course of more than 100 miles, and drains a wide area of country. It is known as a prolific salmon stream, and will doubtless become an important point of future operation. The Dean flows through a comparatively wide and open valley, and is navigable, with canoes, for a considerable distance. The upper villages, where there was yearly a large superfluity of salmon for winter consumption, were, in the past, resorted to by the Nautlay Indians and others of the upper Fraser, for winter support, when there was a failure in their own local supply. Hence the familiar name of "Salmon River" applied to this stream, in common with many others, so commonly, indeed, as to be objectionable because no longer distinctive.

22. After a brief delay at Bil-bella, in Millbank Sound, where there is a small outpost of the Hudson's Bay Company, the relic of the original port of Fort Mac-loughlin, we proceeded to Methlakatla. I have already described this interesting Mission station in a previous Report (1879), and it is needless here to repeat a notice of it, beyond stating that, since our last visit, improvements had taken place and new industries sprung up. Among these was the business of spinning and weaving, carried on in a large and airy apartment by a number of young Indian women. In this work they had already attained much proficiency; and cloths of excellent texture, with good shawls of tastily varied patterns were on hand, giving evidence of their success. Mr. Duncan, the head of the Mission, informed me that he purposed establishing a salmon cannery, to be carried on entirely with native labour, under his own supervision, on a partially co-operative system. Measures, I have since learnt, have been taken to carry these plans into effect, and it is intended that operations shall commence with the coming season. The scene of action will be the estuary of the Skeenâ, under the general rules which govern the operations of the other canneries.

23. Leaving Methlakatla we ran up the Nass Straits, and anchored near Kincolith, at the mouth of the Nass River, on the third of July, Mr. Henry Croasdale, of the Upper Fishery, having received intimation of our arrival, visited us next morning in his steam launch, and afterwards conveyed our party up the river, where, at his residence, we were hospitably entertained. The following morning our party, consisting of Superintendent Powell, Commander Orlebar and myself, embarked in a canoe manned by natives, and ascended the river as high as Kit-la-dalmax, some 40 miles above the mouth, which village we reached about noon of the following day. We afterwards, on our way down, visited the village of Kit-manshilp, near our encampment of the preceding night.

24. It seems unnecessary that I should enter anew upon the questions which have arisen with reference to the fisheries on the Nass, as affecting the interests, real or imaginary, of the native residents. The subject has been reported on at length to your Department in my letter of the 5th of December last. To that letter I respectfully refer you; and I venture to suggest that, if judged advisable, it should be considered as forming a portion of this General Report.

VICTORIA, B.C., 5th December, 1881.

W. F. WHITCHER, Esq.,
Commissioner of Fisheries,
Ottawa.

SIR,—With further reference to your enclosures of the 28th October, the receipt of which I acknowledged on the 18th November, I have now the honour to report as under:

1. I have since seen Mr. O'Reilly, the Commissioner for the settlement of Indian Reserves in this Province, and have discussed with that gentleman the subject of the complaints made concerning the fisheries on the Nass River, in particular, and generally the important subject of the Provincial Fisheries as affecting the interests of the native population.

2. Mr. Commissioner O'Reilly has recently returned from the Nass, where, up to a point some forty miles up the river, *he has definitely assigned the native reservations*. He unhesitatingly expressed to me his conviction that, in so far as the deprivation of the Indians is concerned, no valid grounds for the complaints made has existed.

3. Mr. O'Reilly, without expressing an opinion as to the question of the summer fishery, of which he had no opportunity of judging, informs me that, so far from suffering from any deficiency of fish, the natives, at the period of his autumn visit, had already secured enormous quantities of salmon which they had dried for winter use, while the river was teeming with salmon of the later runs so that it was optional with them to secure a practically unlimited supply. With regard to the petition which had been forwarded, and of which a copy had been supplied to him, Mr. O'Reilly could ascertain no satisfactory particulars as to its origin or the grounds on which it was based. He informed me that he would immediately address his Department on the subject, and his report, doubtless, will correspond substantially with the tenor of this paragraph.

4. So far, then, as the petition itself is concerned, I assume it to be adequately disposed of. Similar complaints, upon grounds equally baseless, have been made in other directions—upon the Fraser, the Skeena and elsewhere in this Province, and along the adjacent coast—and similar complaints will doubtless continue to be made, at the outset, wherever the fishing industry on the Pacific Coast may hereafter extend.

5. With special reference to the Nass, however, and in view of the *ground taken in Mr. Vankoughnet's letter*, I may be permitted respectfully to point out the conditions of that river in relation to the recently established fishing industries, and the reasonable conservation of the Indian rights.

6. The Nass ranks, in point of magnitude, the third among our Provincial rivers, issuing on the Pacific coast, the Fraser and the Skeenâ alone exceeding it. Though comparatively shallow in parts, where the bed is expanded, it emits, by the rapidity of its current, a very large body of water. It is easily navigable, with large canoes, for a distance of some 60 miles; one rapid alone (that of Kitmanshilp, 33 miles up, formed by the intrusion of a stream of lava of modern date) interrupting its course up to the limit of navigation. The channel, near the mouth, having been buoyed, steamers drawing ten feet of water ascend it for cargo as far as Croasdaile & Co.'s Cannery, some twelve miles up. In 1865 a steamer of light draught (the "Union," belonging to the Western Union Telegraph Company) ascended it for many miles above that point. The total course of the river is about 130 miles, the tide ascending it for some 20 miles.

7. The Chimsyans (or Tsimsyans) numbering, in all, probably 5,000 persons, resort annually, in the early spring, to the tidal portion of the river for the purpose of catching the oolâhan, a small fish which resorts thither in immense shoals at that season to spawn, and from which large quantities of oil are extracted. This fishing terminates in May, after which the concourse of Indians disperses—not to return, for fishing purposes, till the following spring. It is the Niss-gah branch of the tribe alone (those inhabiting the upper villages) and their more remote offsets, familiarly alluded to as the "Stick Indians," who depend in any measure on the salmon fisheries of the Nass for winter provision. The rest of the Chimsyans derive their supplies from the lower Skeenâ, and from minor streams disemboguing along the coast in their immediate neighbourhood.

8. By reference to par. : 11 of my report for 1878, in which the Nass is specially treated of, you will perceive that six distinct varieties of salmon, having well-defined periods of ingress, are noted as resorting to that river. There is also, late

in the season, a copious run of the large sea trout, locally known as the *A-dih*, equivalent to the salmon, and which therefore may be regarded as a seventh run of that fish. The natives, amply provided for summer consumption with the products of the spring fishery of ooláhans, are careless of the earlier runs of salmon, when the waters are high, and the difficulty of capture is consequently enhanced. A few are caught for temporary consumption; and there is the less inducement to cure more since, owing to the fat quality of these early runs, they find it difficult to cure them, during the hot weather, for winter use, by the simple process of drying. Hence it is to the later runs alone that they devote their serious attention, and on which they really depend, the runs referred to by Mr. O'Reilly as having been witnessed by him in all their abundance during his recent visit.

9. The operations of the canneries, on the other hand, are confined to the earlier runs; the later varieties, prized by the natives for drying, are valueless for canning, the whiteness of the flesh and comparative dryness disqualifying them for the market. Thus while we were anchored at the mouth of the Skeená last summer (the conditions of which river, with slight differences of period, are similar to those of the Nass), the canneries closed for the season as soon as the light-colored fish began to run, which, this year, was on the 30th July. On the Nass the canning season closed a little later.

10. To exemplify the copiousness of the later runs of the salmon in these northern rivers (the conditions of all being nearly alike), I may mention that, during our stay at Skeená-mouth, a boat's crew from the "Rocket" with a net borrowed from the Inverness cannery secured in a single drift about three hundred fish. These were of the *Stumman* or *Hone* variety (the "hump-backed salmon," *S. proteu*)—an excellent fish, but for the reasons before stated not available for canning.

11. By reference to par. 23 of my report for the year 1879, while treating of Lowe Inlet and some complications that had previously arisen there, you will perceive that I have already drawn attention to the expediency of securing to the natives, free from vexatious interference, their hereditary rights in such small rivulets along the coast as have heretofore been used by them as fishing-stations, and on which they are largely dependent for subsistence. This recommendation is in accordance with the policy which I had already pursued while representing the Dominion Government in the late Joint Commission having for its object the settlement of the more pressing questions at that time in issue. The opinion of the present sole Commissioner, Mr. O'Reilly, coincides entirely with my own; and he informs me that, in accordance with this view, he has already made several such assignments. Commercially viewed, the principles they conferred are nugatory: but to the Indians themselves the confirmation of a prescriptive and to them a valuable right is not therefore the less pleasing. I shall continue to confer from time to time as occasion may require with Mr. O'Reilly—and I may here add that both with that gentleman and the local superintendent, Dr. Powell, a mutual confidence has existed, and will, I doubt not, continue to prevail in all our communications.

12. As mentioned in my previous letters, I found it expedient during my last summer's visit to the Nass to make some regulations with regard to the fishing arrangements in that locality. Among these was the length of the nets employed by a fishery then recently established (that of Welwood & Co.), which was judged to be excessive and had given rise to complaint. I also intimated to a Mr. Gray, who sought to establish a fishing station in the Indian village, in close proximity to the cannery already established adjacent, that for reasons which I explained to him, it was inexpedient for him to continue his preparations on a site already occupied by the natives, and so near to a cannery which had been previously established. I recommended Mr. Gray to occupy a vacant position several miles below, as in all respects better adapted for his purpose. My recommendation I afterwards found was not immediately attended to; but Mr. O'Reilly now informs me that, in his capacity of Indian Commissioner, he had judged it necessary to insist on the removal of Mr. Gray from the Indian Reservation, and thus, indirectly, the object I had in view was accomplished. My motive in seeking to establish a proper distance between the

fishing stations on the Nass was to prevent, on a stream where the channel is comparatively narrow and the facilities limited, a system of crowding which would be generally obstructive. Indirectly, too, I sought thereby to prevent the probable establishment of future canneries in number beyond the working capacity of the river. It was in view of such circumstances that I framed recently the recommendation of a system of licenses, in order to obtain for the future an effectual restraining power. The sanction of this measure, in time to meet the requirements of the coming season, I again respectfully urge.

13. Without further reference to the complaints that have been forwarded, and with reference only to the commercial point of view, I may state that I am nowise of opinion that the Nass has so far been fished to anything near its real capacity, nor do I anticipate that under due regulation, and with the weekly close time of thirty hours strictly observed, any undue strain will be put upon the resources of this stream. I estimate that in ordinary years it is capable of yielding about 25,000 cases of salmon out of the summer runs, ceasing early in August—the catch of the past year having been short of 8,000 cases of 48 lbs. each. In other words, I consider it capable of supporting two moderate sized canneries, with perhaps a little outside fishing on a smaller scale for barrelling. This estimate I make, however, with reference chiefly to the limited fishery area available, and the confusion and obstruction that must necessarily ensue were unrestricted fishing to be permitted. As regards the supply of fish alone, and setting the question of pernicious over-crowding aside, I am of opinion that no ordinary and permissible amount of fishing, properly regulated, and with due observance of the weekly close time, can appreciably affect the supply in this river or elsewhere. It is to the abuse of fishing privileges, and not to their prudent and regulated prosecution, that the deterioration of rivers is to be justly ascribed.

14. In conclusion, I may be permitted to repeat that I shall continue to co-operate in every way with Superintendent Powell and Mr. Commissioner O'Reilly, bearing the general interests in view. In this view the welfare of the Indian population constitutes an important feature; but no less does the healthy extension of the fishing industries of the Province demand fostering care. That I am fully alive to the first consideration the records of the Indian Bureau, my reports to your own Department, and my whole antecedent career, afford, as I flatter myself, conclusive proof. Intelligently viewed there is nothing inconsistent in the two aspects of the question. On the contrary, the extension of our industries, and especially of our fishing industry with its large consequent expenditure of money, has been, and duly regulated will continue to be a powerful instrument in eliciting the powers and ameliorating the condition of our native population.

I have the honour to be, Sir,

Your obedient servant,

ALEXANDER C. ANDERSON,

Inspector of Fisheries, B.C.

25. The Nass is interrupted at the point called Kit-manshilp, some thirty miles up, by a rapid, formed by the intrusion on the left side of an extensive bed of lava, which here approaches closely to a rocky promontory on the opposite bank. Beyond this, upwards, as far as the eye can reach along the valley on the left bank, there is a sea of lava, quite devoid of vegetation and destitute of covering of any kind. The eruption, whence the flow of lava originated, occurred, according to the Indian tradition, six generations ago—probably about one hundred and fifty years.

There is, of course, a marvellous tradition connected with this eruption, the details of which, compounded of superstition and common sense, are sufficiently interesting, but which it is unnecessary here to repeat. The effect of the eruption has obviously been to force the river from its original bed; and thus, while the lava field occupies the whole of the left side of the valley, the opposite bank of the river exhibits a wide extent of fertile soil, well adapted for cultivation. The vast expanse of lava, too, stor-

ing up the sun's heat and emitting it by night, acts doubtless powerfully in tempering the summer climate of the environs, and preventing the action of those night-frosts which might else interfere with vegetation. The volcanic peaks, now dormant, from which the lava flow originated, are not remote, and form evidently a portion of the great volcanic system which, crossing the Stickine River at a distance from its mouth, extends along the western slopes of the Coast Range, in the direction of Mount St. Elias.

26. The establishment of Mr. Croasdaile, the operations of which, outside of the ooláhan business, had been previously directed to the salting of the salmon for exportation, was last year converted into a cannery. In this new branch of the business Mr. Croasdaile, I am happy to say, has been moderately successful—a return of 7,700 cases being the quota he has contributed to the general result of the season. The appropriation of one thousand dollars, which was made two years ago for improvements in the channel of this river, has been well applied. Snags have been removed; and the channel being now well marked with spar-buoys steamers drawing ten feet of water reach the upper fishery (Croasdaile's) some twelve miles above the entrance. The Nass River Fishing Company (Welwood & Co.) occupy a position lower down. Their business has hitherto been limited to the salting of fish; and they have during the past season put up several hundred barrels of salmon, with about the same quantity of salted Ooláhans, besides some of the last mentioned fish in a smoked condition.

27. We anchored in the harbor of Fort Simpson in the morning of the 8th of July. We here received a mail from Victoria, and had intelligence of the attempted assassination of the President of the United States—the latest telegram reporting his present survival, with the faint hopes at that time entertained of his possible recovery. I found letters at Fort Simpson from Mr. W. Duncan, J.P., of Methlakatla, covering a communication from the manager of the Inverness Cannery at Skeoná asking for magisterial interference to quiet a disturbance which had occurred between some Chinese employés and white men, also employed at the cannery. I wrote to Mr. Duncan in reply, requesting him to use his influence to tranquilize matters *ad interim*, with the assurance that on the return southward of the "Rocket" we would visit the Skeoná and settle the matter in dispute. This arrangement proved effective; and, as will afterwards appear, the promised enquiry was made during our subsequent visit.

28. Leaving Fort Simpson we entered the waters of the territory of Alaska; and, proceeding through the channels of Revilla Cigedo and Clarence Strai's, by the usual steamer route, reached Fort Wrangel, near the mouth of the Stickine River, on the 10th of July. We here found the flags flying at half-mast; and Captain Orlebar having ascertained through an officer despatched with a boat to make enquiry, that the demonstration was on account of the supposed death of the President, our own ensign was also lowered in conformity. We had afterwards the satisfaction to communicate the hopeful, though dubious, intelligence which we had more lately received; subsequently, it is true, confirmed, only to excite hopes which were to be mournfully frustrated.

29. Wrangel, founded by the Russians in 1834, and named after the well-known traveller and author, Baron Wrangel, at that time Governor of the Colonies in Russian America, is in latitude 56 deg. 28 min. north. The trading fort built by the Russians was afterwards transferred under lease to the Hudson's Bay Company and for some years occupied by them. After the purchase of Alaska by the United States Government a military post was established here, the buildings of which continue, but the garrison has been withdrawn. The surrounding village, consisting of a few stores and a number of dreary-looking cottages, is supported by the traffic incident upon the communication with the Cassiar gold mines of British Columbia—this being the stopping place of the steamers from both directions. There are, however, two neat churches, Protestant and Roman Catholic. There is here a mission station, under charge of the Rev. Mr. Young, an envoy of the American Board of Foreign Missions in New York, and also an admirably conducted Home, in which young native females are received and educated. This excellent establishment is under the

management of Mrs. S. MacFarland, and the whole details connected with it merit the highest encomiums. Every kind attention was shown to us during our stay at Wrangel by the authorities there, and the citizens, generally, vied with each other in the manifestation of good will.

30. Superintendent Powell, having some Indian matters to attend to beyond the thirty-mile boundary on the Stickine, ascended that river in a local steamer called the "Gertrude." Captain Orlebar also availed himself of the opportunity thus afforded to visit scenes which for him had all the charm of novelty.

31. Hence it was not till the 23rd of July that we were able to leave the anchorage on our southward way. Meanwhile our supply of coal had been replenished; a quantity having been freighted up from Departure Bay by the steamer "Grappler," under arrangements previously made. Throughout our cruise, I may here mention, a constant increase in the sea temperature as we proceeded northward was noted. Regular observations, it is needless to say, were taken on board the "Rocket," as in every ship of war. Thus, while at Esquimaux the registered temperature was 48° of Fahrenheit only, the observed temperature at Wrangel, in lat. 56° 28', was as high as fifty-six degrees—an increase within eight degrees of latitude of as many degrees of temperature of Fahrenheit's scale. The following table will exhibit the gradation, and occasional fluctuation, of this increase:

15th June, Esquimaux Harbour.....	48°
20th do Alert Bay.....	47°
24th do Queen Charlotte Sound.....	50°
29th do Bil-bella (Millbank Sound).....	53° to 55°
8th July, Fort Simpson.....	58°
9th do Ward's Cove (Clarence Strait).....	53° to 57°
11th do Wrangel.....	52° to 56°
23rd do do	54° to 56°

We must hence infer that a warm ocean-stream passes down the coast from the northward, originating, apparently, in the China Sea, flowing north-eastward along the Japan coast towards the Aleutian Islands, and finally deflecting eastward along the American shore. Much of the mystery which attends the consideration of the mild winter-temperature which we enjoy on the Pacific slope, as contrasted with the Atlantic neighbourhood—a difference equal, at least, to ten degrees of latitude—may be thus simply explained.

32. Issuing from Clarence Strait and crossing Chatham Sound we regained the waters of our own Province, and on the 25th of July, anchored at Massett, at the north end of Queen Charlotte Islands. I have already noticed this point in a previous report, and little occurred during our recent visit to call for special comment. It is noteworthy, however, that since my former visit, in 1879, a manifest improvement has taken place in the surroundings of the Indians of this village—an improvement ascribable as well to the excellent teachings of the local missionary, Mr. Sneath, of the Church Missionary Society, as to the good example and firm police discipline maintained by Mr. Alexander Mackenzie, the resident agent of the Hudson's Bay Company, and who is also a Justice of the Peace. By means of regularly appointed Indian police constables, selected from the more trustworthy of the rising generation, good order is maintained—and this, too, among a people who, in their unreclaimed condition, were formerly numbered among the most formidable ruffians of the North-West coast. It is needless to add that the occasional visit of a ship of war, such as the "Rocket," adds greatly to the beneficent influence of the gentlemen I have named, secluded as they ordinarily are for months together from external intercourse.

33. No fisheries have, so far, been established in this neighbourhood. It is, however, only a question of time, since fish, and especially halibut and other valuable kinds, abound in the adjacent waters. Meanwhile the natives make some oil out of the livers of the dog-fish, for which they find a market with the Hudson's Bay Company.

34. Leaving Massett early on the 23th July we reached the Skeenâ anchorage that afternoon, a run of about 75 marine miles. We found that at the Inverness Cannery, opposite to which we lay, a successful season was near its practical conclusion. Upwards of 11,000 cases of salmon had been secured. A few of the *Suck-Kai* variety (one of the select varieties for canning) were still entering the river; but as these were intermixed with a great preponderance of the *Hones* or *Stummaun* (the "Hump-backed Salmon," *S. proteus*) it was judged inadvisable to continue fishing. In effect, the nets were finally withdrawn on the 30th of July. The *Stummaun* or *Hones* above mentioned, are a handsome fish; but from the light color of their flesh and comparative dryness, they are not available for canning as a marketable fish. By the Indians, for drying as winter provision, they are specially prized; and to the families of those who were in the neighbourhood, the rejected *Stummaun* from the cannery, taken during our stay there, were gratuitously assigned. Some notion of the numbers of these fish, the shoals of which were then commencing to enter the river, may be formed, when I state that a boat-party from the "Rocket," with a net borrowed from the cannery, caught about three hundred at a single drift. I state this fact passing by; but in connection with the Indian fishery relations, some points regarding which have recently been mooted, it has an ulterior bearing.

35. Mr. Duncan, of Methlakatla, having been notified of our arrival, ran down in a canoe from his station, and a court was formed to enquire into the disturbances of which he had before apprized me, as mentioned in paragraph 27. A body of Chinese, employed in the cannery, were the complainants on the one hand; a European blacksmith, likewise employed there, a counter complainant on the other. There was, doubtless, room for blame on both sides; but the overbearing conduct of the European complainant had evidently originated the riotous outbreak. Under these circumstances the several charges were dismissed with a general reprimand. It is obvious that in dealing with large bodies of men, such as these Chinese labourers, and especially in remote localities like this, a certain degree of suavity and forbearance is indispensable. In this case, for instance, the rashness of an individual might have ruined the season's prospects of this cannery, and entailed great loss upon the proprietors—save only that, through the assurances conveyed to them, the Chinese labourers were induced by the manager, to resume their suspended work. As a rule these men are easily managed, when kindness and consideration are shown; but they, not unnaturally, combine to resist a fancied or real wrong.

36. A case wherein a man was charged with supplying intoxicating liquor to an Indian, in contravention of the Act, was also brought before the court. The evidence was conclusive; and the offender, a Chinese, was sentenced to pay a fine of \$50, with the alternative of six months imprisonment with hard labour.

37. The estuary of the Skeenâ is divided by a large island into two channels, upon the northern of which the Inverness Cannery is seated. The portion above the island is known as Port Essington; at the upper extremity of which, about fifteen miles from Inverness, the river may be judged fairly to commence. Near this point the Aberdeen Cannery is situated; and on the opposite side is the establishment of Mr. James Cunningham, where a few hundred barrels of salmon are annually packed for exportation. We visited Port Essington in the commander's gig, and thus had the opportunity of making divers useful enquiries. The various fishery regulations, as provided by the Act and modified by Order in Council or otherwise, had apparently been well attended to, as might indeed have been anticipated in view of the high character of the gentlemen who own these canneries. The weekly close-time of thirty hours, in particular, I was assured had been rigidly observed. On the whole I had every reason to feel satisfied with the way in which the season's operations in this quarter had been conducted. The yield of the Skeenâ for the past year has somewhat exceeded 21,000 cases of canned salmon, with about 600 barrels of salted salmon. The coming season will, however, probably witness a large increase upon these figures.

38. Directing our course once more towards Queen Charlotte Islands we passed through the Pitt Archipelago, anchoring for a night near Kit-Kâhtla, at one time

the stronghold of Sebassa, a native chief, who oppressed with much barbarity the weaker septa around. It is perhaps needless to say that a different condition of things now exists; and that here, as elsewhere, the power of the law has been vindicated. Prolific halibut fisheries exist in these localities. A stretch of some sixty miles took us to Skidegate Harbour, on Queen Charlotte Islands, which we reached on the 2nd of August. We here found that the operations of the Skidegate Oil Company, mentioned in paragraph 35 of my Report for 1879, were being conducted with much success. The fish from which the oil is extracted is a small species of shark (*squalus acanthius*) locally called the dogfish, or more specially the "piked dogfish." Two qualities of the oil are separately procured; the one, of superior quality, from the livers alone, the other from the carcasses of the fish. Much care is taken in refining the oil before it is put up in cans for shipment. A specimen can of this oil had been supplied to the "Rocket" for trial, by the agents in Victoria; and I had a second can, drawn directly from the vat and soldered up in my presence, supplied to me here for further trial. I subjoin extracts from the report made to the commanding officer, and through him to the commander in chief, by Mr. Robert Anderson, the chief engineer of the "Rocket."

"The trial which was made by your authority took place during the recent cruise (April, 1881) to New Westminster, Burrard Inlet and Nanaimo. The dog-fish oil was applied to the starboard engines, whilst the port were worked with the ordinary service Rangoon oil. The engines were driven at 140 revolutions, at which speed it is almost necessary to use a little water on the bearings with the Rangoon oil. This was found to be unnecessary on those lubricated by the dog-fish oil, and the expenditure by capillary attraction is less than when vegetable oils are used.

"My opinion therefore is that as a lubricant the new oil is exceedingly good; and, as ascertained by experiment, equally so for lighting purposes.

"One defect it possesses, and the only one which I discovered, that when warm it throws off rather a disagreeable odour. This, however, the manufacturers inform me will be remedied this season by some change he is about to make in the process of extracting it.

"The price of the oil, delivered into store at Esquimalt, will be 60 cents, or about 2s. 6d. per Imperial gallon."

39. The above remarks apply to a trial made in April last with oil, the product of 1880. The following addendum was made after further trial, with the same general results, of the oil produced during the past season:

"The Skidegate Oil Company have done extremely well, having succeeded by extra boiling in diminishing the smell of fish, so that now their oil is equal, if not superior, to oil supplied to Her Majesty's ships by the Service--both for lubricating and lighting purposes."

40. These remarks apply, of course, only to the best quality of the liver oil; and its commendation has been even more strongly expressed to me, orally, by the chief engineers, under whose direction the most searching trials appear to have been made. As the oil, superior in some important respects to the ordinary Service oil, could be supplied here at a cheaper cost, it may be hoped that the attention of the Admiralty will be drawn to it, under considerations both of efficiency and economy. Much encouragement would thus be given for the development of a local industry, capable of practically unlimited extension. The yield of oil during the past season at this establishment, I may here mention, was 27,000 gallons.

41. A complaint was made by the master of a small steamer belonging to the Oil Company, against one of the head men of the Skidegate village, who was alleged to have used threats of violence. This man was summoned to attend on board the "Rocket," and an examination took place. He was bound over to keep the peace for six months; and, in default of customary security, deposited twenty blankets in pledge, to remain in the possession of Superintendent Powell till the expiration of the term, as surety for his good behaviour.

42. Returning by way of Queen Charlotte Sound, we visited, in passing Fort Rupert, Alert Bay and the Comox Rivers; and, after re-coaling at Departure Bay,

reached Victoria Harbour on the 10th of August. I may be permitted to acknowledge the kind attention shown to us by the commander and officers of Her Majesty's ship, and their cordial official co-operation.

43. In my last year's report I dwelt at some length on details relating to the fur-seal business, an important industry of the Province. The proceedings during the past season were conducted on a larger scale and with more efficient preparation; but, owing to the exceptionally boisterous weather, the result was not proportionally successful. As nearly as I can ascertain between thirteen and fourteen thousand skins, in value from \$150,000 to \$180,000, were obtained—about the same as last year. The following vessels were employed, all equipped in Victoria:—

	Tons.	Sailors.	Hunters.
1. Schooner "Anna Beck" (steam auxiliary)...	50	6	32
2. do "Thornton" do ...	35	5	24
3. do "Triumph"	18	3	12
4. do "Winifred"	15	3	12
5. do "Onward"	35	4	32
6. do "Black Diamond"	80	5	36
7. do "Juanita"	50	5	40
8. do "Favorite"	80	5	36
9. do "Mary Ellen"	65	5	44
10. do "Kate"	55	5	24
	483	46	292

Employing 146 canoes for the hunters' use.

44. As appears above, two of the schooners were provided with small steam engines; but it is questioned whether much benefit was derived from the use of these. Generally I may refer to the remarks made in my previous report; and I may here correct an error which therein appears: the relative shares of the ship-owners, and the Indian employés who hunt for them, are in the ratio of two-thirds to the hunter and one-third to the ship—the converse of my previous statement.

45. The fur seals are shipped, preferably, in a salted condition, though some are packed in a dry state like other furs. The following description of their after-treatment, which I extract from a San Francisco newspaper, may not be uninteresting:—

"When shipped to Europe for curing the skins average about \$15 each, but when returned here, prepared for making up into garments, they have increased in value to from \$40 to \$60. There has been no successful treatment of the skins in this country, although a concern in New York is experimenting, with a fair probability of final success. It is estimated that there are over \$60,000,000 invested in this country in seal-skin garments of various kinds. The natural colour of the fur seal is a light silver grey. The short, thick fur is hidden by long hair. This hair penetrates more deeply into the skin than the fur; and by an ingenious and delicate operation the skin is so shaved or split as to cut off the ends of the long hairs, which are then easily plucked out, leaving the soft fur uninjured. The final and most difficult operation in the dressing of the fur seal-skin is in dyeing it the rich dark brown so much admired, and which we have not been able to successfully match on this side of the water." With reference to this passage, I may add that one firm in London alone, as I have been informed, possesses the valuable secret, and so enjoys, virtually, a monopoly of the manufacture.

46. The canned salmon business of the past year may be thus recapitulated:—

	Cases.
Yield of Fraser River (8 canneries)	142,516
do Northern River (4 canneries).....	34,760

Total yield of 12 canneries..... 177,276

cases, each containing four dozen one pound tins, representing an aggregate of 8,569,248 pounds. Of this total the following shipments have been made:—

	Cases.
Per "Regia," for London	17,035
do "Longfellow," for London	35,273
do "Prince Rupert," for London	18,236
do "Chiloe," for London.....	19,675
do "Rover of the Seas," for London.....	19,229
do "Ganges," for London.....	21,709
do "Bustonvale," for London	16,000
	147,157
Shipped to Canada, Australia, &c., and sold in local market	30,119
	177,276

Although the pack of the past season has been greatly in excess of any preceding year, it would have been much larger had the labour supply been adequate to meet the demand of the canneries, and especially upon the Fraser. The railways and other public works in progress, both in the Province and in the adjoining territory of Washington, absorbed all the labour which was disposable, outside of what had been providently pre-engaged by the cannery agents early in the season. Whatever casual aid was afterwards secured was obtained with difficulty, and it is needless to add that the cost of packing was thus somewhat enhanced.

47. The total salmon pack on the Pacific Coast is this year far in excess of any preceding season. From the *San Francisco Journal of Commerce* and other sources, I derived some particulars, which I shall briefly epitomise as exhibiting the rapidly increasing proportions of this important business. The yield of 1881 is summed as under:—

	Cases.
Columbia River.....	540,000
Sacramento River (spring).....	140,000
do do (fall)	40,000
Miscellaneous—outside rivers.....	30,000
	750,000
British Columbia.....	177,276
	927,276

A total of 927,276 cases is thus shown, representing 44,509,248 cans of one pound each. The comparative yield of the Columbia for the last four years has been as follows:—

	Cases.
1878.....	449,000
1879.....	440,000
1880.....	525,000
1881.....	540,000

Of British Columbia the pack for the same period has been, in round numbers, as under:

	Cases.
1878.....	113,000
1879.....	61,000
1880.....	62,000
1881.....	177,000

On the Sacramento River the increase has been from 30,000 cases, in 1878, to 180,000 in 1881. Of the distribution of the total pack, a conception may be found from the following list of shipment in San Francisco of a portion of the pack of 1880:—

	Cases.
England.....	59,166
Australia.....	43,186
New York.....	22,673
New Zealand.....	7,465
Sandwich Islands.....	2,040
Tahiti.....	1,007
China.....	774
Eastern States (by rail).....	182,601

London, however, absorbs the greater proportion; and to that market nearly the whole of the British Columbia product is ordinarily consigned—a portion having again this year, as last, been despatched through San Francisco, by rail, to Eastern Canada, and a small consignment made directly to Australia. The estimated demand for home consumption in the United Kingdom, as given by Messrs. Pelling, Stanley & Co., of London, is not less than one thousand cases per day—increased, during the months of July, August, September and October, which appear to be the great salmon-consuming period of the year, by at least 25 per cent. The surplus importations find a ready market on the continent of Europe and elsewhere, whether re-exportations are made. In the Eastern States, too, there is an increasing demand; and I notice that, up to the 26th of October of the past year, 221,386 cases had already been sent eastward by rail.

48. I state these facts as illustrative of the present position of this important industry, and as indicative of the vast proportions to which it will probably soon attain. Its origin is recent, dating, upon this coast, only from the year 1864, when Mr. William Hume, a practical fisherman of San Francisco, first started a small cannery on the Sacramento River, California. He subsequently, in 1866, commenced operations on the Columbia River. In that year he put up four thousand cases, each containing four dozen one-pound cans, upon which he realized at the rate of four dollars per dozen cans—a price, it is needless to say, enormously profitable. The example of Mr. Hume was speedily followed by others, both on the Columbia River and elsewhere. The following table shows the gradual extension of the business on the Columbia, with the varying prices afterwards obtained:

Year.	Total product. (Cases 4 doz. 1 lb. cans.)	Price per case.
1866.....	4,000	\$16 00
1867.....	18,000	13 00
1868.....	28,000	12 00
1869.....	100,000	10 00
1870.....	150,000	9 00
1871.....	200,000	9 50
1872.....	250,000	8 00
1873.....	250,000	7 00
1874.....	350,000	6 50
1875.....	375,000	5 60
1876.....	450,000	4 50
1877.....	460,000	5 20
1878.....	449,000	5 00
1879.....	440,000	4 60
1880.....	525,000	4 80
1881.....	540,000	\$5.25 to 5 50

There are now on the Columbia River 35 canneries and more than a dozen fishing stations, and the value of all the property invested in the salmon business is estimated at above \$2,000,000; the largest individual interest being, according to the Oregonian newspaper, that of Mr. William Hume, above referred to, namely, \$150,000.

49. From the above table it will be perceived that the prices of the canned salmon gradually subsided from the high rates which ruled at the outset of the business, when the article was regarded rather as one of luxury than of economical utility, to a more moderate and reasonable average standard. It is to be noted, however, that the later rates are apparently somewhat under-stated, and do not represent the full market price obtainable when shipped without the intervention of a middle man. At no time, however, can the demand, on a large scale, exceed a moderate limit, since this canned salmon is the poor man's simple food luxury, and by his capacity to purchase must the chief consumption be regulated. It is hence that the later fluctuations originated, and thus, disconnected as it may at first appear, the condition of the salmon trade in this remote position is no fallacious index of home prosperity. Under this view it is on all accounts gratifying to know that there is now an active and remunerative demand.

