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THIRD SESSION OF THE SIXTH PARLIAMENT

OF THE

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SESSION 1889.



VOLUME XXII.

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- A.** Report of the Royal Commission on the relations of Capital and Labor in Canada, together with the evidence adduced in the different provinces. Presented to the House of Commons, 16th April, 1889, by Hon. M. Bowell..... *Printed for Distribution only.*

CONTENTS OF VOLUME No. 1.

- 1.** Tables of the Trade and Navigation of the Dominion of Canada, for the fiscal year ended 30th June, 1888. Presented to the House of Commons, 1st February, 1889, by Hon. M. Bowell—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 2.

- 2.** Public Accounts of Canada, for the fiscal year ended 30th June, 1888 ; presented to the House of Commons, 1st February, 1889, by Hon. G. E. Foster. Estimates for the fiscal year ending 30th June, 1890 ; presented 8th February, 1889. Supplementary Estimates of Canada, for the fiscal year ending 30th June, 1889 ; presented 4th April, 1889. Supplementary Estimates of Canada, for the fiscal year ending 30th June, 1890 ; presented 23rd April, 1889. Additional Supplementary Estimates, for the year ending 30th June, 1890 ; presented 27th April, 1889—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 3.

- 3.** Report of the Auditor General on Appropriation Accounts, for the year ended 30th June, 1888. Presented to the House of Commons, 4th February, 1889, by Hon. G. E. Foster—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 4.

- 4.** Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1888. Presented to the House of Commons, 1st February, 1889, by Hon. J. Costigan..... *Printed for both Distribution and Sessional Papers.*
- 4a.** Canal Statistics for Season of Navigation, 1887, being Supplement No. 1 to the Inland Revenue Report, for the year ended 30th June, 1888—
Printed for both Distribution and Sessional Papers.
- 4b.** Fourteenth Report on Inspection of Weights, Measures and Gas, being Supplement No. 2 to the Report of the Department of Inland Revenue, 1888. Presented to the House of Commons, 19th March, 1889, by Hon. J. Costigan..... *Printed for both Distribution and Sessional Papers.*
- 4c.** Report on Adulteration of Food, being Supplement No. 3 to the Report of the Department of Inland Revenue, 1888. Presented to the House of Commons, 30th April, 1889, by Hon. M. Bowell..... *Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 5.

5. Report of the Minister of Agriculture for the Dominion of Canada, for the calendar year 1888. Presented to the House of Commons, 15th February, 1889, by Hon. J. Carling—
Printed for both Distribution and Sessional Papers.
- 5a. Report on Canadian Archives, 1888. Presented to the House of Commons, 21st March, 1889, by Hon. J. Carling..... *Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 6.

- 5b. Reports of the Director and Officers of the Experimental Farms, for the year 1888. Presented to the House of Commons, 21st March, 1889, by Hon. J. Carling—
Printed for both Distribution and Sessional Papers.
- 5c. Criminal Statistics for the year 1887. Presented to the House of Commons, 1st May, 1889, by Hon. J. Carling..... *Printed for both Distribution and Sessional Papers.*
- 5d. Report of the High Commissioner for Canada, with Reports from Agents in the United Kingdom, for the year 1888. Presented to the House of Commons, 21st March, 1889, by Hon. J. Carling—
Printed for both Distribution and Sessional Papers.
- 5e. Abstracts of the Returns of Mortuary Statistics for the year 1888—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 7.

6. Report of the Secretary of State of Canada for the year ended 31st December, 1888. Presented to the House of Commons, 11th February, 1889, by Sir Hector Langevin—
Printed for both Distribution and Sessional Papers.
- 6a. Report of the Board of Examiners for the Civil Service of Canada, for the year ended 31st December, 1888. Presented to the House of Commons, 21st March, 1889, by Sir Hector Langevin..... *Printed for both Distribution and Sessional Papers.*
- 6b. The Civil Service List of Canada, 1888. Presented to the House of Commons, 3rd April, 1889, by Sir Hector Langevin..... *Printed for both Distribution and Sessional Papers.*
- 6c. Report of the Department of Public Printing and Stationery for the Dominion of Canada, for year ending 30th June, 1888. Presented to the House of Commons, 27th February, 1889, by Hon. M. Bowell..... *Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 8.

7. Twenty-first Annual Report of the Department of Marine, for the fiscal year ended 30th June, 1888. Presented to the House of Commons, 1st February, 1889, by Hon. C. H. Tupper—
Printed for both Distribution and Sessional Papers.
- 7a. Report of the Chairman of the Board of Steamboat Inspection, for calendar year ended 31st December, 1888..... *Printed for both Distribution and Sessional Papers.*
8. Annual Report of the Department of Fisheries, for the year 1888. Presented to the House of Commons, 11th April, 1889, by Hon. C. H. Tupper—
Printed for both Distribution and Sessional Papers.
- 8a. Report on the Fisheries Protection Service of Canada, 1888. Presented to the House of Commons, 4th March, 1889, by Hon. C. H. Tupper—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 9.

9. Annual Report of the Minister of Public Works of Canada, for the fiscal year 1887-88, on the works under his control. Presented to the House of Commons, 1st February, 1889, by Sir Hector Langevin..... *Printed for both Distribution and Sessional Papers.*
10. Annual Report of the Minister of Railways and Canals, for the past fiscal year, from the 1st July, 1887, to the 30th June, 1888, on the works under his control. Presented to the House of Commons, 21st February, 1889, by Sir John A. Macdonald—
Printed for both Distribution and Sessional Papers.

- 10a.** Reports, Railway Statistics of Canada, and Capital, Traffic and Working Expenditure of the Railways of the Dominion, 1888. Presented to the House of Commons, 17th April, 1889, by Sir John A. Macdonald.....*Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 10.

- 11a.** Report of the Superintendent of Insurance, for the year ended 31st December, 1888—
Printed for both Distribution and Sessional Papers.
- 11a.** Preliminary Abstract of the business of Canadian Life Insurance Companies for the year ending 31st December, 1888. Presented to the House of Commons, 4th February, 1889, by Hon. G. E. Foster.....*Printed for both Distribution and Sessional Papers.*
- 11b.** Abstracts of Statements of Insurance Companies in Canada for year ending 31st December, 1888. Presented to the House of Commons, 26th April, 1889, by Hon. G. E. Foster—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 11.

- 12.** Report of the Minister of Justice as to Penitentiaries in Canada, for the year ended 30th June, 1888. Presented to the House of Commons, 18th February, 1889, by Sir John Thompson—
Printed for both Distribution and Sessional Papers.
- 12a.** Copies of the several tenders sent in for supplies for the Manitoba Penitentiary during the fiscal year 1887-88, with correspondence in relation thereto. Presented to the House of Commons, 25th February, 1889, by Sir John Thompson.....*Not printed.*
- 13.** Annual Report of the Department of Militia and Defence of the Dominion of Canada, for the year ended 31st December, 1888. Presented to the House of Commons, 4th February, 1889, by Sir Adolphe Caron.....*Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 12.

- 14.** Report of the Postmaster General for the year ended 30th June, 1888. Presented to the House of Commons, 5th February, 1889, by Hon. J. G. Haggart—
Printed for both Distribution and Sessional Papers.
- 15.** Annual Report of the Department of the Interior, for the year 1888. Presented to the House of Commons, 27th February, 1889, by Hon. E. Dewdney—
Printed for both Distribution and Sessional Papers.
- 15a.** Summary of Reports on the London, Crofter, Scandinavian, Hungarian, Church, German and Icelandic Colonies. Presented to the House of Commons, 30th April, 1889, by Hon. E. Dewdney*Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 13.

- 16.** Annual Report of the Department of Indian Affairs for the year ended 31st December, 1888. Presented to the House of Commons, 7th February, 1889, by Hon. E. Dewdney—
Printed for both Distribution and Sessional Papers.
- 17.** Report of the Commissioner of the North-West Mounted Police Force, 1888. Presented to the House of Commons, 18th February, 1889, by Sir John A. Macdonald—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 14.

- 18.** List of Shareholders in the Chartered Banks of the Dominion of Canada, as on the 31st December, 1888. Presented to the House of Commons, 27th February, 1889, by Sir John A. Macdonald*Printed for both Distribution and Sessional Papers.*
- 19.** Report of the Joint Librarians of Parliament on the state of the Library of Parliament. Presented to the House of Commons, 31st January, 1889, by Hon. Mr. Speaker—
Printed for Sessional Papers only.
- 20.** Report of Simeon Jones, Esq., Commissioner to South America, with respect to the Argentine Republic, Uruguay and Brazil. Presented to the House of Commons, 5th February, 1889, by Hon. G. E. Foster*Printed for both Distribution and Sessional Papers.*

21. Return to an Order of the House of Commons, dated 9th April, 1888, for a copy of report of engineers and surveyors appointed to survey the Straits of Northumberland from Carleton Point, Prince Edward Island, to Cape Jourimain, New Brunswick, during the summer of 1887, with the view of ascertaining the practicability of building a subway across the Straits. Presented to the House of Commons, 4th February, 1889.—*Mr. Perry*.....*Not printed.*
22. Return to an Order of the House of Commons, dated 7th May, 1888, for copies of all correspondence and telegrams between the Department of Railways and Messrs. Sims and Slater, contractors for the eastern section of the Cape Breton Railway, between the Grand Narrows and Sydney. Presented to the House of Commons, 4th February, 1889.—*Mr. Flynn*...*Not printed.*
- 22a. Return to an Order of the House of Commons, dated 9th April, 1888, for copies of all papers, documents, telegrams and correspondence in connection with the land grant to the Souris and Rocky Mountain Railway Company, or relating to the construction of said railway. Presented to the House of Commons, 4th February, 1889.—*Mr. Edgar*.....*Not printed.*
- 22b. Return to an Order of the House of Commons, dated 9th April, 1888, for copies of all papers, documents, telegrams and correspondence in connection with the land grant to the North-West Central Railway Company, or relating to the construction of the said railway. Presented to the House of Commons, 4th February, 1889.—*Mr. Edgar*.....*Not printed.*
- 22c. Return to an Order of the House of Commons, dated 9th April, 1888, for copies of all papers, documents, telegrams and correspondence as to the incorporation of the Great North-West Central Railway Company, or relating to any land grant thereto, or to the construction of the line of the said railway or any part thereof. Presented to the House of Commons, 4th February, 1889.—*Mr. Edgar*.....*Not printed.*
- 22d. Return to an Order of the House of Commons, dated 6th February, 1889, for copies of all petitions, reports and other documents in relation to the granting of subsidies by the Dominion Government, to the proposed line of railway from Montreal to Lévis, known as the Great Eastern. Presented to the House of Commons, 26th February, 1889.—*Mr. Rinfret*—*Not printed.*
- 22e. Return to an Order of the House of Commons, dated 6th February, 1889, for a Return showing :
1. A list of all the present shareholders of the Témiscouata Railway Company. 2. The number of shares held by each shareholder. 3. The amount paid by each of them on their respective shares. Presented to the House of Commons, 7th February, 1889.—*Mr. Dessaint*—*Not printed.*
- 22f. Return to an Order of the House of Commons, dated 13th February, 1889, for a Return of all correspondence between the Grand Trunk Railway authorities and the Government respecting the subsidy granted for the completion of the line of the Belleville and North Hastings Railway Company from the village of Madoc to Eldorado, in the North Riding of Hastings, and in reference to the work done towards the completion of such work and respecting the acceptance and opening up the same for traffic. Presented to the House of Commons, 8th March, 1889.—*Mr. Burdett*.....*Not printed.*
- 22g. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 11th March, 1889, for copies of an agreement of 14th December, 1885, between the Dominion Government and the International Railway Company, for the construction of a line of railway from the south bank of the St. Lawrence river, at or near Caughnawaga, to harbors of St. Andrews, St. John and Halifax, *via* Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton, and through township of Salisbury to Moncton. Also for copies of any and all changes that may have been made in said agreement, and of the Orders in Council relating thereto. Also for copies of any and all transfers or assignments of said agreement or contract, and of all Orders in Council relating thereto. Presented to the House of Commons, 21st March, 1889.—*Mr. Kenny*.....*Printed for Distribution only.*
- 22h. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 1st April, 1889, for copies of all Orders in Council, correspondence, agreements and settlements, respecting the conveyance of the North Shore Railway to the Government by the Grand Trunk Railway Company, and by the Government to the Canadian Pacific Railway Company. Presented to the House of Commons, 12th April, 1889.—*Mr. Rinfret*...*Not printed.*
- 22i. Return to an Order of the House of Commons, dated 1st April, 1889, for: 1. Copies of the petition asking for the incorporation of the Témiscouata Railway Company. 2. Copies of all correspondence between the Government and this company respecting the granting of a subsidy or having reference to such subsidy. Presented to the House of Commons, 17th April, 1889.—*Mr. Dessaint*.....*Not printed.*