50. There are now in this Province twelve canneries of varied capacity and in different stages of improvement, through the adoption by some of labour-saving apparatus not yet in general use. Some of these I have already mentioned, and they will, doubtless, be generally adopted with the coming season. A permanent investment of capital to the amount, approximately, of \$244,000, has been made in these canneries; and the current outlay to secure the returns of the bygone year is computed at about \$709,000, leaving, with freight and other charges, and in the present favorable condition of the market, a very moderate margin for profit. Withal the proprietors are encouraged by the result. Strenuous exertions will continue to be made during the approaching season, and new enterprises are in contemplation which will greatly extend future operations. The successful use too of the new mechanical contrivances will tend to cheapen production while lessening the dependence upon manual labor, during the past season so severely felt.

51. The good sense of the cannery proprietors of British Columbia will, it may be hoped, obviate the risk of their permitting any proceeding in their factories likely to lower the character of their brands. This is for them, and for the Province, a very important consideration. Some years ago, during the infancy of the business, a short-sighted policy was pursued by the California packers, the evil effects of which was quickly manifested, and is even still apparent. In illustration of this I quote the following from the *Journal of Commerce*, before referred to:—

“The demand in England for California salmon is now increasing. This is directly due to the greater attention now paid by the canners to the selection of the fish. Some three or four years ago in their eagerness to acquire a trade, they canned all kinds of salmon, in all conditions. The consequence was that in the English markets California canned salmon compared unfavorably with that put up on the Columbia River and other rivers of the Pacific coast. The Sacramento canners were quick to discover their error, and decided that it would be more profitable not to repeat it.”

Since that time a different course has been pursued, and the California fish is gradually, though slowly establishing a higher reputation. It is difficult, however, under any circumstances, to recover a lost *prestige*; and, whatever their comparative merits, it is probable that the California brands will continue for some time to occupy a position inferior to those whose reputation in the market has never been assailed.

52. In view of the rapid extension of the canning business in this Province, and of all attending circumstances, it seems advisable that a system of licenses should be established, whereby effective control of the salmon fisheries may be maintained. On this subject I had the honor to address your Department under date the 15th of November last, and I again respectfully suggest the adoption of the system in time to meet the requirements of the approaching season. It is needless for me here to repeat the arguments on this head already submitted. It is sufficient to say that the

suggestion meets with the approval of all the cannery owners whom I have had the opportunity of consulting, and that it has, I believe, since been officially supported by a resolution of the Board of Trade of Victoria.

53. The attention of the cannery owners of the Fraser is still strongly directed towards the establishment of a salmon hatchery on that river, and a petition on the subject will probably be again this year submitted to you. It would be superfluous for me to add to the copious remarks which I have made on this subject in previous communications. The equalization of the annual runs of the Suck-kai (or summer fish), now periodically intermittent, and the introduction of the large spring salmon of the Columbia River, are objects worthy of special consideration. From this remark it will be perceived that, while the Columbia fish and our own spring fish are in external appearance nearly the same, there is probably a specific difference between them. This I infer from a difference of habit as they near their respective spawning grounds; accidental, possibly, but so well marked and invariable as to justify a different conclusion. The run of the Columbia fish, I may add, is less irregular than that of the spring salmon of the Fraser; though this, indeed, may be the effect, less of a difference of habit, than of extraneous causes. The success of the operations for artificial propagation on the Columbia River, to which I have referred in a previous report, appears so far to be questionable, at least as affecting the supply to any appreciable extent. I quote the following from the *San Francisco Bulletin*, of 12th October last:—

“It is believed that some measures will soon be taken in Oregon for increasing by artificial propagation the salmon in the Columbia River and other rivers of that State. A few individual attempts have been made, but it is now thought the State will take the matter in hand. The young fish require to be placed in the head waters of the rivers, and this creates an international difficulty, as the head waters of the Columbia River are in British Columbia. The Snake River tributary, which rises in Idaho, could be used, and the probability is, if no obstructions exist, that as many salmon would reach the head waters of the Snake as those of the Columbia, the source of the one being as high in elevation as that of the other.”

The suggested alternative is fallacious, but it is fairly presumable that no “international difficulties” would in these enlightened days be allowed to impede a measure so commendable—if, indeed, co-operative measures might not be devised which might prove mutually beneficial.

54. The oyster business in this Province has not yet been practically entered upon. A lease has been applied for (and the application has been favourably entertained by your Department), with the view of establishing the culture at Mud Bay, near the discharge of the Fraser. I have reported, as instructed, on other favourable localities, with diagrams of their position. There are of course many spots, not heretofore known as producing oysters for the market, where natural beds exist, and which are therefore available for future cultivation. Upon these I shall continue to report as they successively come under more special cognizance.

55. The waters of this coast are obviously well adapted for the lobster; but, unfortunately, none of those shell-fish are found here. The lobster, however, has been introduced by the United States Fishery Department into the waters of California, and is reported to thrive there and multiply with great rapidity. Its introduction here would be an appreciable boon; and, duly protected for awhile, a valuable future industry would be thus originated. Some other valuable kinds of fish may, doubtless, with time, be profitably introduced; for instance, the shad, imported not long ago from the east, and now numerous in the Bay of San Francisco.

56. Since penning the foregoing pages, I have (25th January) completed the Return-list for the past year. The result, notwithstanding that the canned salmon has been valued at a lower rate than before, in order to correspond with the Customs valuation, shows a great increase, as under:—

Total yield, 1881.....	\$1,454,321 26
Do. 1880.....	713,335 32

Increase in 1881.....\$ 740,985 94

57. If the theory noted in paragraph 4, of my last year's Report be admitted, (and its correctness has so far been amply sustained by the past season's experience) we shall probably be favoured with another productive salmon fishery during the present year. The operations, too, will be greatly extended, so that a very encouraging result may be anticipated. The necessity of a judicious regulation of this important business, such as I have before referred to, hence becomes all the more apparent, as well for the interests of those who are already deeply engaged in it, as for the future of the fisheries. For the rest I believe that the rules now in operation, with the observance of the weekly close-time, are amply sufficient to prevent deterioration of the river fisheries, provided that the other necessary checks which have been suggested be timely applied. The labour question, in connexion with the fisheries, is one of deep importance. At present the services of all the young men among the Indians who are accessible, and who have more or less been habituated to the work, have been eagerly sought by the canners. It should, I opine, be made a special object by the Indian Agents, stationed along the coast, to encourage the young men around them to devote themselves, during the season, to this industry—profitably alike to those who may engage in it, and to those who employ them. The capacity of these people to acquire readily all the necessary arts connected with a cannery, has been amply tested. The fact, before mentioned, that Mr. Duncan, of Methlakatla, is now, with Indian labour alone, constructing a cannery, the details of which will be carried on solely by themselves, is sufficient evidence of this; while the experience of every establishment now in operation would probably sustain the plea. I treat this subject solely from an economic point of view, as a fishery question, but its mention opens a wide field for the consideration of those with whom the care of the natives more especially rests. Upon questions which have arisen in Indian matters generally, as connected with fisheries, I will not here re-enter, respectfully referring you to the communications on this subject which I have already had the honour to submit.

I have the honour to be, Sir,

Your most obedient servant,

ALEX. C. ANDERSON,

Inspector of Fisheries, British Columbia.

NUMBER and value of vessels and nets engaged in the different fisheries of the Province of British Columbia, during the year 1881 :—

8 Steamers, five at fifty tons.....	\$24,000 00
10 Schooners, fifteen at eighty tons.....	17,425 00
375 Fishing boats.....	16,595 00
35 Flat boats.....	3,940 00
146 Cedar canoes, with sealing-fleet.....	0 00
495 Salmon nets, 141,900 yards	52,159 00
1 Herring seine.....	100 00
3 Herring nets, 700 yards.....	1,400 00
12 Ooláhan nets.....	400 00
50 Fish seines.....	4,000 00
	<u>\$120,019 00</u>

12 Salmon canneries, estimated value.....	\$244,000 00
1 Oil factory, Queen Charlotte Island.....	8,000 00
1 Oil and scrap factory, Burrard Islet.....	25,000 00
	<u>\$277,000 00</u>

Sailors	62
Fishermen.....	1,580
Shoremen.....	1,251

RECAPITULATION.

YIELD and Value of the different Fisheries in the Province of British Columbia,
during the Year 1881.

Kinds.		Quantities.	Value.
			\$ cts.
Salmon, salted	Barrels.	4,916½	39,332 00
do fresh	Pieces.	153,800	38,450 00
do smoked			1,450 00
do canned	Lbs.	8,509,248	1,063,656 00
Fish (assorted) salted	Barrels.	75	450 00
Herring, salted	do	200	1,200 00
do smoked			2,500 00
Ooláhan, salted	Barrels.	235	2,350 00
	Half-brls.	230	1,150 00
	Kitts.	50	125 00
do smoked	Boxes.	500	500 00
do fresh	Lbs.	3,100	186 00
Oil—Ooláhan	Gallons.	1,630	1,630 00
Herring	do	16,000	6,400 00
Dog-fish, Seal and Porpoise	do	142,240	56,896 00
Refined Dog-fish	do	27,000	14,850 00
Trout, fresh	Lbs.	3,500	210 00
Sturgeon, fresh	do	70,271	4,216 25
Haddock and other fish, dried			250 00
Halibut, fresh, in ice to San Francisco—Customs return			578 00
Fur Seal Skins	No.	13,541	162,492 00
Hair do	do	3,500	1,750 00
Sea Otter Skins	do	150	6,000 00
Fish-scrap, dried	Tons.	10	200 00
Fresh Fish sold in markets			45,000 00
Fish cured for private consumption			2,500 00
Total for 1881			1,454,321 25
Total for 1880			713,335 33
Increase			740,985 92

Additional.

Value of computed consumption of Fish by the Indian population (35,000) as per
previous detail :—

Salmon	\$4,375,000 00
Halibut	180,000 00
Sturgeon and other Fish	250,000 00
Fish Oils	80,000 00
	<u>\$4,885,000 00</u>

ALEX. C. ANDERSON,
Inspector of Fisheries B.C.

VICTORIA, B.C., 25th January, 1882.

CANNERIES OF BRITISH COLUMBIA, 1881.

APPROXIMATE VALUATION, Names and Nationality of Owners, &c.

Number.	Locality.	Owner.	Nationality.	Estimated Value of Plant.	Current Outlay, 1881.
1	Fraser River—Dease Island.....	Findlay, Durham & Brodie.....	British.....	\$ 15,000	\$ 40,000
2	do Canoe Pass.....	John Adair & Co.....	United States.....	25,000	72,000
3	do Ladner's Landing.....	Delta Cannery: Thomas Ladner..... } John Page, and others..... }	British.....	25,000	79,000
4	do Opposite New Westminster.....	British Columbia Packing Co.: J. Finlayson..... } B. Wright..... } Peter Birrell..... }	United States.....	25,000	79,000
5	do New Westminster.....	Alexander, Ewen & Co.....	British.....	25,000	78,000
6	do Opposite New Westminster.....	M. M. English & Co.....	United States.....	27,000	78,000
7	do Coquitlam.....	B. Haigh & Sons.....	British.....	25,000	80,000
8	do Supperton, New Westminster.....	J. Laidlaw & Co.....	do.....	21,000	70,000
9	Skeena River—Inverness.....	Turner, Beeton & Co.....	do.....	16,000	45,000
10	do Aberdeen.....	Windsor Canning Co.: Henry Saunders..... } W. H. Dempster..... } John Wilson..... }	do.....	15,000	40,000
11	Nass River.....	Henry E. Crossdale.....	do.....	15,000	28,000
12	Alert Bay.....	{ Thomas Earle..... } J. Davis..... } S. A. Spence..... }	do.....	10,000	20,000
		Total.....	United States.....	\$244,000	\$769,000

N. B.—The valuation in the first column is based, generally, on the cost of a cannery of the capacity of 10,000 cases, modified in the increase by the degree of improvement in some instances. The estimate in the second column is the approximate current cost of securing the pack of the past season—equal to about \$4.00 a case—less or more according to economy of management and other circumstances. Accommodation to meet this current outlay is obtained in Victoria; and after shipment the consignments are drawn against, with Bill of Lading attached, to within 10 or 15 per cent. of probable value.

ALEX. C. ANDEWSON,
Inspector, B.C.

VICTORIA, B.C., 25th January 1882.

RETURN showing the Kinds, Quantities and Prices of Fish

NAME OF STATION.	NAME OF OWNER.	Salmon, barrels, cured, at \$8 per barrel.	Salmon, fresh, No. at 25 cts. per fish.	Salmon, in cans, cases of 48 lbs. each.	Salmon, smoked, value.	Sturgeon, lbs., at 6 cents.	Haddock, &c., value.	Halibut, fresh, in ice, value.	Herring, barrels, at \$6.	Smoked Herring, value.
Fraser River—										
Canoe Pass	J. Adair & Co			17590		5000				
New Westminster..	British Columbia Packing Co	244		19987		4500				
Ladner's Landing.	Delta Canning Co	221		19989		4600				
New Westminster.	Ewen & Co.	410		18900		5071				
Dease Island	Findlay, Durham & Brodie...			10200		8500				
New Westminster..	English & Co.	212½		18500		4000				
Coquitlam	Haigh & Sons	300		21000		6000				
New Westminster..	Laidlaw & Co.....	568		16350		4500				
New Westminster and other points.	T. Herring		25000			10600				
do	J. Ibbotson		20000			10000				
do	J. Powers	26								
do	W. Viennan		6000							
do	J. Wise	800	32000			4000				
do	F. Kaye	550	30100			3500				
do	Residents above N. Westmin- ster, for home consumption.	160	40500							
do	T. Bateson		200							
Burrard Inlet	Burrard Inlet Oil & Guano Co								200	
Nass River	H. E. Crossdale.....	30		7700						
do	Nass River Packing Co.	290								
Skeená River—										
Inverness	Turner, Beeton & Co. (Inver- ness Cannery)	15		11560						
Aberdeen	Dempster & Co. (Windsor Cannery)			10000						
Eslington.....	James Cunningham	540								
Alert Bay	Thos. Earle & Co.	200		5500						
Queen Charlotte Island	Skidegate Oil Co.									
Coast of Brit. Columbia	Victoria Merchants, including Hudson's Bay Co.									
do do	Oil export, per Customs' Re- turn									
do do	Oil, local consumption, mills, mines, shipping, &c.									
do do	Halibut, in ice, to San Fran- cisco							578		
do do	Various parties in Victoria, Esquimalt and other places.	350		1450		250				2500
	Total	4916½	153800	177276	1450	70271	250	578	200	2500

Add—Estimated Sales of Fish in Markets \$45,000 00
do Amount of Fish cured for private consumption..... 2,500 00

Total \$47,500 00

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the Province of British Columbia, for the Year 1881.

NAME OF PLACE.	NAME OF FITTER-OUT.	VESSELS.			FISHING BOATS.		FLAT BOATS.		No. of Fishermen.	No. of Shoemen.	NETS AND SEINES.											
		No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.			Value.	Salmon Nets.	Herring Seines.	Herring Nets.	Fish Seines.	Oolá-han Nets.						
		No.	Tons.	Value.	No. of Sailors.	No.	Value.	No.	Value.	No.	Value.	Yards.	Value.	No.	Value.	Yards.	No.	Value.	No.	Value.		
Fraser River—																						
Canoe Pass.....	J. Adair & Co.	*1	5	1000	2	26	650	3	245	175	4320	48	10560									
New Westminster.....	British Columbia Packing Co.																					
Ladner's Landing.....	Delta Canning Co.					30	750	2	375	100	2849	36	17700									
New Westminster.....	Ewen & Co.					33	800	3	200	180	6000	60	14400									
do	English & Co.		2	225	1	22	560	2	300	120	130	30	14400									
Dease Island.....	Findley, Durham & Co.	*1	5	2000	2	13	455			85	20	3000										
Coquitlam.....	Haight & Sons.	*1	5	2000	2	22	600	5	625	100	73	50	26000									
New Westminster.....	Laidlaw & Co.	*1	25	1500	2	25	1000	3	300	110	150	50	13000									
do	T. Herring					3	120			12		8	2000									
do	J. Ibbotson					3	120			13		5	1000									
do	J. Powers					2	60			4		2	400									
do	W. Viennan					2	80			8		2	300									
do	J. Wise					8	400			32	15	12	4800									
do	F. Kays					5	160			20		12	1200									
do	T. Bateson					1	15			2		1	40									
Burrard Inlet.....	Burrard Inlet Oil & Gas Co.					3	150	8	1120	6		3	700	1400								
Skeena River.....	Turner, Beaton & Co. (Inverness Cannery)					15	450			30		30	3800									
do	Windsor Cannery					25	875			50		30	4500									
do	J. Cunningham					2	100			4		2	400									
Nass River.....	H. E. Croadalle	*1	5	1500	2	16	400	5	375	30		60	32	8200							12	400
Alert Bay.....	Thos. Earle & Co.					2	50			4		5	600									
Queen Charlotte Island.	Skidegate Oil Co	*1	50	6000	5	12	300			15		5	100									
		*1	60	12000	5																	

No.
ONTA

RETURN of the Number and Value of Vessels, Boats, Nets, &c., together with

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE,									
	Vessels.			Boats.			Gill Nets.			Seines.			Pound Nets.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.
<i>Lake Superior Division.</i>																
Victoria Island.....				1	100	3	12	600	280							
Thunder Bay.....				4	300	9	38	1825	750							
Welcome Islands.....				4	385	10	38	2010	1000							
Great Saganash.....	*1	30	1000	4	150	3	18	950	375							
Fluor Island.....				7	250	15	30	160	100							
Roche Debout.....	†1	6	150	2	10	150	20	35	210	160						
St. Ignace Island.....				1	100	3	16	350	200							
Salter's Island.....				1	60	2	6	100	85							
Black Bay.....				1	75	2	4	75	68							
West Michipicoten Island.....				2	350	4	20	500	650							
East Michipicoten Island.....				2	325	4	20	500	600							
North Mamainse.....				2	250	4	14	584	625							
Sault St. Mary's Rapids.....				6	150	12										
Echo River.....				2	150	4										
Grand Sable.....	*1	31	1500	4	25	3125	50		2635	3000						
Grand Batture.....				6	600	12	300	1800	3000							
Total.....	3	67	2650	10	75	6520	157	545	12199	10873						
<i>Manitoulin Island Division.</i>																
Ducks Islands and Portage Bay.....	*2	37	6500	11	19	2000	50	800	4800	8000				2	90	600
Green and Cockburn Islands.....	*2	50	1000	20	18	1800	50	800	5000	8000				4	200	1200
Total.....	4	87	7500	31	37	3800	100	1600	9800	16000				6	90	1800

*Tug. †Schooner.

7.

RIO.

the Yield and Value of Fish in the Province of Ontario, for the Year 1881.

VALUE, &c.				KINDS AND QUANTITIES OF FISH.											VALUE.		TOTAL.						
Hoop Nets.		Scoop Nets.		Whitefish, brls.	White fish, lbs.	White fish, No.	Trout, brls.	Herring, brls.	Sciscos, brls.	Maskinonge, brls.	Bass, brls.	Pike, brls.	Pickereel, brls.	Sturgeon, brls.	Coarse Fish, brls.	Fish used for local consumption, brls.	Total number of barrels of Fish.	Fresh.	Pickled.	Value.			
No.	Value.	No.	Value.																	\$	cts.		
.....	14	3000	.....	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	90	301	391	00	
.....	32	114789	.....	57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	663	3449	655	4,104	00	
.....	30	162360	.....	63	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	904	4870	681	5,551	00	
.....	30	40000	.....	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	248	1200	356	1,556	00	
.....	52	65	10	127	60	127	60	871	931	00
.....	20	.....	.....	80	.....	.....	.....	.....	.....	.....	.....	.....	20	120	120	120	720	840	00	
.....	70	800	.....	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	154	24	1120	1,144	00	
.....	20	400	.....	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52	12	370	382	00	
.....	20	.....	.....	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	.....	370	370	00	
.....	51	2195	.....	85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	147	44	816	860	00	
.....	58	2600	.....	318	.....	.....	.....	.....	.....	.....	.....	.....	20	409	1000	2970	2970	3,970	00	
.....	152	.....	.....	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	202	.....	1212	1,212	00	
.....	6	36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75	225	1050	1,050	00	
.....	4	24	55	10	65	315	315	00
.....	310	80	390	2340	2,340	00
.....	3000	5	20	100	100	00
.....	10	60	859	359144	.....	988	.....	.....	.....	55	.....	.....	135	3832	12019	13097	.....	25,116	00	
.....
.....	200000	.....	2000	.....	.....	.....	.....	.....	150	.....	.....	.....	.....	3150	15750	.....	15,750	00	
.....	125	543423	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2842	13585	750	14,335	00	
.....	125	743423	.....	2000	.....	.....	.....	.....	.....	150	.....	.....	.....	.....	5992	29335	750	30,085	00	

RETURN of the Number and Value of Vessels,

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE,									
	Vessels.			Boats.			Gill Nets.		Seines.		Pound Nets.					
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.
<i>Georgian Bay Division.</i>			\$			\$				\$						
Christian Island	*1	10	300	2	2	300	4	24	2182	840						
Killarney.....	†2	45	3500	10	25	3700	51	310	10000	10850						
Papoose Island.....					1	100	2	8	727	280						
Byng Inlet	1	15	1000	3	6	850	14	76	6910	2860						
Shawanaga.....	2	10	400	4	4	150	8	51	765	255						
Club Island.....					4	600	8	48	4343	1680						
Horse Island.....					1	100	2	10	909	350						
Mink Island					2	100	7	36	750	255						
Midland and Penetan- guishene Stations, and from Point Cock- burn to Moose Deer Point					38	836	76	163	6221	1308						
Meaford and Isle of Coves.....	3	54	4000	7	7	615	14	37	10200	1320						
Cape Rich.....					3	200	6	10	2600	270						
Vall's Point.....					5	445	10	17	4550	490						
Owen Sound.....	1	75	4000	5	4	240	7	17	4300	640						
Colpoy's Bay					4	365	8	9	2300	375						
Lion's Head					1	60	2	4	1100	90						
Total	10	209	13200	31	107	8661	219	820	57877	21663						

* Yacht. † Tugs.

Boats, Nets, &c.—Ontario—Continued.

VALUE, &c.				KINDS AND QUANTITIES OF FISH.										VALUE.		TOTAL.				
Hoop Nets.		Scoop Nets.		Whitefish, brls.	Whitefish, lbs.	Whitefish, No.	Trout, brls.	Herring, brls.	Saicoos, brls.	Maskinonge, brls.	Bass, brls.	Pike, brls.	Pickarel, brls.	Sturgeon, brls.	Coarse Fish, brls.	Fish used for local consumption, brls.	Total number of barrels of Fish.	Fresh.	Pickled.	Value.
No.	Value.	No.	Value.															\$	\$	\$ cts.
				336		28000											280	1680		1,680 00
				12		401050	105										4451	24273	2352	26,625 00
				200		80000	50										72	360	84	444 00
				200													1050	8000	2500	10,500 00
				70		46500											200		2000	2,000 00
				150													535	2790	490	3,280 00
				90			10										150		1050	1,050 00
																	600	5000	1000	6,000 00
3	30			217			163	99				67	83	35			664		4984	4,984 00
				54			696						12		300		1062	1500	7872	9,372 00
				12			190	10									212	55	1666	1,721 00
				36			198	9					9		100		352	420	2571	2,991 00
				42			203	22					17		100		384	1200	2772	3,972 00
				16			183	14					6				219	20	1698	1,718 00
							28	2									30	10	234	244 00
3	30			1435		561550	1826	156				67	127	35	1000		10261	45308	31273	76,581 00

RETURN of the Number and Value of Vessels,

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE,								
	Vessels.			Boats.			Gill Nets.			Seines.			Pound Nets.		
	No.	Tonnage.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.
<i>Lake Huron Division.</i>															
Kincardine.....				4	1025	13	342		3420						
Southampton.....				13	2950	39	1017		9550						
Saugeen River.....															
Sauble Beach.....				6	180	18				6		1250			
Burk Island.....				2	200	7				1		200			
Goderich.....				6	1075	19	474	10008	4350						
Bayfield.....				3	575	9	225	5010	2250						
Bosanquet.....				7	350	28				7	455	1300			
Lake View.....						120	280	2800	1600						
* Lake Shore.....				8	180	33				7	462	1010			
Point Edward.....				4	175	11				4	46	250			
Sarnia Bay.....				2	20	6				1	16	75			
Indian Reserve.....				4	66	18				4	55	210			
Moore.....				2	30	10				2	29	105			
Sombra.....				2	20	8				2	38	200			
Total.....				63	6846	339	2338	17818	21170	34	1101	4600			
<i>Lake St. Clair and Thames River Division.</i>															
Mitchell's Bay.....				9	150	20				5	208				
Sydenham River.....				1	5	3				1	11				
Thames River.....				25	250	161				29	345	1480			
Stony Point.....								288	283		297	297			
Total.....				35	405	184		288	283	35	861	2292			
<i>Detroit River Division.</i>															
Detroit River.....				18	685	138				32	785	4075			

* 2,000 hooks on 2,000 rods of trout lines--value, \$55.

Boats, Nets, &c.—Ontario—Continued.

VALUE, &c.				KINDS AND QUANTITIES OF FISH.													VALUE.		TOTAL.			
Hoop Nets.	Scoop Nets.	No.	Value.	White fish, brls.	White fish, lbs.	White fish, No.	Trout, brls.	Herring, brls.	Sciacos, brls.	Maskinongé, brls.	Bass, brls.	Pike, brls.	Pickereel, brls.	Sturgeon, brls.	Coarse Fish, brls.	Fish used for local consumption, brls.	Total number of barrels of Fish.	Fresh.	Pickled.	Value.		
																				\$	cts.	
					138000		525	125										1340	7915		7,915	00
					338000		785											2475	14850		14,850	00
								760									350	350	1400		1,400	00
								400										760	3800		3,800	00
					208600		521	400										400	2000		2,000	00
					97000		289	130										1564	12512		12,512	00
					123600		181											904	7232		7,232	00
							25	370				49	155	52				1055	7169		7,169	00
					1800		9	1237										395	3110		3,110	00
								1600										1791	2236	4982	7,218	00
								170										2121	4506	3600	8,106	00
								471				1						171	75	675	750	00
								405					55					526	527	1809	2,336	00
								150					67					405	141	1611	1,752	00
																		217	700	225	925	00
					907000		2154	5999			49	1	698	688			350	14474	68173	12902	81,075	00
											310	61						574	4219		4,219	
9	13												14			10		24	80		80	
					24400		175	300			34	3	458		656	160		1908	15941		15,941	
													40					40	400		400	
9	13				24400		175	300			344	64	512		818	211		2546	20640		20,640	
						90000		581		4	26	40	106	316	236			2209	23015		23,015	

RETURN of the Number and Value of Vessels,

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE,									
	Vessels.			Boats.			Gill Nets.		Seines.		Pound Nets.					
	No.	Tonnage.	Value.	Men.	No.	Value.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.	
<i>Lake Erie Division.</i>																
Point Pelee.....					12	600	36								1575	
Point Pelee Island.....					15	2075	33								2870	
Harwich.....					6	970	8		115						1690	
Howard.....					4	100	6		80						580	
Oxford.....					2	100	3		40						360	
Port Talbot.....					1	20	2								200	
Port Stanley.....					1	20	2								500	
Port Bruce.....					3	100	4								500	
Port Burwell.....					1	15	2			1	40	100				
Houghton.....					49	279	69	1	40	12						
Long Point.....					1	100	2	3	560	150						
Turkey Point.....					10	200	27				7	518	1050			
Normandale.....					1	20	3				1	66	150			
Port Dover.....					4	965	13				1	40	100	8	545	
Nanticoke.....					3	1015	15							3	210	
Peacock's Point.....					1	20	2	1	50	25						
Sandusk Creek.....					1	150	4							2	130	
Hover's Bay.....					2	325	3	1	50	30				2	160	
Miller's Point.....					1	10	1	1	20	10						
Wardell's Bay.....					2	30	3	3	220	70						
Grand River.....					5	45	15				5	78	245			
Grand River (angling...)																
Port Maitland.....					2	40	6				2	40	100			
Moulton Bay.....					2	35	5				2	60	180			
Total.....					129	6634	264	10	940	532	20	872	2175	64	1045	14906

Boats, Nets, &c.—Ontario—Continued.

VALUE, &c.				KINDS AND QUANTITIES OF FISH.														VALUE.		TOTAL.
Hoop Nets.		Scoop Nets.		Whitefish, brls.	Whitefish, lbs.	Whitefish, No.	Trout, brls.	Herring, brls.	Scisgos, brls.	Maskinongé, brls.	Bass, brls.	Pike, brls.	Pickarel, brls.	Sturgeon, brls.	Coarse Fish, brls.	Fish used for local consumption, brls.	Total number of barrels of Fish.	Fresh.	Pickled.	Value.
No.	Value.	No.	Value.																		$	$	$ cts.
				137000				6690			300		247	180	45		8147	41845		41,845 00
				115224				557				55		208			1396	8289		8,289 00
				32				190			11		115	45			393	1365		1,365 00
				8				170			4		102	14			298	831		831 00
				5				60			5		30	47			147	620		620 00
					2000												90	100		410 00
					3000												177½	192½		800 00
					2700												243	256½	1039	1,039 00
5																	12	48		48 00
												40½	14	110½			167	1609		1,609 00
				10							45	13	2	30			100	908		908 00
				25				103	10	23	37	89	11	67			365	2975		2,975 00
								6		3	2	8		2			21	178		178 00
								647	6	24	18	30	27	95			922	5731		5,731 00
								300		12	3	40	50	40			493	3416		3,416 00
																	5	60		60 00
								189		10		15	29	45			300	1909		1,909 00
								150		5	1	14	23	16			227	1508		1,508 00
																	1	12		12 00
																	6	72		72 00
									4	16	32	36	12	154			254	1352		1,352 00
								20	9	27	35	25	5	25	18		164	760	240	1,000 00
								12	1	10	8	20	15	80			146	688		688 00
								15		13	11	13	4	51			113	598		598 00
5	11			251	259924			9109	30	508	255½	800	877½	1144½	18	14226	75414	1849		77,263 00

RETURN of the Number and Value of Vessels,

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE,									
	Vessels.			Boats.			Gill Nets.			Seines.			Pound Nets.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.
<i>Niagara River and Lake Ontario Division.</i>																
Point Abino				2	300	3								3	200	860
Bertie				2	40	6					2	80	200			
Old Fort, Lake Erie				13	390	13										
Fort Erie				2	60	40					2	40	180			
Chippewa				3	60	3	3	150	90							
Niagara				6	190	7	1	170	60							
Queenston				4	80	7				1	90	450				
Two Mile Pond				3	180	4	4	633	280	1	60	120				
Four Mile Pond				7	366	14	13	2770	1122	4	234	480				
Ten Mile Creek				1	40	2	2	230	110							
Port Dalhousie				3	120	3	5	800	330	1	50	120				
Sixteen Mile Pond				1	15	2	2	120	80	2	30	80				
Louth				1	280	3								1	50	340
Twenty Mile Pond				1	50	3				1	50	120				
Clinton				2	100	2	4	600	240							
Grimsbv				1	50	2	4	660	220							
Winona				2	150	3	7	1270	462							
Burlington Beach				25	1035	37	43	4556	1786	10	1244	1525				
Burlington Bay				1	20	2	2	182	60							
do (spearing and angling)																
Twelve Mile Creek (angling for domestic use)																
Bronte				6	455	15	14	3490	1060	2	150	200				
Port Cr�dit				2	50	6	1	60	20	2	70	130				
do (angling)																
The Humber				4	190	4	8	1120	368	1	50	150				
Toronto Bay (hook and line fishing)																
Toronto Island				4	270	8	6	1323	540	2	100	400				
Leslieville				7	360	8	14	910	430	1	50	150				
Gate's Gully				1	10	2				1	20	30				
Port Union				1	40	3	3	470	136							
The Rouge				1	20	3				1	20	30				
Frenchman's Bay				6	130	12	10	1180	300	1	40	120				
Whitby				4	50	2	2	45	30	1	40	120				
Oshawa				1	20	2				1	20	50				
Bowmanville				3	120	8	1	500	100	2	70	160				
Port Hope				2	40	4				2	45	95				
Cobourg				9	550	18	6	3000	600	3	90	170				
Colborne				3	180	6	3	900	180							
Brighton				13	750	26	7	4500	840	2	130	250				
Total				147	6761	247	165	29639	9444	46	2773	5330	4	250	1200	

* Eels. † Perch.

Boats, Nets, &c.—Ontario—Continued.

VALUE, &c.		KINDS AND QUANTITIES OF FISH.													VALUE.		TOTAL.						
No.	Hoop Nets.	No.	Value.	No.	Value.	White fish, bris.	White fish, lbs.	White fish, No.	Trout, bris.	Herring, bris.	Sciscos, bris.	Maskinongé, bris.	Bass, bris.	Pike, bris.	Pickrel, bris.	Sturgeon, bris.	Coarse Fish, bris.	Fish for local consumption, bris.	Total number of barrels of Fish.	Fresh.	Pickled.	Value.	
	No.																						Value.	No.	Value.	$	cts.
						8				80			5		30	20			143	1056		1,056	00
										60			4		40		30		134	892		892	00
															500	68			568	4680		4,680	00
										90			6		80		15		191	1318		1,318	00
													5		6		9		20	142		142	00
						220				5			2		50	17	9		303	3315		3,315	00
						5				35			51		22	24	29		166	1268		1,268	00
						175				5			20		30	4	3		237	2588		2,588	00
						420				6			12		94	1	23	100	656	6072		6,072	00
						5				4					6		5		20	162		162	00
						35			3		10		16		6		10		88	814		814	00
						4							5	4			6		19	156		156	00
						12				40			8			12			72	568		568	00
													16	5			12		33	240		240	00
						15						6							25	260		260	00
						60						3	4						65	756		756	00
						42			15	5	38								100	988		988	00
						84				89	113		19	50			15		370	3088		3,088	00
												4	13						17	136		136	00
										40			70	60					170	1280		1,280	00
																	66		66	396		396	00
						9			6	50	395		5	8			8		481	3780		3,780	00
						8			1	2				4			6		21	186		186	00
										5					*20		30		55	410		410	00
						2			6	16	10	5	2	6			22		69	486		486	00
																	+300		300	1800		1,800	00
						13			30	24			5	25			50		147	1140		1,140	00
						6			25	10	2		12	61			21		137	1108		1,108	00
										5									5	30		30	00
						6			2	6									14	128		128	00
						2											3		5	42		42	00
						26				18				37			6		87	756		756	00
														10					10	80		80	00
							50000		750			500	500				750	359	3109	28000		28,000	00
12	120																						
12	120					1157	50000		838	603	577	509	767	289	878	146	1430	459	7904	68121		68,121	00

RETURN of the Number and Value of Vessels,

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE									
	Vessels.			Boats.			Gill Nets.			Seines.			Pound Nets.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.
<i>Prince Edward County and Bay of Quinté Division.</i>																
Weller's Bay and Consecon Lake					2	50	6									
From Weller's Beach to Spencer's Point	2	10	1000	5	9	270	18		2700	1080	3	600	600			
East and West Lakes					3	75	9									
From Wellington Beach to Atkins Point					5	150	30		3000	1200	5	750	750			
From Point Peter to South Bay	2	10	1000	5	25	625	50		3000	1200						
Indian Point, False Ducks, Main Ducks, Timber Island, Smith's Bay and Bay of Quinté	3	30	2000	10	30	750	90		10800	4000						
Sophiasburgh					5	185	28				4	240	430			
Big Bay					6	195	17		500	540						
Ameliasburgh					8	220	30				4	240	600			
Zwick Island					1	30	6				1	60	200			
Point Ann					3	150	15				2	120	300			
Tyendinaga	4				12	400	67				11	660	1160			
Saugeen Island					5	140	16									
Total	7	50	4000	20	112	3240	380		20000	8020	30	2870	4040			

Boats, Nets, &c.—Ontario—Continued.

VALUE, &c.				KINDS AND QUANTITIES OF FISH.													VALUE.		TOTAL.					
No.	Hoop Nets.		Scoop Nets.		Whitefish, brls.	Whitefish, lbs.	Whitefish, No.	Trout, brls.	Herring, brls.	Scisocg, brls.	Masikinongé, brls.	Bass, brls.	Pike, brls.	Pickereel, brls.	Sturgeon, brls.	Coarse Fish, brls.	Fish used for local consumption, brls.		Total number of barrels of Fish.	Fresh.	Pickled.	Value.		
	Value.	No.	Value.	No.													¢	¢				¢	cts.	
10	60							8					21			164	20	213	1318			1,318	00	
20	120			30000		200							135			163	35	385	3080			3,080	00	
				40		50											10	100	825			825	00	
				85000		200											50	675	5400			5,400	00	
10	60				100000	500						35	65	55		20	110	1285	10430			10,430	00	
3	150			80				98				14	7	18		37	190	444	2280	2106		4,386	00	
8	400			32				132				6	7	13		27	130	347	1560	1520		3,080	00	
2	160			134				31				23	11	23		54	240	516	2880	2623		5,503	00	
1	50			15				50				5	4	8		15	65	162	780	720		1,500	00	
24	1200			34				70				16	18	22		41	150	351	1800	1626		3,426	00	
78	2140			167				248				81	105	79		155	650	1485	7800	7114		4,914	00	
				213												10	205	428	2460	2210		14,670	00	
				715	215000	950	637	180	373	218	686	1880	6714	42601	17919	60,520	00							

RETURN of the Number and Value of Vessels,

STATION.	VESSELS AND BOATS EMPLOYED IN FISHING.						NETS, THEIR NUMBER, SIZE,									
	Vessels.			Boats.			Gill Nets.			Seines.			Pound Nets.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.
<i>Lennox and Addington Counties Division.</i>																
Napanee River.....					6	75	11	42	648	85	1	8	30			
Hay Bay.....					12	177	23	87	1440	220	1	6	20			
Amherst Island.....					13	193	26	245	3695	328						
Total.....					31	445	60	374	5775	633	2	14	50			
<i>Wolfe Island and Kingston Divisions.</i>																
Wolfe Island.....					2	70	4	20	200	80						
Pigeon Island.....					2	160	6	80	800	320						
Simcoe Island.....					3	160	6	50	500	200						
Howe Island.....					4	63	6	50	350	155						
Thousand Islands.....					5	180	9	64	630	252						
Catawqui River.....					4	145	7	10	100	40						
Dog Lake.....					1	25	2									
Total.....					21	803	40	274	2580	1047						
<i>Frontenac Division.</i>																
Hinchinbrooke.....					7	37	14	10	208	49						
Bedford.....					17	107	34	19	370	86						
Portland.....					2	15	2									
Loughborough.....					13	76	26	14	370	84						
Total.....					39	235	76	43	948	219						
<i>Rideau Division.</i>																
Lower Rideau Lakes.....					19	259	38	21	700	90						
Upper do.....					19	216	38	22	637	78						
Ponomalee.....					1	5	2	1	10	6						
Smith's Falls (angling, &c.).....																
Edmond's Rapids do.....					1	4	2									
Kilmarnock do.....					1	5	1									
Merrickville do.....																
Burrill's Rapids do.....																
Long Reach do.....					1	5	1									
Black Rapids do.....																
Total.....					42	494	82	44	1347	174						

Boats, Nets, &c.—Ontario—Continued.

VALUE, &c.		KINDS AND QUANTITIES OF FISH.												VALUE.		TOTAL.						
No.	Value. \$	No.	Value \$	White fish, brls.	White fish, lbs.	White fish, No.	Trout, brls.	Herring, brls.	Sciscos, brls.	Maskinongé, brls.	Bass, brls.	Pike, brls.	Pickereel, brls.	Sturgeon, brls.	Coarse Fish, brls.	Fish used for local consumption, brls.	Total number of barrels of Fish.	Fresh.	Pickled.	Value. \$	Value. \$	
2	40																					
12	255	2	10			2500						2	11		30		68	520			520	
						5850							49		94		202	1551			1551	
						17420	1						61				236	2388			2388	
14	295	2	10			25770	1					2	121		124		506	4459			4459	
11	176										8	10	8		56		82	328			328	
				1			110				3		4				118	1138			1138	
8	13			26			8				12		18				64	460			460	
												29			88		117	520			520	
24	384										20	58	26		43		147	588			588	
5	80										7	24	8		268		307	1228			1228	
48	774														100		100	400			400	
				27			118				50	121	64		555		935	4662			4662	
5	54							56									56	336			336	
10	120						11	27	3								58	401			401	
																	20	140			140	
				2			2	42									44	282			282	
15	174						13	125	3								178	1159			1159	
				2																		
28	650			31			26				1				139		197	1459			1459	
6	120			13			8	56			4	5	1		50		137	923			923	
											4	6	1		12		23	148			148	
											7	7	1		16		31	165			165	
											5	10	4		20		39	235			235	
											4	8	4		10		26	150			150	
											4	5	1		10		20	120			120	
											4	4	4		15		27	160			160	
											8	10	6		10		38	220			220	
											4	5	3		10		22	130			130	
34	770			44			34	56		4	45	60	25		292		560	3710			3710	

RETURN of the Number and Value of Vessels

STATION.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE,									
	Vessels.			Boats.			Gill Nets.		Seines.		Pound Nets.					
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.
		\$			\$					\$			\$			\$
<i>Prescott and Cornwall Divisions</i>					52	835	56				2	30	120			
<i>Carleton and Russell Counties Divisions</i>					3	100	6	5	150	200						
<i>Muskoka Division.</i>																
Muskoka, Rosseau, Joseph, Trading, Three Mile and Clear Lakes.....																
<i>Lake Simcoe Division.</i>																
Orillia.....					3	53	3	3	100	85						
Allandale.....					2	175	4	3	200	300						
Hawkestone.....					1	30	1	1	500	50						
Barrie.....					3	70	4	2	700	70						
Beaverton.....					2	55	4	2	1000	82						
Starvation Island.....					2	30	2	2	700	70						
Simcoe and Couchiching Lakes (spearing under special permits).....																
Inland Waters, County of Simcoe.....																
Total.....					13	413	18	13	6000	637						
<i>Rice Lake and Trent River Division</i>																(590 special permits for
<i>Peterboro' and Victoria Counties Division</i>					20	385	40									
<i>Charleston and Gananoque Lakes Division</i>																
<i>Mississippi River and Lakes Division</i>					5	85	10	1	3	5						
<i>Madawaska and Bonnachère Rivers and Lakes in the Counties of Lanark and Renfrew</i>					49	234	100	43	244	209						

Boats, Nets, &c.—Ontario—Continued.

VALUE, &C.				KINDS AND QUANTITIES OF FISH.													VALUE.	TOTAL.			
Hoop Nets.		Scoop Nets.		White fish, brls.	White fish, lbs.	White fish, No.	Trout, brls.	Herring, brls.	Scisco, brls.	Maskinongé, brls.	Bass, brls.	Pike, brls.	Pickerel, brls.	Sturgeon, brls.	Coarse Fish, brls.	Fish used for local consumption.	Total number of barrels of Fish.	Fresh.	Pickled.	Value.	TOTAL.
No.	Value.	No.	Value.																		
	\$		\$		Eels 2650					10	30	25	25	240	308		651	2893		\$	2893
															100		100	400		\$	400
				119			23	83			70		81				376	2811		\$	2811
				2				8	46		1						57	337		\$	337
				115				55	10								180	1750		\$	1750
				1				13			1						15	147		\$	147
				90				55	10								155	1500		\$	1500
				48				18			1						67	687		\$	687
				52				45			20						167	1610		\$	1610
				4				10									14	140		\$	140
								50		30	50	100		10			240	1680		\$	1680
				312			304	66		30	73	100		10			895	7831		\$	7831
<i>(angling were issued.)</i>										717	286		344		95		1442	9341		\$	9341
							88	45		158	256				145		692	4280		\$	4280
5	100						20				25	12			120		177	807		\$	807
11	80										35	257	13		138		443	2305		\$	2305
				33			45½			61	23	108½	40	15	157		483	2829		\$	2829

RECAPITULATION of the Number and Value of Vessels, Boats, Nets, &c., together with the Yield and Value of Fish, in the Province of Ontario, for the Year 1881.

No.	DIVISIONS.	VESSELS AND BOATS EMPLOYED FISHING.						NETS, THEIR NUMBER, SIZE, VALUE, &c.																
		Vessels.			Boats.			Gill Nets.			Seines.			Pound Nets.			Hoop Nets.			Scoop Nets.				
		No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.	No.	Rods.	Value.	
1	Lake Superior	3	67	2650	10	75	6520	157	545	12199	10873													
2	Manitoulin Island	4	87	7500	31	37	3800	100	1600	9800	16000				6	90	1800							
3	Georgian Bay	9	209	13200	31	107	8661	219	820	57877	21663													
4	Lake Huron					63	6846	339	2338	17818	21170													
5	Lake St. Clair and Thames River					35	405	184		288	283													
6	Detroit River					18	685	138	32	785	4075													
7	Lake Erie					129	6634	264	10	940	532													
8	Niagara River and Lake Ontario					147	6761	247	165	29639	9444													
9	Prince Edward County and Bay of Quinté	7	50	4000	20	112	3,440	380		20,000	8020													
10	Lennox and Addington					31	445	60	374	5775	633													
11	Wolfe Island and Kingston					21	8,3	40	274	2580	1047													
12	Frontenac					39	235	76	43	948	219													
13	Rideau					42	494	82	44	1347	174													
14	Prescott and Cornwall					52	835	56																
15	Carleton and Russell					3	100	6	5	160	200													
16	Muskoka																							
17	Lake Simcoe					13	413	18	13	6000	657													
18	Bice Lake and Trent River																							
19	Peterboro' and Victoria					20	385	40																
20	Charleston and Gananoque Lakes																							
21	Mississippi River and Lakes					5	85	10	1	3	5													
22	Madawaska and Bonnechère Rivers and Lakes in Lanark and Renfrew					49	234	100	43	244	209													
23	Total	413	27350	92	998	47581	2516	6307	166393	95204	169	8321	18607	74	1385	17305	234	4507	15	80				

RECAPITULATION

OF the Yield and Value of the Fisheries in the Province of Ontario,
during the Year 1881.

Kinds of Fish.	Quantity.	Prices.		Value.
		\$	cts.	\$ cts.
Whitefish.....	5,079½ brls.....	10	00	50,795 00
do	2,561,541 lbs.....	0	05	128,077 00
do	677,320 pieces.....	0	10	67,732 00
Trout.....	9,578½ brls.....	10	00	95,785 00
Herring.....	17,760 do.....	4	00	71,040 00
Sciscos.....	580 do.....	4	00	2,320 00
Maskinongé.....	1,523 do.....	5	00	7,615 00
Bass.....	2,767 do.....	5	00	13,835 00
Pike.....	1,775 do.....	5	00	8,875 00
Pickereel.....	4,257 do.....	5	00	21,285 00
Sturgeon.....	2,225 do.....	5	00	11,125 00
Coarse Fish.....	6,420 do.....	3	00	19,260 00
Fish used for local consumption.....	4,053 do.....	3	00	12,159 00
Total value of Fisheries in 1881.....				509,903 00
do do 1880.....				444,491 00
Increase.....				\$65,412 00

**SYNOPSIS OF FISHERY OVERSEERS' REPORTS IN THE PROVINCE
OF ONTARIO, FOR THE YEAR 1881.**

LAKE SUPERIOR DIVISION.

JAMES DICKSON, }
JOSEPH WILSON, } *Overseers.*

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.
Whitefish	Brls. 2,275	2,580	2,117	2,043	2,178	832	220	1,372	859
do fresh	Lbs. 7,000			40,700	72,200	159,000	41,800	80,400	359,144
do do	No.						5,400		
Trout	Brls. 1,500	1,684	995	3,392	4,414½	1,015	943	1,564	988
Pickarel	"					675		159	55
Fish used for local consumption	"						320	426	135
Total in barrels	3,755	4,264	2,172	5,642½	6,963½	3,217	1,746	3,923	3,832
Value	\$18,035	\$44,664	\$21,720	\$56,425	\$69,635	\$29,295	\$15,540	\$35,879	\$25,116

Overseer Dickson reports a slight falling off in the yield of the fisheries in the upper division of Lake Superior as compared with that of last year. This he attributes, first, to fewer boats being used; and second, to a smaller amount of capital invested. Large quantities of fresh fish were sent to and sold at remunerative prices in the United States markets. Fish were unusually plentiful in and around Thunder Bay. The fishery laws were well observed, with the exception of one slight violation at Pie Island, and the parties were fined.

Overseer Wilson visited Nepigon River during the month of August, and found it in good order and fish very numerous. The fishery laws were well observed. The largest trout caught weighed about six pounds. Sixty-six angling permits were issued during the season, yielding a revenue of \$208. The quantity of speckled trout caught by anglers is returned at 3,000 pounds.

MANITOULIN ISLAND DIVISION.

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1879.	1879.	1880.	1881.
Whitefish	Brls. 337	250	241	125
do	No. 3,000		19,000	
do	Lbs. 293	389,600	11,700	743,423
Trout	Brls. 293	330	3,352	2,000
Pickarel	"			150
Fish used for local consumption	"	780	330	
Total in barrels	660	3,308	4,990	5,992
Value	\$10,700	\$28,400	\$47,920	\$30,085

Owing to the absence of Overseer Abrey, the Department is without reliable returns of the catch of fish around Manitoulin Island. The figures above given represent the yield and value of the fisheries at Ducks, Green and Cockburn Islands, which were placed under the temporary charge of Mr. Wm. Purvis, lighthouse keeper.

GEORGIAN BAY DIVISION.

JAMES PATTON, *Overseer*, Collingwood to Killarney.

WILLIAM MCGOWAN, *Guardian*, Moose Deer Point to Byng Inlet.

SAMUEL FRAZER, *Overseer*, Point Cockburn to Moose Deer Point.

GEO. S. MILLER, *Guardian*, Cape Hurd to Cape Rich.

COMPARATIVE Statement of the yield and value of the Fisheries of this Division.

Kinds of Fish.	1878.	1879.	1880.	1881.
Whitefish..... Brls.	504	551	1,527	1,435
do fresh..... Lbs.	100,000	.....	.....	.....
do..... No.	341,600	157,500	486,700	561,550
Trout..... Brls.	519	713	1,657	1,826
Herring..... "	176	177	63	156
Pike..... "	.....	98	.....	67
Pickarel..... "	58	30	52	127
Coarse Fish..... "	.....	22	108	35
Fish used for local consumption..... "	.....	1,123	785	1,000
Total in barrels.....	5,173	4,289	9,059	10,261½
Value.....	\$50,560	\$34,318	\$84,594	\$76,581

The above returns show a slight falling of in the value of fish caught, which is attributed to there being fewer hands employed fishing, they having found more profitable employment elsewhere, but fish are stated to have been just as plentiful as ever.

Overseer Patton reports the catch as very good during the first part of the season, but later on it did not pay so well.

Overseer Frazer is satisfied that fish are increasing in his division.

Overseer Miller reports the fishermen of his division as well pleased with the season's operations, although there was a falling off in the catch of whitefish owing to their not resorting to their usual feeding grounds. The cause of increase in the catch of trout he attributes to fishermen having better nets than formerly, and also to the great advantage of having a tug at hand to collect the fish. Large quantities of fish were sent fresh to the United States markets at remunerative prices.

LAKE HURON DIVISION.

JAMES MUIR,	Overseer,	Cape Hurd to Point Clark.
HUGH MCFAYDEN,	do	Saugeen River.
A. C. MCKINNON,	do	Point Clark to Kettle Point.
DAVID McMASTER,	do	Kettle Point to Baby's Point.

COMPARATIVE Statement of the yield and value of the Fisheries of this Division.

Kinds of Fish.		1877.	1878.	1879.	1880.	1881.
White fish.....	Brls.	51	2	.....	.....	.....
do	Lbs.	118,100	361,600	726,600	762,800	907,000
do	No.	.....	321,000	.....	.....	.....
Trout	Brls.	2,594½	1,048	1,920	2,345	2,154
Herring.....	"	4,262	3,262	5,159	916	5,999
Bass	"	76	64	53	38	49
Pike.....	"	2	2	9	.....	1
Pickarel.....	"	524½	568	528	113	698
Sturgeon.....	"	.....	240	240	25	688
Coarse Fish.....	"	.....	105	23	.....	.....
Fish used for local consumption	"	.....	.....	1,870	3,134	350
Total in barrels.....		13,409	10,069	13,435	10,385	14,474
Value.....		\$109,007 50	\$81,480 00	\$87,888 00	\$78,670 00	\$81,075 00

Overseer Muir reports a large increase in the catch of all kinds of fish in his division during the past year. This he attributes to a long and open season. The Fishery Laws were well observed.

Overseer McFayden reports a slight falling off in his district, which he thinks is due to dry, hot weather and the low state of the river. The close seasons appear to have been well kept.

Overseer McKinnon reports a large increase in the yield and value of fish in his district. Fishing was more vigorously prosecuted than in previous years. The Fishery Laws were well observed, with the exception of some slight violations of the Statute respecting saw-dust and mill rubbish, which were duly punished.

Overseer McMaster also reports a large increase in the catch, especially in herring and sturgeon. The Fishery Laws were well observed.

LAKE ST. CLAIR AND THAMES RIVER DIVISION.

C. W. RAYMOND, }
 J. B. MOODY, }
 P. McCARRON, }
 PETER McCANN, } Overseers.
 ANGUS BRADY, }
 T. McQUEEN, }
 A. QUENNEVILLE, }

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1876.	1877.	1878.	1879.	1880.	1881.
White fish..... Brls.	299	141	235	200	43	.....
do Lbs.					8,800	24,400
do No.						175
Trout..... Brls.	140	190	135	110	35	300
Herring.....	500	445	378	288	350	344
Maskinongé..... "	1	1½		4		66
Bass..... "	96	302	233	310	167	512
Pike..... "	4	39	64	113	38	815
Pickrel..... "	492	642	414	621	571	
Coarse Fish..... "	635	531	655	836	699	
Fish used for local consumption.... "				366	392	211
Total in barrels	2,167	2,291½	2,114	2,848	2,339	2,565
Value.....	\$12,395 00	\$12,581 50	\$11,767 00	\$14,300 00	\$10,864 00	\$20,640 00

There is a large increase in the catch of white fish in this division, also in the value, owing to higher prices. Several parties were fined by Overseer McCann during the season for spearing and other violations of the Fishery Laws.

In Overseer McQueen's district there were no violations of the law, and the utmost harmony prevailed among the fishermen.

DETROIT RIVER DIVISION.

ED. BOISMIER, Overseer.

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1877.	1878.	1879.	1880.	1881.
White fish..... No.	72,000	45,800	77,700	103,500	90,000
Herring..... Brls.		623	301	406	681
Maskinongé..... "	4	10	8	11	4
Bass..... "	14	15	16	9	26
Pike..... "		39	13	35	40
Pickrel..... "	10	96	143	175	106
Sturgeon..... "			460	381	316
Coarse Fish..... "	217	436	157	235	236
Fish used for local consumption.... "			177	470	
Total in barrels.....	860	1,677	1,992	2,760	2,209
Value.....	\$7,158 00	\$10,239 00	\$13,270 00	\$17,864 00	\$23,015 00

The above table shows a slight falling off in the catch of white fish, but a large increase in value, owing to higher prices. Overseer Boismier is of opinion that more white fish entered the Detroit River this season than for a number of years past, and attributes this result to the artificial fish-breeding operations at Sandwich.

POINT PELEE DIVISION.

WILLIAM PROSSER, *Overseer.*

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.		1877.	1878.	1879.	1880.	1881.
White fish.....	Brls.	161	127	200	.....	.....
do	Lbs.	10,500	88,800	62,800	77,000	137,000
do	No.	.....	.....	.....	.....	.....
Herring.....	Brls.	1,038	201	880	1,772	6,690
Bass.....	"	97	355	241	269	300
Pickrel.....	"	75½	320	169	225	247
Sturgeon.....	"	.....	.....	174	218	180
Coarse Fish.....	"	285	373	44	.....	45
Fish used for local consumption	"	.....	.....	100	574	.....
Total in barrels.....		1,710	1,820	2,124	3,443	8,147
Value.....		\$9,332 50	\$11,582 00	\$12,166 00	\$16,794 00	\$41,845 00

PELEE ISLAND.

JAMES CUMMINS, *Overseer.*

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.		1877.	1878.	1879.	1880.	1881.
White fish.....	Brls.	.....	76	.....	.....	.....
do	Lbs.	10,400	15,600	70,000	84,400	115,224
Herring.....	Brls.	90	239	200	1,772	557
Maskinongé.....	"	.....	.....	20	.....	.....
Bass.....	"	10	84	80	.....	.....
Pike.....	"	.....	.....	.....	.....	55
Sturgeon.....	"	.....	.....	75	170	208
Coarse Fish.....	"	15	87	70	64	.....
Fish used for local consumption	"	.....	.....	100	311	.....
Total in barrels.....		167	554	895	1,869	1,396
Value.....		\$1,080 00	\$3,463 00	\$5,855 00	\$10,178 00	\$8,289 00

LAKE ERIE DIVISION.

JOHN McMICHAEL, Overseer, Lake Erie frontage, Co. Kent.
 ALEX. McBRIDE, do do Co. Elgin.
 do do Co. Norfolk.
 HENRY LAWE, do do Co. Haldimand.
 W. P. CROOME, do do Grand River and tributaries
 from Brantford upwards.

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1877.	1878.	1879.	1880.	1881.
White fish..... Brls. ....	.....	46	29	113	251
do Lbs.	87,000	22,000	22,400	21,600	7,700
do No.	300	3,200	.....	.....	.....
Herring..... Brls.	1,644	2,646	1,677	1,596	1,862
Maskinongé..... "	7	4	9	10	30
Bass..... "	76	134	115	78	208
Pike..... "	44	65	61	95	200½
Pickeral..... "	839	664	393	493	553
Sturgeon..... " ....	.....	.....	459	1,455	422½
Coarse Fish..... "	872½	1,046	1,119	185	1,099½
Fish used for local consumption " ....	.....	.....	245	774	18
Total in barrels.....	3,920½	4,748	4,228	5,312	4,683
Value.....	\$20,920 00	\$23,634 00	\$18,849 00	\$23,035 00	\$27,129 00

There is a slight falling off in the catch of white fish in this district due to warm and stormy weather, but the prices realized being better there is an increase in the value. In some localities the storms were so violent that several nets were carried away. The Fishery Laws and regulations were generally well observed.

Owing to Overseer Bingham's suspension Mr. Kerr was instructed to take charge of the Norfolk division.

NIAGARA RIVER AND LAKE ONTARIO DIVISIONS.

J. W. KERR,
 CHAS. GILCHRIST,
 ANDREW HUGHSON, } Overseers.
 W. HULL,

COMPARATIVE statement of the yield and value of the Fisheries in these Divisions.

Kinds of Fish.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.
White fish.....Brls.	498	482	623	433	9	351	859	945	1,157
do.....Lbs.	93,958	96,500	.....	2,000	59,600	.....	100,000	125,200	50,000
do.....No.	466	.....	.....	.....	.....	.....	.....	100	.....
Trout.....Brls.	55	99	43	786½	943	1,172	825	416	838½
Herring....."	405	405	268	431½	462½	529	600	541	603
Sciscos....."	288	134	188	304	1,495	770	650	378	577
Maskinongé....."	12	42	77	35	32	500	636	25	509
Pike and Bass....."	488	620	251	271	487½	1,022	1,003	424	1,056½
Pickrel....."	444	723	156	337	216	120	494	453	878
Sturgeon....."	.....	.....	.....	.....	.....	.....	.....	.....	146
Coarse Fish....."	780	798	236	524½	744½	835	1,175	938	1,430
Fish used for local consumption.....	.....	.....	.....	.....	.....	.....	554	950	459
Total in barrels	3,436	3,303	1,842	3,132½	4,687½	5,303	7,296	5,737	7,904
Value.....	\$25,899	\$24,783	\$13,542	\$21,286.50	\$28,943	\$33,295	\$44,421	\$35,818	\$68,121

The above table shows a large increase in the yield and value of fish, although there is a slight falling off in white fish.

Overseer Kerr, whose division extends from the mouth of Grand River, on Lake Erie, to Whitby, on Lake Ontario, states that whitefish were more than usually abundant in Lake Ontario and Burlington Bay, and he is satisfied that the catch would have been larger had not adverse easterly winds almost constantly prevailed. Speckled trout is said to be on the increase in Overseers Hull and Hughson's districts. Several persons were fined by Overseer Hull for violating the close season for trout, and neglecting to comply with the requirements of the Statute respecting saw-dust and mill rubbish. Two large salmon in prime condition were caught during the past year, one near Winina, in Lake Ontario, and the other at Queenston, in the Niagara River, and several others were also taken in various parts of Lake Ontario, and, except two, all were liberated alive by the fishermen.

A very large salmon, a spent fish, Overseer Kerr is certain from description given him, came over Niagara Falls. He appeared to be like those sturgeon and pickerel, who, from their lank appearance, are presumed to have come over Niagara Falls. This fact is well known to fishermen at Queenston and Niagara. A new industry is attracting the attention of the fishermen; that of sturgeon fishing with hook and line at Fort Erie, in the Niagara River. These fish are disposed of fresh in the Buffalo markets, at 5½ cents a pound.

PRINCE EDWARD AND BAY OF QUINTE DIVISIONS.

CHARLES WILKINS, } Overseers.
 JOS. REDMOND. }

COMPARATIVE Statement of the yield and value of the Fisheries in these Divisions.

Kinds of Fish.	1876	1877.	1878.	1879.	1880.	1881.
White fish..... Brls.	1,162	361	1,435	355	199	715
do Lbs.	114,825	296,600	411,400	368,200	375 600	215,000
do No.	22,327	2,950				950
Trout..... Brls.	853	737½	587	1,226	679	637
Herring..... "	2,608	1,980	643	431	250	
Sciscos..... "						
Maskinongé..... "		10		5	3	180
Bass..... "	10	116	20	77	103	373
Pike..... "	35	73	9	94	109	216
Pickrel..... "	31	248	51	118	169	
Sturgeon..... "				3		686
Coarse Fish..... "	1,999	1,093	2,654	3,499	3,643	
Fish used for local consumption..... "				682	515	1,880
Total in barrels.....	7,391½	6,131	7,456	8,331	7,548	6,714
Value	\$49,539 95	\$42,617	\$55,021	\$54,153	\$47,112	\$60,520

Overseer Redmond reports a slight falling off in the catch of fish in his division. This he attributes to white fish not resorting to their usual feeding grounds in as large numbers as usual.

Overseer Wilkins reports an increase in the catch of all kinds of fish, especially in bass. Salmon were noticed in the River Trent and Mira. No violations of the Fishery Laws were reported in this division. Mr. Wilkins reports fishways in his division in efficient condition.

LENNOX AND ADDINGTON DIVISION.

A. D. SILLS, Overseer.

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1876.	1877.	1878.	1879.	1880.	1881.
White fish..... Brls.	18		5	202		
do Lbs.		7,800	40½	4,800		25,770
do No.	6,500			300	31,600	
Trout..... Brls	54	13	3			
Herring..... "	48	10				
Sciscos..... "	12					
Maskinongé..... "	20					
Bass..... "	14	50	21			3
Pike..... "	51	63	44	7	12	121½
Pickrel..... "	89	97	52	53	47	
Sturgeon..... "					40	124
Coarse Fish..... "	146	69	65	45	57	
Fish used for local consumption..... "				33	60	
Total in barrels.....	497½	341	191	367	612	800½
Value	\$3,124	\$1,896	\$935	\$2,902	\$4,923	\$4,458

WOLFE ISLAND AND KINGSTON DIVISIONS.

P. KIEL, } Overseers.
JOHN COX. }

COMPARATIVE Statement of the yield and value of the Fisheries in these Divisions.

Kinds of Fish.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.
White fish..... Brls.	151	302	694	256	311	33	149	9	27
do Lbs.	1,500								
do No.	3,950								
Trout..... Brls.	418	272	325	217	310	51	141	118	118
Herring..... "	12		12			14		68	
Pike and Bass..... "	182	591	317	46	133	18	222	59	171
Pickerel..... "	56	110	172	46	142	10	190	28	64
Sturgeon..... "							3	21	
Coarse Fish..... "	217	639	647	564	539	355	442	565	555
Fish used for local consumption. "							74	62	
Total in barrels.....	1,036	1,914	2,167	1,129	1,435	481	1,221	928	935
Value.....	\$8,945	\$11,100	\$15,942	\$7,446	\$9,741	\$2,470	\$7,039	\$4,570	\$4,662

Overseer Kiel reports general compliance with the law, and states that fishing was not pursued so actively as usual owing to parties finding more remunerative employment elsewhere.

FRONTENAC DIVISION.

JOHN A. CAMERON, Overseer.

The yield and value of fish in this Division is stated as follows:—

Kinds of Fish.	1881.
White fish, brls.....	2
Trout ".....	13
Herring ".....	125
Sciscos ".....	3
Coarse Fish ".....	37
Total in barrels.....	178
Value.....	\$1,159

RIDEAU DIVISION.

GEORGE JEACLE, } Overseers.
A. E. MILLS, }

The yield and value of fish in this Division is reported as follows:—

Kinds of Fish.	1881,
White fish, brls.....	44½
Trout ".....	34
Herring ".....	56
Maskinongé ".....	4
Bass ".....	45
Pike ".....	60
Pickerel ".....	25
Coarse Fish ".....	292
Total in barrels.....	560½
Value.....	\$3,710

With a few slight exceptions, the Fishery Laws were well observed in these divisions. Very little net fishing is allowed in the Rideau waters, most of it being done with hoop nets in the low, swampy grounds, for the coarsest kinds of fish, such as mudpouts, catfish, eels, etc.; the clear water stretches and lakes being reserved for angling and the breeding of fish.

PRESCOTT AND CORNWALL DIVISION.

JOHN MOONEY,
JOHN D. McMILLAN, } Overseers.
T. McGARRITY,

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1880.	1881.
Eels.....Lbs.		2,650
Maskinongé.....Brls.	10	10
Bass....."	20	30
Pike....."	20	25
Pickrel....."	25	25
Sturgeon....."		240
Coarse Fish....."	345	308
Fish used for local consumption....."	60	
Total in barrels.....	480	651
Value.....	\$1,995	\$2,893

No net fishing of any kind is allowed within the limits of this division, only one seine license having been granted during the season, and this only during a period of two months.

CARLETON AND RUSSELL COUNTIES DIVISION.

WILLIAM BOUCHER, } Overseers.
OLIVIER MIRON,

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1880.	1881.
Coarse Fish.....Brls.		100
Fish used for local consumption....."	90	
Total in barrels.....	90	100
Value.....	\$360	\$400

These figures are believed to be much under the real value; most of the fish caught in this division being used for domestic consumption, of which no record is kept.

MUSKOKA DIVISION.

WM. E. FOOT, *Overseer.*

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1876.	1877.	1878.	1879.	1880.	1881.
White fish..... Brls.	8	4	10			119
do..... Brls.				3,200	2,600	
Trout..... Brls.	6	15	15	60	34	23
Herring..... "	18	17	21	72	74	83
Bass..... "		3 $\frac{1}{2}$	6	8	5	70
Pickarel..... "	2	3 $\frac{1}{2}$	10	5	7	81
Fish used for home consumption "				20	10	
Total in barrels.....	34	43	62	181	143	376
Value.....	\$240	\$310	\$435	\$1,193	\$866	\$2,811

Overseer Foot reports fish generally on the increase, and recommends the employment of a larger staff of guardians to protect the valuable speckled trout lakes in his district.

LAKE SIMCOE DIVISION.

A. MCKENZIE,
WM. HASTINGS,
W. McDERMOT, } *Overseers.*

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.
White fish..... Brls.		116	124	5	268				312
do..... No.	4,940			19,250		7,700	6,000	2,300	
Trout..... Brls.		308	347		619	199	57	66	304
do fresh..... No.	2,930			17,875					
Herring..... Brls.		30	20	30	40	25	45	90	66
Maskinongé..... "									30
Bass and Pike..... "	75			60	1	70	4		173
Sturgeon..... "									10
Fish used for local consumption..... "							22	29	
Total in barrels.....	203	454	491	543	933	373	158	208	895
Value.....	\$1,677	\$4,390	\$4,836	\$5,830	\$9,100	\$3,245	\$1,158	\$1,366	\$7,931

The above shows a large increase in the catch of fish, which would still be larger had Overseer McKenzie been able to procure full returns of the catch. The few violations attempted against the Fishery Laws were speedily detected and punished, and fines to the amount of \$51.00 were imposed and levied.