- 22j.** Return to an Order of the House of Commons, dated 1st April, 1889, for a Return of the survey made of the Annapolis and Liverpool Railway, with the report of the engineer, and all papers and correspondence connected therewith. Presented to the House of Commons, 22nd April, 1889.—*Mr. Jones (Halifax)*..... *Not printed.*
- 22k.** Return to an Order of the House of Commons, dated 11th April, 1889, for all papers, reports, returns and correspondence in reference to the condition of the railway subsidized by the Parliament of Canada, extending from the western end of the Derby Branch Railway to a connection with the Northern and Western Railway, in the county of Northumberland, New Brunswick; also all correspondence, &c., had between the Government, or any of its officers, and the proprietors of the said railway, with the object of opening it up and running trains thereon. Presented to the House of Commons, 25th April, 1889.—*Mr. Mitchell*.... *Not printed.*
- 22l.** Return to an Address of the House of Commons, to His Excellency the Governor General, dated 11th March, 1889, for copies of all correspondence between the Government and the Windsor and Annapolis and Western Counties Railway Companies relating to the consolidation, under Government control, of the railways of western Nova Scotia, together with copies of resolutions adopted by the Chamber of Commerce of Halifax, and the Fruit Growers' Association of Nova Scotia, referring to the same subject. Presented to the House of Commons, 25th April, 1889.—*Mr. Borden*..... *Not printed.*
- 22m.** Papers, correspondence, &c., respecting subsidies to certain railway companies, and towards the construction of certain railways, as follows:—*St. Césaire to St. Paul d'Abbotsford Railway; Quebec and Murray Bay Railway; South Ontario Pacific Railway; Kingston, Smith's Falls and Ottawa Railway Company; Lake Témiscamingue Railway Company, Mattawa to foot of Long Sault; Shuswap and Lake Okanagan Railway; Chicoutimi Railway; St. Catharines and Niagara Central Railway Company; Grand Trunk, Georgian Bay and Lake Erie Railway Company; Hereford Railway Company; Quebec, Montmorency and Charlevoix Railway; Cornwallis Valley Railway Company; St. Clair Tunnel Company; Drummond County Railway; Pontiac and Renfrew Railway Company; Massawippi Junction Railway; Great Eastern Railway Company; Gananoque, Perth and James' Bay Railway Company, and Thousand Islands Railway Company; Brockville, Westport and Sault Ste. Marie Railway Company; Maskinongé and Lake Nipissing Railway; Napanee, Tamworth and Quebec Railway Company; Joggins Railway Company.* Presented to the House of Commons, 29th April, 1889, by Sir John A. Macdonald..... *Printed for Sessional Papers only.*
- 22n.** Copy of the Prospectus of the Chignecto Marine Transport Railway Company, as published in the *London Times*, 19th March, 1889. Presented to the House of Commons, 30th April, 1889, by Hon. G. E. Foster..... *Not printed.*
- 23.** Return to an Order of the House of Commons, dated 16th April, 1888, for a Return of all correspondence, petitions, reports of engineers, and others, regarding the construction of a harbor of refuge at Wellington, Lake Ontario. Presented to the House of Commons, 4th February, 1889.—*Mr. Platt*..... *Not printed.*
- 23a.** Return to an Order of the House of Commons, dated 8th February, 1889, for a copy of engineer's last report on the feasibility of constructing a harbor at Naufrage, King's County, Prince Edward Island. Presented to the House of Commons, 14th March, 1889.—*Mr. McIntyre*—
Not printed.
- 23b.** Return to an Address of the House of Commons, to His Excellency the Governor General, dated 1st April, 1889, for copies of all correspondence between the Dominion Government and the Corporation of Pilots for and below the harbor of Quebec, respecting the change in the present tariff of pilotage dues on vessels for and below the harbor of Quebec. Presented to the House of Commons, 26th April, 1889.—*Mr. Guay*..... *Not printed.*
- 24.** Return to an Order of the House of Commons, dated 16th April, 1888, for a Return of all tenders received by the Government for the supply of coal during the past calendar year, the names of successful tenderers, and the rate per ton in all contracts for coal entered into by the Government during the same period. Presented to the House of Commons, 4th February, 1889.—*Mr. Guillet*..... *Not printed.*
- 25.** Return to an Address of the House of Commons, to His Excellency the Governor General, dated 30th April, 1888, for copies of all correspondence, Orders in Council, reports, papers and documents touching the seizure made on F. O. Vallerand, at Quebec. Presented to the House of Commons, 4th February, 1889.—*Mr. Langelier (Quebec Centre)*..... *Not printed.*

- 25a. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 30th April, 1888, for copies of all correspondence, Orders in Council, papers and documents respecting the seizure of diamonds and other precious stones effected at Quebec on one David Levi, and the cancelling of the said seizure. Presented to the House of Commons, 4th February, 1889.—*Mr. Langelier (Quebec Centre)*..... *Not printed.*
26. Statement of Governor General's Warrants issued and expenditure made under same, since last Session of Parliament, in accordance with Consolidated Revenue and Audit Act, sec. 32, sub-section 2. Presented to the House of Commons, 4th February, 1889, by Hon. G. E. Foster..... *Not printed.*
27. Statement of all superannuations and retiring allowances in the Civil Service, giving the name and rank of each person superannuated or retired, his salary, age and length of service, his allowance and cause of retirement, whether vacancy has been filled by promotion or new appointment, &c., for year ended 31st December, 1888. Presented to the House of Commons, 4th February, 1889, by Hon. G. E. Foster..... *Printed for Sessional Papers only.*
28. Statement of Expenditure under authority of 51 Victoria, cap. 1, on account of Miscellaneous Unforeseen Expenses, from 1st July, 1888, to 31st January, 1889. Presented to the House of Commons, 4th February, 1889, by Hon. G. E. Foster..... *Not printed.*
29. Report of the Commissioner, Dominion Police, under Revised Statutes of Canada, chapter 184, section 5. Presented to the House of Commons, 1st February, 1889, by Sir John Thompson
Not printed.
30. Return to an Address of the Senate, to His Excellency the Governor General, dated 8th May, 1888, for copies of all Orders in Council, resolutions, correspondence or other documents on the subject of the granting of any subsidy or aid to the Pontiac Pacific Junction Railway Company. Presented to the Senate, 6th February, 1889.—*Hon. Mr. Trudel*..... *Not printed.*
31. List of Public Officers to whom Commissions have issued under the provisions of chapter 19 of the Revised Statutes of Canada, during the year 1888. Presented to the House of Commons, 11th February, 1889, by Sir Hector Langevin *Not printed.*
32. Return to an Order of the House of Commons, dated 6th February, 1889, for a Return of the Receipts and Expenditures, in detail, chargeable to the Consolidated Fund, from the 1st day of July, 1888, to 1st February, 1889, with comparative statement of the same from 1st July, 1887, to 1st February, 1888. Presented to the House of Commons, 12th February, 1889—*Sir Richard Cartwright*..... *Not printed.*
33. Return to an Order of the House of Commons, dated 6th February, 1889, for copies of all papers and documents furnished the Government by the board of Examiners in connection with the recent examinations of candidates for the office of Hide and Leather Inspector in the city of Montreal. Presented to the House of Commons, 12th February, 1889.—*Mr. Curran*—
Not printed.
34. Copy of Order in Council making certain regulations under the provisions of chapter 121 of the Revised Statutes of Canada, respecting Government Savings Banks. Presented to the House of Commons, 12th February, 1889, by Hon. G. E. Foster..... *Not printed.*
35. Detailed statement of all Bonds or Securities registered in the Department of the Secretary of State of Canada, submitted to the Parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented to the House of Commons, 14th February, 1889, by Sir Hector Langevin *Not printed.*
36. Return (*in part*) under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereof. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 15th February, 1889, by Hon. E. Dewdney—
Printed for Sessional Papers only.
- 36a. An agreement with the Canadian Pacific Railway Company for the performance of a railway service in the province of New Brunswick. Presented to the House of Commons, 22nd April, 1889, by Sir John A. Macdonald..... *Printed for Sessional Papers only.*

- 36b.** Supplementary Return under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rate of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act, and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and all correspondence between the Government and the Railway Company, or any member or officer of either, relating to the affairs of the Company. Presented to the House of Commons, 30th April, 1889, by Hon. E. Dewdney. *Printed for Sessional Papers only.*
- 37.** Return to an Order of the House of Commons, dated 8th February, 1889, for a Return showing: 1st. The full amount of legal and other expenses paid in connection with the suit, "The St. Catharines Milling and Lumbering Company vs. the Queen," from the commencement of the suit up to the 1st January, 1889. 2nd. The party or parties to whom paid, the amounts paid, and date of payment. Presented to the House of Commons, 19th February, 1889.—*Mr. McMullen*..... *Not printed.*
- 37a.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 1st April, 1889, for all the original cheques given in payment of all fees or expenses connected with the suit, "The St. Catharines Milling and Lumbering Company vs. the Queen." Presented to the House of Commons, 17th April, 1889.—*Mr. McMullen*..... *Not printed.*
- 38.** Return to an Order of the House of Commons, dated 6th February, 1889, for a Return, in the form used in the statements usually published in the *Gazette*, of the exports and imports from the 1st day of July, 1888, to the 1st day of January, 1889, distinguishing the products of Canada and those of other countries, with comparative statement of the same from 1st July, 1887, to 1st January, 1888. Presented to the House of Commons, 19th February, 1889.—*Sir Richard Cartwright*..... *Not printed.*
- 39.** Return to an Order of the House of Commons, dated 8th February, 1889, for a Return showing the quantity of wheat and flour imported into the Dominion of Canada from the United States, and entered for consumption, during the six months ending 31st December, 1888; also the quantity of flour remaining in bond in Canada on the 31st December, 1888. Presented to the House of Commons, 19th February, 1889.—*Mr. McMullen*..... *Not printed.*
- 40.** Return to an Order of the House of Commons, dated 8th February, 1889, for a Return showing amounts received on account of loan recently negotiated, together with a statement of the sums (forming portion of the same) placed on deposit with Canadian or other banks since the 20th day of June, 1888, and the rate of interest agreed to be paid on the same. Presented to the House of Commons, 20th February, 1889.—*Sir Richard Cartwright*—
Printed for Distribution only.
- 40a.** Statement of the affairs of the British Canadian Loan and Investment Company, on the 31st December, 1888. Presented to the House of Commons, 27th April, 1889, by Hon. Mr. Speaker..... *Not printed.*
- 41.** Return of the affairs of the Collingwood Marine and General Hospital for the year 1888. Presented to the House of Commons, 27th April, 1888, by Hon. Mr. Speaker..... *Not printed.*
- 42.** Return to an Order of the House of Commons, dated 7th May, 1888, for copies of all papers, plans, letters, reports, and other documents whatsoever in relation to the building of a pier or wharf at Ste. Aune des Monts, in the county of Gaspé. Presented to the House of Commons, 28th February, 1889.—*Mr. Joncas*..... *Not printed.*

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- 43.** Return to an Order of the House of Commons, dated 16th April, 1888, for a Return showing separately in regard to companies doing business under Dominion License, the amount of fire insurance at risk on the 31st December, for each of the years from 1881 to 1887, both inclusive, the number of policies in force, the total amount of cash paid each year and the total amount of expenses for each year, the percentage of losses and expenses to premium income, and the expense per \$1,000 at risk. Presented to the House of Commons, 28th February, 1889.—*Mr. Bowman*..... *Printed for both Distribution and Sessional Papers.*

- 43b. Return to an Order of the House of Commons, dated 13th March, 1889, for copies of all correspondence between the Manufacturers' Insurance Company and the Superintendent of Insurance respecting the list of stockholders of said company furnished by the said company in accordance with the statute in that behalf. Presented to the House of Commons, 20th March, 1889.—*Mr. Lister*..... *Not printed.*
44. Return to an Order of the House of Commons, dated 8th February, 1889, for copies of all correspondence between the Minister of the Interior and any officials of his Department, and Thomas Sioni and others, Indians of the Huron tribe of Lorette. Presented to the House of Commons, 28th February, 1889.—*Mr. Langelier (Montmorency)*..... *Not printed.*
- 44a. Return to an Order of the House of Commons, dated 25th February, 1889, for a Return of all sales made of Indian lands on the west side of the Grand River, in the village of Cayuga, in the county of Haldimand; copies of all instructions given to the valuers of said lands, the reports of said valuers, and all correspondence and papers relating thereto. Presented to the House of Commons, 21st March, 1889.—*Mr. Colter*..... *Not printed.*
- 44b. Return to an Order of the House of Commons, dated 1st April, 1889, for copies of all tenders for the supply of beef for the Blackfeet, Blood and Piegan Indian Agencies, and all papers and correspondence connected with the calling for such tenders, and the awarding of contracts for such supplies during the summer of 1888. Presented to the House of Commons, 18th April, 1889.—*Mr. Edgar*..... *Not printed.*
- 44c. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 1st April, 1889, for copies of all correspondence since the 1st of January, 1888, between the Government of the Dominion and the province of Ontario, relating to the arrears of annuities due to the Indians who surrendered their lands under the Robinson Treaty, and to the grant of a reserve to the Chippewa Band of Lake Temiscamingue. Presented to the House of Commons, 30th April, 1889.—*Mr. O'Brien*..... *Not printed.*
45. Return to an Order of the House of Commons, dated 8th February, 1889, for a Return showing the amount, respectively, of pine and spruce sawlogs, board measure, exported in each year from 1867 to 30th June, 1888; the amount of export duty collected in each year from each class of logs; the rate of duty in each year upon each kind of logs, and the amount of export of each kind of logs, and the amount of duty collected upon the same, by provinces. Presented to the House of Commons, 1st March, 1889.—*Mr. Charlton*..... *Not printed.*
- 45a. Return to an Order of the House of Commons, dated 25th February, 1889, for a Return of amount of export duty collected or paid on sawlogs and on other lumber in the year 1888, specifying at what custom house such duty was paid, and the respective amounts paid at each custom house. Presented to the House of Commons, 12th March, 1889.—*Mr. Weldon (St. John)*..... *Not printed.*
- 45b. Supplementary Return to an Order of the House of Commons, dated 16th April, 1888, for a statement showing total cost of construction of various works for the descent of timber and sawlogs on the Ottawa river and its tributaries, up to the 30th June last; also statement showing the yearly expenditure for the maintenance of the said works for five years preceding the 30th June last, under the different heads of reconstruction, repairs and cost of management, at each of the stations, with the names of river or tributary where the same was expended; likewise copies of any or all applications, whether from individuals or chartered companies, to acquire by purchase or otherwise all or any portion of said works and improvements on the said Ottawa river and tributaries thereof. Presented to the House of Commons, 21st March, 1889.—*Mr. Amyot*. Presented to Senate, 22nd March, 1889.—*Hon. Mr. Clemon*..... *Not printed.*
46. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 6th February, 1889, for copies of all Orders in Council, reports, correspondence and papers relating to the dismissal of the Hon. William Ross from the Collectorship of Customs at the port of Halifax. Presented to the House of Commons, 1st March, 1889.—*Hon. W. Laurier*..... *Not printed.*
- 46a. Return to an Order of the House of Commons, dated 20th March, 1889, for a Return of all correspondence between the Minister of Marine and Fisheries, Ottawa, and A. Lord, Esq., Agent, Charlottetown, Prince Edward Island, or any other person, having reference to the dismissal of Capt. Ronald Campbell, Harbor Master for Summerside. Also copy of all complaints made against the said Capt. Ronald Campbell, showing by whom made, with copy of evidence touching said dismissal. Presented to the House of Commons, 8th April, 1889.—*Mr. Perry*..... *Not printed.*