RICE LAKE AND TROUT RIVER DIVISION.

CHARLES GILCHRIST, *Overseer.*

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1876.	1877.	1878.	1879.	1880.	1881.
Maskinongé.....Brls.	500	500	400	500	750	717
Bass....."	300	400	690	800	300	286
Pike....."					350	344
Coarse Fish....."					100	96
Fish used for local consumption "					70	
Total in barrels.....	800	900	1,000	1,300	1,500	1,442
Value.....	\$4,000 00	\$4,500 00	\$5,000 00	\$6,740 00	\$7,680 00	\$9,341 00

Five hundred and ninety angling permits were issued during the past season, and the collections thereon amounted to \$72.00 No violations whatever of the law were detected.

PETERBOROUGH AND VICTORIA DIVISIONS.

GEORGE COCHRANE,
R. GRAHAM,
JOHN DAUNCEY, } *Overseers.*

STATEMENT of the yield and value of the Fisheries in these Divisions for the past five years.

Kinds of Fish.	1877.	1878.	1879.	1880.	1881.
Trout.....Brls.	50	60	85	54	88
Herring....."	5	5	30	38	45
Maskinongé....."	75	289	184	193	153
Bass....."	80	188	212	186	256
Pickarel....."		12	3		145
Coarse Fish....."	30	50	80	47	
Total in barrels.....	240	604	594	518	692
Value.....	\$1,420 00	\$3,270 00	\$3,285 00	\$2,775 00	\$4,280 00

Overseer Crochane recommends the appointment of additional guardians in order to ensure better enforcement of the Fishery Laws, and especially to detect and prevent spearing of fish.

CHARLESTON AND GANANOQUE LAKES DIVISION.

W. H. JOHNSTON, }
 JAMES GREER, } *Overseers.*
 W. M. HICKS, }

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1876.	1877.	1878.	1879.	1880.	1881.
White fish..... Brls.	2	3	7	8		
Trout..... "	15	9	12	10	15	20
Sciscos..... "			21			
Bass..... "	63	46	47	20	20	25
Pike..... "	68	50	28	110	10	12
Pickrel..... "			11			
Coarse Fish..... "	203½	17	13	35	20	120
Total in barrels.....	352½	125	139	183	65	177
Value.....	\$1,646 50	\$670 50	\$777	\$970	\$380	\$807

Overseer Johnston confiscated quite a number of nets on Charleston Lake, but was unable to discover the owners.

MISSISSIPPI RIVER AND LAKE DIVISION.

JAMES MCFADDEN, }
 EPHRAIM DEACON, } *Overseers.*

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1876.	1877.	1878.	1879.	1880.	1881.
Bass..... Brls	12	18	25	27	30	35
Pike..... "	150	270	360	276	262	257
Pickrel..... "	25	25	28	35	15	13
Coarse Fish..... "	30	70	128	181	140	138
Fish used for local consumption..... "					20	
Total in barrels.....	217	383	541	519	467	443
Value.....	\$1,055 00	\$1,845 00	\$2,577 00	\$2,414 00	\$2,175 00	\$2,305 00

COUNTY OF RENFREW DIVISION.

<i>Overseers</i>	{	ANDREW TELFER, Lower portion Bonnechère and Madawaska Rivers.
		M. L. RUSSELL, Upper portion Bonnechère River.
		JOHN MORROW, Middle portion Madawaska River.
		J. R. McDONALD, Upper waters Madawaska River.
		THOS. MCKIBBON, Mink Lake and Lake Doré.
		GEORGE DOUGLAS, Muskrat Lake and Snake River.
		ARCHD. ACHESON, Lower Allumettes and Coulonge Lakes.
JOHN GRANT, Ottawa River from Upper Allumettes Lake to Des Joachims.		

COMPARATIVE Statement of the yield and value of the Fisheries in this Division.

Kinds of Fish.	1876.	1877.	1878.	1879.	1880.	1881.
White fish..... Brls.	30	50	68	55	46	33 45½
Trout..... "	90	87	83	71	60	61
Sciscos..... "	35	27	48	30	44	23
Maskinongé..... "	40	66	73	120	78	108½
Bass..... "	75	30	111	29	154	40
Pike..... "	55	63	102	44	67	16
Pickrel..... "	120	103	228	153	282	157
Coarse Fish..... "	.....	.....	.....	40	40	.....
Fish used for local consumption..... "	.....	.....	.....	.....	.....	.....
Total in barrels.....	445	436	743	582	789	483
Value.....	\$2,705	\$2,762	\$4,242	\$3,347	\$4,153	\$2,829

Very little fishing was done last season in this division, owing to the great demand for labor and remunerative prices elsewhere. The staff of officers is large and composed of efficient men, who are quite able to detect and punish violations of the law.

SUPPLEMENT No. 2
TO THE
FOURTEENTH ANNUAL REPORT
OF THE
DEPARTMENT OF MARINE AND FISHERIES.

REPORT
ON
FISH-BREEDING
IN THE
DOMINION OF CANADA,
1881.

Printed by Order of Parliament.



REPORT OF SAMUEL WILMOT, Esq,
ON FISH-BREEDING OPERATIONS IN THE DOMINION OF CANADA
DURING THE YEAR 1881, WITH REMARKS ON THE
DECLINE OF THE SALMON FISHERIES, &c.

The Hon. A. W. McLELAN,
Acting Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to submit my Report of proceedings in connection with artificial fish-breeding during the year 1881, also a summary of transactions at the several fish-hatcheries now in operation, and the Reports of the officers in charge of the same, together with remarks on the salmon fisheries of Canada.

NEW HATCHERIES.

MAGOG.

A new fish hatchery has been built in the village of Magog at the foot of Lake Memphremagog, in the Province of Quebec. This site was selected as possessing many natural advantages, with an abundant supply of pure water, conducted almost directly from the lake into the breeding troughs of the nursery. The temperature of the water here never reaches freezing point on account of its narrow rapid passage from the large body of the lake, which here forms the source or commencement of the River Magog, which runs down to the city of Sherbrooke, and falls into the St. Francis River in its course to the St. Lawrence.

The site of this hatchery, with its water and railway communications near at hand, is well suited for the easy distribution of young fish into the numerous lakes and streams which everywhere abound in the section of country known as the Eastern Townships.

The privilege of water, with grounds for the buildings were obtained from the Magog Manufacturing Company by utilizing the former location of an old mill.

The premises being secured, tenders were advertised for, several applications were made, the lowest was taken, and the building was satisfactorily completed. Its dimensions are 24 x 60, with two stories; the lower flat being used as the hatching room, and the upper one for office and caretaker's residence. Alongside the building convenient ponds are arranged and abundantly supplied with water from the main river. These are used as reservoirs for the breeding fish, which being caught in the lake above can be readily floated down in scows into these pens, and there safely kept till required for manipulation.

The whole of the arrangements in connection with the Magog hatchery are exceptionally convenient for the artificial propagation of fish upon an extensive scale.

SYDNEY, CAPE BRETON.

This salmon breeding establishment was fully completed during the past year of 1881. The site chosen for the works is situated within the limits of the Town of Sydney, at the head of a tidal creek or cove, where a brook, taking its rise in the high lands above, runs rapidly down to this cove and is here dammed across, forming a mill pond, from which the water is obtained for the nursery.

The privilege consists of a sufficient area of land for building purposes, and reservoir for salmon, and is held by deed. Several other points in the neighborhoods of North and South Sydney were examined by me. I was very materially aided by the voluntary kindness of Messrs. McDonald and McLeod, the resident members of the Commons for that section of the Island of Cape Breton. Whilst some other localities possessed certain conveniences, none combined so many advantages for carrying on fish-breeding operations generally, as the one selected at the Town of Sydney.

After securing the necessary title to the property, public tenders were asked to erect the buildings; several were put in. Mr. Hugh McDonald's was chosen and the contract was awarded to him. The establishment with all necessary requirements for artificial salmon breeding has been fully completed, and is now in full running order, with a fair complement of ova in the hatching room.

The dimensions of the building are the same as the one at Magog and fitted up in like manner. The lower flat for the laying down of fish eggs, and the upper one for office and resident caretaker.

At the narrow head of the creek or cove a permanent crib work of timber and stone has been built across it, which forms a large reservoir for impounding the salmon; into this pen the tidal water flows through a narrow gate-way, by which any desired height can be regularly maintained; into this basin the salmon which may be captured by the net fishermen outside in the arm of the sea can be easily floated in cribs or scows.

The reservoir with the other outside appliances for the safe keeping of parent fish are close by, and exactly underneath the view from the windows of the hatchery, thus giving every security in the oversight of the fish, and economising expenditure in not requiring additional help in guarding them.

RISTIGOUCHE.

At the Indian House brook on the Ristigouche River, the latest and most extensive salmon hatchery is now under erection, and well advanced towards completion. The dimensions of this building will exceed any other yet built, being 100 feet long by 36 wide, and one and a-half stories in height; the lower flat will be arranged for the reception of troughs and other necessary apparatus. The upper floor is intended for offices, store rooms and residence for the caretaker. It will have a hatching capacity of five to eight millions of eggs. This site has hitherto been used as an auxilliary for keeping parent fish and gathering ova for the hatchery at Dee Side, but will now become the main nursery for the general requirements of this large and highly important salmon river. The Indian House brook, upon which the hatchery and dams are now built, is amply supplied with pure limpid water, with sufficient elevation to form ponds and other requirements for hatching purposes. The material for the completion of the work is now being procured under contract. Under the practical oversight of Mr. Overseer Mowat, this establishment will be put in proper working order for next season's operations.

SUMMARY OF TRANSACTIONS AT THE SEVERAL FISH HATCHERIES IN THE DOMINION DURING THE YEAR 1881.

PROVINCE OF QUEBEC.

Tadoussac Hatchery.

At this hatchery improvements of considerable magnitude have been made during the past season by the Department of Public Works. Fears were entertained from a shortness of water supply for the hatching troughs during the severe winter months. To guard against any serious falling off new dams were built to replace the old ones which had become rotten and leaky. The upper one of the three new dams

was raised much higher than the old one, and gives a much larger surface to the small lake above, and also an additional depth of some three feet. This increased area and depth to the lake will give a much larger supply of water for the hatchery.

The lake was also drawn off and cleaned out, thus getting rid of the very great number of small inferior fish that were in it. The lake and the two small ponds (formed just below) will now be used as nursery ponds for the young salmon fry. It was found that numbers of the fry that were turned into one of the small ponds two years ago had grown to be fine, healthy smolts. The actual knowledge of the growth of these young salmon, in this small pond, was largely instrumental in causing the new dams to be made, thus giving a two-fold benefit: increasing the water supply for breeding purposes, and also for giving actual accommodation for safely keeping large numbers of fry till they become smolts, when they can be liberated and allowed to escape readily to the sea.

Through the zealous appreciation of artificial fish culture by Sir Hector Langevin, the Minister of Public Works, who visited the Saguenay and personally examined into the state of the Government property there, and the requirements of the business, these improvements in connection with the Tadoussac Salmon Hatchery were accomplished. The work was done, under the immediate supervision of an officer of his Department, in a most substantial and satisfactory manner.

Three hundred and thirty-four thousand fry were turned out of this nursery last spring into the following rivers in the Province of Quebec, viz: St. Margaret, A'Mars, Jacques Cartier, St. Jean, St. Ann, Escoumain, Saguenay, Du Loup, Becancour, and Black Rivers. A large number of fry was also placed in the small brook which supplies the lake and hatchery.

The unprecedented scarcity of salmon everywhere last season prevented the usual supply of eggs being obtained. Only 74 females were netted the past season, against double that number in 1879, consequently only 700,000 eggs were laid down last fall. These, from last accounts, were in a very healthy condition:—

Total number of fry distributed spring of 1881.....	334,000
do do ova laid down in fall of 1881.....	700,000
Grand total of fry turned out since opening of hatchery.....	4,836,000

Gaspé Hatchery.

This nursery has given fair returns since its commencement. The buildings and ponds are reported to be in a good state of repair. A pressure of business in connection with the other establishments which required personal inspection, prevented me from visiting the Gaspé works. Mr. Vibert, the officer in charge, reports matters to be in a satisfactory state.

Half a million of salmon fry were hatched at Gaspé last spring and planted in the Dartmouth, St. John and York Rivers, in the County of Gaspé.

The same difficulty was experienced here as elsewhere in not getting the usual supply of salmon to stock the nursery with eggs. Only 106 salmon were netted, these gave 607,000 ova; their present appearance in the hatching trays is reported to be very good.

Total number of fry distributed in the season of 1881....	500,000
do do ova laid down in the fall of 1881.....	607,000
Grand total of fry bred here since opening of establishment.....	4,688,000

Ristigouche Hatchery.

It will be unnecessary to report again all former statements made by myself and the officer in charge respecting the unsafe and dilapidated condition of this hatchery. It is, however, confidently expected that the new establishment will be in readiness for next year's operations. Particulars in relation to the new work will be found in Officer Mowat's reports and in my own.

Seven hundred and forty thousand young fry were turned out of the Ristigouche Hatchery in 1881, into the following rivers: Jacquet, Bonaventure, Upsalquitch, Matapedia, Main Ristigouche and Matapedia Lake.

Mr. Mowat was more successful than was at first anticipated in getting a supply of breeding salmon for the nursery; it was feared, from the shortness of the catch at the Estuary during the season, that the required number of ova could not be got in the fall. This fear was dispelled in procuring double the number of fish over the previous year; the breeding salmon were found to be very numerous in the river last fall. 201 salmon were taken, of these 144 were females and 57 males, they gave 1,500,000 eggs, or an average of nearly 10,500 eggs to each female. At last account they were in good condition with the embryos well advanced.

Total number of fry turned out spring of 1881	700,000
do do ova laid down in the fall of 1881.....	1,500,000
Grand total of fry raised in this hatchery since opening.	6,285,000

Magog Hatchery.

As previously stated this hatchery was completed last spring; everything connected with the establishment, buildings, ponds, and inside apparatus are in first class working order. Its convenient location at the foot of Lake Memphremagog gives facilities for procuring the parent salmon trout (lunge) from its waters. A lot of these fish were captured in the lake last autumn for the uses of this hatchery, but not in sufficient numbers to fully supply the nursery with eggs. To overcome this want it is proposed to transfer half a million and upwards of the salmon trout eggs from the Newcastle Hatchery to Magog; this will be done in the winter when the embryos will be sufficiently advanced for shipment.

Although the Magog Hatchery was not fully completed in the winter of 1880-81, a small portion of the hatching room was fitted up to receive some 300,000 eggs which were sent from Newcastle. These ova were duly hatched out in the spring of 1881, and distributed in the following waters in the Eastern Townships, namely, Megantic, Brompton, Magog, Massawippi and Memphremagog Lake, and in East Branch and Key Ponds.

Some 300 salmon trout (lunge) were caught last autumn in Lake Memphremagog and from these 300,000 eggs were obtained. Seventy-five per cent. of these eggs are showing life and promise good returns.

Number of fry turned out in the spring of 1881.....	200,000
do eggs laid down in the fall of 1881.....	300,000

PROVINCE OF NEW BRUNSWICK.

Miramichi Hatchery.

This hatchery was inspected in August last. The general conveniences of the hatchery are of a satisfactory nature. The foundation and sills of the building are, however, showing signs of decay, and will require overhauling next season. The previous instructions for cleaning out the large pond for the reception of salmon, had been carried out. Mr. Shaesgreen was also ordered to have the bottom of the deep part of the pond thoroughly cleaned, so that a net could be drawn in it; by this means the parent salmon could be more readily captured at the time of their maturity. This work was considered more necessary in view of the proposed method of procuring the parent salmon during the summer season from the net fishermen having their stations near at hand in the river.

The number of fry bred in this nursery in the spring of 1881 amounted to 770,000. They were distributed in the following rivers, viz: North-West, South-West and Little South-West Miramichi, also in the Sevogle, Renous, Bartibogue, Burnt Church, Tabusintac, Salmon, Barnaby's and Stewart Rivers. A lot were also put in the Digdeguash River in Charlotte County.

Two hundred and two (202) salmon were captured for supplying ova for the hatchery; 115 were females. They gave 700,000 eggs, averaging about 6,000 to each female. The reports describe these ova as doing remarkably well.

Number of fry turned out from nursery in spring of 1880	805,000
Number of fry turned out from nursery in spring of 1881	770,000
Number of ova laid down in fall of 1881.....	700,000
Grand total of fry turned out of hatchery.....	3,855,000

St. John River Hatchery.

This hatchery stands foremost for its many conveniences and perfect adaptability for artificial fish-breeding purposes. On a visit to it, everything in connection with the building and apparatus was found in good condition. Upon investigation I found it necessary to suspend the officer in charge from further duties. This action was upheld by your Department by dispensing with the services of that officer.

Efforts have thus far proved futile (and it will be useless to continue them) for procuring supplies of salmon ova in the upper parts or branches of the St. John River. If this fish hatchery is to be carried on, it will be absolutely necessary to obtain the ova for it from the estuary and tidal fishing stations, or else import the eggs from distant points. This latter plan appears very objectionable, in the face of the fact of the easy means which are open for procuring an adequate number of salmon from the trap nets which are set in the St. John harbour. From information received from reliable sources, salmon in sufficient numbers to give *two or three millions of eggs* could be purchased annually from the tidal fishermen. My efforts to secure this end having been thwarted, I look forward to the ultimate success of the St. John River Hatchery with much apprehension. Having reported to your Department my views on this subject on several former occasions, it will be unnecessary to repeat them here.

During the season of 1880 it was confidently advanced by some of the officers on the St. John River that a sufficient number of salmon to stock the hatchery with eggs could be procured in the upper parts of the St. John and in the Tobique River. Upon these representations, Overseer McClusky was duly provided with means and appliances of every kind, and instructed to spare no exertions for securing a supply of breeding fish. That officer, after devoting his time and personal attention to the work, signally failed in the undertaking—not an egg was obtained. No doubt the overseer applied himself perseveringly, but it would appear there were no salmon to be had; this would be a necessary consequence, from the use of the “spear and torch” by the settlers on the Tobique, as stated by the overseer. A few thousand Schoodic salmon eggs were laid down in the hatchery that season. They were obtained by the officer in charge from the State of Maine, through the kindness of Commissioner Stillwell, of that State. These young Schoodic salmon were planted in the waters of the Upper St. John.

At the sacrifice of much time, labor and expense another attempt was made to get parent fish in the Tobique during last fall, which resulted in capturing only a very small number, and only 76,000 eggs were collected, notwithstanding the efforts which were put forth by an officer of several years experience who had been specially engaged to perform this work.

Rather than allow the hatchery to remain, comparatively speaking, empty, with this small lot of eggs, 300,000 California salmon ova were obtained from the United States Fishery Commissioner, Professor S. F. Baird. These were dispatched by railway from the Pacific Coast in a refrigerator car along with other consignments to Chicago. From this place they were taken in charge by one of my assistant officers and safely placed in the hatching troughs at Rapide-des-Femmes. The loss throughout the whole trip was so trivial as to barely deserve mention. These California ova were hatched out in October and November, and so soon as the sac is

sufficiently absorbed (perhaps in February or March) they will be planted in the St. John River, in the immediate neighborhood of the hatchery. The small quota of native eggs (now about 60,000) are in a fair condition, and will hatch out in April next, and be distributed in like manner as the California fry in the St. John River. I have it also in contemplation to transfer, at the proper time, some two hundred thousand (200,000) eggs from the Ristigouche hatchery to the St. John River nursery.

The impossibility of procuring sufficient salmon for breeding purposes indicates a lamentable state of things in relation to the condition of the St. John River and its salmon supply; it is a sad commentary on the supervision and guardianship of that once famous salmon river and its tributaries.

Number of salmon fry turned out in spring of 1880	170,600
do Schoodic do do 1881	50,000
do salmon eggs laid down do 1881	76,000
do California do do 1881	300,000
Total fry of all kinds turned out.....	220,600

PROVINCE OF NOVA SCOTIA.

Bedford Hatchery.

This hatchery is reported to be in good repair, 730,000 salmon fry were distributed from this establishment in the spring of 1880, as per return already published. During the spring of 1881, 680,000 salmon fry were turned out of this hatchery into the waters of a large number of the counties in Nova Scotia, namely: Halifax, King's, Hants, Colchester, Cumberland, Pictou, Annapolis, Guysborough and Queen's.

No salmon were taken at the Musquodoboit River the past season for the Bedford hatchery, the fish having passed up the river before efforts were made to catch them. The officer in charge reports the number of salmon in the Philip River as more than double that of the previous year; they were generally of smaller size than formerly, with a great preponderance of males; this circumstance is accounted for by their being the first run of adult fish from the artificially bred fry planted in the river in 1876 and 1877.

The total number of salmon captured in the Philip and West Rivers was 316, of these 154 were females, giving 1,500,000 eggs; of these 250,000 were conveyed to the Sydney hatchery in Cape Breton. The remaining 1,200,000 ova were deposited safely in the Bedford hatchery; at latest accounts they were in a very healthy condition.

Number of fry let loose from Bedford, spring 1880....	730,000
do do do do 1881.....	680,000
do of ova laid down in the fall of 1881	1,200,000
Grand total of fry bred since opening of hatchery.....	5,945,000

Sydney, C.B., Hatchery.

The particulars in relation to the construction of this new hatchery, with its appliances, have been already described. The whole establishment is in first class working order, having a capacity for accommodating upwards of 5,000,000 of eggs. Forty-eight parent salmon were all that could be secured last autumn, these were taken in Forks and Salmon River and in Leitch's Creek. Trials were made to obtain salmon in other streams, but proved unsuccessful. From the above mentioned fish, 200,000 eggs were taken; in addition to these 250,000 more were imported from Philip River, making in all 450,000 eggs that were placed in the Sydney hatchery. These are reported to be in the very best condition, with the embryos plainly visible in them. The officer in charge expresses his confidence in being able to obtain all the parent salmon next year necessary to stock the hatchery with eggs.

Number of ova laid down at Sydney, fall 1881.....	450,000
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PROVINCE OF PRINCE EDWARD ISLAND.

Dunk River Hatchery

At the inspection of this hatchery it was found to be in creditable shape; some slight damage had been done to the dam with the spring freshets, but this had been repaired. Instructions were given for a thorough cleaning of the troughs and breeding trays, and the attention of the officer in charge was drawn to the necessity of keeping close watch of the dam at all times, especially during freshets.

A large number of "parrs" (young salmon) were noticed in the pond above and in the river below the hatchery.

Three hundred and seventy-five thousand salmon fry (375,000) were reared in this nursery last spring and successfully planted in the most important rivers and streams in Prince Edward Island, namely: Morrell, Brudenell, Trout and Dunk Rivers.

The number of salmon that entered the reception house this season was greatly in advance of the former years, 361 were entrapped in this pen, 215 were females, and gave upwards of 1,250,000 eggs. This large exhibit of impregnated salmon ova in the Dunk River hatchery is most gratifying. The officer in charge reports them to be in splendid condition, and also giving unmistakable evidence of a very large crop of fry.

Number of fry raised in this hatchery in 1880.....	500,000
do do do do 1881.....	375,000
do of eggs laid down in the fall of 1881.....	1,250,000
Total number of fry bred at Dunk River since opening...	875,000

PROVINCE OF ONTARIO.

Sandwich hatchery.

This establishment was erected especially for the artificial breeding of white fish, they are autumn spawners like all of the salmon family. Their eggs are gathered in October and November, and do not hatch out till the following April; from this time till the following October the steam engine and other machinery used for driving the works remain idle.

To realise as much as possible from this establishment, an experiment was instituted in the application of the white fish hatching apparatus to the propagation of the large lake pickerel or doré. These fish are highly esteemed, and largely sought for in the American and Canadian markets.

The pickerel shed their eggs in April and May, so that by the time the young white fish would be ready to be "turned out" of the hatchery the eggs of the pickerel would be about ready to "come in" and be placed in the white fish incubators. By this means it was considered that two crops of valuable fish could be turned out of the Sandwich hatchery in one year.

Young Pickerel.

The application of this experiment in hatching the pickerel eggs last spring was most satisfactory, upwards of 12,000,000 of young fry were successfully hatched out and distributed in the Detroit, Thames and St. Clair Rivers, and in Mitchell's Bay and in Campbell's Bay, on the Ottawa river. Whatever may result from this planting of twelve million of young pickerel in the waters of Ontario, must clearly be a decided gain, for the eggs from which they were hatched were obtained from fish which were caught and being conveyed to the markets for consumption; consequently the fry that were obtained in the manner above described would otherwise have been completely lost by being cast away as offal. It is proposed to continue the hatching of young pickerel at this establishment in succeeding years.

In the spring of 1880, some thirteen million and upwards (13,000,000) of young white fish were bred at this nursery, but, in 1881, the numbers were comparatively

speaking very small, only four millions were computed as the crop of last spring. From some unaccountable cause (the want of thorough impregnation, no doubt,) the larger proportion of the ova that were collected turned bad. The whole of this brood of four million (4,000,000) were turned into the Detroit river.

Glass Incubators.

During last fall a very large lot of white fish eggs were gathered, some twenty-five millions (25,000,000) in all. The officer in charge reports a very large percentage of these as vitalized, and anticipates a satisfactory crop of fry from them in April next for general distribution.

The improved glass incubator is now principally used in this hatchery. The patent white fish incubator, invented here some years ago, is with certain improvements pretty generally used in the hatching of white fish throughout America. The patent was originally taken out by myself for "a combined Fish-egg Incubator and self-picker of eggs," made of metal, glass or earthenware, with an upward or downward flow of water." Slight alterations have since been made in it. The latest and most perfect incubator now in operation is the one got up and used in our Canadian hatcheries.

Increase of White Fish.

Flattering evidences of the benefits arising from the Sandwich hatchery in the evident increase of white fish are frequently given by fishermen and others. Similar corroborative statements are also given of the undoubted increase of white fish from the operation of these hatcheries in Michigan and other States of the Union. Appended to the report of the officer in charge of the Sandwich hatchery will be found a memorial signed by numerous fishermen expressing their belief in the benefits which have resulted from the artificial breeding of the white fish.

Number of white fish turned out in the spring of 1880...	13,500,000
do do do do	1881... 4,000,000
do pickerel fry (doré) do do	1881... 12,000,000
do white fish eggs laid down in fall of	1881 .. 25,000,000
Total number of fry of all kinds bred in this hatchery...	77,940,000

PROVINCE OF ONTARIO.

Newcastle Hatchery.

The buildings, ponds and grounds at this place are in good repair and condition. With the view to introducing the German carp into the country, the several ponds originally intended for salmon and other fish, were converted into carp ponds.

As mentioned in former reports, it has been found, from physical changes in the country, certain waters, which were formerly adapted for the rearing of salmon and speckled trout, have now become wholly unsuited for these fish. It has therefore become a necessity to substitute some other description of fishes for many of our rivers and streams in Ontario.

Long experience, coupled with many experiments, have shown the difficulty of breeding and growing the higher orders of fish like the salmonoid family in water exceeding a temperature of 60°; but when it reaches 75° and upwards, as it is at times in mid-summer in most of our creeks in Ontario, the production and growth of these fish becomes an impossibility. With increased temperature comes increased evaporation by the atmosphere and greater absorption by the soil, almost drying up the smaller feeders and reducing the volume of water in the streams to such an extent as to make them almost tepid: A superabundance of organic matter is produced, which keeps the water continually turbid, and consequently tainted in the hot summer months. Therefore it is that only the inferior order of fishes can now

subsist in our frontier waters, whereas in former years, when the country was in its normal state, trout and salmon inhabited them almost universally. Hence the proposed substitution of the

German Carp.

These fish have been introduced into the American waters within the past few years by Prof. Baird, Commissioner of Fisheries for the United States, whose success in hatching and growing them has been marvellous.

The Carp *Cyprinus Carpio* of the family *Cyprinidæ*, is a toothless fish, and consequently not a fish of prey; it is well adapted to take the place of the trout and other fishes in many of the Canadian waters which have become too warm and turbid of late years for the salmon species.

The carp in Germany is called the "poor man's fish," from its great plenty, easy means of culture, and rapid growth. In suitable waters it attains a growth in two summers of from three to four pounds, reaching sometimes a weight of ten, twenty, and thirty pounds. It lives largely upon vegetable food as well as upon worms and insects of all kinds, which it turns up from the mud with its head at the bottom of the ponds; it is very easily satisfied, and will eat the offal from the kitchen and the garden, such as cabbage leaves, lettuce, crumbs of bread, potatoes, turnips, oat and cornmeal, &c. Thus the fish-grower, having a small pond of half an acre, or even less, near his house, will often be able to feed his fish on the refuse from the kitchen and the table.

In Europe many thousands of acres of cultivated waters are to be found, where enormous quantities of carp are bred. Some of these ponds have an extent of one and two thousand acres; these have been maintained for hundreds of years, proving to be a great source of remuneration to their proprietors. The most extensive of these is in Austria. The Prince of Shwarzenberg possesses more than two hundred and fifty ponds of large size, the smallest covering about ten acres, the largest over two thousand acres in water extent.

As a table fish it is not of inferior quality by any means, and is largely consumed in the principal cities of Central Europe, as Vienna, Berlin and Paris. In the latter city, in spite of an abundant supply of salt-water fish and different kinds of freshwater fish, the carp is always preferred to these, and with the exception of trout and salmon, it frequently commands a price three times as high as that of all the rest.

The carp has been bred very numerously during the past two or three years by the United States Fishery Commission at Washington. Several artificially constructed ponds have been formed on the grounds of the Smithsonian Institute. They are placed under the management of Dr. Rudolph Hessel. Here these fish are bred in immense numbers and the young are distributed throughout the whole of the States of the Union. Wherever planted so far the carp have grown with wonderful rapidity.

Through the kindness of Professor Baird, your Department was enabled to secure a number of these young carps. A messenger was despatched to Washington in December last when about one thousand young fry were obtained and safely conveyed to the ponds at this hatchery which had been arranged for them. No losses were sustained in their transport. These carp will be retained in the Newcastle nursery ponds especially for breeding purposes. Should the venture succeed, which I have no doubt it will, in the course of a couple of years hence hundreds of thousands of the carp family will be available for public distribution throughout the waters of Canada, thus affording an opportunity for many of the inhabitants of the Dominion to introduce into ponds and waters now depleted a highly esteemed description of "food fish" hitherto unknown in our country.

Ontario Salmon.

The falling off of these fish is beyond all comprehension. The phenomenon is so perplexing that only theories and conjectures can be advanced to account for the wonderful decrease, in fact almost total absence of salmon in this stream last fall.

In my general remarks in another part of this Report I have drawn special attention to this extraordinary circumstance. But, after all, the "falling off" in this little stream is not comparatively speaking very much greater than in some of the great rivers of the Maritime Provinces. One officer from Quebec writes that "on the Labrador Coast where eighty tierces of salmon were cured, only eighty fish were caught last year." Now, when a circumstance like this occurs directly on the great sea coast, and in addition to this, when we find a "falling off" in one season on many of the great salmon rivers of the Gulf of St. Lawrence, of 50, 60, and 75 per cent., this "drop down" in a little dried up brook as it were on Lake Ontario is not so astonishing after all. This, however, does not lessen the deplorable fact of the great loss of our salmon. I may here draw attention to my statement in the report of 1879. When speaking of Ontario salmon it is said that, "in 1878 the run of fish in the creek was remarkably large, and in 1879 the numbers were unprecedentedly small, bearing no fair comparison whatever with the runs of fish for several years back." At that time I was anticipating a change for the better in 1880, but what were the facts?—a perfect riddle presented itself in relation to the salmon, not only were they not as plentiful as in 1879, but we could find no males. So perplexed and astonished was I at this circumstance that I at once wrote a letter to Professor Baird relating the fact; he was equally surprised and requested me to allow the letter to be published, which was done in the *Forest and Stream*, in November, 1880,—hoping thereby, that some scientist, theorist, fisherman, or savant would explain this salmon freak.

For brevity's sake I quote the paragraph which relates more particularly to this subject:—

"In connection with the reduced numbers of salmon at this hatchery, strange to say, only three males have yet been found in the stream; all that have yet been captured or have entered the reception house are immensely large females. We have enough of these on hand at present to give us 250,000 eggs, but we have not, nor can we find in the whole river, a single male fish to impregnate these eggs with, should we strip them. What we shall do puzzles me very much; add to this the fact that the season is about over for fish to enter the creek. To-day I went down it with one of my men and caught some eighteen magnificent female fish on the beds in the open waters, in broad daylight, but could not find one male. This has been the case since the first entrance of the salmon this fall. There are any amount of beds; in fact, on many of the gravel beds the bottom of the creek is literally plowed up with the workings of these salmon. Another peculiarity is that not a single grilse has been seen, with the exception of one California grilse taken last night. In the fall of 1878 salmon of both sexes and grilse were very numerous—quite equal to the olden times, some thirty-five or forty years ago. In 1879 they fell off very largely in numbers, and this season they are very much reduced from last year, with the peculiarity of all being large females and no grilse. I mention these circumstances for your information, and they will no doubt appear to you as being very extraordinary. I can hardly venture to ask you for a cause, or even the theory of a cause for this peculiarity with our fish."

It may be said, however, in connection with this peculiarity, that for some years back, from about 1875, the decrease in the numbers of parrs and smolts were becoming yearly more and more noticeable. In a small pond, and in a small trap fitted up for the purpose, it was not unusual of a morning to see hundreds of young smolts all collected together, and numbers would be caught in the trap. It was observed latterly that these smolts began to fall off in numbers very perceptibly, and for the past two or three years it has become quite an exceptional occurrence to see one at all. This fact, combined with the utter impossibility of raising speckled trout in these waters at the present day, and the still more alarming fact of the certain death to young trout, salmon, and California salmon when taken from the spring water tanks and put into the creek water ponds, will not allow me to disguise from myself the conviction that the time is now gone by for ever, for the growth of the salmonoid family in this or any other of the frontier streams in Ontario.

Distribution of Young Fish, 1881.

Great numbers of the fry of salmon, trout, white fish and lake pickerel (doré), were distributed from the hatchery during the last spring. They were planted in many waters in Ontario, comprising Lakes Ontario, Erie, Huron, Simcoe, Gull and Sturgeon; and also in Memphremagog and other waters in the Province of Quebec.

The representatives in the Commons of a number of constituencies bordering upon the waters where fishing operations are carried on in Ontario, were notified of the large numbers of fry that were intended for distribution from this nursery. Applications were made accordingly, through your Department, for supplies of young fish, and in most cases complied with, and in many instances the little fish were planted under the personal direction of the representatives themselves, and others also who were interested in the undertaking.

Nearly 2,000,000 of salmon trout fry, and 1,000,000 of young whitefish, as well as many thousands of the young pickerel and brook trout, were widely scattered in this way in many of the waters of the following ridings and cities:—East and West Durham, Ontario, Northumberland, Hastings, Peterboro' Victoria, Simcoe, Grey, Wentworth, Lincoln, Niagara, Hamilton, London, Toronto and Kingston.

Ova Laid Down, 1881.

A quantity of salmon trout eggs were collected at the Pigeon Island fishery situated at the foot of Lake Ontario, opposite the city of Kingston; only a limited number of ova can be relied upon from this fishery. The spawning ground is not very extensive and the "runs" of spawning fish cover only a very short time, generally during the latter part of the month of October. About a million and a half of eggs were procured at this Island. A good deal of difficulty attends the transportation of these ova from this Island to the main shore, the distance being several miles. This with the roughness of the weather at this late season of the year, makes the passage to and from the Island, in open boats, somewhat hazardous.

The more important point for getting supplies of salmon trout eggs, is fronting the town of Meaford on the Georgian Bay; here large quantities are usually to be had. A large area of spawning ground is found some miles out from Meaford, where trout and white fish congregate in large numbers. This resort of the spawning fish is well known by the resident fishermen, and others who come long distances to make havoc upon these gravid fish. The numbers that are caught some seasons are very great. They are, however, as a natural consequence of this untimely slaughter, showing signs of rapid decrease. No other result could well be looked for, for the continual killing of fishes or indeed any other animal, when in advanced pregnancy, must soon decimate and ere long extinguish the species.

The question then arises, whether it would not be of general public good for the present and future interests of the fishermen and the fisheries of the country, when it is known that, certain areas of water are frequented at certain well-defined short periods of time by the salmon trout and white fish for reproductive purposes only—why should these grounds not be thoroughly protected and prevented from being fished upon or molested, in any manner whatever, at that particular time?

Pickerel of Ontario, or Doré of Quebec, or Wall-Eyed Pike of the United States.

Experiments were made in the spring of 1881, in hatching the eggs of the lake pickerel, and large quantities of these eggs were collected by the officers in charge of the Sandwich hatchery. Upwards of a million of these were laid down in this nursery; considering it was the first trial with these fish eggs, a very fair percentage was hatched out. A large number of these fry, were forwarded to the Ottawa waters. The remainder were planted in Lake Ontario.

California Salmon.

A lot of some 50,000 of these eggs were obtained through the courtesy of Professor Baird, during the fall of 1880; they arrived in fine condition, were hatched out in due time, and distributed last spring in various parts of the country.

White Fish.

Nearly a million of these eggs were transferred from the Sandwich hatchery to this establishment. Some eight hundred thousand (800,000) fry were hatched out, and were principally distributed in the waters of Lake Ontario.

Whilst it is possible to collect moderately large quantities of the white fish eggs on the Detroit River, it would appear to be almost an impossibility to procure them elsewhere in Ontario. This is accounted for by the uncertainty of the weather which prevails in the months of November and December, which is the usual time for the white fish to deposit their eggs. The fisheries are more sheltered from the inclemency of cold and wind on the Detroit River than it is possible for them to be in the open exposed places on the lakes where these fish resort to spawn. On the Detroit River pens or enclosures are made along its banks in which the fishermen impound large numbers of white fish, keeping them there till later on in the season, waiting for any advantages that may arise for disposal in the markets. It will therefore be seen that this impounding of the fish gives opportunities for obtaining white-fish eggs on the Detroit River, which cannot by any possibility be had on the large bays and shores of lakes where these fish are netted late in the autumn.

This inability to procure white fish eggs at these last named places was somewhat expensively demonstrated in the trial to procure them at Weller's Beach, on Lake Ontario, and at Meaford on the Georgian Bay, last fall. After dispatching an officer to each of these points, and waiting there some ten days or more, not a single egg was gathered, nor did the fishermen catch any fish, being unable to set their nets from the severity of the cold and extremely boisterous weather which prevailed during the whole time. Thus it will be seen that during certain seasons, were it not for the Detroit River fisheries, it might so happen that, a supply of these eggs could not by any possibility be obtained for the fish hatcheries. This same difficulty applies to the gathering of the salmon trout eggs, but not to such an extent, as these fish shed their spawn somewhat earlier in the season than the white fish do. It might, therefore, so happen, from the causes above mentioned, that a requisite supply of eggs from either of these kinds of fishes could not be gathered.

Number of salmon fry turned out of nursery, spring 1881..	100,000
do California fry do do ..	40,000
do salmon trout do do ..	1,800,000
do pickerel fry do do ..	200,000
do white fish fry do do ..	800,000
do speckled trout do do ..	60,000
do salmon eggs laid down fall of 1881.....	200,000
do speckled trout eggs do do	50,000
do salmon trout eggs do do	4,000,000
do white fish eggs do do	1,500,000
do young carp put in pond fall of 1881.....	1,000
Grand total of fry of all kinds turned out of this hatchery.....	14,500,700

DISTRIBUTION OF FRY.

The whole number of young fish distributed during the spring of 1881 was apportioned as follows:—

STATEMENT of the distribution of young fish at the several Breeding Establishments in the Dominion of Canada, during the spring of 1881, from the eggs laid down fall of 1880:

NEWCASTLE HATCHERY, ONTARIO.

Salmon Trout.

NAMES of waters and places where deposited :

	Number of Fry.
Lake Ontario, at Kingston.....	50,000
do Cobourg.....	50,000
do Port Hope.....	50,000
do Newcastle.....	900,000
do Bowmanville.....	200,000
do Toronto.....	100,000
do Hamilton.....	50,000
do Niagara.....	50,000
do Port Dalhousie.....	50,000
do Belleville.....	50,000
Lake Huron, at Meaford.....	50,000
do Simcoe, at Orillia.....	50,000
do Couchiching.....	50,000
do Clear.....	100,000
do Memphremagog, at Magog Hatchery.....	200,000
Total salmon trout fry.....	2,000,000

Pickrel or Doré.

Lake Ontario, sundry places.....	100,000
Ottawa River, Campbell's Bay.....	100,000
Total Pickrel fry.....	200,000

White fish.

Lake Ontario, sundry places.....	800,000
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Salmon.

Lake Ontario, Barber's Creek.....	40,000
do Wilmot's Creek.....	100,000
Total salmon fry.....	140,000
Total fry from Newcastle Hatchery.....	3,000,000

SANDWICH HATCHERY, ONTARIO.

Detroit River, white fish.....	4,000,000
do pickerel.....	10,300,000
Ste. Clair River, do.....	200,000
Thames River, do.....	500,000
Mitchell's Bay, do.....	1,000,000
Total fry from Sandwich Hatchery.....	16,000,000

TADOUSSAC HATCHERY, QUEBEC.

Salmon.

	Number of Fry
River Ste. Marguerite.....	90,000
do A'Mars.....	60,000
do Jacques Cartier.....	20,000
do Black.....	12,000
do Ste. Anne.....	10,000
do St. Jean.....	40,000
do Escoumains.....	15,000
do Petit Saguenay.....	28,000
do Du Loup..	4,000
do Becancour.....	10,000
Brook and Lake at Hatchery.....	45,000
	<hr/>
Total Tadoussac Hatchery.....	334,000

GASPE BASIN HATCHERY, QUEBEC.

Salmon.

River Dartmouth.....	300,000
do St. John.....	100,000
do York.....	100,000
Pond at Hatchery.....	10,000
	<hr/>
Total Gaspé Hatchery.....	500,000

MAGOG HATCHERY, QUEBEC.

Salmon-Trout.

Lake Megantic.....	50,000
do Brompton.....	25,000
do Magog.....	8,000
do Massiwippi.....	25,000
do Memphremagog.....	75,000
Key Pond.....	15,000
East Branch Pond.....	2,000
	<hr/>
Total Magog Hatchery.....	200,000

RISTIGOUCHE HATCHERY, NEW BRUNSWICK.

Salmon.

River Ristigouche.....	295,000
do Jacquet.....	40,000
do Upsalquitch..	125,000
do Bonaventure.....	40,000
do Metapedia.....	200,000
Lake Metapedia.....	40,000
	<hr/>
Total Ristigouche Hatchery.....	740,000

ST. JOHN HATCHERY, NEW BRUNSWICK.

Salmon.

	Number of Fry.
Lake Temiscouata.....	43,000
do Baker	5,000
Little River, Grand Falls.....	2,000
Rapid des Femmes Brook.....	600
	<hr/>
Total St. John Hatchery.....	50,600

MIRAMICHI HATCHERY, NEW BRUNSWICK.

Salmon.

River Miramichi, North-West.....	200,000
do do South-West.....	200,000
do do Little South-West	80,000
do Sevogle.....	50,000
do Renous.....	40,000
do Bartibogue.....	40,000
do Burnt Church.....	40,000
do Tabusintac	40,000
do Salmon	30,000
do Barnabys.....	30,000
do Dideguash	10,000
do Stewart's (brook).....	10,000
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Total Miramichi Hatchery.....	770,000

DUNK RIVER HATCHERY, PRINCE EDWARD ISLAND.

Salmon.

River Dunk	195,000
do Morell.....	60,000
do Brudenel	60,000
do Trout or Lot 10.....	60,000
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Total Dunk River Hatchery.....	375,000

BEDFORD HATCHERY, NOVA SCOTIA.

Salmon.

River Sackville, Halifax County.....	40,000
do Musquodoboit do	40,000
do Shubenacadie do	20,000
do Big Salmon do	20,000
do Little Salmon do	20,000
do Nine Mile do	20,000
do Meander, Hants County	20,000
do Herbert do	20,000
do Cornwallis, Kings County.....	20,000
do Gaspereaux, do	20,000
do Phillip, Cumberland County.....	80,000
do Wallace do	40,000

	Number of Fry.
River East, Pictou County.....	40,000
do West do	40,000
do Middle do	40,000
do Barneys do	20,000
do Annapolis, Annapolis County.....	20,000
do Guysborough, Guysborough County.....	10,000
do Salmon do	10,000
do Liverpool, Queen's County... ..	10,000
do Port Medway do	10,000
do Salmon, Colchester County.....	40,000
do North do	40,000
do Stewiacke do	40,000
Total Bedford Hatchery.....	680,000

RECAPITULATION.

Gross number of young fry of all kinds turned out of the several hatcheries in the Dominion in the spring of 1881.....	22,649,000
Gross number of fish eggs of all kinds laid down in the several hatcheries during the fall of 1881..	37,983,000
Grand total of fry turned out from all the hatcheries since their opening up to and including the spring of 1881.....	119,345,300
Grand total of eggs of all kinds laid down since opening of hatcheries up to the spring of 1881.....	159,510,000
Grand total of fry <i>Salmonidæ</i>	107,345,300
do of fry <i>Percidæ</i>	12,000,000
Grand total of fry of all kinds	119,345,300

Eggs laid down, Season of 1881.

Name of Hatchery.	Salmon.	Salmon-Trout.	Speckled Trout.	Whitefish.	Totals.
Newcastle.....	200,000	4,000,000	50,000	1,500,000	5,750,000
Sandwich.....				25,000,000	25,000,000
Magog.....		300,000			300,000
Tadoussac.....	700,000				700,000
Gaspé.....	607,000				607,000
Ristigouche	1,500,000				1,500,000
Miramichi.....	700,000				700,000
St. John.....	376,000				376,000
Dunk River.....	1,400,000				1,400,000
Bedford.....	1,200,000				1,200,000
Sydney.....	450,000				450,000
	7,133,000	4,300,000	50,000	26,500,000	37,983,000

TABLE showing the Numbers of Fry turned out during the Spring of 1881.

Name of Hatchery.	Salmon.	Salmon Trout.	California Salmon.	Speckled Trout.	Pickarel or Doré.	White fish.	Totals.
Newcastle	100,000	1,800,000	40,000	60,000	200,000	800,000	3,000,000
Sandwich					12,000,000	4,000,000	16,000,000
Magog		200,000					200,000
Tadoussac	334,000						334,000
Gaspé	500,000						500,000
Ristigouche	740,000						740,000
Miramichi	770,000						770,000
St. John River	50,000						50,000
Dunk River	375,000						375,000
Bedford	680,000						680,000
Sydney							
	3,549,000	2,000,000	40,000	60,000	12,200,000	4,800,000	22,649,000

TABLE showing the places where, and the years in which, the several Fish Hatcheries each establishment, annually,

Year.	Newcastle.		Ristigouche.		Miramichi.		Gaspé.		Tadoussac.	
	Eggs.	Fry.	Eggs.	Fry.	Eggs.	Fry.	Eggs.	Fry.	Eggs.	Fry.
1868 to 1872.	1500000	.....	.....	.....	.....	.....	.....	.....	.....	.....
1873.....	500000	1070000	120000	.....	300000	.....	.....	.....	.....	.....
1874.....	800000	350000	880000	100000	1500000	60000	200000	.....	60000	.....
1875.....	1000000	650000	310000	600000	60000	150000	70000	110000	200000	60000
1876.....	1750000	700000	800000	300000	650000	60000	1200000	50000	1340000	150000
1877.....	3300000	1300000	1200000	600000	710000	320000	750000	1051000	1100000	1180000
1878.....	3841000	2605000	1585000	1015000	1250000	665000	1650000	650000	1375000	707000
1879.....	2899000	2602700	1600000	1470000	1010000	1025000	850000	1597000	1500000	1250000
1880.....	5270000	1923000	750000	1500000	850000	805000	530000	730000	408000	1155000
1881.....	5750000	3300000	1500000	740000	700000	770000	607000	500000	700000	334000
Totals...	26610000	14500700	7245000	6285000	6330000	3855000	5250000	4688000	5983000	4836000

NOTE.—The "Fry" column under each hatchery denotes the number hatched from "Egg"
 These figures include salmon, salmon-trout and white fish fry.

have been erected; also the numbers of Eggs laid down, and Fry turned out from since they were built.

Bedford.		Sandwich.		Dunk River.		St. John River.		Magog.		Sydney.	
Eggs.	Fry.	Eggs.	Fry.	Eggs.	Fry.	Eggs.	Fry.	Eggs.	Fry.	Eggs.	Fry.
600000		10000000									
1100000	395000	10000000	8000000								
1450000	1000000	26000000	8000000								
2250000	1400000	15000000	20000000								
1400000	1740000	18000000	12000000	600000		320000					
900000	730000	29000000	13500000	400000	500000	54000	170600	275000			
1200000	680000	25000000	16000000	1400000	375000	376000	50000	300000	200000	450000	
8900000	5945000	133000000	77940000	2400000	875000	750000	220600	575000	200000	450000	

column of previous year, thus: the Fry on the line of 1874 are from Eggs on the line of 1873.

REMARKS ON PERIODICAL FLUCTUATIONS OF THE SALMON FISHERY.

To explain away the phenomenal risings and fallings off in our fisheries would entail an impossible task, for with the united wisdom of the most eminent scientists and naturalists not only of the present day but of former times, no satisfactory clue has been given or true basis established by which the habits of many of the fishes that frequent our waters are thoroughly known. More especially does this want of knowledge apply to the present great question at issue, of the extraordinary absence of the usual number of salmon from our rivers and estuaries during the past two years.

I shall now briefly address myself to some of the objections urged against fish culture, and answer allegations having reference also to artificial fish-breeding and its effect. It is stated, for example, that the salmon fishery of the Province of New Brunswick is threatened with speedy exhaustion; let us see why: There has been a falling off in the last two catches, but that does not necessarily imply speedy exhaustion, for the marked and mysterious falling off in the salmon fishery at certain periods, and its subsequent revival is by no means a novel occurrence; but in the memory of many who have watched the salmon fishery in the estuaries and rivers throughout the whole of the Gulf of St. Lawrence they have seen, say this year, showing an abundant catch and the following year a falling off of over 50 per cent. Even in British Columbia and at other points on the Pacific coast, where salmon frequent the rivers in millions as compared with thousands on our Atlantic side, certain periodical changes in the "salmon runs" have also been noticed.

Pressure of business upon my hands has prevented me from giving this phenomenon the attention I would wish, but I nevertheless have given the matter some consideration, and herewith submit data to corroborate the opinions I entertain. I take a few figures from the returns of the net and fly fishing in the Province of Quebec as contained in the Departmental Report for 1880. I would have preferred extracting from the New Brunswick Reports if the tables had been arranged with more fullness. But the Quebec tables, which were found more comprehensive (showing the returns in most cases many years back), will apply in principle alike to all the Maritime Provinces.

These returns cover the period in most instances from 1870 to 1880, and it will be noticed as a remarkable fact that the "falling off" year has been, in the second instance, five years from the first, the years referred to being 1875 and 1880. In nearly the whole of the fishing stations enumerated a direct "drop down" of almost one-half has taken place from the catch of the previous years of 1874 and 1879, and a similar "rise up" again in the catch of 1876, which is the one following the "short year" of 1875. The following are the tables alluded to:—

ANNUAL REPORT OF 1880.

PROVINCE OF QUEBEC.

YIELD of salmon net fisheries.

Saguenay Division.

Year.	Number of Salmon.
1870.....	3,275
1871.....	3,462
1872.....	3,312
1873.....	2,481
1874.....	2,482
1875.....	981
1876.....	2,830
1877.....	2,362
1878.....	2,746
1879.....	1,849
1880.....	658

Point Lévis to Cape Chatte Division.

Year.	Quantity of Salmon in lbs.
1870.....	9,574
1871.....	4,432
1872.....	3,374
1873.....	4,726
1874.....	3,342
1875	4,171
1876.....	5,436
1877.....	5,935
1878.....	8,705
1879.....	6,659
1880	4,738

Gaspé and Pabos Division.

Year.	Quantity of Salmon in lbs.
1873.....	72,200
1874.....	136,304
1875	86,517
1876.....	91,754
1877.....	129,282
1878.....	224,030
1879.....	115,128
1880	43,587

Magdalen River Division.

Year.	Quantity of Salmon in lbs.
1876.....	14,000
1877.....	11,400
1878.....	12,268
1879.....	9,600
1880	6,000

Cape Chatte Division.

Year.	Quantity of Salmon in lbs.
1870.....	5,000
1871.....	4,000
1872.....	No return.
1873.....	5,200
1874.....	4,800
1875	2,400
1876.....	No return.
1877.....	1,407
1878.....	3,848
1879.....	2,535
1880	1,217

Quebec and Montmorency Division.

Year.	Number of Salmon.
1870.....	91
1871.....	91
1872.....	82
1873.....	150
1874.....	114
1875	60
1876.....	52
1877.....	135
1878.....	100
1879.....	150
1880	60

Cascapedia and Maria Division.

Year.	Quantity of Salmon in lbs.
1872.....	96,800
1873.....	116,955
1874.....	95,824
1875	24,386
1876.....	51,225
1877.....	253,804
1878.....	222,846
1879.....	154,598
1880	61,702

Port Daniel Division.

Year.	Quantity of Salmon in lbs.
1870.....	24,000
1871.....	21,600
1872.....	22,000
1873.....	29,600
1874.....	22,000
1875	17,600
1876.....	33,600
1877.....	43,200
1878.....	59,400
1879.....	49,200
1880	24,000

Moisie Division.

Year.	Quantity of Salmon in lbs.
1870.....	220,800
1871.....	140,800
1872.....	171,000
1873.....	233,200
1874.....	162,600
1875	108,200
1876.....	114,735
1877.....	141,911
1878.....	327,200
1879.....	274,309
1880	106,588

Mingan Division.

Year.	Quantity of Salmon in lbs.
1870.....	145,400
1871.....	85,200
1872.....	72,800
1873.....	102,889
1874.....	59,076
1875	43,110
1876.....	64,000
1877.....	79,600
1878.....	110,200
1879.....	58,970
1880	32,492

Year.	Quantity of Salmon in lbs.
1872.....	5,800
1873.....	10,400
1874.....	6,600
1875	5,000
1876.....	6,000
1877.....	9,000
1878.....	4,400
1879.....	7,000
1880	4,000

Year.	Quantity of Salmon in lbs.
1873.....	36,000
1874.....	191,000
1875	41,200
1876.....	97,000
1877.....	70,600
1878.....	100,800
1879.....	50,000
1880	37,200

Year.	Quantity of Salmon in lbs.
1873.....	34,400
1874.....	27,200
1875	23,600
1876.....	62,400
1877.....	40,200
1878.....	53,200
1879.....	41,400
1880	23,800

Year.	Quantity of Salmon in lbs.
1876.....	14,400
1877.....	15,000
1878.....	19,400
1879.....	8,400
1880	4,400

FLY FISHING.

Year.	Number of Salmon.
1874.....	535
1875	335
1876.....	700
1877.....	871
1878.....	1,830
1879.....	1,090
1880	479

St. Anne des Monts River.

Year.	Number of Salmon.
1871.....	8
1872.....	12
1873.....	87
1874.....	140
1875	69
1876.....	116
1877.....	76
1878.....	94
1879.....	101
1880	52

Grand Cascapedia River.

Year.	Number of Salmon.
1871.....	44
1872.....	136
1873.....	68
1874.....	418
1875	269
1876.....	368
1877.....	313
1878.....	305
1879.....	647
1880	85

Bonaventure River.

Year.	Number of Salmon
1871.....	60
1872.....	30
1873.....	22
1874.....	15
1875	26
1876.....	45
1877.....	21
1878.....	40
1879.....	58
1880	22

The uniformity in the falling off in 1875, and again in 1880, is so marked, that it is plainly more than coincidental. The following statement from Mr. Mowat, the officer in charge of the Metapedia and Ristigouche Rivers, shows a similar falling off for the last named year:—

“ Reports show the catch of salmon in this division as being two-fifths less than during the last six years. It may be years again before such another disastrous season occurs. There is no doubt, however, that this fishery will always be subject to fluctuations beyond our power to control, the causes of which we can only theorize. So far as 1879 is concerned, there never was such a promising appearance of fish, both young and old. Why the catch in 1880 turned out so badly has yet to be solved.”

The following figures show the yield of this fishery during the season:—

Net fishing.....	Lbs. 90,000
Caught by settlers for domestic use.....	4,000
do anglers with the fly.....	6,000
do Lower Ristigouche Division N. B. side.....	100,000

Total catch in 1880..... 200,000
 Against 500,000 lbs in 1879.

Here follows a general statement which I have gathered of the catch of salmon in the Provinces of Quebec, New Brunswick and Nova Scotia, from 1869 to 1880, both years inclusive, which shows the variableness in the product of this fishery demonstrating at the same time the marked "falling off" in 1875 and 1880. These quantities are given in lbs.

Year.	Quebec.	New Brunswick.	Nova Scotia.
1869.....	789,700	752,583	742,800
1870.....	1,168,000	1,499,187	1,340,950
1871.....	745,600	1,608,496	1,287,519
1872.....	810,000	1,599,977	1,335,325
1873.....	1,066,658	2,342,722	1,630,299
1874.....	1,074,991	3,214,182	1,758,818
1875.....	683,479	1,856,751	873,162
1876.....	769,798	1,005,427	810,142
1877.....	882,460	1,593,297	677,694
1878.....	1,187,184	1,763,772	655,304
1879.....	885,051	1,636,342	535,100
1880.....	459,240	856,155	383,150

I append another statement showing the great disparity in the quantity of salmon taken in the principal salmon rivers on the north shore of the St. Lawrence between the years 1879 and 1880.

	1879.	1880.
Magpie River.....	8,600	3,800
St. John do.....	35,170	22,834
Mingan do.....	8,400	4,800
Natashquan do.....	42,347	35,200
Romaine do.....	5,000	2,200
Moisie do.....	272,909	96,038
Trinity Bay do.....	11,200	7,200
Anticosti Island.....	8,400	4,400

This gives an average decrease of 55 per cent. in 1880.

Also a statement of the falling off in the catch of salmon by fly-fishermen in 1880 in all the rivers in New Brunswick and Quebec:

	1879.	1880.
Number of fish caught.....	3,095	1,417

or a "falling off" of about 41½ per cent. in 1880.

Thus it will be seen that "speedy exhaustion" does not necessarily follow a falling off, else the salmon fishery would have come almost to an end in 1876, the year after the first falling off recorded in the foregoing. The cause or the variety of causes producing this phenomenal occasional falling off has not been, and cannot be, determined, but there is room for surmise nevertheless. Suppose a very rigorous winter in the Maritime Provinces, during which the rivers have frozen deeply and there are very heavy snow-falls. With the spring rains there are violent floods in the rivers and the ice in being carried out scours the rivers bottom, carrying even huge boulders before it. Under these circumstances the ova deposited in the gravel would be destroyed. Thus the fourth or fifth year following this occurrence would lose that year's salmon yield, which would be sufficient to account for a falling off like one of those recorded. Or, how know we what happens in the mysterious depths of the sea to which the salmon go in winter? If plagues sometimes come and carry away numbers of creatures of the land, not sparing even man, why might they not in the depths of the sea visit fishes and decimate them too? It is highly probable that the salmon like so many other fishes is gregarious in the ocean depths, and that, in summer season, they migrate to their rivers only for the purpose of reproducing their species; and that, therefore, they would be liable to disease of a contagious nature.

Indeed, it is well known that a salmon affected with the fungoid disease communicates the malady to any fish of its species with which it may come in contact; and this is why that, in rivers in Great Britain, any dead salmon found in the rivers are instantly buried. So that a sudden "falling off" in the salmon fishery and a gradual "increase up" again from the minimum might thus be accounted for. And it is by no means certain that the haunts of the salmon are not sometimes visited by predatory fishes, voracious and swift, to whom they fall a prey in large numbers. However, I need not enlarge on these points here further than to show that the "falling off" in any year of salmon might no more mean "speedy exhaustion" of the fishery, than the ravages of epizootic among horses, or of small pox among men, would mean the speedy exhaustion of either of these species.

I find, on turning to the New Brunswick Inspector's reports to the Department, that he confesses the phenomenon of the rise and fall in the salmon catches in New Brunswick. In his report of 1875 he says: "This decline is almost wholly attributable to the very small catch of salmon, which has been universal this year. Similar reports of a partial failure of the salmon fisheries reach us from Europe, and it is attributed to some natural causes not yet understood."

He also says in his Annual Report of 1880: "From some causes unknown even to scientific enquirers there has been a very serious falling off in the catch of salmon during the year. In some localities but little over one half the usual catch has been made, while in the whole Province the decrease has been fully 30 per cent. as compared with former years. I regret my inability to assign all the causes of so serious a failure of one of our most important fisheries. No doubt some unusual and exceptional cause has been in operation, but so far it has escaped the research of both fishermen and 'savants.'"

But some of the officers confess that in the past there has been a most wanton destruction of salmon in the New Brunswick rivers, especially in the St. John River, where it is declared that the torch light and spear are so constantly used, as to prevent even the possibility of obtaining a few parent salmon from which the St. John River fish hatchery might be partially stocked with eggs. This barbarous custom and deadly mode of killing the mother fish, now dull and sluggish on the spawning grounds, is without doubt the most direct and certain means of bringing about speedy exhaustion of the salmon fisheries of the Province, and also speedy extinction without reference at all to the unknown causes that have puzzled fishermen and savants.

It is urged again that the exhaustion of the fishery is due to the inefficiency of the "Fisheries Act and Regulations," but I find by turning to the Departmental reports that the Inspector for New Brunswick bears strong, clear testimony to the efficiency of the law and regulations for all fishing purposes. I quote from Appendix No. 12, of his Report of 1869:—

"The machinery provided by the Department of Marine and Fisheries for the enforcement of the wise regulations of the Fisheries Act is now in good working order."

Also from Appendix M, Report of 1870:—

"The returns for the year show a large increase over those of 1869, and there can be no doubt that this improvement is due entirely to the protection afforded by the machinery provided under the Fisheries Act of 1868 and by the operations of the Marine Police during the past year."

From Appendix N, Report of 1872:—

"The Fisheries Act as it becomes better understood is also becoming better appreciated, which makes the duties of fishery officers less onerous and more easily performed."

From Appendix K, Report of 1873:—

"I am happy to state that the improvement in the fisheries, as shown by the increased annual yield, which has marked every yield since the passage and enforcement of the Fisheries Act in 1868, is fully borne out by the returns of the past season. This cheering result is undoubtedly due to the wise system of protection which the provisions of that Act supply, and there is no room to doubt that the source of wealth

is fast recovering from the depression under which it suffered previous to Confederation. It would much simplify matters and remove a source of trouble if the Nova Scotia Act could be repealed. Its retention answers no good purpose, but gives rise to much confusion and dispute. As the Fisheries Act covers all its provisions in precise and unambiguous terms it is now unnecessary and ought to be dispensed with."

And from Appendix No. 10, report of 1874:—

"The reports and returns from the local officers continue to show a satisfactory state of the fisheries in Nova Scotia and New Brunswick. This steady increase is the best proof that can be offered of the beneficial results of the protection afforded by the Fisheries Act."

ARTIFICIAL FISH CULTURE.

Views of Eminent Men in other Countries contrasted with Sceptics in our own

Again we hear some others say: "We are told that more hatching houses will be all that is necessary to restore the fishery to its former productiveness. This matter has passed out of the region of theory into that of history and fact. The question is a simple one and resolves itself into this: if thirteen years' operations at Newcastle and eight years at Ristigouche and Miramichi have produced no visible results, how many houses and how many years will be required to restore our salmon fisheries?" Now, that this question has been raised by the ignorance of some, the natural antagonism to every experiment in the direction of progress by others, and, I might add, the malice of an insignificant few, I shall first quote a few brief extracts from the writings of some of the most eminent scientists Europe or America has produced on the science of artificial fish-breeding; then I shall point out what has been accomplished in the Old World and the New by artificial culture, and the interest shown in the science by enlightened governments and private corporations.

The late Prof. Frank Buckland filled the important position of Inspector of salmon Fisheries of Great Britain up to the time of his lamented death. His graphic and highly instructive writings on the subject of "fish and fisheries" have benefitted the whole world. He was so thoroughly imbued with the great national benefits to be derived from the science that in his last words to the public contained in a preface to the "Natural History of the British Isles," to be published shortly afterwards, speaks of the work as "not merely a book on ichthyology, but as an introductory guide to the great and important science of fish culture."

He says, speaking of England: "The general public have not, I am sure, an idea of the vast importance of this science, let them, therefore, for a moment consider from whence must come the enormous daily supplies to be counted by hundreds of tons of fish for the great markets such as Billingsgate, Liverpool, Birmingham, Manchester, Edinburgh, Glasgow, &c. There are nearly four millions of mouths in London alone to be fed daily, and thirty-three millions of hungry subjects of Her Majesty in England, Wales, Scotland and Ireland, demand also a daily supply of fresh fish. At present this daily supply may be forthcoming, but how long this is to continue without falling off is a question which makes me shudder. It is, therefore, the most desirable that public attention should be directed quite as much to the cultivation of the waters as it has been hitherto to the cultivation of the lands—*aquiculture* is quite as important as *agriculture*."

I also desire to quote the opinion of Prof. Spencer F. Baird, than whom, perhaps, no more eminent scientist of the present day lives. As Commissioner of Fisheries for the United States, in his annual report to the Government of that country, writes thus when referring to the decrease of fish in their waters:—

"What now are the remedies to be applied to recover from this lamentable condition of the American fisheries, a condition which we may remark has existed in all countries of Europe, but which in some of them has already been greatly lessened by the proper measures. These are two-fold: one consists in the enactment and enforcement of legislation protecting what we have, and allowing natural agencies to play

their part in the recovery. The other consists in the application of the *art of the artificial propagation of the fish*. Either, alone, in some circumstances will answer a very good purpose; the two combined constitute an alliance which places at our command the means of recovering our lost ground to a degree which but for the experience of the last ten years would hardly be credible."

In speaking of the means of increasing the fish supply Prof. Baird says:—

"The legislation required consists in the enactment of laws for the introduction of fish-ladders, by means of which the spawning fish can reach the head waters of the stream; in a prohibition against discharging saw-dust, gas refuse, chemicals, &c., into the waters; in a limitation as to the pounds, numbers and size of mesh of nets, and especially in the establishment of close seasons during the week during which the capture of fish by nets shall be forbidden, and an absolute prohibition of their capture after a certain date in the year, these dates will necessarily vary with the kinds of fish to be protected; and even, however, with all these regulations, supposing them to be thoroughly enforced, there remains much to be done; our rivers, capable of, accommodating very many tons of fish, must be re-stocked, or there will be no result from our labor. This is not to be accomplished by the transfer of the parent fish from one point to another. It is through artificial propagation that the restoration of certain species of fish to their former places of abode, and the introduction of fish to waters where they were before unknown, is to be accomplished."

Prof. Baird furthermore writes in his Report to Congress thus:—

"A patient whose constitution has been undermined by disease of long standing is unreasonable in expecting good results and radical cure after a short application of approved remedies, yet he and his friends may be disappointed if the recuperation from the excess or lesions of many years is not manifest in as many days. In reality the reverse is rather the rule, the time of recovery being more frequently much longer than that of the morbid influences. The expectations in regard to the results of fish culture are of somewhat the same character; although decades of years perhaps, even a century, may have witnessed the continuance of agencies for the diminution of fish in our waters, the public mind is unsatisfied, and perhaps inclined to severe criticisms, if the recovery of a supply is not appreciable within the first two or three years of effort. We are, however, clearly entitled to maintain, in view of the experience of foreign countries and our own, that no reasonable anticipation in this respect will be disappointed, and that the proper measures of legislation and of artificial propagation will exhibit a marked result long before the end of the present generation.

"In no instance can even the beginning of a success be achieved in a shorter period than four or five years. It sometimes happens too that for one reason or another that the first deposit of young fish proves to be a failure. They may be introduced in a sickly state, or else in such small numbers that in the presence of an unusual abundance of enemies they may all perish. What special agencies there may be in the ocean after they reach it, we are unable to say.