- 47.** Return to an Address of the House of Commons, to His Excellency the Governor General, dated 25th February, 1889, for copies of all Orders in Council, correspondence and other documents respecting the disallowance of Acts passed by the province of Quebec in 1887. Presented to the House of Commons, 7th March, 1889.—*Mr. Langelier (Montmorency)*..... *Not printed.*
- 47a.** Return to an Address of the House of Commons, to His Excellency the Governor General, dated 25th February, 1889, for copies of all Orders in Council, correspondence and other documents in relation to the disallowance of the Act for the conversion of the debt. Presented to the House of Commons, 20th March, 1889.—*Mr. Langelier (Montmorency)*.—
Not printed.
- 47b.** Return to an Address of the House of Commons, to His Excellency the Governor General, dated 25th February, 1889, for copies of all Orders in Council, correspondence and other documents respecting the disallowance of the Act respecting the Bar of the province of Quebec, passed in 1886; in which Act the *Battonnier Général* was granted precedence over all other lawyers. Presented to the House of Commons, 21st March, 1889.—*Mr. Langelier (Montmorency)*..... *Not printed.*
- 47c.** Return (*in part*) to an Address of the House of Commons, to His Excellency the Governor General, dated 25th February, 1889, for copies of all Orders in Council, correspondence and other documents in relation to the disallowance of the Act respecting magistrates. Presented to the House of Commons, 21st March, 1889.—*Mr. Langelier (Montmorency)*.—
Not printed.
- 48.** Return to an Order of the House of Commons, dated 25th February, 1889, for a Return showing the date at which *Mr. Speaker* received the certificate of the Judge in each of the following cases—in the election trial of Halton, Shelburne, Northumberland (East), Haldimand, Joliette, Cumberland and Kent; the date of the Speaker's warrant, and the date of the writ for a new election. Presented to the House of Commons, 8th March, 1889.—*Mr. Mills (Bothwell)*..... *Not printed.*
- 49.** Return to an Order of the House of Commons, dated 25th February, 1889, for copies of all correspondence with the Department of Railways and Canals on the subject of the late break in the Cornwall Canal, and of all plans and suggestions by civil engineers and others for the prevention of the recurrence of such break, and the report of John Page, the Chief Engineer of Canals, thereon. Presented to the House of Commons, 8th March, 1889.—*Mr. Bergin*.—
Printed for both Distribution and Sessional Papers.
- 49a.** Return to an Order of the House of Commons, dated 25th February, 1889, for copies of all reports of the engineers and other officers employed by the Department of Railways and Canals on the subject of water power in the new Welland Canal. Presented to the House of Commons, 14th March, 1889.—*Mr. Rykert*..... *Not printed.*
- 49b.** Return to an Order of the House of Commons, dated 25th February, 1889, for copies of the several tenders and all papers, letters and contract for the construction of the Sault Ste. Marie Canal. Presented to the House of Commons, 19th March, 1889.—*Mr. McMullen*.—
Not printed.
- 49c.** Return to an Order of the House of Commons, dated 25th February, 1889, for copies of all the correspondence with the Department of Railways and Canals in connection with the opening of the canals of the Dominion for Sunday traffic. Also a statement of the number of steamboats and vessels passing through the several canals between the date of the order permitting the same and the close of navigation in the year 1888. Also copies of all instructions to the superintendents of the several canals. Presented to the House of Commons, 29th March, 1889.—*Mr. Rykert*..... *Not printed.*
- 49d.** Return to an Address of the Senate to His Excellency the Governor General, dated 26th March, 1888, praying that His Excellency will cause to be laid before this House, a detailed statement of all expenditure in maintaining, repairing, and operating the Welland Canal for the years 1870, 1877, 1885, 1886, 1887, and to the first day of January, 1888, giving the names of all employees, the amount paid each as salary or wages, the number of days each was employed, keeping each month separate, the amount of allowance, if any, for house rent, horse hire or travelling expenses to superintendent, deputy superintendents, foremen or overseers, also the duties performed by each employe, and hour, and where employed; if deputy superintendents, giving that portion of canal under the charge of each; if foremen or overseers, giving on what part or section of canal they are employed; if lock masters, giving the number of lock; if bridge tender, giving the name of bridge; if carpenters, masons or laborers,

- giving the division or portion of canal on which employed, keeping separate the expenditure and names of employees on what is known as the old and the new canal as far as possible. Also copies of all time-lists, pay-lists, and vouchers used in paying the employees, keeping each month separate for the above-named years. Also copies of all tenders received by the Government for the erection of the custom house and post office building at Port Colborne. Also copies of plans and specifications, and a detailed statement of material used in, and the cost of erecting the said building in the year 1887. Also copies of all correspondence between the Minister of Railways and Canals, or any officer of his Department, and the Superintendent of the Welland Canal, giving instructions for erecting the custom house and post office at Port Colborne. Also copies of all correspondence and of plans and specifications and instructions to the Superintendent of the Welland Canal by the Minister of Railways and Canals, or any officer of that Department, for the erection of a wharf or dock west of the lock in Port Colborne. Also a detailed statement of the material used and cost of said wharf or dock. Also giving the purposes said wharf or dock was built for, and what it is used for. Also a detailed statement of the cost of wrecking pump purchased for the Welland Canal, giving the date of purchase, the number of days the said pump has been used in each year, and date of such service for canal purposes; if for private purposes, giving the date of such service and the amount received by the Government for such service. Also giving a detailed statement of the cost of diving armor purchased for the Welland Canal, and giving the number of days it has been used and date of such service in each year. Also giving a detailed statement of the amount received by the Government for the use of said diving armor when used for private purposes and not for the Government service. Presented to the Senate, 5th April, 1889.—*Hon. Mr. McCallum* *Printed (in part) for Sessional Papers only.*
- 49c. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 1st April, 1889, for copies of all tenders received for the construction of the Sault Ste. Marie Canal, with accompanying documents, including the approximate quantities on which such tenders were computed, and the gross amounts; and all correspondence, reports and Orders in Council, in relation to the same. Presented to the House of Commons, 12th April, 1889.—*Mr. Trow*..... *Not printed.*
- 49f. Return to an Order of the House of Commons, dated 18th March, 1889, for copies of reports, plans and surveys of the then proposed Cornwall Canal by J. B. Mills and Benjamin Wright, Esq's, Civil Engineers and by Capt. P. Cole, Royal Engineers, in the years 1832, 1833 and 1834; also for survey and report of Colin Carman, Esq., C.E., of a proposed change of location of Cornwall Canal, from Sand Bridge through Hoopes Creek to Archibald's Point, with plans, profile and estimates; also reports, plans and surveys made by Mr. Clowes, C.E., in 1826. Presented to the House of Commons, 17th April, 1889.—*Mr. Bergin*—
Printed for both Distribution and Sessional Papers.
- 49g. Return to an Order of the House of Commons, dated 25th February, 1889, for a Return of report of Engineer Crawford in 1877-78 and all subsequent reports made on the Beauharnois Canal; also reports of engineers made on the North Shore of the St. Lawrence between lakes St. Francis and St. Louis; also resolutions, letters, &c., of boards of trade, corporations, and even from individuals, regarding such works. Presented to the House of Commons, 17th April, 1889.—*Mr. Bergeron*..... *Not printed.*
- 49h. Return to an Order of the House of Commons, dated 13th March, 1889, for a Return showing :
1. Statement of cases in which all or any of the tenders called for and received within five years, for any work in connection with canals, were rejected on the report of the Chief Engineer of Canals, giving names of tenderers and gross amount of each tender; with copies of all such reports of the Chief Engineer, giving reasons for such rejection, and noting the cases in which new tenders were called for. 2. In cases where new tenders were called for, a statement of names of tenderers and gross amount of each tender, noting which tender was accepted, and giving copies of any reports or other reasons for the rejection of lower tenders, if any. 3. Statement of cases in which claims for extras have arisen and have been referred to the sole arbitration of the Chief Engineer of Canals, showing amounts paid to claimants under his award, and a detailed statement of costs paid by the Government or the other parties to the suit in connection with the arbitration in each case, and to whom paid. Presented to the House of Commons, 17th April, 1889.—*Mr. Casey*..... *Not printed.*

- 49i.** Return to an Address of the House of Commons, to His Excellency the Governor General, dated 1st April, 1889, for copies of all tenders received by the Department of Railways and Canals, in September and October, 1888, for the enlargement of the Cornwall and Galops Canal, including the approximate quantities on which such tenders were computed, and the gross amounts; and all correspondence, reports, and orders in Council, relating to the same, since the receipt of such tenders. Presented to the House of Commons, 25th April, 1889.—*Mr. Trow*..... *Not printed.*
- 50.** Copies of General Orders No. 84 and No. 85, of the Supreme Court of Canada. Presented to the House of Commons, 14th March, 1889, by Sir John Thompson—
Printed for Distribution only.
- 51.** Return to an Order of the House of Commons, dated 25th February, 1889, for copies of all correspondence, reports, &c., between the officials of the Intercolonial Railway and Mr. Louis Fortin, of St. Octave de Méuis, in relation to the killing of a horse by the cars in October, 1888. Presented to the House of Commons, 15th March, 1889.—*Mr. Fiset*..... *Not printed.*
- 51a.** Return to an Address of the House of Commons, to His Excellency the Governor General, dated 1st April, 1889, for a Return of Orders in Council relating to the division of the subsidy of \$250,000 to the International Railway Company, between the different portions of the road, say, from the St. Lawrence to Lennoxville, from Lennoxville to Moose River and Mattawamkeag, from Mattawamkeag to Harvey's Station, and from Harvey to Salisbury, giving the number of miles in each division, and the amount apportioned thereto. Presented to the House of Commons, 12th April, 1889 —*Mr. Jones (La ifaz)*—
Order in Council printed, for Sessional Papers only.
- 51b.** Return to an Order of the House of Commons, dated 8th April, 1889, for copies of all correspondence between Mr. Allan Knight, or his solicitor, with the Government of Canada, or any of its officers, in reference to a claim for damages in connection with the Indian Town branch of the Intercolonial Railway, and also any report from any of the Government officers in reference to the same subject. Presented to the House of Commons, 29th April, 1889.—*Mr. Mitchell* *Not printed.*
- 51c.** Return to an Order of the House of Commons, dated 11th April, 1889, for copies of all letters, reports and correspondence had between Mr. George R. Parker and the Government, or any of its officers; and also between the Government and its officers, in relation to claims for land, and damages, in connection with the Derby Branch Railway. Presented to the House of Commons, 29th April, 1889.—*Mr. Mitchell*..... *Not printed.*
- 52.** Return to an Order of the House of Commons, dated 6th February, 1889, for a Return of the names of all chaplains of public institutions under appointment of the Government, together with the dates of their appointment, the amount of their salaries, and the religious denominations to which they belong. Presented to the House of Commons, 15th March, 1889.—*Mr. Innes* *Not printed.*
- 53.** Return to an Order of the House of Commons, dated 25th February, 1889, for a Return showing what sums of money have been paid by the Government to W. A. Webster during each of the financial years, 1887 and 1888, and since the 1st July, 1888, specifying the services for which he was paid. Presented to the House of Commons, 18th March, 1889.—*Mr. Colter*—
Not printed.
- 54.** Copy of the Bill, 51-52 Victoria, chapter 13, Quebec, intituled: "An Act respecting the settlement of the Jesuits' Estates;" copies of the report made on the 16th January last, or any other date, to His Excellency the Governor General upon the said Act; all Orders in Council, reports, opinions or other papers showing the consideration and conclusion arrived at by the Government in regard to the said Act; all correspondence in relation to the said Act had between the Government and the Government of the Province of Quebec, or any other person or persons whomsoever; as well as all petitions or written representations made to the Government for or against the said Act becoming law, and showing at what date the said Bill was received by the Government and approved of by them. Presented to the House of Commons, 19th March, 1889, by Sir John A. Macdonald—
Printed for both Distribution and Sessional Papers.