"Again, we may misunderstand the period required for the maturity of certain species; while four years may be considered the general average age of cod and herring, five are probable required for the eastern salmon, and it is not impossible that the California salmon will show itself only after a lapse of six years from its birth. I hope, however, to introduce enough illustrations of even partial success to warrant the attention of Congress and of the States towards the operations of the United States Commission, and those of the respective States Commissions.

It is very gratifying to note the rapidly increasing interest in the whole business of fish protection and fish propagation shown by the citizens of the United States, and culminating in the measures taken by national and State legislations for fostering whatever looks towards the increase of the fish supply. At the time when the United States Commissioner was authorized by Congress, and organized, there were only eleven States in all having commissions, and of those a small number only were provided with funds and power to take definite action in regard to the increase of a supply; the list now (1880) amounts to thirty, all provided with intelligent and able Commissioners. Quite a number of these have their own hatching houses, in which

are hatched out not only the local species, but also such eggs as may be supplied by the United States Commission."

Mr. Rogers, the Inspector of Fisheries for the Province of Nova Scotia, is of the opinion that the general onslaught upon the salmon is the cause of the deterioration, and recommends the removal of obstructions in the rivers, and the increase of artificial hatching establishments.

He says in his Annual Report thus: "The decline in the quantity of salmon taken as shown by our returns from year to year, is mainly the result of over-fishing during the past ten or twelve years, which has been stimulated by the rapid modes of transporting fresh fish to distant markets, and a consequent increase in price. The results are that where there was one salmon net set twelve or fifteen years ago, there are probably fifteen or twenty now. Almost every man that can obtain twine and a place on the coast to set his net has one. This cannot be wondered at when it is known that during the salmon fishing season, on much of the western coast of the Province, an average size salmon will purchase a barrel of flour for the poor fisherman, and will sell for the cash as soon as landed. In proof of this, I may state here that a poor family living on the Medway River, in the month of March last, being in a state of want and almost suffering for food, set their net in the river near by their house and in the morning had four fine salmon, which were sold at once for \$32, sufficient funds to buy five barrels of flour. Under such circumstances as these it is almost impossible to curtail the extent of the fishing, but we must address ourselves to work of removing, as far as possible, all obstruction to the ascent of these fish to their spawning grounds, and aid nature as far as possible by increasing artificial hatching establishments, such as that at Bedford. There has, however, been an uncommonly small crop of salmon this year in all parts of North America, the cause for which must be of a general nature and not local. It will be noticed by referring to our returns from year to year, that by far the largest decrease in salmon is in those salted in barrels, which are taken in the eastern counties, in Cape Breton and on the Labrador Coast, where the rivers are neither obstructed by mill dams, or afflicted with sawdust or poachers to any extent." Mr. Rogers also gives the decrease of salmon for 1880 as compared with 1879 to be 151,960 lbs. This falling off shows strong evidence of some peculiar agency being at work in the destruction of this class of river-going fish, either in the sea or on their breeding grounds in the rivers.

Professor Buckland and Baird are each held to be the highest authority on matters relating to fish, fisheries, and fish culture in the respective Continents of Europe and America. The opinions of hundreds of other scientific and practical men throughout the world holding similar views could be readily given if time could be taken or necessity required. It is hardly fair, however, to the writers of such patriotic and advanced sentiments to insert them here as a set off against the paragraph of indictment against artificial breeding, which I have quoted. But if the opponents of artificial fish-breeding are not convinced by the extracts I have quoted, I shall briefly examine the points of the theories put forth by the scientists mentioned. I shall see what are the practical results of the depositing of artificially bred fry in exhausted waters, or waters that did not before contain salmon. First, I shall see what has been done on the Connecticut River, U. S.

Up to 1798 large numbers of salmon were caught in the Connecticut river. During that year a high dam was erected on the river which effectually shut off the salmon from the spawning grounds, so that within a few years after they became almost exterminated. More than half a century afterwards, in 1869, a lot of 2,000 artificially bred fry were put in the river. A second lot of 30,000 was put in during 1870. In 1873 another lot of 150,000 was added (the Commissioners obtained 10,000 eggs from the Newcastle hatchery in Ontario in 1871). In 1874 a much larger number was planted in the same river, making the deposit during the last four years amount to about two million (2,000,000). Fish-ways were also formed over the dam in order to carry out the practical object of the Fishery Commissioners of the State to stock the Connecticut River with salmon.

In 1874 and 1875 the first successes were noticed in the seeing and catching of some young salmon in the vicinity of the same place where the young fry were first planted. In 1876, three salmon were caught in the nets, and doubtless more were taken. A dozen and more were captured in 1877. But in 1878 the salmon came into the river in large numbers; and by the end of the season 500 and upwards were known to have been caught in the nets. Some of these weighed 15, 20 and 23 pounds. These returns naturally gave the Connecticut State Fish Commissioners great satisfaction who, after "perseverance and faith," and the wicked writings of sceptics against them for nearly ten years, had accomplished their end. The successful culture of salmon, by artificial means in the Connecticut River, was thereby demonstrated beyond question.

Great incredulity had been manifested by most persons as to any practical results from artificial propagation, and, as year after year passed without bringing the expected run of salmon into the Connecticut, sneers and jokes, at the expense of the United States and State Commissions, multiplied. The occurrence, however, of one or two large salmon in the Connecticut, in 1876, a dozen or so in 1877, interfered with this scepticism, which was changed into enthusiastic appreciation by the appearance, in 1878, of large numbers of fine fat salmon.

No better proof of the efficacy of artificial fish-breeding, as applied to the re-stocking of a depleted river with salmon, could well be given. For here we find a large river wholly barren of these fish for upwards of half a century, again replenished with grilse and salmon, after only a few years planting of artificially bred fry.

This success, and similar results in the Delaware and Susquehanna River, to which salmon were not indigenous, was of such a gratifying nature, that Professor Baird at once informed me of it in the following note:—

" UNITED STATES COMMISSION, WASHINGTON, D. C.

" SIR,—Yours of the 3rd June, received * * * * *
The results of the experiments of introducing salmon into the waters of the United States, are just beginning to appear, over 500 having been taken in the Connecticut, and large numbers were known to have passed up the river.

" About 20 mature salmon have been captured in the Delaware. One of these, weighing 23½ pounds, I have in my possession. I think there is little doubt that these are derived from eggs that Thaddeus Norris got from you somewhere about 1871.

" I have also a 19-pound salmon from the Susquehanna; but, so far no 'quinnat' salmon have shown themselves. I hope to see some of them next year.

" Sincerely yours,

" SPENCER F. BAIRD,

" Commissioner.

" To SAMUEL WILMOT, Esq.,

" Newcastle, Ontario."

But this is not all. In maiden waters in Ireland, in which from the beginning a salmon had never been, a valuable fishery was established through artificial culture and placing the artificially bred fry in the waters.

The following statement by the Secretary of the "Acclimatization Society of Great Britain" is self-explanatory.

"This is another instance, and a most interesting one, of the manner in which unproductive rivers can be made of great value. The Doohullah Lakes in Ireland in their natural state contained nothing but a few worthless brown trout, but were, by artificial means, shortly afterwards converted into a valuable salmon fishery. The experiment here gave strong evidence against the growth of salmon being so rapid as has been generally supposed. The Doohullah Lakes are some 16 in number, connected together by small channels and rivulets. The proprietor of them was induced to stock them with salmon by artificial means. Ova were obtained and laid down in

1859; fry were hatched out in 1860. Those fry were kept in ponds, and turned out in 1862 and 1863; grilse came in 1863 and 1864, the salmon following in successive years. The speculation was a complete success. The first proprietor sold out the property, realizing a large profit on his outlay; the succeeding owner followed up the enterprise by the assistance of pisciculture, and a valuable salmon fishery was established in maiden waters where salmon did not before exist. But in addition to these facts, the world is now against the opponents of fish culture."

Not only has nearly every civilized Government in the world established State nurseries, where fish are artificially bred to re-stock and keep up the supply in the waters, but private enterprise and capital have been, in numerous and rapidly multiplying instances, extended in the same way. The instances are so many that I need only refer to the fact. In England, Ireland, France, Germany and the other European countries, in addition to the adoption of artificial culture by the State, joint stock companies, made up of large capitalists, have set out in the same enterprise.

The same is being done in the United States on a very extensive scale, and arrangements are being made for the formation of a company of this kind to be operated on the Fraser River, in British Columbia. Here, as well as at other points on the Pacific Coast, where salmon are found in such vast numbers in the rivers, it might be supposed that fish-breeding institutions would not be required, but finding the demand throughout the world rapidly increasing for preserved salmon, and the supplies of these fish somewhat decreasing from the extraordinary exertions put forth to catch them in the rivers, fish-breeding nurseries are now being established there, to assist in maintaining the standard of their great source of wealth.

I will give the organization articles of a company just formed to carry on artificial fish-breeding on the Clakamas River, on the Pacific Coast.

Article 1. The name assumed by this corporation, and by which it shall be known, is the "Oregon and Washington Fish Propagating Company."

Article 2. The duration of this Company shall be unlimited.

Article 3. The enterprise, business pursuit and occupation in which this corporation proposes to engage is to propagate, breed and multiply salmon and other species of fish in the waters of the Columbia River, and its tributaries, and to do a general fish cultural business; to purchase, own, hold, occupy and dispose of real estate and erect such necessary buildings and improvements thereon, and to purchase, erect, and maintain all necessary furniture, etc., for hatching salmon and other fish.

Article 4. The principal office and place of business of this corporation shall be at the City of Portland in the County of Multnomah and State of Oregon.

Article 5. The amount of capital stock of this corporation shall be the sum of \$30,000, United States gold coin, and the amount of each share of such capital stock shall be \$50, United States gold coin.

The hatching house for the above Company was constructed under the direction of Livingston Stone, Esq., one of the most skilful pisciculturists of the day.

Artificial Breeding necessary or the "Fisheries must fail."

I submit the following from a paper read before the Natural History Society of Illinois, by Prof. S. A. Forbes, as showing the enormous destruction of fishes for the uses of mankind, and referring to *artificial breeding* as a means to prevent the gradual failure of fishes:—

"More than twenty-one million (21,000,000) pounds of white fish were taken in the great lakes of the United States in 1879 (as shown by the recent Census report), valued at over three-quarters of a million dollars (\$750,000), and representing nearly half the total sum derived from the lake fisheries of all kinds. These fisheries employ over five thousand men and a fixed capital of one million three hundred and forty-six thousand dollars (\$1,346,000). When we reflect that this enormous drain upon the number of the species is necessarily, to a considerable extent, an addition to the natural tax levied upon it by its enemies other than man, we see that there must be an artificial supply provided or the fisheries will gradually fall.

"It is a general law that each permanent species naturally acquires a reproductive rate just sufficient to make good the inevitable losses to which it is subject in the established order of life about it, and no more. If man increases these natural losses, he must compensate the species, either by protecting it from some of its enemies which would otherwise appropriate what he takes himself, or else by increasing the rate of multiplication so that the species may be able to support the added drain. The second of these methods, that of *artificial culture*, is the simplest and cheapest and is therefore the one to be resorted to. No statistics are at hand to show the number of white fish deposited in the lakes by the Fish Commissioners of adjacent States, and the only indication that can be given of the magnitude of operations for the replenishment of the lakes is by the statement that the United States Fish Commission has this year deposited six million (6,000,000) young white fish in Lake Michigan alone. But as only a small percentage of these fishes will probably reach maturity, and as over twelve million pounds of white fish, or about five million individuals are taken annually in this lake, not counting the young sold as herring. This number is far short of the necessities of the case."

Artificial Hatching applied to Codfish and other marine fishes.

The great national importance of artificial fish-breeding may be further illustrated in the satisfactory application of the science to the multiplication of the marine species, such as cod, halibut, mackerel, &c. The same apparatus and mode of treatment can be used in hatching these fish as with all others. Professor Baird, United States Fishery Commissioner, in his annual report to Congress, says:—

"During the past season the United States Fish Commission has, however, made a step far in advance of its previous efforts, and of the most novel and striking character. While the establishment and increase of the fresh water fisheries has been of the utmost importance, especially those of the anadromous species, the Commission has of late been considering the possibility of artificially multiplying the marine species, confident that by this measure a vastly greater sphere of usefulness will be entered upon. The first experiments have been made with the cod, a fish which is the staple of American marine industry, and which involves the investment of a large sum of money and the labor of many thousands of men. They visit the coast of New England in the winter for the purpose of spawning, Cape Ann, Massachusetts, being an especially favorite ground for the purpose.

"A temporary establishment was fitted up in the winter in Gloucester harbour, Massachusetts, for the purpose of a series of preliminary experiments, looking towards the artificial propagation of the cod, commencing in November. During these trials many difficulties were encountered and overcome. It was found that the principles on which the work was to be done was diametrically opposite to that used in connection with the fresh water varieties, as the egg of the cod floats on the top of the water instead of sinking to the bottom. This obstacle was finally surmounted, and many millions of the young cod were hatched out and planted in the ocean adjacent to Gloucester harbour. A number of these fish were sent to Washington.

"It is now believed to be possible not only to greatly increase the supply of the cod where it is at present found, but, by carrying the young to new localities, to establish cod fisheries as far south as the coast of North Carolina, where the fisherman may find regular occupation during the winter—now his poorest season—in capturing these fish in large quantities and supplying the adjacent markets or even exporting them."

Another experiment in hatching cod by artificial means has been made by Eugene G. Blackford, New York State Fish Commissioner, who suggested to Prof. Baird that it might be expedient on the grounds of economy for the United States Fish Commission to investigate the operation of stripping the codfish taken in the waters off New York harbour, as the method would enable the fish to be utilized in the New York markets. Mr. Blackford contributes the following: "This is the first time the experiment has been tried here, and if it proves successful there is no limit to

the propagation of the cod, thus saving a vast amount of expense and exposure which could not be avoided were this method carried out in a colder climate. The best results were obtained at Gloucester, Mass., in October, November and December. Those released there were known to live, as many young fry were seen playing round the wharves where young cod had never been seen before. Cod spawn at sea near the surface of the water; the eggs float about in calm weather until brought in contact with the milt. Of course the higher the temperature of the water the more quickly the eggs will hatch. From fifteen to fifty days is the time required. In the sea temperature of forty-five degrees, fifty days is about the time."

The cod are gregarious in their habits, in schooling both sexes are always found together. They sometimes make long journeys from one bank to another; they live at a depth varying from a few feet to over a hundred fathoms. When the female becomes ripe she remains near the bottom, while the male often swims higher up. When the sea is smooth the eggs float near the surface of the water, then the chances of impregnation are more favorable. The theory is that the eggs rising from the bottom float through the higher body of water where the milt is being emitted from the males and receive impregnation. The eggs are found to resemble little globules of jelly of the size of a small pin head, about five hundred would cover the surface of a square inch. The codfish is wonderfully prolific. Professor Earle of the United States Fish Commission gives the following statement of eggs found in codfish: From one weighing seventy-five pounds 9,100,000 eggs; from a fifty pound fish 8,989,094 eggs; from a thirty pound fish 3,715,687; from a twenty-seven pound fish 4,095,000; from one of twenty-three pounds 3,229,388, and from a twenty-one pound fish 2,732,237.

The importance placed upon artificial fish-breeding is such that Professor Baird in closing his Report to the Senate of the United States says:—

"We have at our command the means of so improving and increasing the American fisheries as to obviate the necessity in the future of asking a participation in the inshore fisheries of the British Provinces, and thus enable us to dispense with fishery treaties or fishery relations of any kind with the British or other Governments."

No doubt they are all fools in Britain, France, Germany, the United States, in British Columbia, and all over the world, in taking these steps to restore the fisheries to their former productiveness and that the obstructionists are right.

Complaint is even made that "no visible results" have been experienced from the operations at the Hatcheries. Professor Baird long ago anticipated criticism like this. But he anticipated ignorant critics only, not malicious ones. He says: "The public mind is unsatisfied, and perhaps inclined to severe criticisms if the recovery of a supply is not appreciable within the first few years of effort."

Now, in the case of the Connecticut River, it took about nine years before the fruits of the Commissioners' labor appeared, and only then in a limited way; and in the case of the Doohullah Lakes it took from three to four years before there was a return of oven grilse. This being the case as to time (and it is also borne out by the positive convictions of the officer in charge of our own Bedford hatchery in Nova Scotia in his operations on River Philip, where five and-a-half years elapsed before the return of fish was visible) it would be therefore barely possible to have visible results yet of any magnitude, either in the Ristigouche or Miramichi, from the operations of the hatcheries on those rivers. Neither can there be any definite proof brought to bear of visible results one way or the other, as there is no definite data to start from (as in the case of the first rivers referred to) on account of large stocks of salmon having always been in the Miramichi and Ristigouche. But if a portion of the first stock of fry planted in the Ristigouche and Miramichi Rivers did arrive at the period of their first migration, then it is fairly to be assumed that this first crop of artificially-bred salmon was in part the cause of these two rivers, the Ristigouche and the Miramichi, showing better comparative returns, as they actually did, of the catch of salmon in them than any of the other rivers, either in New Brunswick or in any other part of the coast during the past year.

The first lot of salmon fry was turned into the Ristigouche and Miramichi in the season of 1874. The quantity was very trifling, only some 100,000 in the former river and some 60,000 in the latter. In fact the officer who was formerly in charge of the Miramichi hatchery writes: "That nothing was accomplished there till the Spring of 1877." Taking this statement, no "visible results" of any moment, or a run of adult fish of artificial breeding, can be reasonably looked for in the Miramichi till the season of 1882; and if it be true that "coming events cast their shadows before," certainly the catch of salmon for 1882 ought to be large; for, from every source of information fly fishermen, net fishermen and fishery guardians and settlers on the river, &c., it is acknowledged that the run of grilse last summer and during the autumn was unprecedented in that river.

This same fair standard of reasoning concerning the Miramichi River applies equally to the Ristigouche, as both hatcheries commenced operations about the same time, each meeting with reverses at the outset; but since 1877 the operations have been very satisfactorily performed. Like accounts of a very large run of grilse are given by all persons visiting the Ristigouche last season, which fact also gives evidence of a favorable run of adult salmon for the river next season.

Having quoted the opinions of some eminent scientists in favor of artificial breeding, pointed out several clear cases of marked successful results following the planting of artificially-bred fry in depleted and maiden waters, and shown that not only nearly all civilized Governments in the world foster the science of fish culture, but that private capitalists have invested, and are now more than ever investing, their capital in the same direction, I shall quote the opinions of the Inspector of Fisheries for New Brunswick, published from year to year in his reports, bearing strong testimony to the importance of artificial fish culture, and the marked increase attending its application. I quote this officer because in his district the salmon fishery is the all-important one.

He says in his Report of 1868, page 20:—

"The wonderful success that has attended all well conducted operations in artificial hatching, and the vast numbers of young fry produced by this process as compared with the increase in a state of nature, is worthy of the serious attention of the Department with the view to establish breeding houses under its control. In no way could an appropriation be more wisely expended than in these artificial hatching houses, which would enable the Department to restock the numerous rivers which have been exhausted, as well as to increase to an unlimited extent the propagation of this source of wealth in the rivers on which they are established. The South-West Miramichi, which has become greatly reduced, could by means of a hatching house soon be restocked to its former state. To this subject I respectfully beg your favorable consideration."

I take from his Report in 1869, page 77, the following: "The results produced in the hatching house at North Esk, and those in the piscicultural establishment at Wilmot's Creek, in Ontario, prove beyond a doubt the perfect success with which millions of fish eggs can be artificially hatched, and point to a speedy and cheap mode of increasing our fisheries to an unlimited extent."

Here is what he says in his Report of 1871, page 133:

"Fish culture has been so successful and has produced such beneficial results in other places that I cannot but recommend every facility and encouragement to its introduction in our Province. The complete success of Mr. Wilmot's operations in Ontario, and of Mr. Holliday's in Quebec, leads me to hope that similar establishments may be conducted in each of the Lower Provinces. The great benefits they would secure in restocking our rivers would more than counterbalance the outlay in this construction and maintenance, even if they did not become, as I feel they would, entirely self-supporting."

And the same strong testimony to the efficacy of artificial breeding, the Inspector repeats in a verbatim copy of the foregoing in his Report for 1872, page 168, and for 1873, page 144.

And this is what he writes in 1876, page 357:

"The only remedy I can suggest is the extension of artificial hatching. A hatching house at some suitable place on the St. John, and the artificial process of hatching shad and gaspereaux might yet restore the fisheries of this river to their old state of prosperity. The facilities are great, the outlay need not be large, while the benefits are incalculable. The success now attending the establishments now in operation is very encouraging, and the benefits that will result are too plain to be overlooked.

In 1877, page 214, in his Report, the Inspector repeats the foregoing substantially, with still greater emphasis, while in his Report of 1878, page 249, he says:

"If this tendency to excessive fishing is not checked, all the advantages now being derived from protection and artificial culture will soon be lost." And speaking of the returns, he says: "They show that everywhere except where artificial culture has arrested the decrease, the salmon fishing is in the same danger." And this testimony the Inspector endorses in his Report of 1879, page 233, where Overseer Hickson says: "The Nepissiguit is so small, the pools so numerous and so admirably adapted for angling, and the nets so thickly set in its approach, that without assistance from the breeding-house the stock cannot possibly be kept up, &c. I can attribute the increase in the catch of salmon in the Restigouche only to the help it receives from the Dee Side Hatching House." And in the same Report, Overseer Hetherington says: "I am pleased to be able to state that salmon are again returning to Caanan and Salmon Rivers. They are doubtless the young fish placed in these streams from the Miramichi Hatching House, and I hope that further quotas will be given next spring."

Thus it will be seen that by the opinions of the leading scientists of the world, by the application of fish-breeding the universe over, by the fruits of this application and the testimony of an officer who ought to know, I have met the case urged against my branch of the Fisheries Department. With your permission I shall presently supplement these with the results, made in detail, of my own study and observations of the matter.

ARTIFICIAL FISH-BREEDING.

ONTARIO.

Having said this much of the fisheries away from home, I shall now briefly examine what has been the result of artificial fish-breeding in the primal hatchery under my own immediate supervision at Newcastle. In doing this I will first point out briefly the history of the salmon fishery at notable points in the history of this Province for a period of forty years or so back.

My father, a native of the Province of New Brunswick, settled upon the farm where I now live in 1816, he selected it particularly because a small stream or "creek" which ran through the property was at certain seasons of the year literally swarming with salmon, almost crowding themselves in certain "runs" on the banks of the stream. The place was then almost an unbroken wilderness, and the Indians caught the fish in vast numbers.

During my boyhood I have in the morning, before breakfast, speared from one to two dozen salmon. In one instance, I took ten salmon from a pool at one dip of a hand or scoop net. I have known of two thousand salmon and upwards having been speared with torch-light and canoes in one night at and near the outlet into Lake Ontario. I once saw five hundred salmon speared in one night on a small portion of this creek across my farm during a fall freshet. This and all the other streams from Niagara to Kingston emptying into Lake Ontario, were, in those days alive with salmon in the autumn months.

Every contrivance possible was then devised to kill the salmon, and with what effect may be guessed in these small rivers. A man could leap across mine at many

points. This systematic destruction went on, till barely a salmon could be found in one of these streams. The over fishing, the murder on the spawning grounds, the trap-net fishing along the shores of the lake and the estuaries of the streams, and the excessive demand and greed for the fish had done this work.

It was in 1866 and 1867 that I resolved to make the application of my theory on the subject. My theory was that the same causes which had made so many of the streams running into Lake Ontario barren, were working destruction through the greater portion of Canada; that artificial aid was needed to arrest destruction, and restock the depleted waters. The first experiment tried was by collecting a few hundred eggs from the bed of a creek where a few odd salmon were yet found to enter. These ova I had transferred to the cellar of my house where a small stream of water was made to pass through a trough in which gravel was placed, to represent as nearly as possible the bed of the natural stream. The experiment proved satisfactory, and I repeated it each year until 1869, when liberal aid was afforded the undertaking by the Dominion Government, and a report made by Messrs. Whitcher and Venning upon the subject.

I needed not to look far beyond my own door for proof of the efficacy of artificial breeding, so clear was the importance of my work to these two officers of the Government. When I began in 1866 and 1867, as I have stated, there was scarcely a fish to be got in the creeks or estuaries along the lake. But when the time arrived for the artificially bred fry to have reached their growth, the change was at once marked. The fishermen travelled to see the increase, and the whole surrounding country were eye witnesses to the fact, and in 1876-77, several hundreds of salmon were netted during June and July along the shore of the lake, immediately fronting the outlet of the stream upon which the Newcastle nursery was established. It was held by the fishermen engaged in the work that, comparing the means employed, and the few nets used in capturing these salmon, the number taken in these years was almost equal to the catches when these fish were most plentiful in Lake Ontario.

Here was undoubted testimony; it confirmed my theory and gave me energy at once to devote myself to a vigorous application of the system wherever it seemed most needed, and where the Government ordered it to be carried on.

You will pardon me for submitting, in corroboration of the above facts, an extract from a letter written to the Fishery Department in 1879, by J. J. Robson, Esq., a gentleman who has been an intelligent observer of the application and results of artificial breeding on Lake Ontario.

He says: "I caught salmon and trout in large numbers in the stream on which the Government Fish Hatchery is established in my boyhood, forty years ago, and have resided within two miles of said stream ever since, and being an ardent disciple of Isaac Walton, have for many years deplored the gradual extermination of fish, which was taking place not only therein, but in all the surrounding streams. Well do I remember when our friend Wilmot commenced his experiment some ten years since, at which time his total catch of salmon for propagating purposes during the spawning season of that year was, I think, five or six, the ova from which Mr. Wilmot hatched in his cellar, and turned out into the creek in June following, since which time no year has passed without my having often visited the stream during the spawning season, and have been delighted to see the marked increase of adult salmon which have year after year entered it, and I am satisfied I do not exaggerate when I say that in October last there were at one time, between the Government Fish House and the lake, a distance of less than two miles, *three thousand salmon* weighing from three to twenty pounds each. I would further state that from information I have received from persons living in other parts of Ontario, that there is hardly a stream between Brighton and Hamilton into which more or less salmon did not come during last autumn."

We began in 1866 with scarcely a salmon in Wilmot's creek. We applied artificial propagation as liberally as it was possible to do so in the hatching of eggs, in every succeeding year, and in planting the young fry in many of the streams of the Province. Five and six years afterwards the increase commenced, and grew propor-

tionate to our operations in artificial hatching. Here is an official record of the entry of salmon in Wilmot's creek, in 1874, seven years after the first fry had been put into it:

"It has been observed that a steady annual increased number of salmon have entered this stream for the past few years; the numbers which came up the creek during the past spawning season in October and November were wonderfully in advance of any former year, and this was the more remarkable on account of the extreme lowness of the water. In some portions of the stream where the shallows prevailed, it was found almost impossible for the larger sized salmon to ascend; nearly all of these were compelled to lay their eggs in the open water some distance below the reception house, only the smaller sized salmon were enabled to reach this building and enter it. Of these smaller fish, upwards of 800 entered the house, and for an illustration of their movements, a quotation from the register of entrances for six nights will be given. This showed that 605 salmon had, during that time, taken up their lodgings within the building, namely:—

October 22nd.....	45
" 23rd	73
" 24th	68
" 25th	66
" 26th	141
" 27th	212

This last tally of the 27th would have been increased to 264 were it not for a small opening which 52 of the more knowing ones had discovered in the main barrier, and through which they passed up stream where they were found next day.

The finest and largest and by far the greatest number of spawning fish did not reach the reception house at all; these laid their eggs in the bed of the creek in the natural way; here there were 605 salmon (over and above those in the stream below) captured in a small reception house or pen upon a creek where, when artificial culture was commenced, scarce a fish was seen. In 1875, the result was more marked, still larger numbers appearing, and in 1876, the run of fish was larger still. In Grafton Creek, Guardian Hinman states two hundred fish came in at one run in that season. The same result was noticeable in the Bowmanville stream, Mr. Coleman, the local guardian, reporting a very promising run of salmon. The increase continued on in this scale up to 1878. Thus it will be seen that nothing remains of the assertion that no "visible results" have appeared from the application of artificial breeding in the waters allotted to the Newcastle hatching house.

But 1878 was a "black letter year." It was the pivot year, not alone of Maritime Province salmon but of Ontario salmon as well. Indeed, in Ontario, the phenomenon since then has been more perplexing than elsewhere. The year 1879 saw the "drop down" in Ontario waters as elsewhere, but 1880 saw something more puzzling still, the male salmon had evidently forsaken us and so had the grilse. Almost every salmon found was a female; and, when we sat out to collect those fish in order to obtain their ova, it proved to be useless, because we could obtain no milt with which to impregnate them. The same remarkable fact was true of 1880, it appearing as if all the male fish had gone elsewhere, only the females returning at nature's dictation to sure spawning grounds. It is not less remarkable that the female salmon caught, were invariably of a large size, leaving room for the surmise that the younger females that had perhaps not spawned before in their native waters, had followed the male fish in quest of new abodes; and that those which remained true, and returned to our shores, were fish that had spawned there before. The only grilse I saw last year—males—were about twenty in number, and they looked as if they had come from some infernal region, being battered and dirty, black, scabby fellows, lank almost to a degree of transformation.

That this fact is due to some abnormal cause, to be found perhaps in some of those cited, there can be little doubt. But while regarding this fact mentioned as mysterious and striking, I cannot disguise from myself that the time is now gone by

forever for the growth of salmon and speckled trout in the frontier streams of Ontario. But this fact could not have been evolved from intuition. I reached the conclusion through observation and experiment, through depositing fry in certain ponds and waters, and ascertaining that they languished and died there, though forty years ago these same streams and waters swarmed with the same fish and sustained life in the highest degree. The change is therefore in the waters; and that change is due to the clearing of the forest off the land, in the neighbourhood of these streams and their feeders, and the consequent reduction of water volume by reason of the increased evaporation, and the defilement by the surcharge with vegetable matter, field-filth, rubbish and other foul matter.

In such water the salmon family die, and within the past five or six years, several streams have become entirely unfit for salmon. This tendency is strong, and the more the country is settled the more marked will the results in the unfitness of the waters be. I have, in proof of this assertion, frequently taken from the spring water tanks, young trout, salmon, and California salmon, and put them in my own ponds of creek water, and found that they invariably died, sometimes lingering for a few weeks, and in the hottest summer weather dying off rapidly. This fact might be more deplored, but that the condition of the water which is incompatible with the life of the salmon, is just what is required by another fish, the

German Carp.

On learning that the carp forms an important factor in the fisheries of Germany, and is in such demand among the laboring classes, I conceived the idea, on noticing this foul tendency in our rivers, to obtain some of these fish from Prof. Baird, United States Fishery Commissioner, at Washington, and make experiments with them. In the winter of 1886, I obtained a few from him, put them into a small pond which was surcharged with vegetable matter, and I found that they did remarkably well. I was therefore induced to apply to Prof. Baird again last fall for a further supply which my son brought over. I had the ponds prepared, where the carp have lain up to now in a dormant condition. That carp can be introduced profitably into numbers of our Canadian rivers, I have no doubt. The fish is very prolific, and its growth is rapid, attaining to a weight of two and three pounds in a couple of years. It is easy to conceive of such an increase in our population as would make a demand upon all the carp we could supply, in addition to our other fishes.

But beyond this probable fact of the future, the carp is essentially a "poor man's fish." There are thousands of poor men who are not able to afford themselves the luxury of salmon or salmon trout, who would gladly accept a somewhat inferior fish at a less price. The reason the carp is adapted to the waters unfit for the salmon is because, unlike most other fish, it is a vegetable feeder, not an animal feeder; and thrives upon the spores and vegetable matter, which would prove destructive to a member of the salmon family.

For the carp obtained I am under (and it is one of many) obligations to Prof. Baird. I hope, therefore, soon to see those waters, deserted by salmon now, stocked with a fish that will be welcomed to the poor man's table.

But the great commercial fish of Ontario, the salmon trout, white fish, and doré, are those to which it is desirable that, in this Province, the greatest attention should be given. These we breed in great numbers, having had in the hatcheries of Ontario the past season upwards of thirty five millions of white fish and pickerel or wall-eyed pike, and five millions of salmon trout ova.

It has been the custom in some quarters to under-rate the importance of the fisheries of the inland lakes of Ontario, but what their importance really is may be gathered from this fact: the area of Ontario's inland seas, the fish producing capacity of her waters, is fully equal to that of the United States. But in 1879, more than twenty-one millions (21,000,000) of pounds of white fish alone were taken in the great lakes of the United States, valued at \$750,000. The same year, which was a "big" salmon fishery year in the Maritime Provinces, the value of the total salmon catch of

these Provinces was \$213,950, or half a million dollars less than the value of the white fish catch for the same year in the western lakes of the United States. Our capacity in Ontario for white fish production being as great as that of the United States, it follows that if we exerted ourselves proportionately to the extent of the American fishermen, our white fish yield in Ontario would have been as large. For some persons, therefore, to talk of the unimportance of Ontario's inland fisheries is to talk ignorance. But although we have been putting forth a good deal of energy in keeping up, artificially, the white fish and salmon trout supply, our exertions are perhaps not more than a tithe of what they should be. For example: last year the American Fish Commissioners deposited six million young white fish in Lake Michigan, but the catch of white fish from the same lake during the same year, was not less than five million fish. Now, when it will be considered that a large percentage of the fry deposited in the lake never reach maturity, it will be seen how far short of maintaining the fish supply at high water mark the present aggregate capacity of our fish hatcheries is. For what is true of catch and supply in the United States is true of Canada.

Artificial fish-breeding, with all its advantages, is abortive where the difference between the supply and the catch is so great. Since artificial aid is demonstrably good—proven to be the only redemption of our fisheries—then the fishery industry should have the full benefit of artificial help. There should be enough fry bred at the hatcheries to supply the demand of the waters.

Theories given for the decrease in Salmon Fisheries.

Whenever a falling off is noticed in the salmon fishery of the country, no particular effort is made to thoroughly investigate the causes of the falling off, but many theories are advanced. I have not yet seen one capable of a general application. I am fully convinced, however, that the inordinate greed of fishermen; the want of thorough protection, and the killing of the breeding fish in the rivers; the pollution of the streams, and the general non-observance of the Fishery Laws has largely brought about this general decline in our salmon fisheries. In 1875 there was a sudden drop down of nearly 50 per cent. in the Maritime Provinces then there was almost as sudden a rising up again; then 1880 showed an abrupt, not a gradual fall, and the depression has continued in 1881. Various opinions have been put forward again by observers to account for the falling off in the last two years. For example, it is claimed by many that the vast fields of floating ice, which have been unusually large and wide-spread throughout the whole of the Gulf of St. Lawrence for the past two years, have produced the effect of changing the salmon from their usual course and driving them to some other place than their accustomed haunts. This aspect of the matter does not appear to me sufficiently reasonable or even plausible, for the ice floes referred to do not and cannot block up the estuaries and mouths of the rivers frequented by salmon; neither can it be supposed that the well-known migratory instincts of the salmon to resort to their native waters for reproductive purposes could be so easily changed.