55. Return to an Order of the House of Commons, dated 4th March, 1889, for a Return of copies of all petitions presented to the Government by the residents of the townships of the front of Yonge and the front of Escott, in the county of Leeds, Ontario, praying that an Act passed by the Local Legislature of the province of Ontario, assented to the 23rd March, 1888, intituled: "An Act to provide for the union of the townships of the front of Yonge and front of Escott," might be disallowed. Presented to the House of Commons, 19th March, 1889.—*Mr. Taylor*—*Not printed.*
56. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 11th March, 1889, for a statement or Return of the Government in answer to the request of the Home Government for information as to the working of "The Canada Temperance Act" in the several provinces of the Dominion. Presented to the House of Commons, 19th March, 1889.—*Mr. Jamieson* *Not printed.*
57. Return to an Order of the House of Commons, dated 8th February, 1889, for a Return showing what repairs have been done to the dredge "Prince Edward" during the year 1888, the date of commencement of work, and when finished, with cost of said work; also the amount of work done by said dredge during the year 1888. Presented to the House of Commons, 19th March, 1889.—*Mr. Perry*..... *Not printed.*
58. Return to an Order of the House of Commons, dated 4th March, 1889, for a copy of the names of fishermen in Prince Edward Island who, for the years 1886 and 1887, have made claims for the fishery bounty, and whose claims have been rejected; also for copies of the reports of the officers or parties against such claims, and the names and residences of such officers or parties. Presented to the House of Commons, 19th March, 1889.—*Mr. McIntyre*..... *Not printed.*
- 58a. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 13th February, 1889, for a Return of all correspondence between the Government of the Dominion and the Government of Ontario in respect to the expediency of permitting net fishing by white men in the inland waters of Ontario, north and north-west of Lakes Huron and Superior. Also of all correspondence between the Indian Department and any other department of the Government in regard to the distress and destitution which would be brought upon the resident Indian population by unrestricted net fishing in the waters from which they derive their chief means of subsistence. Presented to the House of Commons, 20th March, 1889.—*Mr. Dawson*..... *Not printed.*
- 58b. Return to an Order of the House of Commons, dated 20th March, 1889, for: 1. Copies of any order or regulation adopted by the Department of Marine and Fisheries with a view to regulate fishing, and to put in force a system of licensing and taxing of fishing utensils in the counties of Berthier, Maskinongé, St. Maurice, Richelieu, Yamaska and Nicolet, during the two years ending 31st December, 1888. 2. Copies of all instructions forwarded during the period aforesaid to the fishery overseers having jurisdiction in the said counties, respecting the enforcement, suspension, modification or re-enactment of the said regulation. 3. Copies of all reports and information furnished by the fishery overseers to the Department of Marine and Fisheries in relation to the enforcement of the said regulation. 4. A list of all the fishermen of each of the said counties as furnished by the fishery overseers, showing those who took out the license so required, the amount paid by each of them, the total amount received as the product of the said licenses from the date of the enforcement of the said regulation up to 31st December, 1888, and also those who did not take out the license so required, and whose fishing utensils were confiscated or not, as the case may be. 5. Copies of all letters, petitions and correspondence addressed to the Government, or any of its members, asking for the repeal of the said regulation and the abolition of the said license, of all answers made thereto, and of all other documents relating to the matter. Presented to the House of Commons, 17th April, 1889.—*Mr. Beausoleil*..... *Not printed.*
- 58c. Return to an Order of the House of Commons, dated 1st April, 1889, for copies of correspondence between the Government and the holders of fishing rights under permit in river Matane, and of correspondence on the same subject with the riparian proprietors, and reports on their opposition to permits, &c. Presented to the House of Commons, 30th April, 1889.—*Mr. Casgrain*..... *Not printed.*
59. Return to an Order of the House of Commons, dated 25th February, 1889, for a Return showing: 1. In what ports of the Dominion the Government collect hospital dues on ships. 2. What amount was collected in each of the said ports during last season. 3. How many seamen

- were under treatment in each of the said ports during the season. 4. How much the Government have paid to the hospitals of the several ports during last season. Presented to the House of Commons, 21st March, 1889.—*Mr. Lépine*.....*Not printed.*
60. Continuation of the correspondence as published in the Auditor-General's Report, on the subject of carrying forward the gross amount of the Loan and Sinking Fund of the Consolidated Canadian Loan Converted. Presented to the House of Commons, 20th March, 1889, by Hon. G. E. Foster.....*Not printed.*
61. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 11th March, 1889, for copies of all correspondence between the Government and the Lieut.-Governor of the North-West Territories, together with any papers, reports and documents in reference to the issue of permits or licenses for the sale of spirituous liquors, beer or other intoxicants, in public houses or otherwise in the North-West Territories; also copies of all regulations, documents or other proceedings issued or adopted by the Lieut.-Governor of the North-West Territories, under which licenses or permits for the sale of beer or other intoxicants in public houses have been granted in the said Territories. Presented to the House of Commons, 21st March, 1889.—*Mr. Jamieson*.....*Not printed.*
62. Return to an Order of the House of Commons, dated 25th February, 1889, for a Return showing the amount of money paid on account of work performed or material furnished for opening or improving public roads or streets in the city of Ottawa, from the 1st of July, 1888, to the 1st January, 1889; the names of the party or parties to whom paid, for what paid, and the amount; the name or names of all parties in charge as inspectors or superintendents, and amount per day or month paid to them. Presented to the House of Commons, 22nd March, 1889.—*Mr. McMullen*.....*Not printed.*
- 62a. Return to an Order of the House of Commons, dated 1st April, 1889, for copies of all petitions, correspondence and documents respecting the extension of McMahon Street through the Ordnance land, in the city of Quebec, to D'Aiguillon Street. Presented to the House of Commons, 2nd May, 1889.—*Mr. Guay*.....*Not printed.*
63. Return to an Order of the House of Commons, dated 20th February, 1889, for a Return showing the cost, to date, of the barn at the Experimental Farm, or of any and all other outbuildings upon the said farm, with a statement showing the number of outbuildings and their kind, if any; also the number of residences built on the farm and the cost of each one separately; likewise the sum total of the cost of all buildings upon said farm, to date. Presented to the House of Commons, 2nd April, 1889.—*Mr. McMillan (Huron)*.....*Not printed.*
64. Return to an Order of the House of Commons, dated 25th February, 1889, for a Return showing public buildings erected in various places throughout the Dominion from 1st July, 1867, to 1st January, 1889; giving date of first appropriation made for same, locality in which erected, and total cost to date of 1st January, 1889. Presented to the House of Commons, 3rd April, 1889.—*Sir Richard Cartwright*.....*Printed for Sessional Papers only.*
65. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 7th February, 1889, for copies of the Resolutions passed at the conference held in 1887, at the city of Quebec, of delegates from the several provinces of Ontario, Quebec, Nova Scotia, New Brunswick and Manitoba; and of all papers and correspondence relating thereto. Presented to the House of Commons, 3rd April, 1889.—*Mr. Egar*.....*Not printed.*
66. Return to an Order of the House of Commons, dated 25th February, 1889, for a Return showing the total amount of expense incurred and moneys paid up to 1st January, 1889, on account of the preparation, publication and completion: 1. Of the various lists under the Dominion Franchise Act upon which the last general election was held; and stating: (a) The total amount paid for printing; (b) The total amount paid to revising barristers; (c) The total amount paid to revising barristers, clerks and bailiffs; (d) The total amount paid for all other expenses in connection with preparation, publication and completion of the said lists; (e) Whether any claims against the Government in connection with the preparation of the lists are yet unsettled. 2. Showing the expense incurred up to 1st February, 1889, in connection with the preparation of the second voters' list under the Dominion Franchise Act, and stating: (a) The total cost of type used, or to be used, in setting up the lists; (b) The amount paid for composition in setting up the lists; (c) The cost of paper and presswork in preparation of the lists; (d) The cost or rental of plant used in connection with the preparation of said lists up to the above date; (e) Amount of all other expenses incurred in connection with the preparation of the said lists up to 1st February, 1889. Presented to the House of Commons, 3rd April, 1889.—*Mr. Charlton*.....*Printed for Sessional Papers only.*

67. Return to an Address of the Senate, to His Excellency the Governor General, dated 22nd March, 1889, praying that His Excellency will cause to be laid before this House, copies of leases or existing arrangements permitting the occupancy of the reserve of public property on the Ottawa River, from Bay to Kent Street, in the city of Ottawa. Presented to the Senate, 3rd April, 1889.—*Hon. Mr. Clemow*..... *Not printed.*
68. Return to an Address of the Senate, to His Excellency the Governor General, dated 19th March, 1889, for a list giving the names of the veterans of the war of 1812, actually living, with their place of residence and the amount of their respective pensions. Presented to the Senate, 10th April, 1889.—*Hon. Mr. Guévrement*—
Printed for both Distribution and Sessional Papers.
69. Return to an Order of the House of Commons, dated 25th February, 1889, for a Return of all evidence, papers and correspondence relating to the liability of the Government to construct, or to aid in constructing, a bridge across the Grand River, at the village of York, in the county of Haldimand. Presented to the House of Commons, 11th April, 1889.—*Mr. Colter*—
Not printed.
- 69a. Return,—Correspondence, &c., in connection with tenders called for and received for bridge at Grand Narrows, Cape Breton Railway. Presented to the House of Commons, 17th April, 1889, by Sir John A. Macdougald..... *Not printed.*
- 69b. Return to an Order of the House of Commons, dated 11th March, 1889, for a Return of copies of all petitions presented to the Government by the residents of the township of the front of Young, county of Leeds, Ont., praying that Jones' Creek in said township be declared a non-navigable stream, and to allow the municipal council to build a low solid bridge across said stream. Also copies of the report of the engineer on the same. Presented to the House of Commons, 29th April, 1889.—*Mr. Taylor*..... *Not printed.*
70. Return to an Order of the House of Commons, dated 1st April, 1889, for copies of all correspondence, reports, petitions and other documents, up to this date, between the Post Office Department and the Post Office Inspector for the district of Montreal, Mr. King, and any other persons, respecting a change in the location of the post office of Belle Vallée, in the county of St. John's. Presented to the House of Commons, 17th April, 1889.—*Mr. Bourassa*.—
Not printed.
71. Return to an Order of the House of Commons, dated 18th March, 1889, for a Return of all correspondence between the Government and the officers and men of the 15th Battalion, respecting aid to construct a drill shed at Belleville, and for any reports made to the Government respecting the desirability of granting such aid. Presented to the House of Commons, 2nd May, 1889.—*Mr. Burdett*..... *Not printed.*
72. Return to an Order of the House of Commons, dated 25th February, 1889, for a Return showing the amount of duty collected upon baskets and boxes containing fruits admitted free of duty since 1st May, 1888. Presented to the House of Commons, 17th April, 1889.—*Mr. Charlton*..... *Not printed.*
73. General Rules of the Maritime Court of Ontario. Presented to the House of Commons, 20th April, 1889, by Sir John Thompson..... *Not printed.*
74. Return to an Address of the Senate, to His Excellency the Governor General, dated 1st April, 1889, praying that His Excellency will be pleased to cause to be laid before this House, a detailed statement showing the total annual cost for supplying the electric light for the use of the Intercolonial Railway and charging the cars with electricity at the respective stations of St. John and Halifax, and the names of the parties performing such service. Presented to the Senate, 23rd April, 1889.—*Hon. Mr. Botsford*..... *Not printed.*
75. Return to an Order of the House of Commons, dated 11th April, 1889, for copies of all papers and correspondence in connection with a claim of Messrs. A. and J. Adams for loss incurred by the wreck of their vessel, "Carrier Dove," caused by the change of lights at Crapaud Harbor, without due notice to the public. Presented to the House of Commons, 23rd April, 1889.—*Hon. Mr. Mitchell*..... *Not printed.*
76. Return to an Address of the Senate, to His Excellency the Governor General, dated 10th April, 1889, praying that His Excellency will be pleased to cause to be laid before this House, a copy of the report made to the Minister of Public Works, by the commissioners on the floods in the St. Lawrence River. Presented to the Senate, 25th April, 1889.—*Hon. Mr. Drummond*..... *Printed for both Distribution and Sessional Papers.*

77. Certified copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 5th September, 1888, relating to Appeals in Criminal Cases to the Judicial Committee of Her Majesty's Privy Council. Presented to the House of Commons, 26th April, 1889, by Hon. G. E. Foster.....*Printed for Sessional Papers only.*
78. Return to an Order of the House of Commons, dated 9th April, 1888, for copy of the correspondence having reference to the translation into French of the "Field Exercise," from 23rd July, 1879, which has passed between the Militia Department and Lieut.-Colonel A. Audet, and also between either of them and the manager of the Compagnie d'Imprimerie Canadienne of Montreal, Benjamin Sulte, Esquire, and Gebbart Berthiaume, and any other person in relation to the said translation. Presented to the House of Commons, 26th April, 1889.—*Mr. Amyot*.....*Not printed.*
79. General statements and returns of baptisms, marriages and burials in the districts of Chicoutimi, Gaspé, Iberville, Joliette, Montmagny and Saguenay, for the year 1888. Presented to the House of Commons, 27th April, 1889, by Hon. Mr. Speaker.....*Not printed.*
80. Return to an Order of the House of Commons, dated 16th April, 1888, for a Return of all Dominion Scrip issued for any purpose in connection with Manitoba and the North-West Territories; the dates and amounts of the several issues, and the purposes for which they were made; the mode or modes of redemption; the amount of each issue so far redeemed, and the balances outstanding on the 1st March, 1888. Presented to the House of Commons, 30th April, 1889.—*Mr. Wilson (Elgin)*.....*Not printed.*
81. Return to an Order of the House of Commons, dated 25th February, 1889, for a Return showing: 1. The number of immigrants that have arrived at the several ports of entry in Canada each year, from 1st July, 1867, to 1st January, 1889, distinguishing their several occupations, with the number in each. 2. The number reported as having settled in Canada, and number that went to United States, in each year. 3. The number received at the several immigration offices in each year during the same period. 4. The amount of money expended annually for immigration purposes. Presented to the House of Commons, 30th April, 1889.—*Mr. Brien*.....*Not printed.*
82. Letter from the Chief Engineer of Public Works respecting the state and condition of the road between the towns of Dundas and Galt. Presented to the House of Commons, 30th April, 1889, by Sir Hector Langevin.....*Not printed.*

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED 30TH JUNE,

1888.

Printed by Order of Parliament.



OTTAWA:

PRINTED FOR THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY.

A SENECAI, SUPERINTENDENT OF PRINTING.

1888

*To His Excellency the Right Honorable Lord STANLEY of PRESTON, Governor General
of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honor to present to Your Excellency the Report of the
Canada Post Office for the Fiscal Year ended the 30th of June, 1888.

All of which is respectfully submitted.

JOHN HAGGART,
Postmaster-General.

OTTAWA, 22nd December, 1888.

SCHEDULE.

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POST OFFICE DEPARTMENT,

OTTAWA, 15th December, 1888.