Another cause of the scarcity of the salmon is put forth by many persons, and it is upheld by several of the most observing fishermen, that great destruction to the salmon family has been caused by the ravenous and predacious nature of some kinds of marine animals, such as sharks, seals, porpoises, etc., which at times frequent the mouths and estuaries of salmon-bearing rivers in great numbers. This theory is substantiated by the fact that many salmon when captured by the fishermen have numerous wounds upon their bodies, resembling gashes, cuts and scars, in some instances apparently quite freshly made, in others partly healed over, and in others again, the old sores only just visible. These wounds and scratches give rise rationally to the belief that some of the marine monsters above mentioned, from their greater liking for the more delicate flesh of the salmon, have produced this result either with their teeth or claws, and unquestionably devoured and killed vast numbers of others. This is also borne out by the fact of great numbers of salmon showing similar injuries in 1875,

which year was noted for its great decrease in the catch in salmon. It is of record that during that season unusually large numbers of the Greenland shark were found frequenting the coast. As an instance of their numbers, no less than thirty sharks were taken at one haul off the mouth of the Saguenay River in that year. They were taken with a like number of porpoises in a very strong net made for catching the latter. The peculiarity of these scarred and wounded salmon being alike in 1875 and 1880, coupled with a similar decrease in their catch in each of these years, and the opinion held by many observing fishermen that sharks and other savage marine animals had killed and wounded great numbers of salmon, would lead to the belief that this may have been one of the agencies at work in causing a decrease of salmon during the past seasons.

Before setting out to give the result of my own observations and study of the falling off" phenomenon, I may state that it is believed by all scientists and all acquainted with the salmon's habits that that fish will invariably, if it is permitted, return year after year to the river in which it spent its infancy. This belief is the result of observations in all parts of the world where the salmon resorts, and is ascertained in various ways, all observations tending to the corroboration of the theory. Thus, for example, a St. John River salmon may be distinguished from a Miramichi salmon, while a Ristigouche fish will be mistaken for neither. These fishermen who have watched the fish ascending the river have frequently seen among the rest "stray fish," whose motions are altogether different from the rest, they swimming about here and there as if bewildered and confused. They may have been Ristigouche bred fish, have mistaken the mouth of the Miramichi for that of the Ristigouche, or *vice versa*. These fish once finding themselves in unknown waters turn about, swim out to the sea coast again and feel their way around till they reach their own river.

This fact is also true even of sea trout which, like the salmon, come into the brooks and rivers only for the purpose of reproduction. On the assumption, therefore, that no salmon will ever resort to spawn in any river save the one in which it spent the first years of its existence, the idea that the decrease in the salmon fishery around our shores and in our rivers may, in a measure, be due to the fact of some of the fish seeking other and unknown rivers, has not been put forth, save in an instance or two, in a timid and uncertain way. While I would not positively say that some of the salmon have gone away from our shores to other rivers, I will say that other fishes have been known to do so. Take even the animals of the land: as soon as civilization intrudes upon the wild herds, and even the birds, of the plains, these turn themselves from their accustomed haunts and seek abodes where they will be free from interruption. And it is only about twenty years ago since mackerel swarmed around the Newfoundland coast, but they suddenly disappeared, not declining gradually, but going *en masse*. This summer, say, they swarmed in every nook around the Island, the next they were gone. Nor did they return. For twenty years they stayed away. And when the fishermen spoke about them, they did so with a shudder, for they believed that they were cursed, and that this was why they disappeared. Yet it had been firmly believed the mackerel went there to spawn, and would continue to go there. Now, it is just possible that even the salmon, attached though it is to the haunts of its early existence, and seeking places known to it in its wanderings when only a little "parr" where it may deposit its eggs, yet by force of continual harassing, by being perpetually disturbed and hunted, by finding interruptions (nets) before it at almost every turn, by the defilement of the rivers with saw-dust and rubbish, it is just possible, I say, that the salmon may, like the land animals and other fishes, seek for regions where they may fulfil the purpose of their visitations without interruption. Indeed, I have no hesitation in saying that a continued defilement of the rivers with saw-dust, in the too close setting of nets and almost complete obstruction of passage way, as too often occurs, and, above all, the practice of hunting the fish upon their spawning beds, would eventually, unless something stepped in to supply what is thus murderously cut off, drive the salmon out of our rivers to seek for quiet elsewhere. And if these things carried on to extremes would drive the salmon out of

our waters, so do they, I believe, carried on now in a measure, likewise in a measure drive our salmon to seek other rivers.

I have elsewhere in my Report, shown that if plagues carry away animals of the land, that they may sometimes, too, visit and decimate the fishes of the sea, and that a contagion of a dangerous nature might bring the fisheries down for a certain period from which they would, however, rise again; likewise, what I believed would be the result of heavy spring rains, after a severe winter with heavy snow-falls, and how such occurrences might account for the sudden drop-down of the salmon catch in one year, and its rebound up again the next year.

But apart from the causes operating, and which I have stated would, in my judgment, eventually drive the salmon out of our rivers, those others, such as the spring freshets, disease in the sea-depths, &c., are of less importance—would only bring about abrupt fallings off from which the fishery would recover; and above all they are causes we can only talk about, and cannot control. But there is a worse, a more deadly cause in operation, which we have in our power to control; and of it I would now speak. That cause is the too frequent violation of the Fishery Laws, ever since the Fishery Laws were put upon the books; the unlawful and murderous use of the torch-light and spear upon the very beds where the parent fish, big with hundreds of thousands of their species, lie awaiting the fullness of their time. At every point along their passage, up to the spawning beds, they are met with nets; and the few that escape the toils, are exposed to the merciless spear of the Indian and the white-man at the end of its journey. It is to some of the causes cited, perhaps to many of them combined, that all honest, thoughtful minds will attribute the falling off in the salmon catches in 1875, and 1880 and 1881, not to the effects of artificial fish culture.

Efficiency of Artificial Breeding in the Sacramento and Connecticut Rivers.

I beg to give an extract from a letter written by Professor Baird to the Commissioner of Fisheries of Canada, on the subject of the recent scarcity of salmon in the Canadian waters.

"My own opinion in the matter of the recent scarcity of salmon in your waters is that there has been some new feature in the condition of the ocean temperature, or in the character or distribution of the food of the salmon, which has caused a change in the run of the fish. The menhaden, as you are probably aware, have, without any apparent reason, left the entire coast of Maine, and have crowded themselves in unusual quantities further south.

"We have other instances of similar stampedes of the coast species lasting for a greater or less length of time. The fact that the Connecticut River in consequence of receiving a few hundred thousand salmon eggs was for a time plentifully stocked with adult fish, is sufficient evidence that our artificial work was efficient.

"In the Sacramento River we are absolutely certain of our ground, having brought up the supply of salmon to more than its pristine condition of abundance, by planting about two millions of young fish every year. The catch there has increased in five years from five million (5,000,000) pounds to fifteen million (15,000,000) pounds; and, in 1881, there was more fish than could be utilized in all the canning establishments on the river. No one questions in the remotest degree the thorough efficiency and success of the artificial work."

Artificial Fish Culture—"Murder in the Cradle."

So far as I am able to ascertain the features of artificial fish-breeding, being held responsible for the exhaustion of the salmon fishery, is this: To obtain ova it is necessary to obtain fishes, and in some cases it has been the custom with the officers to procure a few fishes on the spawning beds for that purpose. It is claimed by some in ignorance, and by a few in malice, that the Department was thus committing "murder in the cradle." The fact is the Department was doing nothing of the kind, simply taking the fish, and procuring from them the ova and the milt, and then let-

ting the fishes go again. But for every one fish the officers took on the three or four rivers in which the expedient was adopted, the poacher took twenty, not like the officer liberating the fish again, but killing them, and destroying, with these parent salmon, hundreds of thousands of their species. Of what then, let me see, was the Department guilty?—"murder in the cradle," as the more figurative of the critics put it. They took certain mother fishes on their spawning grounds, took the eggs from the fish, and succeeded in producing eighty-five or ninety fishes out of every hundred eggs; and this without sacrificing the life of either the fish supplying the ova or that supplying the milt. Now, had the officer not taken the fish in question, supposing they escaped the poacher's spear, they would have deposited their ova and milt and gone away again to the sea. But in the case of the "murder in the cradle," the salmon likewise went to sea. There was this difference, however, with respect to the ova: That whereas, out of those obtained by the officers and brought to the hatchery, eighty-five or ninety fry were obtained from a hundred eggs; out of every hundred deposited by the salmon in the river, not more than five, some say scarcely an average of four, fry were obtained out of the hundred eggs. What the fishery has lost by the pursuance (to the small extent to which it prevails) of such a system, I think it not over difficult to judge. But lest those who do not give this phase of the question careful consideration, should see something of a real grievance in the many plausible stories told of the official killing on the breeding grounds, we have decided to obtain the ova in another way, and only through such means as will not give even the shadow of an excuse for criticism to the critics of the system. Instead of obtaining by our own officers the parent salmon on the spawning grounds, we purpose buying the fish of the fishermen at the fishing stands, on the same footing as any other purchaser. Having obtained the ova and milt, however, unlike the ordinary purchaser, we will let the fish go again, so that it will be seen we will leave nothing that can afford the slightest crumb of comfort to the assailants of artificial breeding.

So that if five years hence a serious falling off in salmon show itself, no one will be able to attribute it to salmon culture. Henceforth the officers will buy at the stands on the Ristigouche, the Miramichi, the St. John, and other rivers, the number of parent salmon at each required to supply eggs for their own particular river. It would be as impossible for any one who has studied the question to believe that the adoption of artificial fish-breeding at the Newcastle, the Miramichi or Ristigouche Hatcheries is responsible in any measure for the falling in the catches for the last two years, as it would be for them, if they were honest, to withhold the acknowledgment that the effect of these hatcheries had been the very opposite.

And here is the particular proof I offer: Is it not a fact that the falling off of salmon for the past two years has been greater everywhere else in the Provinces, when compared with the extent of fishing carried on, than in the estuary or river fisheries of the Ristigouche and the Miramichi, where the number of fathoms of salmon nets set in each is nearly three-fold greater than in all of the rest of the Gulf salmon fisheries put together? To what is the fact to be fairly attributed, if not to the fact of the artificially bred fry which were turned into them in previous years, while those rivers which did not make so good a showing received no artificial aid? You will see that if the application of salmon culture is harmful, that harm can only be manifest where the application is made; and that, therefore, we would have a general showing like this. All rivers in which artificial culture was adopted would show a falling off, while all those rivers where it was not adopted would show a comparative increase.

But, Sir, there are no fish hatcheries on any of the rivers of the North Shore of the River St. Lawrence, except one at the mouth of the Saguenay; yet, in all these, the dearth of salmon, for the past two years, has been correspondingly greater, the difference in comparison being quite marked, than in the Baie des Chaleurs, the Ristigouche River and the Miramichi, where the hatcheries have been in operation. There were no hatcheries on the Labrador Coast, nor in Newfoundland, nor in Eastern or Western Nova Scotia, Cape Breton, Prince Edward Island, or River St. John, yet the falling off on these coasts and places have been more marked still, than where the "maligned science of fish culture has been applied." I hope, however, we

have heard the last of the baseless charges against fish culture and its effects on the fisheries.

Artificial Propagation.—How Applied.

I may be permitted here to briefly state the methods of artificial breeding employed in the Government hatching houses of the Dominion, and the advantages artificial breeding have over the natural process. In the month of July or August, the salmon are obtained, male and female fish, and put in a pond (near the hatchery if possible), where they are kept till they are ready to spawn, which is usually in the latter part of October and through November. The ova of the female are mingled with the milt of the male, and then taken into the hatchery where they are deposited upon trays, through which there is an incessant, gentle, flow of water, supplied by a spring brook.

The period of incubation is regulated by the temperature of the water, and in the hatcheries is generally from 160 to 180 days, which brings the maturing period up to about April and May in each year. After the eggs are deposited in the trays, each day, or perhaps sometimes not till after the interval of several days, white colored eggs are discovered here and there on the trays. These are the bad eggs, and they must be removed at once, else they will contaminate the sound eggs touching them; all the infected eggs become fastened together by the spores put forth as the offspring of decay. This foul mass would communicate its foulness to its neighbours, and thus, unless the infected members were promptly removed, the process would go on till all the eggs, which could be reached, would be destroyed. But, of the number of eggs laid down in the tray, not more than an average of 15 per cent., or thereabouts, perishes. The 85 per cent. mature, the tiny little fish breaking out of the shell, retaining the umbilical sac. Upon the yolk of the sac, the fry lives for about twenty or thirty days (depending upon the temperature of the water), receiving its food during that time by absorption. After this period it must shift for itself, seize upon the little particles of food which chance brings in its way.

Before the umbilical sac has entirely disappeared the fry are taken in vessels up the rivers or streams, and set at large. Here it will be seen, for every hundred eggs we bring into the hatchery in the autumn, we set at large eighty-five fry, in the rivers, in the spring. When set at large, the little creatures dart here and there, and in the twinkling of an eye they disappear from your sight. They seek little crevices under the rocks where they hide till hunger tempts them to come forth in search of food. This is all we can know about them. They start at this point in life with precisely the same advantages as the river-bed fry, which is hatched out in the gravel, absorbs its yolk-sac for thirty days after its birth, then being obliged to strike out for its own support. The fry or parr remains in the river during the following summer and winter, and till the autumn of the second year, and in many instances till the following season, during which it retains brown marks or transverse bands on its side. On the eve of descending to the sea and striking adventurously out into the unknown deep, it assumes a more brilliant dress and becomes a smolt. At this time it is about six inches in length, of a greenish grey above and silvery below. From this point we know nothing of them till the male returns a grilse and the female an adult, for the purpose of reproduction.

But I have so far confined myself only to the history of the house-bred fish. I have shown that only about fifteen eggs out of the hundred are lost. Not so in the process of nature. The male and female salmon having gained the upper and shallow pools of the river, the female makes a furrow by working up the gravel with her body, then both shed their spawn into the furrow, and return to the deep pools to recruit themselves before descending to the sea. The ova lie during the winter covered in the gravel, and in the spring the little fish breaks forth. It is estimated by some that as high as eight per cent. mature, while some put the number at only five per cent., and others again say it does not exceed three. So that while in the hatchery we get eighty-five or more fish out of one hundred eggs, in the river there is probably not more than an average of five developed out of the one hundred.

The reasons for the vast difference in favor of the hatching house are many and obvious. From the moment the ova are deposited in the furrow till the fry emerge they are beset by dangers and open to the attacks of predatory enemies. Even in the very act of depositing the ova, unquestionably, a large percentage is borne away by the current and lost; then the action of the water may so cover the ova up with sand and gravel that they are hopelessly buried, and precluding the possibility of the fry's escape. On the other hand, if they are not well covered they are always exposed to hungry fishes passing and repassing in search of food; innumerable water insects also destroy great numbers of eggs. Then in the spring violent rains come, melting vast areas of snow, overflowing the rivers, and carrying trees, stones, ice, &c., down, scouring away the gravel and destroying the ova. Looking at all these drawbacks, to say that five per cent. mature is, I think, making a liberal estimate.

Having said this much of artificial salmon culture, I may add that what is applicable to the salmon is also applicable to all other fishes with which it is intended to deal.

If a larger number than four or five per cent. of salmon ova were to reach maturity I should greatly wonder, for leaving out of question the hunting of man, a much larger percentage of development would overpopulate the waters and destroy the nice balance which nature has established in all her departments. The capacity of nearly every kind of fish for the reproduction of its species is altogether so much out of proportion to animals of the land, that but for the destruction of the ninety-five per cent. of the embryo species our rivers and waters would be like one small tenement containing a half-dozen of families; like putting a couple of hundred head of cattle or a thousand sheep to eke out an existence upon an acre plot of pasture land.

But, some one will ask, why is nature so prodigal—why should she so create the fish as to have it capable of such vast reproduction when, if these ends were accomplished, the over-production would be destructive? I answer, nature in her wisdom knows the dangers to which the embryo species are subjected while they lie waiting vivification, and generously provides enough to sustain the waste and the species too.

The object of pisciculture is to supply the continued drain being made upon certain of our fisheries by the fishermen. If the Fishery Laws could be carried out, as they are laid down, there would be less need, though certainly some need, of supplementing the natural process of reproduction going on in the rivers by artificial means, for it will be observed that, if before man began to hunt the salmon, owing to the many enemies the fish has when full grown, when only a parr, when a smolt, and when a grilse, and above all—while the ovalay unguarded on the spawning bed—if, I say, before man hunted the salmon, all these agencies prevented over-production and merely maintained the balance, the prudent, lawful catching of salmon would even then destroy that balance and make some other aid to reproduction necessary to re-establish and maintain that balance. But when it is added to this prudent and lawful fishing, the reckless and lawless fishing, the murder on the spawning ground, the defilement of the rivers, the damming up of the passage-ways, the call of aid is imperative, for a vital question is at stake. I think I need not recapitulate that artificial fish-breeding is the very, and the only expedient, that the advanced thought and practical experience of the age have pointed out. But in availing ourselves of the privileges of fish culture, it would be the supremacy of folly to fancy that the bounds to our re-population of the waters are limitless, that if we can breed salmon eggs better than by nature's own process, that we can sustain more fishes in our rivers than nature could. Here is the crucial question.

Each river has a certain capacity for the support of fishes, as each acre has for the support of animals. To endeavour to force that capacity is to defeat the very ends sought. The question, therefore, with which we are concerned now is to learn what is the salmon sustaining capacity of the Miramichi, the Ristigouche, the St. John, the St. Croix, the Saguenay, or any other river? I think the balance which nature herself established is the true capacity, that is the capacity of the river, whatever it

was at the time the first spear was hurled at a salmon in its waters. But, suppose we could ascertain this, as we cannot, it would be unsafe to be guided in some cases by that condition now. For every change that takes place on the surface of the land connected with a given river, produces a corresponding change in the aptitude of the river for the maintenance of certain fishes. For example, many a river and stream in Ontario to which the salmon resorted for reproduction at the time of the first settlement of Canada, is barren of these fish now; and more than this, a young salmon or trout put into these waters in summer, in their present changed and turbid state, would perish in a few hours.

Strike away the forest from the face of a country and from a river's bank, and you give opportunity for rapid evaporation by the sun's rays. Small feeders to the main river are almost entirely absorbed, the volume in the latter is greatly diminished, and add to this, its waters become super-heated, are rendered unwholesome and poisonous by the refuse matter carried over fields into it, the surcharge of vegetable matter, spores, &c., all being incompatible with the salmon's nature. Therefore to bring the number of salmon to what it was when nature was supreme, it would be necessary for us to undo our civilization, to let our meadows run again to unpruned forests.

But I have pointed out enough to show wherein lies the work of the pisciculturist in the future. There is much to be done, and the beginning has scarcely been made yet. As our population increases, so will the demand for salmon and other fishes increase; and proportionate in turn to this demand, will be the increase in price for the article; and lastly, in proportion to the increase in price, will be the exertions and numbers of the fishermen. This can be met in part by a vigorous, full application of fish-breeding on the one hand, and by the rigid enforcement of necessary laws on the other hand. Fish culture when creditably sustained by the State can do much, but it cannot accomplish wonders. It cannot coax salmon up into the rivers, if the fishermen choke up the channels with nets. It can, if it gets fair play, and if it be permitted to manifest its merits—if the Government render it the needful assistance—in time fill the suitable rivers with fish to their fish supporting capacity; and to do this it will be conferring a boon that would not be easy here to estimate.

Appended hereto will be found the Reports of the several officers in charge of fish hatcheries, also replies by several of the officers to an "extract" from a letter written by the Inspector of Fisheries for New Brunswick, relative to artificial fish-breeding and the failure of the salmon fisheries of that Province.

Respectfully submitted.

SAMUEL WILMOT,
Superintendent of Fish Culture for Canada.

REPORTS OF OFFICERS IN CHARGE OF FISH-BREEDING ESTABLISHMENTS IN THE DOMINION OF CANADA FOR THE YEAR 1881.

GASPÉ HATCHERY.

The Honorable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honor to send you my Report on the operations connected with the fish hatchery at Gaspé for the past year.

The salmon fry commenced hatching on the 16th May and were coming out fast on the 20th May.

Distribution of Fry.

I commenced removing them on the 13th June, and placed them as follows:—

Dartmouth River.....	300,000
St. John do	100,000
York do	90,000
Pond at hatchery.....	10,000
Total.....	500,000

The fry were placed as far up each river as possible without too much expense. The loss during the distribution was trifling. The sixteen gallon tin cans with the perforated covers for ice now in use are certainly the most reliable way of transporting the young fry.

Capture of Parent Salmon.

The net for taking parent salmon was set in the Dartmouth River on the 1st of June, and removed on the 20th July; owing to scarcity of fish, only thirty-two salmon were taken and placed in Pond No. 2, on the Watering Brook, which is a very clear stream. Of these nine escaped during a heavy rain storm in August. The weather continued wet during all that month so that it would have been impossible to keep the net out.

Collection of Ova.

Being aware of the importance of securing as many eggs as possible and acting under instructions received from Mr. S. Wilmot, I decided to seine fish at the Barabois River, Malbaie, and secured there thirty-four salmon. I attended to those in the pond and at Malbaie, and sent my assistant up the Dartmouth River to secure a further supply, and he was successful in capturing 49 salmon. It will be easily noticed that had not these means been adopted to secure a supply of parent fish, the number of ova from those in the pond would have been small. I trust the salmon will come in large numbers, so that the quantity of fish required may be captured in the net at Dartmouth River in future. The total number of eggs placed in the troughs was 607,000, and, as I have already sent your Department a detailed statement of this, it is not necessary to repeat it here.

Appearance of Ova.

The eggs at the present date are looking well with the exception of three trays from the Barachois River ; considering the long distance of transportation by boat or land carriage, the ova from there look remarkably well. The loss has been small thus far, and I expect there will be a good percentage of young fish next spring. The troughs were all dried and varnished, and the window frames and sashes painted during the summer. When the building was erected two floors were laid which was a mistake ; consequently the dampness from the one floor injures the lower one, and it will soon be necessary to remove these floors and place a new one of two inch cedar. Although I consider it best to secure the supply of parent fish as they ascend the rivers, I would suggest that considering the small number of parent fish that have been captured during the past two years, no net should be set in the Dartmouth River next year. Fish could be seined at Barachois River and up the Dartmouth at this season.

I have the honor to be, Sir,
Your obedient servant,

PHILIP VIBERT,
Officer in Charge.

GASPÉ, December, 1881.

RISTIGOUCHE HATCHERY.

The Honorable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—As previously reported, the young fry were successfully distributed in the following rivers, namely :—

Jacquet River.....	40,000
Upsalquitch	125,000
Main ^e , Ristigouche.....	295,000
Matapedia River.....	200,000
Matapedia Lake.....	40,000
Grand Bonaventure River.....	40,000
Total.....	740,000

The lot taken to the last-named river, owing to their lying without motion on the steamer for 16 hours, and notwithstanding ice having been put in the cans and great care shown by the attendant, they were not in as good condition as the others that were placed above tidal influence, and those in Jacquet River carried 13 miles. It being determined to purchase the parent fish for this season from the licensed netters at tide head, a pond for their reception was prepared there between two of the islands ; owing to lateness of commencing the work and the lack of suitable spiling, the heavy August freshet breaking the lumber booms along it, sending down logs and rubbish on it, broke it down and caused a loss of 28 fish. Preparations are now made for double rows of 10-inch spiling, which will in future prevent a recurrence of such a disaster. Consequently, I had to resort to the river for my supply of parent fish ; and between the 22nd of September and 10th October I took, at the Four Mile Pool, Hale's Brook, Little Cross Point, Trotting Ground, Patapedia and Indian House (in nearly equal proportions) 119 female and 36 male fish. They were placed in the pond at Indian House and stripped there, the ova was packed in moss and transported to the hatchery. The first lot of ova was taken on the 15th October and the last on the 22nd October. Three of those females gave us no ova, not having ripened in time, and were turned into the river again on the 22nd October. Two male fish jumped out of the flume and were lost ; those

were the only ones that were seen dead; no other loss occurred. From those fish 360 of our double trays were filled with ova, giving fully 1,100,000 impregnated eggs. At Deeside, between Chain Rocks and the Upsalquitch River (8 miles) 53 fish were taken, of which 30 were females and 23 males. None were lost or died, and all gave ova, which filled 130 trays, adding to our former quantity 400,000 eggs, and making, in all, 1,500,000 ova for the hatchery, giving an average of 10,500 eggs to a fish; many of the fish were smaller than usual, apparently their first year of spawning, and weighing from 12 to 15 pounds, but few large fish were captured, although many were seen spawning on the beds.

Before liberating the parent fish in 1880 I cut the adipose fin in such a manner as to easily distinguish them. Two of these fish were taken and gave ova this year; one was taken at Patapedia and the other at Indian House, one was also taken at Indian House Pool with fly, and two more of these marked salmon were caught in the tidal nets; there is no doubt but more of the marked salmon were captured but not observed. I would suggest in future that small metal tags be provided to mark all parent fish that have been used for artificial breeding. The date of the fishes liberation might be easily stamped on the tag.

The ova in the hatchery is in fine condition, so far not $\frac{1}{4}$ per cent. of loss has been sustained. As the hatchery is not large and the space very limited, I would suggest the giving to any hatchery, that may not be well supplied, a quantity from here, as this house will be over-crowded in the spring.

The number of young smolts and grilse in the river this season was unprecedented. Neither myself nor my men ever saw so many in any previous year. On some of the natural spawning beds the grilse were lying in hundreds, where, in former years, three or four at the most could be seen. A very fine show of old parent fish were also to be observed just about as numerous as in our best years, particularly in the upper portions of the river; and as the fall was very favorable, a very large natural production must result, as but little disturbance from lumbermen or from ice has taken place.

I have the honor to be, Sir,

Your obedient servant,

JOHN MOWAT,

Officer in Charge.

DEESIDE, December, 1881.

MIRAMICHI HATCHERY.

The Honorable

The Minister of Marine and Fisheries,

Ottawa.

SIR,—The number of eggs laid down in the Miramichi Hatchery in the fall of 1880, was 850,000. Those continued to do well, and were successfully hatched out and distributed in the following rivers:—

North-West Miramichi River	200,000
South-West do do	200,000
Little South-West Miramichi River.....	8,000
Sevogle River.....	50,000
Renous do	40,000
Bartibogue River.....	40,000
Burnt Church River	40,000
Tabusintac do	40,000
Salmon do	30,000
Barnaby's do	30,000
Stewart's Brook.	10,000
Digdeguash Brook.....	10,000

Total..... 770,000

During the summer season all necessary repairs were completed, and in the fall of 1881, 222 parent salmon were procured, and from those fish I succeeded in getting 700,000 healthy eggs. Those were laid down in the breeding troughs and are progressing favorably at the present date.

I have the honor to be, Sir,
Your obedient servant,

ISAAC SHEASGREEN,
Officer in Charge.

SOUTH ESK, MIRAMICHI, December, 1881.

ST. JOHN RIVER HATCHERY.

The Honorable

The Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to submit to you an account of the operations at the Rapid des Femmes fish-breeding establishment on the St. John River in New Brunswick, under my charge. Having received instructions from Samuel Wilmot, Esq., Superintendent of Fish Culture, to procure a stock of parent fish either from the St. John River or its tributaries, I proceeded on the 20th of September last, with four men up the Tobique River where it was said the greatest chances existed for getting salmon; but I regret to say that I had almost a total failure owing to the great scarcity of these fish in these waters; the high freshets which prevailed during the early part of the season enabled what few fish there were to get far up to the head-waters, it was therefore almost impossible to secure any. The total catch being eleven females and thirteen males, from these I succeeded in gathering about one hundred thousand eggs; these were taken down the river and placed in the breeding troughs of the hatchery, where they progressed very rapidly, and the young fish are now being fully developed in the most of them.

I am quite of the opinion that it is almost impossible at the present time to procure a supply of parent fish for the use of the hatchery from the St. John River or any of its tributaries; and I would therefore respectfully suggest that the parent salmon be taken into the St. John harbor fisheries, and there safely kept till the spawning season.

Of the 300,000 California salmon eggs received from the Newcastle hatchery in Ontario on the 9th of October last, I am pleased to report the hatching of them as most successful; the young fry from these eggs commenced to hatch out in November, and the loss has been very trifling.

I have deposited 150,000 of these young fish in the St. John River in the most healthy condition, the remaining number I shall distribute in like manner throughout the river as quickly as possible.

I also brought over from the Ristigouche hatchery 200,000 salmon eggs which were taken from the large salmon of the Ristigouche River; these eggs were conveyed by rail to this place on the 11th March in splendid condition, all of these are progressing most satisfactorily.

I beg to call your Honour's attention to the constant poaching carried on in the upper St. John, and unless the law is speedily enforced and better protection maintained, it will be impossible for the fish to increase, and consequently this river must remain barren in respect to salmon.

The condition of the hatchery with all its appliances is in all respects most satisfactory and working very favourably.

I have the honor to be, Sir,

Your obedient servant,

ALEXANDER MOWAT,
Officer in Charge.

DUNK RIVER HATCHERY, PRINCE EDWARD ISLAND.

The Honorable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to transmit for your information my Report of the Dunk River Hatchery for the past year.

In the autumn of 1880 we laid down about 500,000 eggs, and hatched out 375,000 young fry, which were distributed in the rivers, as follow:—

Morrell River.....	60,000
Brudenell River.....	60,000
Trout or Lot 10 River.....	60,000
Dunk River.....	195,000
Total.....	375,000

At the present time of writing we have laid down 1,200,000 eggs in very good condition, and we had in the reception house last fall enough females to add to the above supply 200,000 more eggs, but there were no males to impregnate the eggs, they having been scarce. We spawned 215 females and only 96 males, and had 50 females left on our hands, making in all 361 fish in the reception house last fall. This was quite a large increase on the previous year. The greater number of the salmon entering the river last fall were young fish from four to five years old. The average number of eggs obtained from each female was 6,000. One reason why the male fish were scarce, was that the water was very clear, and in consequence they stayed under the bridge below the hatchery. We tried to net them but could not do so on account of the many sticks and roots in the river. The young fry appear to be very plentiful in the river this season, the saw dust and other rubbish has been kept pretty well out of the stream during the summer, and no poaching has been carried on.

I would advise having the sticks cleared out of the river from the hatchery to the bridge; the expense would be trifling. If parent fish increase as fast as they have been doing this season we will require a salmon ladder in the dam before long.

I would suggest that a Warden be appointed for Wilmot River, as there has been some poaching going on there last fall.

Everything is in good order and working splendidly. I have endeavored to give you all the information required.

I have the honor to be, Sir,

Your obedient servant,

HENRY CLARK,

Officer in Charge.

DUNK RIVER, 31st December, 1881.

BEDFORD BASIN HATCHERY.

The Honorable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honor to report that the distribution of the salmon fry hatched in this establishment this past season was performed as per accompanying list, and was attended with perfect success.

List of rivers in which young salmon were placed from the Bedford Hatchery :

Sackville River, Halifax Co.....	40,000
Musquodoboit River, do	40,000
Shubenacadie do do	20,000
Big Salmon do do	20,000
Little Salmon do do	20,000
Nine Mile do do	20,000
Total, Halifax Co.....	160,000
Gaspereaux River, King's Co.....	20,000
Cornwallis do do	20,000
Total, King's Co... ..	40,000
Meander River, Hants Co.....	20,000
Herbert do do	20,000
Total, Hants Co.....	40,000
Salmon River, Colchester Co.....	40,000
North do do	40,000
Stewiacke do do	40,000
Total, Colchester County.....	120,000
Philip River, Cumberland Co.....	80,000
Wallace do do	40,000
Total, Cumberland Co	120,000
East River, Pictou Co.....	40,000
West do do	40,000
Middle do do	40,000
Barney's do do	20,000
Total, Pictou Co.....	140,000
Annapolis River, Annapolis Co.....	20,000
Guysborough River, Guysborough Co.....	10,000
Salmon do do	10,000
Total, Guysborough Co.....	20,000
Liverpool River, Queen's Co.....	10,000
Port Medway do do	10,000
Total, Queen's Co.....	20,000

Total distribution, 680,000 fry.

The work of collecting a supply of ova for this season's hatching at the Bedford hatchery was completed about the 1st inst.

Owing to my being engaged at the Sydney hatchery during the spawning season, I was unable to give the work my personal supervision, but having made all the arrangements for catching the parent fish, &c., I left the matter in my assistants' hands, and I am pleased to inform you that they succeeded in collecting about

1,500,000 ova; of this number 1,200,000 were laid down in the troughs of this hatchery, the balance, 300,000, being sent to the Sydney hatchery as per Mr. Samuel Wilmot's instructions.

During the summer I had the reception tanks repaired and all prepared for work, when the salmon should enter the river. I had intended fishing on the Musquodoboit River, and visited that place on the 25th of September for the purpose of setting a crew of men to work, but found that the greater proportion had already passed up the ladder and had gone so far up the river that they were beyond my reach. In fact, salmon entered that stream all through the summer, and I was informed by some residents that salmon had not been so plentiful there for ten years. This fact is due to the heavy rainfall we experienced and the consequent high stage of water in the river, especially during July and August, enabling these fish to enter their river, and shows quite plainly that the reports were in error which stated that my operations for the past four years on that stream had driven all the salmon out of it. The fact is, this season has been the first for ten years when salmon could go up the river in the summer months, the high water permitting them to do so then, instead of being compelled to remain out in the harbour until late in the fall when the heavy rains set in. Not having seen that river myself, or knowing its condition, until the 25th September, was the sole cause of no fish being taken there this season for the use of the hatchery.