To the HONORABLE JOHN GRAHAM HAGGART,
Postmaster General.

SIR,—I have the honor to submit the following report and accompanying statements illustrating the operations of the Canadian Post Office for the year ended 30th June, 1888.

The number of Post Offices established during the year was 137, making the total in operation 7,671.

The mail routes have been augmented by the addition of 1,473 miles and the additional annual mail travel has been 424,971 miles.

The mail service by steamboat, between Victoria, British Columbia, and San Francisco, which was discontinued for a time, has been resumed.

Mails have been transmitted between Vancouver, B.C. and Japan and China by direct steamer with great regularity.

The return of letters, newspapers, &c., passing by mail shows that the progress of the Department has been satisfactory during the term covered by the statement. The number of letters passing through the mails during the year is estimated at 80,200,000.

The Free Delivery of letters, &c. has been extended to Victoria, B.C.

The returns show a marked and general increase in the correspondence delivered by letter carriers as compared with the previous year.

The Parcel Post with the United Kingdom continues to work satisfactorily, and from the use which is made of it, is evidently appreciated by those for whose convenience it was established.

The commission allowed to Stamp Vendors has been reduced from three per cent. to one per cent., by which a saving of \$20,000 has been made, without, in any respect, interfering with public convenience.

It has been found necessary to modify in some degree the Convention entered into last year with the United States Post Office. A copy of the amended Convention is appended to this report.

TABLE showing the Number of Post Offices, Extent of Mail Travel, Number of Letters and Newspapers, &c., in the Dominion of Canada, for the Year ended 30th June, 1888.

Provinces and Territories.	Extent of Mail Service.		Estimated Number of Letters, Post Cards, Newspapers, &c., sent by Post in 1888.								
	1st November, 1888. Number of Post Offices.	1888. Number of Miles of Post Route.	1888. Annual Rate of Mail Travel in Miles.	Letters.	Post Cards.	Registered Letters.	Free Letters.	Newspapers and Periodicals. Number Posted otherwise than from Office of Publication.	Number of Books, Circulars, Samples and Patterns and other Miscellaneous Articles.	Number of Parcels by Parcel Post.	Number of Closed Parcels for the United Kingdom.
Ontario	2,927	18,649	11,671,816	43,500,000	11,000,000	2,050,000	2,600,000	5,400,000	12,700,000	470,000	9,000
Quebec	1,385	11,747	5,256,120	18,300,000	3,150,000	820,000	400,000	3,500,000	3,700,000	150,000	4,700
Nova Scotia	1,372	8,366	2,913,485	6,200,000	1,000,000	193,000	128,000	700,000	580,000	32,000	2,300
New Brunswick	1,070	5,354	2,123,726	4,750,000	750,000	140,000	125,000	460,000	370,000	35,000	300
Prince Edward Island	304	1,235	500,806	1,050,000	106,000	30,000	30,000	90,000	50,000	6,000	.....
British Columbia	129	4,731	701,514	1,900,000	120,000	75,000	90,000	200,000	150,000	20,000	1,000
Manitoba	339	6,182	1,581,721	4,500,000	460,000	272,000	127,000	500,000	260,000	30,000	3,600
North-West Territories	145										
Total	7,671	56,264	24,749,188	80,200,000	16,586,000	3,580,000	3,500,000	10,850,000	17,810,000	743,000	20,900

FREE DELIVERY OF LETTER CARRIERS.

ESTIMATE of the Weekly Averages of Letters and Papers delivered by Letter Carriers, under the Free Delivery System, taken in November, 1888.

Office.	City Letters.	Register'd Letters.	Other Letters.	Total Letters.	News-papers	Total Letters and News-papers.	Letter Carriers.	
							Number Employed in Actual Delivery.	Total Number Employed, including Superintendents and Sorters.
Halifax.....	6,731	198	12,869	19,798	9,840	29,638	15	17
Hamilton	15,733	718	28,638	45,089	21,657	66,746	30	32
Kingston	6,537	332	9,527	16,396	7,846	24,242	9	9
London.....	5,740	729	20,082	26,551	10,225	36,776	21	26
Montreal, including Hochelaga, Point St. Charles, St. Jean Baptiste and St. Gabriel.....	52,624	2,830	62,641	118,095	45,059	163,154	66	81
Ottawa.....	11,635	827	16,421	28,883	20,012	48,895	25	27
Quebec and St. Sauveur .	11,883	990	26,291	39,164	16,728	55,892	20	21
St. John.....	4,534	201	14,213	18,948	9,485	28,433	13	15
Toronto.....	91,473	6,802	154,351	252,626	61,842	314,468	72	89
Victoria	391	31	1,786	2,208	1,485	3,693	4	4
Winnipeg.....	3,875	854	9,162	13,891	8,676	22,567	14	15
Totals.....	211,156	14,512	355,981	581,649	212,855	794,504	289	336
Totals in 1887.....	195,019	13,498	320,120	528,637	182,907	711,544	269	321
Increase	16,137	1,014	35,861	53,012	29,948	82,960	20	15

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

	Letters.	Newspapers,	Total Letters and Newspapers.
In 1888.....	30,245,748	11,068,460	41,314,208
In 1887.....	27,489,124	9,511,164	37,000,288
Increase in 1888.....	2,756,624	1,557,296	4,313,920

The total annual increase of 1888 upon 1887, was about 11½ per cent.

RAILWAY MAIL SERVICE.

Since the Return of last year, for November, 1887, Mail Service has been put on 356 $\frac{7}{10}$ miles of additional Railway Lines, as follows:—

Name of Railway.	Places between which Railways have been opened since November, 1887.	Miles.	Total.
Prince Edward Island.....	Emerald Junction and Cape Traverse.....	12 $\frac{1}{10}$	
New Brunswick and Prince Edward Island.....	Sackville and Cape Tormentine.....	36	
Caraquet.....	Bathurst and Shippegan.....	65	
Quebec and Lake St. John.....	do Chambord.....	119	
Montreal and Sorel.....	Longueuil and Sorel.....	42	
<i>Canadian Pacific:—</i>			
In Ontario and Quebec.....	Brigham Junction and Sherbrooke.....	57 $\frac{3}{8}$	
Manitoba and North-Western.....	Binscarth and Langenburg.....	25	
			356 $\frac{7}{10}$

COMPARATIVE STATEMENT of Railway Mail Service in October, 1888, and November, 1887.

Date.	Miles of Railway in Operation on which Mails are Carried.	Daily Service by Postal Cars.		Daily Service by Bags in charge of Company's Servants.	Total Distance Travelled.	
		No. of Postal Cars on Railways.	Distance Travelled.		Daily.	Yearly.
In October, 1888.....	11,251 $\frac{3}{4}$	120	22,924 $\frac{7}{10}$	13,919 $\frac{3}{8}$	36,844 $\frac{7}{10}$	11,532,265 $\frac{3}{10}$
In November, 1887.....	10,953 $\frac{1}{4}$	117	22,524 $\frac{3}{8}$	13,572 $\frac{1}{8}$	36,096 $\frac{1}{8}$	11,298,346 $\frac{7}{10}$
Increase.....	a 298 $\frac{1}{2}$	3	399 $\frac{1}{10}$	346 $\frac{1}{2}$	747 $\frac{7}{10}$	233,919 $\frac{1}{10}$

a The difference of 58 $\frac{1}{2}$ miles between this and the Statement of additional service during the year is occasioned by the following decreases:—

On the Intercolonial Railway.....	9 miles.	Services discontinued.
do Vermont Central Railway.....	39 do	do
do Pontiac and Pacific Junction Railway.....	9 do	Error in calculation last year.
On various lines.....	1 $\frac{1}{2}$ do	Revision of mileage.

STATEMENT of distance travelled daily with Mails, on each Railway in Canada, in October, 1888.

Name of Railway.	Actual length of Railway in Miles.	Daily Service by Travelling Post Office.		Daily Service by Bags in charge of Company's Servants.
		No. of Postal Cars on Road.	Distance Travelled in Miles.	Distance in Miles.
Intercolonial.....	922	10	2,566	846
Halifax and Annapolis.....	116	1	260	142
Western Counties.....	67	1	134	.....
Springhill and Parrsboro'.....	32	.....	.....	64
Prince Edward Island.....	208½	1	234½	460½
New Brunswick and Prince Edward Island.....	36	.....	.....	72
Albert.....	48	1	96	.....
Elgin Branch.....	27	.....	.....	54
Grand Southern.....	82½	.....	.....	165
New Brunswick and Canada.....	312½	3	562	772½
Kent Northern.....	27	.....	.....	54
Chatham Branch.....	9	.....	.....	54
Caraguet.....	65	.....	.....	130
Quebec and Lake St. John.....	177	2	354	.....
Grand Trunk.....	2,896	44	7,223½	7,156
Quebec Central.....	158	2	286	.....
International.....	69	1	138	.....
Massawippi.....	38	1	76	70
Vermont Central (in Canada).....	68	2	140	103½
Montreal and Sorel.....	45	.....	.....	118½
<i>Canadian Pacific:—</i>				
In Ontario and Quebec.....	2,324	24	4,676	2,529¾
In Manitoba and North-West.....	1,671	9	3,044	92½
In British Columbia.....	650½	4	1,284	17
Great Northern.....	8	.....	.....	16
Canada Atlantic.....	132	1	156	288
Pontiac and Pacific Junction.....	59	1	127	.....
Thousand Islands.....	2	.....	.....	12
Kingston and Pembroke.....	104	2	208	61
Napanee, Tamworth and Quebec.....	28	2	112	.....
Bay of Quinté.....	4	.....	.....	32
Central Ontario.....	104	2	208	30
Canada Southern.....	348	3	600¾	273
Erie and Huron.....	67	1	134	72
Manitoba and North-Western.....	180	1	149½	16¾
North-West Coal and Navigation Co.....	109	.....	.....	.....
Esquimalt and Nanaimo.....	78	1	156	218
Total.....	11,251¾	120	22,924½	13,919¾

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

RECEIPTS.

Denominations.	Stamps on hand from last year.	Received from manufacturers.	Surplus on transactions for the year.	Returned by Post-masters unfit for use.	Returned by Post-masters fit for use.	Total number of Stamps, &c., to be accounted for.	Amount to be accounted for.
							\$ cts.
$\frac{1}{2}$ cent.	126,300	575,000	.....	196	200	701,696	3,508 48
1 do	1,695,500	40,325,000	.....	35,762	2,600	42,058,862	420,588 62
2 do	636,700	3,600,000	.....	6,858	1,700	4,245,258	84,905 16
3 do	8,132,100	64,500,000	.....	72,874	9,000	72,713,974	2,181,419 22
5 do	276,950	2,525,000	.....	3,858	550	2,806,358	140,317 90
6 do	308,800	1,300,000	.....	1,701	2,250	1,612,751	96,765 06
10 do	93,450	400,000	.....	230	.....	493,680	49,368 00
12 $\frac{1}{2}$ do	608,250	.....	.....	28	.....	608,278	76,034 75
15 do	98,150	150,000	.....	78	.....	248,228	37,234 20
Registered.							
{ 2 do	341,250	3,650,000	.....	9,049	3,500	4,003,799	80,075 98
{ 5 do	86,300	300,000	.....	8,100	1,050	395,450	19,772 5
Post Bands.....	144,700	521,500	.....	787	600	667,587	8,344 83
1 ct. Cards.....	1,183,832	17,824,000	.....	3,880	20,350	19,032,062	190,320 62
2 ct. do P.U.	24,443	49,000	100	1,044	2,753	77,340	1,548 80
2 ct. Reply Cards.	58,450	120,000	.....	184	496	179,130	3,582 60
Envelopes.							
{ 1 cent.	18,858	160,000	.....	1,197	200	180,255	2,343 31 $\frac{1}{2}$
{ 3 do No. 1..	55,288	122,000	.....	140	530	177,958	5,872 61 $\frac{2}{5}$
{ 3 do No. 2..	30,045	132,000	.....	16	107	162,168	5,432 62 $\frac{1}{2}$
	13,919,366	136,253,500	100	145,982	45,886	150,364,834	3,407,433 28 $\frac{3}{4}$

Cards and Stamped Envelopes, for the Year ended 30th June, 1888.

ISSUE.

Denominations.	Issued to Post-masters during the year.	Suspense Items.	Stamps destroyed as unfit for use.	Stamps on hand, 30th June, 1888.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.
						\$ cts.
1/2 cent.....	565,700		196	135,800	701,696	3,508 48
1 do	36,172,100		35,762	4,063,800	42,058,862	420,588 62
2 do	2,889,800		6,858	1,043,200	4,245,258	84,905 16
3 do	61,014,000	100	72,874	8,764,900	72,713,974	2,181,419 22
5 do	2,293,200		3,858	341,450	2,806,558	140,317 90
6 do	958,850		1,701	623,350	1,612,751	96,765 06
10 do	217,800		230	275,650	493,680	49,368 00
12 1/2 do	1,100		28	607,150	608,278	76,034 75
15 do	110,400		78	137,750	248,228	37,234 20
Registered. { 2 do	2,858,900		9,049	608,200	4,003,799	80,075 98
{ 5 do	345,600		8,100	41,700	395,450	19,772 50
Post Bands.....	558,100		787	108,700	667,587	8,344 83 1/2
1 ct. Cards.....	16,813,000	100	3,880	1,372,082	19,032,062	190,320 62
2 ct. do P.U.....	52,400		1,044	23,896	77,340	1,546 80
2 ct. Reply Cards....	122,200		184	56,746	179,130	3,582 60
Envelopes. { 1 cent	149,000		1,197	30,058	180,255	2,343 31 1/2
{ 3 do No. 1.....	158,200		140	19,618	177,958	5,872 61 3/4
{ 3 do No. 2.....	130,700		16	31,452	162,168	5,432 62 3/4
	125,411,050	200	145,982	18,285,502	150,364,834	3,407,433 28 3/4

Value of the Issue during the Year. to 30th June, 1888 :—

Ontario.....	\$1,520,290 95
Quebec.....	586,820 05
New Brunswick	149,741 60
Nova Scotia.....	209,264 55
Manitoba and the North-West Territories.....	165,828 80
Prince Edward Island.....	32,965 90
British Columbia.....	63,114 45

Total \$ 2,728,026 30

NOTE.—The total Stamp Issue of the previous Year was \$2,577,713.94, showing a comparative increase in Issue for the present Year of \$150,312.36.

 RECEIPTS AND EXPENDITURE.

The retirement on the 1st January, 1888, after a long and meritorious service of 48 years of Mr. H. A. Wicksteed, the Accountant of the Department, afforded an opportunity of carrying out still further the recommendation of the Civil Service Commission of 1882, that the several Accounting Branches of the Department should be placed under the control of one Chief Officer.

The Accountant's Office, and the Cashier's, Money Order and Savings Bank Branches of the Department were accordingly placed from the 1st February, 1888, under the charge of Mr. John Cunningham Stewart with the title of Financial Comptroller, and he will accordingly submit to you the statements relating to the Revenue and Expenditure of the Department, and to the Money Order and Savings Bank Branches. Mr. Stewart had for several years most efficiently managed the Money Order and Savings Bank business of the Department.

The net Postal Revenue of the year (as computed in former years) amounted to \$2,803,419.49, the Expenditure was \$3,533,497.85, but as owing to changes in the method of accounting the Department was able to include in its Revenue an additional sum of \$162,978.45 which would otherwise have appeared in the revenue of 1888.89, the actual deficit has been reduced to \$566,999.91, whilst for 1887 it was \$854,845.05, and for 1886, \$911,031.41. In addition to the Post Office Revenue as stated above, it should be borne in mind that there was a net revenue of \$36,000 on Money Order business.

The higher comparative rate of increase in Revenue than in Expenditure referred to in the Report of last year has been maintained since; as compared with the Revenue of 1887 the revenue of 1888 has been augmented by $7\frac{3}{4}$ per cent. while the expenditure has only increased $2\frac{1}{4}$ per cent.

DEAD LETTERS.

916,929 letters, circulars, post cards, &c., passed through and were dealt with in the Dead Letter Branch of the Canada Post Office during the year, as shown by the following classification:—

Dead Letters originating in Canada returned as undelivered by the British Post Office.....	8,817
Dead Letters originating in Canada returned as undelivered by the United States Post Office.....	112,298
Dead Letters originating in Canada returned as undelivered by British Colonies and Foreign Countries..	1,282

	122,397
Less,—Registered Letters included therein and transferred to registered class.....	2,090

	120,307

Dead Letters, circulars, Post Cards, &c., returned from Canada Post Office	675,876
Dead Letters registered being found to contain value	13,792
Letters, Circulars, Post Cards, &c., sent to the Dead Letter Office for Special Reasons, such as insufficient address, non-payment of postage, &c.....	106,954
	<u>916,929</u>

REGISTRATION.

The estimated number of Registered Letters which passed through the mails in Canada during the year ended 30th June, 1888 was 3,580,000.

There were within the year ended 30th June, 1888, 197 cases of abstraction of contents from, or loss of letters containing money sent through the Post Office in Canada.

In 74 of these cases the contents (or portion thereof) were made good by the officers who after careful investigation into the circumstances were held responsible for the loss. Six letters were accidentally destroyed whilst in transit; 31 were stolen from the Post Office or from mails enroute, the contents of which were not recovered; in 39 cases the contents wholly or in part, were alleged to be missing, but no evidence was obtainable, and 25 letters were contained in mails or packages stated not to have reached the offices for which they were intended.

The number of registered letters estimated to have passed by mail in Canada since 1882 is as follows :—

In 1883	2,659,000
1884	3,000,000
1885	3,000,000
1886	3,400,000
1887	3,560,000
1888	<u>3,580,000</u>

The retirement from the service on 30th June of Mr. William H. Griffin, the late Deputy Postmaster General, is an event which cannot be suffered to pass unnoticed.

Mr. Griffin entered the Post Office service in 1831, was Postmaster of Quebec in 1833; in 1835 Surveyor (or Inspector) of Canada, east of Kingston, an office which he retained until 1851, when, on the transfer of the Post Office from Imperial to Provincial control, he assumed charge of the Department as Secretary. In 1857 Mr. Griffin became Deputy Postmaster General of the old Province of Canada, and on the Confederation of the Provinces, Deputy Postmaster General of the Dominion. The introduction of the Money Order System in 1855, the organization of the Ocean Mail Service in 1860, the Postal Convention with the United States in 1875, the more recent extension of the Money Order System to no less than 64 British Colonies and Foreign Countries, and the establishment of the Parcel Post with the United Kingdom, are lasting proofs of Mr. Griffin's administrative capacity.

After a service of 57 years it was only natural that Mr. Griffin should seek for rest and retirement, and he will long be remembered for the dignity, kindness and impartiality of his administration, and for the happy manner in which with him, firmness was at all times tempered by courtesy.

WILLIAM WHITE,
Deputy Postmaster General.

Amendment to Postal Convention between Canada and United States, of January, 1888.

For the purpose of establishing a uniform rate of postage upon certain mail matter exchanged between the Dominion of Canada and the United States of America, the undersigned, Archibald Woodbury McLelan, Postmaster General of the Dominion of Canada and Don. M. Dickinson, Postmaster General of the United States of America, by virtue of authority vested in them by law, have agreed upon the following amendment to the Postal Convention between the two contracting countries, signed at Ottawa, the 19th day of January, 1888, and at Washington, the 12th day of January, 1888.

ARTICLE I.

Amend article one, paragraph "C" of the above referred to Convention, so as to establish a uniform rate of postage of one cent per ounce upon all merchandise, and one cent per two ounces upon all books, pamphlets, occasional publications, printed circulars, prices current, hand-bills, book and newspaper manuscript, printer's proof sheets, whether corrected or not, maps, prints, advertising sheets, drawings, engravings, lithographs, photographs, sheet music, whether printed or written, documents wholly or partly printed or written, such as deeds, insurance policies or other documents of like nature exchanged in the mails between the two contracting countries, and to establish that the registration charge in addition to postage, on correspondence passing between Canada and the United States shall be a rate of not less than 5 cents and not exceeding 10 cents in either country.

ARTICLE II.

This arrangement shall take effect upon the first day of May, 1888, and shall continue in force until terminated by mutual agreement or annulled at the instance of the Post Office Department of either country, upon six months' previous notice given to the other.

Done in duplicate and signed in Ottawa, 25th April, 1888, and in Washington, 27th April, 1888.

{ SEAL }

(Signed) A. W. McLELAN,
Postmaster General of the Dominion of Canada.

(Signed) DON. M. DICKINSON,
Postmaster General of the United States of America.

I hereby approve the foregoing Amended Article; and in testimony thereof, I have caused the Seal of the United States to be affixed hereto.

{ SEAL }

(Signed) GROVER CLEVELAND.

By the President,

(Signed) T. F. BAYARD,
Secretary of State.

WASHINGTON, D. C. 30th April, 1888.

POST OFFICE DEPARTMENT,

OTTAWA, 15th December, 1888.

To The Honorable JOHN HAGGART,
Postmaster General of Canada.

HON. SIR,—I have the honor herewith to present the detailed statements of the Postal Revenue and Expenditure, as well as the Money Order and Savings Bank business, for the year ended 30th June, 1888.

REVENUE AND EXPENDITURE.

The Postal Revenue of the year as shown by the statement was \$2,966,397, but owing to the change in the system of accounting for the Revenue, which commenced on 1st July, 1888, said Revenue cannot be compared with the preceding year, without taking into consideration the fact that certain amounts belonging to the year, but not deposited in the Bank until after the 30th June, 1888, were, contrary to the system which formerly prevailed, brought to account in this year. This analysis would give a Revenue of \$2,751,139, as against \$2,603,255 for the preceding year; and a deficit of \$782,258, as against \$854,845, for the preceding year.

The expenditure included in the accounts of the year was \$3,533,397, as against \$3,458,100, for the preceding year, being an increase for this year of \$75,297; whereas the increase of expenditure for 1887 over 1886 was \$77,689.

The above comparisons present the business of the Post Office Department for this year, in a very favorable light inasmuch as the Revenue has increased in a much greater proportion than the Expenditure.

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1888.

Year ended 30th June.	UNITED STATES.		UNITED KINGDOM.		FRANCE.		GERMANY, DENMARK, SWEDEN AND NORWAY.		ITALY.		SWITZERLAND AND ROUMANIA.		BELGIUM.		NEW-FOUNDLAND.		JAMAICA.		AUSTRALASIAN COLONIES, AND NEW ZEALAND.				
	\$	Amount of Money Orders issued in Canada.	\$	Amount of Money Orders issued in Canada.	\$	Amount of Money Orders issued in Canada.	\$	Amount of Money Orders issued in Canada.	\$	Amount of Money Orders issued in Canada.	\$	Amount of Money Orders issued in Canada.	\$	Amount of Money Orders issued in Canada.	\$	Amount of Money Orders issued in Canada.	\$	Amount of Money Orders issued in Canada.	\$	Amount of Money Orders issued in Canada.	\$	Amount of Money Orders payable in Canada.	
1868...	...	389,196	...	87,457	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1869...	...	367,092	...	94,308	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1870...	...	415,393	...	110,585	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1871...	...	474,376	...	121,644	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1872...	...	577,443	...	142,301	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1873...	...	665,407	...	156,888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874...	...	691,501	...	171,487	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1875...	...	572,246	...	174,160	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1876...	...	156,134	...	394,680	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1877...	...	276,821	...	409,474	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1878...	...	328,264	...	383,808	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1879...	...	335,200	...	361,940	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1880...	...	420,066	...	397,589	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1881...	...	610,094	...	430,686	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1882...	...	781,167	...	550,150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1883...	...	1,023,548	...	827,200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1884...	...	1,190,852	...	959,691	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1885...	...	1,288,245	...	820,046	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1886...	...	1,232,000	...	861,547	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1887...	...	1,262,382	...	1,036,363	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1888...	...	1,297,734	...	1,283,094	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

* Nine months business only, from 1st October, 1883.

† Eight months business only, from 1st November, 1884.

‡ Including Money Orders payable in several countries that have no direct exchange of Money Orders with Canada.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from 1st July, 1867, to 30th June, 1888.

Year ended 30th June.	Number of Money Order Offices.	Total Number of Money Orders Issued.	Total Amount of Money Orders Issued in Canada.	WHERE PAYABLE.		Amount of Orders Issued in other Countries payable in Canada.	Gross Revenue from Orders, profit on Foreign Exchange, &c.	Expenditure for Salaries, Compensation to Postmasters, Printing, Stationery and Miscellaneous.		Losses sustained in conducting the Money Order system.		
				In Canada.	In other Countries.			\$	cts.		\$	cts.
1868.....	515	90,163	3,352,881 40	2,959,762 80	393,118 60	90,579 92	29,942 57	30,655 65	2,355 55			
1869.....	550	96,627	3,563,644 95	3,163,305 77	370,339 18	100,822 84	30,935 12	32,594 17	3,169 99			
1870.....	588	110,021	3,910,249 95	3,489,610 00	420,639 95	117,913 89	33,477 71	31,746 97	1,584 74			
1871.....	571	120,521	4,546,433 85	4,067,735 17	478,698 68	126,694 06	38,405 55	33,225 68	.....		
1872.....	634	136,422	5,154,120 13	5,573,019 76	581,100 37	147,250 16	44,682 25	40,366 85	478 35			
1873.....	644	161,096	6,230,505 86	5,569,298 00	670,206 86	160,695 80	53,019 45	42,271 89	2,036 92			
1874.....	682	179,851	6,757,427 17	6,090,172 61	667,254 56	177,501 49	50,263 36	47,362 18	118 94			
1875.....	687	181,091	6,711,538 98	6,132,094 67	579,444 31	181,091 07	54,360 22	49,416 12	796 64			
1876.....	736	238,668	6,866,618 24	6,157,813 48	708,805 06	359,314 21	54,809 59	56,269 25	4,239 21			
1877.....	754	253,962	6,856,821 13	6,164,825 99	691,995 14	408,285 99	54,847 50	51,740 06	6,166 49			
1878.....	769	280,417	7,130,895 77	6,412,576 78	718,318 99	458,743 80	56,847 03	49,112 00	656 68			
1879.....	772	281,725	6,788,723 29	6,086,521 05	702,202 24	505,833 69	55,008 42	47,222 93	147 00			
1880.....	775	306,088	7,297,337 06	6,385,210 86	822,126 20	698,631 87	58,276 28	46,287 42	286 20			
1881.....	786	338,238	7,725,212 66	6,679,547 44	1,045,665 22	1,002,734 96	60,835 25	47,732 80	161 26			
1882.....	806	372,248	8,354,153 57	7,018,526 04	1,335,627 53	1,194,028 92	65,392 04	52,449 62	110 78			
1883.....	828	419,613	9,490,899 62	7,634,735 27	1,856,164 35	1,236,274 95	65,485 20	73,035 92	58 85			
1884.....	866	463,502	10,067,834 85	7,971,919 70	2,095,915 15	1,262,867 31	81,870 31	71,409 12	882 61			
1885.....	885	499,243	10,384,210 89	8,254,003 12	2,130,207 87	1,185,750 92	73,562 86	83,211 35	4,295 59			
1886.....	910	529,458	10,231,189 39	8,146,095 87	2,085,093 52	1,245,917 32	71,734 83	76,216 09	3,353 39			
1887.....	933	574,899	10,328,984 51	8,093,886 92	2,235,097 59	1,495,673 58	79,325 86	76,845 15	1,179 14			
1888.....	944	630,968	10,916,617 83	8,520,775 78	2,395,842 05	1,726,011 45	81,077 39	83,309 21	3,112 85			

a. This increase in the cost of management arises from the exhibition, for the first time, as a charge against the Money Order System, of the salaries of Clerks in City Post Offices, engaged exclusively in Money Order duties; also, from the preliminary expenses incurred in organizing Money Order Exchange with a number of additional Countries, as stated in the Report for the year ended 30th June, 1883.
 b. Including the amount of the "Void" Orders of all previous years. Henceforward the "Void" Orders are brought to account each year in this column.
 c. Including payment for services partly chargeable to preceding year.