Finding that no salmon could be taken in the Musquodoboit River I determined to commence operations on the East River, in Pictou County, and purchased the necessary net and engaged a fisherman; and as salmon were apparently very plentiful in the tidal waters, I expected to secure a large number and fully make up the deficiency on the Musquodoboit. Having made these arrangements I left for Sydney, when, unfortunately, the fisherman met with a serious accident which confined him to the house and prevented his setting his nets. He not having informed me of this, some days of valuable time were lost, and before another fisherman could be engaged the fish had passed up and beyond my reach. The East River is one of the best streams in the Province, and large numbers of magnificent salmon enter it every season; and although I have made two or three attempts at fishing them, I have failed to secure any considerable number. This is due to having no appliances there of a permanent nature, and to the fact that I have never fished it except when short of fish elsewhere, and consequently have always been too late in commencing work. Failing to secure any spawning salmon in the two rivers mentioned above, I was obliged to fall back on my old and favorite streams—River Philip and West River. Fortunately they both far exceeded my expectations and enabled me to secure a good supply of ova.

On the West River the catch was eighty-four, being considerably greater than that of last year, notwithstanding a large proportion of the run was lost owing to high freshets preventing the nets being set for several days while the fish were running thickly.

The River Philip catch was excellent, being 232 as against 91 last season, and an average of 110 for the last six years; in fact the river was said to swarm with salmon, very many not coming up to the bank, but spawning on the beds lower down: In addition to those caught, large numbers of small salmon or grilse were seen, but as large meshed nets are used there, very few of these were taken. I stated in my last annual report to your Department, that some evidences of an increase of salmon were observed on this stream last season, and gave this as an evidence of the good results of fish breeding, but the increase being but light I was unwilling to attach too much importance to it; but the extraordinary catch this season removes all doubt on this point, and at once proves conclusively that the increase of salmon by artificial propagation is not only possible, but in a very marked degree has been achieved on this river. The most incredulous must now admit this when it is known that for six years this river has been robbed (a favorite expression with skeptics) of almost all the ova that would have been deposited there naturally but for our operations. This being the case, where has the increase come from? Certainly it must be from the

young fish which were put in that river five or six years ago. Again, every man living on that river knows that the average weight of the salmon taken there for the last ten years was about 20 pounds—these were matured full grown fish. This year over 100 of the fish caught were under 15 pounds, running from 6 to 15 pounds, or young fish of four and five years' growth.

No doubt the increase of salmon in other rivers has been quite as great as in River Philip, but having no time or opportunity of testing the matter, I cannot speak positively regarding them.

The total number of salmon captured from the two rivers was 316, of those 162 were males and 154 females; you will observe that the former exceeds the latter by eight, and this accounts for the small quantity of ova secured from the whole number of fish caught. On West River, 52 females were taken, from which 520,000 ova were obtained, being an average of 10,000 ova per fish, while on River Philip but 102 were females, yielding 900,000 ova, an average of less than 9,000 ova per fish, as against a usual average of 12,000 per fish in former years on this stream. This is due to the large number of young and small sized fish as mentioned above. Up to the present time the loss of ova has been very light, and as the embryo is now becoming visible and the eggs present a good and healthy appearance, I hope to hatch a large percentage next spring.

I regret that a larger number of ova could not be obtained, but this was due to causes over which I had no control, and to my absence in Cape Breton during the fishing season.

I have the honor to be, Sir,
Your obedient servant,

A. B. WILMOT,
Officer in Charge.

BERFORD BASIN, December, 1881.

MAGOG HATCHERY.

The Honorable
The Minister of Marine and Fisheries,
Ottawa.

Sir,—I beg to submit the following Report of the Magog Fish Hatchery for the past year:—

The above named hatchery commenced operations in the winter of 1880 and 1881, receiving from the Newcastle establishment about 275,000 salmon trout eggs. As nearly as I am able to estimate, there were hatched out and distributed about 200,000 small fry, and planted in the following named sheets of water, situated in the Eastern Townships, viz.:—

Megantic Lake, County of Compton.....	50,000
Brompton do do Richmond	25,000
Key Pond do do Sherbrooke.....	15,000
Little Magog Lake do Stanstead.....	8,000
East Branch Pond do Sberbrooke.....	2,000
Memphremagog Lake, County of Stanstead.....	75,000
Maasawippi do do do	25,000
Total	200,000

The building, as you will see by referring to copies of plans and specifications in your hands, is 26 x 60 feet and two storeys in height. The lower flat is constructed and arranged in accordance with said plans and specifications with water supply, troughs, tanks and other necessary appliances, is all in perfect working order. The

ponds alongside the hatchery have been divided into separate compartments or pens by adjustable racks freely admitting the passage of the water but not the fish. At the lower end of the pond is a dam with a gate and rack in front of it to prevent the fish in the pond from escaping when the gate is raised and the water being drawn off. By this arrangement the water can be drawn down in the pond at will, making it easier to catch the fish when desired. With the pond, the dam and the gates, the fish in their various stages of ripeness may be kept separate, the males from the females, and those which have been manipulated for their eggs, from those which have not. This arrangement works very satisfactorily. The hatching room is warmed by a base burner coal stove, by which the temperature may be kept at any desired state. The water, however, is so warm naturally, and the weather having been so unusually mild but little fire has been necessary. The above described pond and pens are constructed for receiving the salmon trout which it is proposed to catch in Lake Memphremagog (the waters of which communicate with the hatchery) and keeping them therein until after being spawned, when they will be turned back into the lake again. Reports from all the resident fishermen were to the effect that a sufficient number of parent fish existed in said lake to stock the hatchery with eggs, and the lakes and ponds in the Eastern Townships with small fry. The practical difficulty lay in catching them without injury.

With the above object in view, and in accordance with your instructions, I caused a seine to be made about 200 feet in length and from five to fifteen feet in width, I also had a balloon shaped bag made fifteen feet in length and eight feet in diameter at the largest point. There was an aperture in the centre of the seine of about eighteen inches in diameter, in which was inserted a wooden hoop, to this hoop the bag was attached in such a manner as to be easily removed. The land ropes were 300 feet long. With the above described apparatus I caught some 300 parent fish, the greater part being females, which were transported from the spawning beds, where caught, to the hatchery in boats constructed for the purpose. From the above number we secured about 300,000 eggs. The efforts in that direction did not result in securing a sufficient number to stock the hatchery with ova, but the experiment has demonstrated the possibility and the practicability of obtaining from Lake Memphremagog a sufficient number of parent fish to stock the Magog Hatchery with eggs and the several sheets of water in the Eastern Townships with salmon trout. To do this properly and profitably some expense will have to be incurred in preparing spawning shoals and bars, so that seines may be drawn with safety. There are rocks, roots and various kinds of obstructions which should be removed from the above named places frequented by salmon trout near Magog and Georgeville.

A small pen might be made near Georgeville in which to yard the fish after being caught until spawned, or a larger and easier managed boat will have to be made, to transport the fish which are caught near Georgeville to the hatchery at Magog.

I conclude that about 25 per cent. of the eggs have died since being deposited in the hatchery; quite a large portion of which, I imagine, were not properly impregnated with the male seed on account of there not being a sufficient number of males caught. For the past three weeks the mortality of the eggs has not been nearly so great, and the small unhatched fry are developing quite rapidly.

I beg further to say that three years since you sent us a quantity of small fry from your establishment at Newcastle. We deposited them in the lake at "Sand Beach," contrary to the advice and counsel of our old fishermen. I had our seine drawn at that place, and, contrary to our expectations and the experience of said fishermen, we succeeded in capturing nearly all of the before mentioned 300 fish at that place. On spawning them they appeared to be nearly all of them three year old fish. Query! were they the ones put there three years ago? At all events, nearly every one agrees that salmon trout were never so plentiful in our lake as they were last fall. I attribute the increase to the above named deposit and Government protection.

We now have a building and all the appliances which seem necessary to carry on the business intended in the most approved manner. We are situated close to a large lake, which abounds in the kind of fish which you desire to propagate. We have demonstrated the fact that they can be caught without injury, and their eggs secured in sufficient numbers to supply the demand for this section of the Province of Quebec. All that now remains to be done is to continue the enterprise as you have commenced, and your reasonable anticipations will be realized and your object to increase the supply of fish food will be successfully accomplished.

I have the honor to be, Sir,
Your obedient servant,

A. H. MOORE,
Officer in Charge.

MAGOG, QUE., December 1881.

SYDNEY HATCHERY, C. B.

The Honorable
The Minister of Marine and Fisheries.
Ottawa.

SIR,—I beg to submit herewith a report of this season's operations at the Sydney fish hatchery. The number of parent fish secured was very much smaller than that anticipated, owing to the scarcity of salmon in some of the rivers and nearly the entire absence of them in others. Rivers teeming with salmon years ago, owing to the uninterrupted and wicked practice of poaching at the very season that they entered the rivers to spawn, had few, if any, salmon in them this year.

The following is the number of salmon obtained and the names of the rivers in which they were caught:—

	No. of Salmon.
Forks River.....	32
Leitches River	9
Salmon River.....	7
Total	48

All the other rivers were tried, but yielded none. The spawn obtained from these salmon amounted to 200,000, together with a supply of 250,000 eggs received from the Bedford Hatchery in Nova Scotia, making in all 450,000 ova laid down in this nursery, which at the present time seem to be in a thriving and good condition. The above 450,000 eggs were counted after the unimpregnated dead ones had been removed. The greater number of lifeless eggs were taken from the lot received from Bedford Hatchery, comparatively few were removed from those of our own fish. The experience gained this season in catching parent salmon will benefit us in the future. By having sufficient time at our disposal, I feel confident that there would be no trouble in obtaining the required number of parent fish for this establishment.

Before closing this report, I beg to acknowledge my high appreciation of the clear manner in which Mr. S. Wilmot intimated to me the duties of my office. Be assured that it will be my principal and chief end to do all in my power to faithfully and satisfactorily fulfil the duties of the position in which I am thus placed. I am relieved by the assurance that in every difficulty connected therewith I may look to him for direction. Together with this, I must express my appreciation of Mr. A. B. Wilmot's kindness in the pains he has taken to instruct me in the duties I have to perform.

I have the honor to be, Sir,
Your obedient servant,

CHAS. A. FARQUHARSON,
Officer in Charge.

SYDNEY, C. B., December 31st, 1881.

SANDWICH HATCHERY, ONTARIO.

The Honorable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg herewith to submit to you my annual report of the Sandwich white fish hatchery.

Last year I stated that I had some 17,000,000 of white fish ova in our hatching cans and on trays. Through some cause unknown most of them died, and on April 5th we only turned out 4,000,000 of fry in the Detroit river. As I gave a detailed account of these eggs formerly it is useless for me to append it here.

We succeeded in hatching some 12,000,000 of pickarel eggs after the white fish season, which were distributed in the following places:—

St. Clair River.....	200,000
Thames do	500,000
Mitchel's Bay.....	1,000,000
Detroit River.....	10,300,000

Total..... 12,000,000

This fall I was successful in procuring some 25,000,000 of white fish ova, which were collected at the following stations:—

James Mackee's, Bois Blanc Island	20,000,000
C. W. Gauthier's station.....	3,500,000
Joseph Meloche's do	1,500,000

Total..... 25,000,000

There were not quite so many white fish caught on the Canadian side this fall as last season. The reason for the falling-off was the constant westerly winds which prevailed, and had the effect of driving the fish over on the American shore. Taking both sides of the river into consideration there were more fish caught this season than the previous year. It is admitted by all the fishermen that there were more white fish in the Detroit River this fall than there has been for the past ten years.

It must be as gratifying to your Department as it is to myself to notice the increase of white fish, reported from the different fishery officers bordering on Lake Erie, which shows that our work here is not only for the benefit of the Detroit river, but also beneficial to all the fishing stations bordering on Lake Erie. Our white fish fry should be planted in different localities, a large number ought to be distributed off Pelée Island.

There were a large number of pickarel caught this last fall, which shows that they mature much faster than the white fish.

The glass jars which Mr. S. Wilmot had patented a few years ago were put into practical use here this fall. The improvement of these glass jars, over the tin cans formerly used, is manifold. The motion and working of the eggs is plainly seen, in the tin cans this could not be observed. If any dirt or sediment collects in the glass jars it is easily detected, besides the flow of water is kept much more regular.

I have the honor to be, Sir,
Your obedient servant,

JAMES NEVIN,
Officer in Charge.

SANDWICH, February, 1882.

SANDWICH, Ont., February, 1882.

We, the undersigned fishermen, lessees of fishing stations, and other individuals interested in the fisheries along the Detroit River, feel a deep interest in the maintenance of the supplies of white fish in this section of the country, and desire to express our belief in the benefits which are derivable and which have already been realized from the large numbers of young white fish which have been bred and turned out from the Government fish hatchery at Sandwich on the Detroit River. The very evident increase of young fish from the above source induces us to urge upon the Department of Marine and Fisheries the carrying on of the work with greater zeal in the future than they have in the past. For the last three years we have had a gradual increase of white fish, and have no hesitation in saying that there were more fish in the Detroit River during the past season than there has been for the last ten years.

(Signed),

C. W. GAUTHIER,
H. F. MELOCHE,
ROBERT ADAMSON,
JAMES MCKEE.
J. B. GAUTHIER,
DANIEL MELOCHE,
JOSEPH ALLEN,
J. D. MELOCHE,
L. J. REEVES,
JAMES SMITH,
LOUIS JEANNOTTE,
DANIEL ANCTIL,
JOSEPH JOLY,
ELIE GIGUÈRES,
G. BENOIT,
MICHAEL JOLY,
FRANCOIS ROCHELEAU,

REPLIES OF OFFICERS TO AN EXTRACT FROM A LETTER WRITTEN
BY MR. VENNING, THE INSPECTOR OF FISHERIES FOR NEW BRUNSWICK,
RELATIVE TO ARTIFICIAL FISH-BREEDING, AND THE
FAILURE OF THE SALMON FISHERIES OF THAT PROVINCE.

DEE SIDE, 6th February, 1882.

The Honorable

The Minister of Marine and Fisheries,
Ottawa.

SIR,—Referring to an extract from a letter addressed to the Honorable the acting Minister of Marine and Fisheries by the Inspector of Fisheries for New Brunswick, relating to salmon fisheries, I beg respectfully to say in relation thereto, as follows, viz.:—

The Inspector says he fears His Honor "will be made believe the last two years decrease will be attributed to some unknown abnormal cause, and that future seasons will be better." From a forty-five years' experience here, and from the testimony of the oldest netters, periodically good and bad years have been their universal experience; with this difference, that many poorer years' fishing than the last two have been before experienced, while the fishing seasons of 1876-'77, 1878-'79 were the best known for forty years on the Ristigouche. Previous to 1874 there were but two packing establishments for salmon, and with a much less number of coast nets; there are no less than eight of these establishments now, with an increase of nearly 500 per cent. in the nets. In the County of Gloucester, where the fish caught are fully two-thirds Ristigouche salmon, the increase of both packers and netters is still more marked. No doubt the price of fish having risen from 100 per cent. to 150 per cent. has enabled netters to continue the last two years; they would otherwise have been obliged to discontinue fishing. The netters, however, declare that the fish will come again more plentiful than ever, and intend to continue, although former applications for new stations have resulted badly; in fact, all localities in any way favorable for a fishery are now occupied.

The Inspector, declares that "fish breeding has produced no visible results, and doubts if any of the young brood planted ever reach maturity," and this, after stating that it was at his urgent entreaty that a former Minister was induced to make pisciculture a Departmental work. When he did so, he must have been satisfied of its utility, consequently the management of the Ristigouche and Miramichi houses are at fault, in placing the young fry either in wrong places, or planting them in a sickly state. Nothing else can be inferred from his statements, or he may have become "a convert to the views of parties" who have tried to make it appear that "unless the parent fish are on hand to protect the young brood they are gobbled up by other fish."

Nothing could be more lively than the young fry from this hatchery from four to six weeks old. The greater portion are never "subjected to land carriage," being transported in cribs with a continuous current of river flowing over and amongst them, and when liberated, they hide so quickly the eye can hardly follow their motion; this is done commonly at the season when the trout have not ascended the river, but are feeding amongst the great smelt schools at the tide head. These young salmon are thus saved from the trout, eels and suckers, which prey upon them principally in the egg state. The eggs are saved from the danger of rotting in the spawning beds by not coming in contact with the quantities of dead unfertilized eggs found there, and from being ground and destroyed in the fall and spring by the action of the ice turning and ploughing the gravel bars up side down. But the most important saving is that 95 per cent. of the eggs got artificially produce in the

hatching troughs living fish, while the largest percentage of living eggs I ever found in a salmon ridd, was one in three; this was in the month of March, well up the river, and from my experience I would judge from their close connection with the dead eggs, few of them would be alive in May. If, at the spawning season a rise of water occurs, which is generally the case, salmon run out on the beaches and shallows and deposit their eggs, as they will not do so in deep water at any time; before Christmas time the frost will have lowered the river below summer level leaving the nests bare. Fifty years ago, the banks of our streams were living forests, they are now burned off by the lumbermen; the rains and melting snow running from these high banks and hills cause freshets and ice jams which were not then experienced. Fifty years ago, there were no coast nets and not over half-a-dozen nets in the upper estuary. A few netters and odd traders would give goods only for salmon at the rate of \$6 to \$8 per barrel. The Indians only took them for their own use; the settlers did the same. Salmon were plentiful then because there were no inducements offered to catch them. At that time not one stationary net was set in the Bay of Chaleurs, below Dalhousie. Now, there are three hundred between that point and Shippegan. In ten years, between 1845 and 1855 the demand and value of salted salmon increased very much, and as there were no regulations, or next to none, nets were set everywhere, and completely barricaded the mouth of the river, and the catch fell off so much that many of the netters discontinued fishing. So scarce were the fish in the river from over fishing, that it was commonly supposed by the few who tried fly fishing, that our salmon would not rise to the fly. Mr. Hoegg, who canned salmon for the first time on the Ristigouche that year, only obtained 37,000 lbs. from all the estuary nets. Since that time, the three Athol House stations alone have produced over that quantity for three years in succession, and over 1,000 salmon have been taken for three years successively with the fly up the Ristigouche River.

Had the splendid north shore streams and rivers turned out their usual quantity of fish, and those rivers on which no hatcheries exist been equally fruitful—although none of them are so severely netted as the Ristigouche and Miramichi—the Inspector might have been justified in pointing out and blaming fish culture as one of the causes of the scarcity, but the very opposite is the case. The great body of the salmon shipments have been from these two rivers in question. The Ristigouche alone now shows more salmon taken with the rod and line than any five of the other rivers put together, and as it is well understood that not more than one fish in twenty will ever rise to the fly, a large number of fish must have been left in the river for breeding purposes. I am positive in saying that the stock of breeding fish this fall (notwithstanding the great numbers of netters and anglers) was quite equal to former years on the upper portions of the river. They were as plentiful as was desirable for the benefit of their future progeny, for should the fish be too numerous on the spawning grounds the males are constantly fighting, thereby preventing the proper impregnation of the ova when being deposited, and also displacing the gravel on the beds which were formerly laid in, completely adding many of the eggs and exposing others to be destroyed and eaten up.

The great and general failure of our salmon crop on the northern rivers emptying into the Atlantic, (all of which exhibit a greater decrease than the Ristigouche and Miramichi during the last two years) shows the prevalence of some great general destructive agency on their winter feeding grounds, the exact cause of which is not yet known. Many salmon entered our rivers last year, badly scarred and bitten, others were scratched and torn, particularly the second run; but they were all in fine condition in flesh. In 1880 there were fewer fish, and they seemed to have been starved as well as torn and scarred, so much so, that the netters would not own them as Ristigouche fish. Notwithstanding all this, there was still a better catch on the Ristigouche and Miramichi than on many of the others. This can only be accounted for in one way, viz., there were more of them on the breeding grounds, and consequently a greater percentage escaped destruction. It is a question, therefore, whether the hatcheries on these rivers were not the means of this greater proportion of salmon in the Ristigouche and Miramichi. I hope the coming year will show this

to be the case. That a gentleman of Mr. Venning's intelligence would so stultify all his former views and earnest representations made for years past, seems impossible, and in the face too of the acknowledged benefits resulting from pisciculture in America, England, Germany, Russia and all other civilized nations. If the officers in charge of the hatcheries are not capable, which from the tenor of his letter is the conclusion he wants to imply, others should be found to supply their places, and it would be the more manly course to pursue. As to his recommending a shorter season and longer weekly close time, I am unable to agree with him for this division for the following reasons: Many of the netters can only fish from three to four weeks, none over eight weeks, one-fifth of the season is now taken by the weekly close time; but the principal reason, as before stated, is that notwithstanding all the netting in the estuary and the numbers of anglers up river, and the general short catch of salmon, a very good stock of parent fish was found in all the streams last fall.

I have the honor to be, Sir,

Your obedient servant,

JOHN MOWAT,

Overseer of River Ristigouche.

SOUTH ESK, MIRAMICHI RIVER. 6th February, 1882.

The Honorable

The Minister of Marine and Fisheries,
Ottawa.

SIR,—In reply to the extract of Inspector Venning's letter, I must say that I cannot agree with him in his opinion of artificial fish-breeding. My opinion is that the artificial breeding is of great importance in regard to helping to keep up our stock of salmon. I have had some experience in that business, and I know that it is a help to increase the stock. Let the fish deposit their eggs in the natural way, and there is not a hundredth part of them that reaches maturity. Some falls the fish deposit their eggs when the water is high in the streams, then during the winter the water falls quite low and the eggs are left dry, and of course they all perish, and if not lost that way, there are great many of them carried away by the lumber in the spring of the year, and when there can be 80 or 90 per cent. hatched and deposited in the rivers by artificial means, I cannot see why it is not a benefit to our rivers.

There is no doubt but the salmon fishing has been less for the last two years than usual, but those things will occur, no matter what is done to increase the stock. It is impossible to have the rivers crowded with fish every year.

In speaking about the fishing season, I think it is very well regulated, if the regulations were properly enforced. If the officers on our rivers were looked after and made to do their duty in a sharper manner than now, it might be a benefit to our fisheries. It is not in the close season that all the poaching is done, but from the time there is a salmon seen in the rapids, until they leave in the fall. There are kinds of traps used to kill large and small salmon, and the officers do not seem to stop it. They may go on the river one night and the next three they are off, and the "poachers" know just the night to go to work. In my opinion this is what is doing the greatest injury of all to our valuable salmon fisheries.

I should like to know what is the cause of our valuable bass fishery, on the north-west branch of the Miramichi, decreasing so rapidly for the last two or three years? We know it is not the artificial breeding, nor the want of close season, but it is the lack of the officers to do their duty. This very winter there are thousands of small bass caught and shipped to the United States market, and it appears there is no one to

put a stop to it. There are many more ways now to destroy the fish than there were ten or fifteen years ago.

I have the honour to be, Sir,

Your obedient servant,

ISAAC SHEASGREEN,

Officer in charge of the Miramichi Hatchery.

GASPÉ, 7th February, 1882.

The Honorable
The Minister of Marine and Fisheries.
Ottawa.

Sir,—That the salmon fisheries on the Atlantic coast have been a failure, for the past two years, cannot be denied. We must, however, consider what the fisheries yielded the years previous. In 1878, the catch by nets was at Gaspé 40 per cent. above an average, and in 1877, was an average year. With so many fish-breeding establishments in operation it is not surprising that a very great increase is expected in our salmon fisheries. The Inspector of Fisheries for New Brunswick says: "if any of the broods placed in the rivers ever reach maturity we should have reasonably expected a large increase of fish." Now, suppose all those young salmon never reached maturity, what has become of all the eggs deposited in the natural way on the spawning beds in our rivers? The same cause which has prevented the return of the one, must surely have acted on the other. How comes it that the salmon are so scarce on the Labrador coast where no fish hatcheries exist? and at Sandwich Bay, where eighty tierces have been cured, only eighty salmon were caught last year. All the Gaspé rivers have been well stocked with young fish for several years past, and what has become of them is a mystery. I believe large schools of these fish have been either devoured or frightened away by sharks and other voracious fish. Codfish have been driven away from the south shores of the St. Lawrence by porpoises, and why not salmon also? There is no doubt there are too many nets in some parts, and it is difficult to remove them. The suggestion made by the inspector, "to make a shorter fishing season," is good, and it might be fixed for two years.

I confidently expect that the salmon will return in large numbers, but perhaps not this year.

I have the honor to be, Sir,

Your obedient servant,

PHILIP VIBERT,

Officer in Charge.

BEDFORD, February 10th, 1882.

The Honorable
The Minister of Marine and Fisheries.
Ottawa.

Sir,—I beg to acknowledge the receipt of your letter of the 31st January, and enclosed extract from Inspector Venning's letter to your Department in reference to the decline of the salmon fishery and the failure of artificial fish-breeding to produce any beneficial results, concerning which you wish my remarks.

In reply I beg to state that Mr. Venning's statement of the decline of the salmon fishery during the past two years, is one of fact, and I believe is fully borne out by the statistics furnished by the fishery officers throughout the Maritime Provinces,

yet I do not consider he is justified in producing this fact as an evidence of the speedy exhaustion of our salmon fisheries. These alternate periods of scarcity and abundance of these fish on our coast are not the development of any new feature in their habits; old residents and fishermen inform me that such periods have occurred from the early settlement of the country, and with these people a scarcity of salmon for a season or two is considered of no importance as they confidently look for an abundance to follow. Just why these seasons of scarcity and abundance occur, I am unable to inform you, but am under the impression that salmon, like cod, mackerel, herring and other deep sea fish, are governed in their migrations from coast to coast by the abundance of food to be obtained on any particular coast, their food being principally smaller fish and their produce. When any coast is visited by large numbers of salmon as sometimes occurs, the destruction of these smaller food fish becomes abnormal and beyond their powers of recuperation, hence a scarcity of food occurs, and if this unusual destruction continues for two or more seasons, this particular coast becomes denuded and continues so until by the natural process of reproduction another supply accumulates; in the meantime, the salmon or other fish are compelled to seek food elsewhere, causing a scarcity on one coast and an abundance on another. In applying this idea to salmon, I am aware I conflict with the accepted theory that every salmon has its particular river in which to breed, that being the river in which it was bred, consequently can never visit any but the one coast, but I am being gradually convinced that this theory, as well as many others regarding salmon, is incorrect, or at least not entirely with practice. To illustrate my idea, take a salmon hatched and bred, say in the Miramichi River, when the age for reproduction arrives this fish will return to that river to deposit its ova if it has been feeding on that coast during the summer of feeding season; but suppose that owing to a scarcity of food on that coast that this fish is compelled to go to some other coast, say Labrador, or Newfoundland, in search of food, then I contend this fish will enter some river there for breeding purposes and return to its native river only when food can be obtained in its vicinity.

As to Mr. Venning's statements in regard to the results of fish-breeding at several of the hatcheries, and their failure to produce any good effects upon the coast fisheries, it must be admitted that artificial fish culture has not as yet met the promises made concerning it at its first introduction, but to now conclude that the scheme was a failure and of no benefit to the fisheries, would be, in my opinion, prejudging it. The efforts put forth by your Department, although no doubt as great as possible considering the many demands upon the revenue of our country, have been feeble when considered in the light of the many and great difficulties to be overcome. When the scheme was first adopted by your Department, I have no doubt the originator, having found it was possible to hatch young salmon and preserve them until six weeks of age, considered the problem of restocking our rivers with salmon already solved. The many and unfavorable changes which have taken place in most of our rivers and lakes, consequent upon the changes in the physical condition of the country, were not deemed such great obstacles to the speedy completion of the work as subsequent information has taught us to consider them. In my opinion, the greatest difficulty we have to contend with is the fact that very few of our rivers are now in a state of nature, and the change from their primeval condition has been such that many are not now suitable breeding grounds for the parent fish, and do not furnish the quantity or quality of food necessary for the development of the young fry produced by either the natural or artificial process. That salmon fry can be hatched and safely placed in the rivers, the most incredulous must admit, but the question may very fairly be asked, "of what avail is this if they are never seen again?" At first it would appear that this was a difficulty which could not be overcome, but I am of the opinion that a long step can be taken in the right direction by concentrating the efforts put forth at each hatchery upon one or two suitable rivers. Heretofore the desire has been to make the distribution as general and widespread in its nature as possible, hoping to benefit all sections alike; in doing this many thousands of young fry have been placed in rivers totally unfit for them, owing to the

scarcity of water in some of these streams during the drought of summer, and from the removal of the timber from their banks, and the drying up of the many cool springs that formerly existed, and the exposure of the waters to the sun's rays throughout their entire length, they become superheated to such an extent that neither young nor old salmon can live in them.

This last statement I know to be correct from experiments instituted to test the question; a young salmon, or salmon fry cannot live in water above 75 degrees, in temperature, and at that temperature only, while a rapid current is running, death ensuing almost immediately the current is stopped. Apply the information derived from this experiment to many of our rivers, we find that during the heat of summer the water gradually dries up and recedes into shallow pools, through which no perceptible current passes, into these pools the young fry collect, the waters are probably exposed day after day to the direct rays of a broiling sun, become superheated and death ensues to all young salmon found in it. Where a river runs for a great portion of its length through a wild unbroken country, its banks being covered with timber, and where the drainage of the adjacent country is gradual, its waters never become overheated or dried up to such an extent; in such rivers, and only those should young salmon be placed. Another great cause of the death of the young fry is this gradual drying up of the streams, leaving the fry dry upon the gravel or sand. In the bed of a river are found innumerable little basins or minute pools formed by the collection of sand between adjacent small rocks and large pebbles, in this little basin the young fry rest, watching for food, and as the water in the river diminishes, these basins become uncovered and eventually dry out by leakage or evaporation, leaving any young fish that may have been in them to become parched up by the sun. This is no stretch of imagination, but has been actually observed by myself and others in the Sackville River near this hatchery, and the same can be seen on any stream where the waters become dried up to such an extent. The suggestion prompted by the above statement of facts which have come under my observation, and which I beg liberty to offer, is that the number of rivers in which the fry be placed in future, be limited to those offering the most favourable opportunities for their growth and development. This course might give rise to dissatisfaction on the part of fishermen residing near the estuaries of rivers considered unsuitable, but if so, I am satisfied it is the only true and wise course to pursue, and in the end will cause fish-breeding to be recognized as a most important element in our coast fisheries of the future.

Hoping you will pardon the above digression from the text before me, and my indulging in details to such extent; but I am anxious to show some of the many obstacles to be met with in our attempt to replenish our fisheries. These small matters are entirely overlooked by those who condemn fish breeding, and who think it is time some return should be received for the money expended.

As I have no knowledge of the Ristigouche River, I will not attempt to show causes for the decrease there, further than to say, that in a river as large as the Ristigouche, with its immense tributaries and extensive estuary, the increase of salmon cannot be so readily observed as in smaller rivers, and it is very doubtful whether correct returns are given by the fishermen, who on that river appear to be greatly opposed to the work. As for the Newcastle Hatchery in Ontario, I have to say that while I was connected with that establishment a very marked increase in the salmon entering "Wilmot's Creek in the fall of the year was observed, and it has been a matter of surprise to me that the lake fishing has not correspondingly increased. I am inclined to think that an increase has really taken place, but that the salmon do not now approach the shores as early in the season as formerly, owing to the country surrounding Lake Ontario having become stripped of nearly all its timber and the gradual drying up of the streams entering it. The waters of these streams must now attain a higher degree of temperature than formerly. This would have the effect of keeping the salmon out in deep water during the heat of summer, which is the fishing season, and they would not approach the shores until late in the fall when impelled to do so by the desire to deposit their ova.

In reference to the Miramichi hatchery, I claim it would be unfair to condemn it yet, as sufficient time has not elapsed to provide an increase for the fishery. That establishment was opened in 1873, yet nothing was accomplished until the spring of 1877, when 400,000 fry were turned out in a number of rivers in the vicinity. These were four years old last spring, and would weigh five or six pounds, not more, I am certain, as the fully matured fish in that river average but ten pounds. Now the fishermen there use nets of 6 or 6½ inch mesh, intended to catch fish weighing ten pounds or over, and any fisherman knows that the chances of taking a five pound fish in these nets are not greater than 1 in 20; therefore, I contend that if a large proportion of 400,000 fry, turned out in the spring of 1877, had lived and returned to that river last season, the catch by the fishermen would not have shown the extent of the increase, as the result of the labour of 1877, nor can next year's catch be expected to show any very marked increase.

Having thus far attempted to show what I consider just cause why the expected increase of salmon has not taken place in the other Provinces, I beg to offer some statements in connection with my operations in Nova Scotia, and I am happy to say I can state indisputable facts showing a considerable increase of salmon at the very first moment when such increase could have been expected.

To fully enable you to understand the case, I must first inform you that River Philip, in Cumberland County, is the chief point for the collection of ova; to obtain ova I must secure the spawning fish while ascending the river; for this purpose nets are set in a large pool at the foot of a dam. This dam is an impassible barrier to salmon, and is situated about 1½ miles above the head of the tide. Now every salmon that enters that river, if it escapes poachers nets below, will first run up this pool and lie there until its ova are matured, when it will drop down to the rapids below and deposit its ova, as the nets are set as soon as the first run enters the river, and continue set until the close of the season. Very few salmon escape them, and such has been the case every season since 1875, consequently the natural reproduction in that river has been almost entirely stopped by these operations, and any increase of salmon that may have taken place in River Philip must have been caused by means other than that of natural reproduction. The first hatching at this establishment took place in the spring of 1876, when 140,000 fry were placed in River Philip; these would be five years old last spring, and should have returned to the river last fall to deposit ova. The catch of spawning fish for the preceding six years averaged 100 per year, while the number caught last season 232, or an increase of 132 over the average; of this number over 100 were young fish of from 8 to 12 pounds in weight; or fish of five years old, showing that the increase was almost entirely in young fish, and for the reasons given above could have come from no other cause than from the planting of young fry in that river in 1876. In addition to those captured, large quantities of smaller salmon, probably three or four year old fish, were seen in the river.

The above statements can be substantiated by numbers living in the vicinity, and a large increase is looked for next season by all concerned. I have no doubt as great an increase has taken place in other rivers which I have restocked, but not having as favourable opportunities for testing the matter, as offered itself in River Philip, I am unable to speak positively regarding them.

In conclusion, I beg to state that in Nova Scotia fish-breeding in the course of two or three years will begin to show itself upon the fisheries; but before we can accomplish all that may be desired in that respect, more hatcheries will be necessary, and the work carried out on a much larger scale than the present.

I have the honor to be, Sir,

Your obedient servant,

A. B. WILMOT,

Officer in charge, Bedford Hatchery.