MONEY ORDER SYSTEM.

The Money Order Offices in operation on the 30th June, 1888, numbered 944, an increase of 11 during the year, the distribution being as follows:—

Ontario.....	505
Quebec.....	148
Nova Scotia.....	132
New Brunswick.....	92
Prince Edward Island.....	10
Manitoba.....	19
North-West Territories.....	14
British Columbia.....	24

944

The accompanying Tables (on preceding pages) exhibit the Money Order transactions, both domestic and foreign, up to the 30th June, 1888. It will be seen that the interchange of Money Orders with other countries, was as follows:—

COUNTRY.	ISSUED IN CANADA.		PAYABLE IN CANADA.	
	Number.	Amount.	Number.	Amount.
		\$		\$
*United Kingdom.....	73,955	958,001	20,713	328,674
United States	103,023	1,297,734	74,285	1,283,094
France	2,340	27,077	658	13,656
†Germany, Denmark, Sweden and Norway.....	2,516	39,797	367	9,782
Italy.....	1,050	31,478	48	1,517
Switzerland and Roumania.....	256	3,920	67	2,007
Belgium.....	444	7,305	128	3,812
Newfoundland	1,265	22,177	2,244	51,482
Jamaica.....	36	1,035	482	18,462
Australasian Colonies and New Zealand.....	250	7,318	535	13,525
Totals.....	190,145	2,395,842	99,527	1,726,011

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

†On the 20th December, 1887, Money Orders on Denmark, Norway and Sweden, ceased to be advised through Germany, and on that date commenced to be forwarded through London, England.

The total number of Orders issued during the year was 630,968, an increase of 56,069 over the previous year. Of these, 440,823, amounting to \$8,520,775, were for payment in Canada, the remainder, 190,145, amounting to \$2,395,842, were payable abroad. The whole Money Order transactions show an increase in volume as compared with last year, in the local issues of \$426,889 over last year's business, while the transmissions by Money Orders to other countries in 1888, exceeded those of 1887 by \$160,749, and the payments in Canada of Money Orders originating abroad exceeded like payments in 1887 by \$230,338.

The Government of the Leeward Islands, West Indies, has not yet signified its acceptance of the proposals made by Canada for a direct interchange of Money Orders.

Correspondence has been entered into with Japan in view of establishing an interchange of Money Orders between that country and Canada.

POST OFFICE SAVINGS BANK.

The business of the Savings Bank continues to increase rapidly. The number of deposits, as compared with the previous year, rose from 143,076 to 155,978, and the balance at the credit of depositors from \$19,497,750 to \$20,639,032.

The following figures show the transactions of the year:—

Number of deposits.....	155,978
Amount of deposits.....	\$7,722,330
Number of repayments.....	78,229
Amount of repayments.....	\$7,514,071

Four hundred and thirty-three offices were in operation on the 30th of June. No frauds of a noticeable kind or involving loss were experienced at any of these offices.

The cost of management, relatively both to the number of transactions and to the balance due to depositors, was slightly less than in 1887.

The facilities afforded by the Canadian Pacific Railway for the rapid exchange of mails with British Columbia has permitted the extension of the Savings Bank system to that Province. Business commenced on the 1st of June, and the indications are that depositors in that portion of the Dominion fully appreciate the benefit thus conferred upon them.

The Government having decided to discontinue certain Agencies of the Dominion Government Savings Bank and to place the depositors' accounts under the control of the Post Office Savings Bank, the first transfer—and the only one during the fiscal year—was made on the 1st of June. The exchange was speedily accomplished and with very little inconvenience to depositors.

As in former years, the subjoined statistical statement is given to show the growth and progress of the Savings Bank from its establishment in 1868 to the close of the last fiscal period.

I am, Sir,

Your obedient servant,

W. H. SMITHSON,

Accountant, for Financial Comptroller.

STATEMENT of the Business of the POST OFFICE SAVINGS BANK, Canada, year by year, from the 1st April, 1868, to 30th June, 1888.

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Amount of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of withdrawals during period.	Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.	Number of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Cost of Maintaining the Post Office Savings Bank.					Total Amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
													Total expenses of management, including salaries, compensation to Postmasters, inspection, printing, stationery, &c.	Average cost of each transaction, viz.: of each deposit or withdrawal.	Percentage of cost of management to balance due to depositors.	Losses sustained.	Interest allowed to depositors.		
Three months ended 30th June, 1868....	81	3,247	212,507	65.44	.....	166	8,857.48	53.35	2,146	.....	44	2,102	8,389.43	.....	.....	.....	939 37	204,588.89	97.38
Year ended 30th June, 1869.	213	16,653	927,885	55.71	.....	4,787	296,754.35	61.99	6,429	.....	1,319	7,212	5,808.14	0.23 $\frac{1}{10}$	0.67	.....	21,094.72	856,814.26	118.80
Year ended 30th June, 1870.....	226	24,994	1,347,901	53.93	.....	9,478	664,555.51	70.11	7,823	.....	2,857	12,178	8,128.12	0.20 $\frac{1}{10}$	0.51	.....	48,689.08	1,588,848.83	130.41
Year ended 30th June, 1871.	230	33,256	1,917,576	57.66	.....	15,148	1,093,438.86	72.10	9,424	.....	4,449	17,153	11,108.40	0.20	0.44	.....	84,273.68	2,497,259.65	145.59
Year ended 30th June, 1872.	235	39,489	2,261,631	57.27	.....	19,325	1,571,665.19	81.33	10,846	.....	6,940	21,059	12,242.34	0.20 $\frac{1}{10}$	0.39	.....	116,174.55	3,096,500.01	147.04
Year ended 30th June, 1873.	239	44,413	2,306,918	51.94	.....	22,159	1,925,999.32	86.91	11,995	.....	9,528	23,526	15,093.78	0.22 $\frac{1}{10}$	0.47	.....	126,932.88	3,207,051.57	135.32
Year ended 30th June, 1874.	266	45,329	2,340,284	51.63	.....	24,248	2,086,243.42	86.04	12,048	.....	10,606	24,968	14,442.71	0.20 $\frac{1}{10}$	0.45	.....	126,273.31	3,204,965.46	128.36
Year ended 30th June, 1875.	268	42,508	1,942,346	45.69	.....	24,637	2,041,879.04	82.88	10,516	.....	11,190	24,294	12,539.59	0.18 $\frac{1}{10}$	0.42	.....	120,758.06	2,926,090.48	120.44
Year ended 30th June, 1876.	279	38,647	1,726,204	44.66	.....	23,127	1,783,257.97	77.11	10,218	.....	10,097	24,415	14,662.14	0.23 $\frac{1}{10}$	0.53	.....	110,118.08	2,740,952.59	112.27
Year ended 30th June, 1877.	287	36,126	1,521,000	42.10	.....	21,643	1,525,682.98	70.49	8,971	.....	9,312	24,074	15,149.13	0.26 $\frac{1}{10}$	0.57	.....	104,067.86	2,639,937.47	109.60
Year ended 30th June, 1878.	295	40,097	1,724,371	43.00	.....	21,065	1,486,158.73	70.55	10,058	.....	8,597	25,535	15,266.08	0.25	0.55	6,126.67	103,834.29	2,754,484.03	107.87
Year ended 30th June, 1879.....	297	43,349	1,973,243	45.52	.....	22,326	1,475,048.79	66.07	10,755	.....	8,845	27,445	16,100.03	0.24 $\frac{1}{10}$	0.51	.....	110,912.56	3,105,190.60	113.14
Year ended 30th June, 1880.....	297	56,031	2,720,216	48.55	.....	26,043	1,820,213.16	69.89	14,407	.....	10,487	31,365	19,134.14	0.23 $\frac{1}{10}$	0.49	.....	136,075.47	3,945,669.11	125.80
Year ended 30th June, 1881.	304	71,747	4,175,042	58.19	.....	28,398	2,072,289.15	73.56	18,731	.....	10,491	39,605	23,223.99	0.23 $\frac{1}{10}$	0.37	.....	184,904.81	6,208,226.77	156.75
Year ended 30th June, 1882.	308	97,380	6,435,989	66.09	.....	35,859	3,461,619.31	96.53	25,778	.....	13,920	51,463	29,245.68	0.21 $\frac{1}{10}$	0.31	591.00	291,065.07	9,473,661.53	184.08
Year ended 30th June, 1883.....	330	109,489	6,826,266	62.35	.....	45,253	4,730,995.39	104.54	27,127	.....	17,531	61,059	31,180.03	0.20 $\frac{1}{10}$	0.26	.....	407,305.17	11,976,237.31	196.13
Year ended 30th June, 1884.....	343	109,388	6,441,439	58.88	.....	56,026	5,649,611.13	100.84	26,562	.....	20,939	66,682	34,168.95	0.20 $\frac{1}{10}$	0.26	.....	477,487.46	13,245,552.64	198.63
Year ended 30th June, 1885.....	355	116,576	7,098,459	60.89	.....	59,714	5,793,031.84	97.01	27,591	.....	20,951	73,322	35,751.23	0.20 $\frac{1}{10}$	0.24	.....	539,560.51	15,090,540.31	205.81
Year ended 30th June, 1886.....	392	126,322	7,645,227	60.52	.....	62,205	6,183,470.60	99.40	29,103	.....	21,555	80,870	41,358.11	0.21 $\frac{1}{10}$	0.24	a 341.49	607,075.38	17,159,372.09	212.18
Year ended 30th June, 1887.....	415	143,076	8,272,041	57.81	.....	65,853	6,626,067.51	100.62	31,874	.....	22,585	90,159	43,661.25	0.20 $\frac{1}{10}$	0.22	a 150.00	692,404.57	19,497,750.15	216.26
Year ended 30th June, 1888.....	433	155,978	7,722,330	49.5	217,385.10	78,229	7,514,071.78	96.05	37,515	723	26,704	101,693	44,348.93	0.19	0.21	.....	765,639.15	20,689,032.62	203.44

* The figures in smaller type in these two columns exhibit further withdrawals not paid to depositors in cash, but at their request paid over to the Finance Department to be inscribed in their names in Dominion Stock. The amount of Dominion Stock held by P. O. Savings Bank depositors, having, as shown, passed out of the Books of the Post Office Savings Bank, does not appear in this Statement.

The fluctuations in the expenses of management, and the average cost of each transaction,—where not explained by variations in the amount of business and the number of transactions,—are mainly attributable to payments in one year for services not wholly chargeable to that year.

The total cost of maintaining the Post Office Savings Bank, including interest allowed to depositors and all expenses of management, averages about 4 $\frac{1}{4}$ per cent. on the average Savings Bank balance in the hands of the Government.

NOTE—(a) The result of burglaries at three country Post Offices.

MEMORANDUM of Special Mail Subsidies and Steamship Subventions, disbursed through the Post Office Department, during the Fiscal Year ended 30th June, 1888.

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

52 Victoria.

Sessional Papers (No. 14.)

A 11889

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.	Total Amount.
					\$ cts.	\$ cts.
MAIL SUBSIDIES.						
Yearly subsidy to Montreal Ocean Steamship Co.—						
Halifax and Liverpool, <i>via</i> Moville (winter)	Andrew Allan.....	2,530	1	} 12 months to 31st March, 1888..	.....	126,533 33
Quebec and Liverpool, <i>via</i> Moville (summer)	do	2,650	1			
Steam service between the United States and Victoria, British Columbia—						
Victoria, B.C., and San Francisco, U.S.....	Goodall & Perkins.....	750	3 per month.	9 months to 31st Dec., 1887.....	.....	13,230 00
Steam communication on Lakes Huron and Superior—						
Collingwood and Sault Ste. Marie.....	G. N. Transit Co	429	2	Season, 1887.....	5,000 00	6,000 00
Owen Sound and Sault Ste. Marie.....	Algoma Navigation Co... ..	390	1	do	1,000 00	
Steam communication with the Magdalen Islands—						
Pictou and Magdalen Islands, including Grand Entry	J. Holliday.....	180	1	do	5,000 00	7,800 00
Pictou, Magdalen Islands and Gaspé, <i>via</i> Perce.....	do	410	3 per season.	do	2,800 00	
Steam communication between Grand Manan, N B., and Mainland—						
Grand Manan, St. John and St. Stephen.....	E. Gaskill.....	75 & 50	1	do .....	.....	4,000 00
Steam communication between Prince Edward Island and Mainland—						
Charlottetown, P.E.I., Shediac, N.B., & Pictou, N.S.	P. E. Island S. N. Co.....	60 & 45	4 & 6	do .....	.....	10,000 00
STEAMSHIP SUBVENTIONS.						
Steam communication between Halifax and St. Pierre—						
Halifax, Cape Breton and St. Pierre, Miquelon.....	Anglo-French S.S. Co ...	40,30&25	Fortnightly.	12 months to 31st March, 1888	.....	2,000 00
Steam communication between Cape Canso and Port Hood, <i>via</i> Port Mulgrave—						
Port Mulgrave to Canso, <i>via</i> Arichat; Port Mulgrave to Guysboro', Port Mulgrave to Port Hood.....	R. Macdonald	439	2	do do .....	.....	5,000 00
Steam communication between Halifax and St. John, <i>via</i> Yarmouth—						
Halifax and St. John, <i>via</i> Yarmouth and intermediate ports	Yarmouth S.S. Co.....	292	1	Season, 1887.....	.....	10,000 00
Steam communication between Halifax, Murray Harbor and Charlottetown—						
Halifax, Murray Harbor and Charlottetown, <i>via</i> Nova Scotia and Cape Breton Ports.....	E. Fishwick	250	1	do .....	.....	3,000 00
Steam communication between Port Mulgrave and East Bay, Cape Breton—						
Port Mulgrave, East Bay and North Sydney.....	Bras d'Or S. N. Co.....	75 & 108	6 & 3	do .....	.....	6,000 00
Steam communication between Port Mulgrave or Pictou Railway Terminus and Cheticamp, &c. (the Local Government having granted a similar amount)—						
Pictou, Port Hood, Mabou, Margaree and Cheticamp.	F. W. Fraser	117	1	do .....	.....	2,000 00

PART I.

REPORT No. 1.
STATEMENT of the Revenue and Expenditure of the Post-Office Department of the Dominion of Canada,
for the Year ended 30th June, 1888.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$		\$	\$	\$
Balance due by Postmasters, 30th June, 1887.....	74,321 63	Report:	735,886 92	735,886 92	735,886 92
Postage paid in money, on letters.....	17,148 21	Conveyance of mails by land.....	86,608 19	86,608 19	86,608 19
do newspapers and periodicals.....	870 96	do steamboats, &c.....	848,875 21	848,875 21	848,875 21
do way letters.....	302 76	do railways.....	19,932 63	19,932 63	19,932 63
do Amount collected by letter carriers.....	256 65	Making and repairing mail bags and locks..	1,691,302 95	7 30	1,691,310 25
do Rents of letter boxes, drawers, &c.....	22,740 72	A. Salaries.....	993,903 86	548,213 34	1,542,117 20
do Postage stamps and post cards, &c., sold.....	2,723,062 44½	B. Forward allowances.....	46,601 23	46,601 23	46,601 23
do Miscellaneous receipts (including \$862.28 received at Department).....	1,830 25	C. Allowances towards rent, fuel and light.....	33,978 18	33,978 18	33,978 18
do Ocean postage from Great Britain, 3 months to 31st December, 1886; and parcel postage from August 1st to December 31st, 1887.....	8,332 47	D. Discount to stamp vendors.....	9,165 42	9,165 42	13,639 67
	2,848,866 00½	E. Travelling expenses.....	16,695 55	16,695 55	16,695 55
		F. Tradesmen's bills.....	68,144 88	14 38	68,159 26
		G. Rents and taxes.....	1,394 00	1,394 00	1,394 00
		H. Stationery, printing and advertising.....	58,928 70	4 70	58,933 40
		I. Fuel and light and water.....	35 65	35 65	35 65
		K. Miscellaneous disbursements.....	55,448 75	5,084 71	60,533 46
Less—Mis-sent and dead letters..... \$ 3,140 85½					
Balances due by Postmasters, 30th June, 1888.....	45,446 60½		\$2,889,728 59	\$913,569 26	\$3,803,297 85
Net Revenue.....	2,803,419 49				

The above revenue, in accordance with the practice of former years, includes the cash actually transferred to the *Receivè-General* up to the 30th June only. Changes in the method of accounting now enable the Department to exhibit as additional revenue, the difference of \$162,978.45 between the

amount so paid over and the actual revenue applicable to the fiscal year, as shown by the books of the Post Office. Returns to Parliament in future, will cover the period from 1st July to 30th June, in each year.....

Balance

162,978 45
556,999 91

\$1,533,397 85

\$3,533,397 85

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

REPORT No. 1. A.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Ontario, for the Year ended 30th June, 1888.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1887.....	23,668 90	Report:	270,754 76	.....	270,754 76
Postage paid in money, on letters.....	9,754 56	2 A. {	9,408 03	.....	9,408 03
do do newspapers and periodicals.....	503 82	do do steamboats, &c.....	441,770 81	.....	441,770 81
do do way letters.....	50 06	do do railways.....	9,835 40	2 80	9,838 20
Amount collected by letter carriers.....	5,419 52	{ Making and rep'g mail bags and locks..			
Repts of letter boxes, drawers, &c.....	1,523,510 72½	A. Salaries.....	731,769 00	2 80	731,771 80
Postage stamps, post cards, &c., sold.....	792 05	B. Forward allowances.....	485,053 98	285,103 57	770,157 55
Miscellaneous receipts (including \$461.72 received at Department).....	4,705 35	C. Allow's towards rent, fuel and light.....	.....	22,466 81	22,466 81
Ocean postage from Great Britain, 3 months, to 31st Dec, 1886; and parcel postage from Aug. 1st to Dec. 31st, 1887.....	1,568,403 78½	D. Discount to stamp vendors.....	987 30	21,276 35	21,276 35
Less—Mis-sent and dead letters.....\$1,355 39½		E. Travelling expenses.....	7,692 78	6,467 56	7,454 83
Balances due by Postmasters, 30th June, 1888.....\$3,375 81		F. Tradesmen's bills.....	37,233 06	0 50	37,233 56
		G. Rents and taxes.....	382 00	.....	382 00
		H. Stationery, printing and advertising.....	31,985 95	.....	31,985 95
		I. Fuel and light and water.....	.....	.....	.....
		K. Miscellaneous disbursements.....	31,366 45	3,722 56	35,089 01
Net revenue.....	4,731 20½		\$1,326,470 52	339,040 15	
Balance.....	1,563,672 58				
	101,838 09				
	\$1,665,510 67				\$1,665,510 67

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 1, B.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Quebec, for the Year ended 30th June, 1888.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1887.....	21,194 61		152,332 07		152,332 07
Postage paid in money, on letters.....	3,781 31		21,084 44		21,084 44
do do newspapers and periodicals.....	220 62		169,849 04		169,849 04
do do way letters.....	3 30		6,902 56	4 50	6,907 06
Amount collected by letter carriers.....		Report:	350,168 11	4 50	350,172 61
Rates of letter-boxes, drawers, &c.....	6,616 69	Conveyance of mails by land.....			
Postage stamps and post cards, &c., sold.....	580,645 38	do do steamboats, &c.....	249,524 73	104,089 42	353,594 15
Miscellaneous receipts (including \$297.73 received at Department).....	559 44	do do railways.....		9,009 67	9,009 67
Ocean postage from Great Britain, 3 months to 31st Dec., 1886, and parcel postage from Aug. 1st to Dec. 31st, 1887.....	1,779 82	Making and rep'g mail bags and locks.....		4,375 00	4,375 00
				2,674 92	3,214 47
		A. Salaries.....	539 55		4,572 95
		B. Forward allowances.....	4,572 95		15,133 41
		C. Allow's towards rent, fuel and light.....	15,133 41		960 00
		D. Discovert to stamp vendors.....	960 00		11,273 91
		E. Travelling expenses.....			
		F. Tradesmen's bills.....			
		G. Rents and taxes.....			
		H. Stationery, printing and advertising.....			
		I. Fuel and light and water.....			
		K. Miscellaneous disbursements.....	14,439 41	331 50	14,770 91
Less—Miscellaneous and dead letters.....\$ 884 57	614,801 17				
Balances due by Postmasters, 30th June, 1888.....\$16,637 70	17,522 27		\$646,612 07	\$120,456 01	\$767,068 08
Net Revenue.....	697,278 90				
Balance.....	169,789 18				
	\$767,068 08				

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 1, C.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Nova Scotia, for the Year ended 30th June, 1888.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1887.....	13,679 30	Report: (Conveyance of mails by land.....)	130,903 43	.....	120,903 42
Postage paid in money, on letters.....	770 45	do do steamboats, &c.....	7,180 10	.....	7,180 10
do do newspapers and periodicals.....	85 85	do do railways.....	43,878 04	.....	43,878 04
do do way letters.....	.....	Making and rep'g mail bags and locks.....	569 67	.....	569 67
Amount collected by letter carriers.....	.....		172,531 23	.....	172,531 23
Rents of letter boxes, drawers, &c.....	1,708 49	A. Salaries.....	60,726 96	61,150 01	121,876 97
Postage stamps and post cards, &c., sold.....	211,873 44	B. Forward allowances.....	.....	5,220 25	5,220 25
Miscellaneous receipts (including \$26 35 received at Department).....	69 35	C. Allow's towards rent, fuel and light.....	.....	2,780 00	2,780 00
Ocean postage from Great Britain, 3 months to 31st Dec, 1886; and parcel postage from Aug. 1st to Dec. 31st, 1887.....	631 61	D. Discount to stamp vendors.....	697 40	113 92	810 32
	228,818 49	E. Travelling expenses.....	1,709 96	.....	1,709 96
Less—Mis-sent and dead letters..... \$ 238 60		F. Tradesmen's bills.....	5,406 86	.....	5,406 86
Balances due by Postmasters, 30th June, 1888..... \$11,600 22	11,838 82	G. Rents and taxes.....	52 00	.....	52 00
	216,979 67	H. Stationery, printing and advertising.....	4,647 23	.....	4,647 23
	100,848 95	I. Fuel and light and water.....	32 05	.....	32 05
	\$317,838 62	K. Miscellaneous disbursements.....	2,593 93	167 82	2,761 75
Net Revenue.....			\$248,397 63	\$69,431 00	
Balance.....					\$317,838 62

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 1, D.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of New Brunswick, for the Year ended 30th June, 1888.

REVENUES.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1887.....	4,016 70	Report:	54,533 77		54,533 77
Postage paid in money, on letters.....	366 96	2 D. Conveyance of mails by land.....	13,393 38		13,393 38
do newspapers and periodicals.....	27 15	do do steamboats, &c.....	77,221 88		77,221 88
do do way letters.....	217 50	do do railways.....	1,050 32		1,050 32
Amount collected by letter carriers.....	256 65	Making and rep'g mail bags and locks.....	146,199 35		146,199 35
Rents of letter boxes, drawers, &c.....	1,788 72				
Postage stamps and post cards, &c., sold.....	148,188 79½	A. Salaries.....	73,446 33	38,743 01	112,189 34
Miscellaneous receipts (including \$17.18 received at Department).....	42 28	B. Forward allowances.....		3,660 00	3,660 00
Ocean postage from Great Britain, 3 months to 31st Dec, 1886; and parcel postage from Aug. 1st to Dec. 31st, 1887.....	454 95	C. Allow's towards rent, fuel and light.....		960 00	960 00
		D. Discount to stamp vendors.....		189 99	1,094 49
		E. Travelling expenses.....		629 16	629 16
		F. Tradesmen's bills.....			
		G. Rents and taxes.....			
		H. Stationery, printing and advertising.....			
		I. Fuel and light and water.....			
		K. Miscellaneous disbursements.....			
Loss—Miscent and dead letters.....	\$ 115 33½				
Balances due by Postmasters, 30th June, 1888.....	\$ 2,952 45				
Net Revenue.....					
Balance.....					
	3,067 78½			139 68	2,740 15
	155,329 70½		\$231,571 09	\$43,692 68	\$275,263 77
	152,261 92				
	123,001 85				
	\$275,263 77				

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 1, E.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Manitoba, including the North-West Territories, for the Year ended 30th June, 1888.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1887.....	7,297 28		81,164 35		81,164 35
Postage paid in money, on letters.....	1,437 25		70,364 68		70,364 68
do newspapers and periodicals.....	4 28		361 56		361 56
do way letters.....	15 90				
Amount collected by letter carriers.....	2,193 00				
Receipts of letter boxes, drawers, &c.....	164,679 75½				
Postage stamps, post cards, &c, sold.....					
Miscellaneous receipts (including \$17.95 received at Department).....	125 65				
Ocean postage from Great Britain, 3 months, to 31st Dec. 1886, and parcel postage from Aug. 1st to Dec. 31st, 1887.....	485 78				
	176,339 19½		151,880 59		151,880 59
Losses—Mis-sent and dead letters.....	\$ 316 84½				
Balances due by Postmasters, 30th June, 1888.....	\$5,813 16				
	6,130 00½		\$248,145 63	\$46,160 41	\$294,306 04
Net Revenue.....	170,209 19				
Balance.....	124,096 85				
	\$294,306 04				
		Report:			
		Conveyance of mails by land.....			
		do do steamboats, &c.....			
		do do railways.....			
		do do railroads.....			
		Making and rep'g mail bags and locks.....			
		A. Salaries.....	83,013 88	37,847 25	120,861 13
		B. Forward allowances.....		4,074 17	4,074 17
		C. Allow's towards rent, fuel and light.....		3,886 00	3,886 00
		D. Discount to stamp vendors.....		210 74	210 74
		E. Travelling expenses.....	685 50		796 24
		F. Tradesmen's bills.....	703 60		703 60
		G. Rents and taxes.....	4,243 40		4,243 40
		H. Stationery, printing and advertising.....	3,843 42		4,843 42
		I. Fuel and light and water.....	3 60		3 60
		K. Miscellaneous disbursements.....	2,861 64	152 25	3,013 89
			\$248,145 63	\$46,160 41	\$294,306 04

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 1, F.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of British Columbia, for the Year ended 30th June, 1888.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1887.....	2,848 47	Report: { Conveyance of mails by land.....	43,910 73	.....	43,910 73
Postage paid in money, on letters.....	924 25	do do steamboats, &c.....	35,542 24	.....	35,542 24
do do newspapers and periodicals.....	26 69	do do railways.....	35,138 76	.....	35,138 76
do do way letters.....	16 00	{ Making and rep'g mail bags and locks.....	83 05	.....	83 05
Amount collected by letter carriers.....	.....		114,674 78	.....	114,674 78
Rents of letter boxes, drawers, &c.....	4,117 23	A. Salaries.....	.....	12,841 38	43,011 87
Postage stamps, post cards, &c., sold.....	61,871 42	B. Forward allowances.....	30,170 49	1,093 33	1,093 33
Miscellaneous receipts (including \$9.79 received at Department).....	237 54	C. Allow's towards rent, fuel and light.....	.....	580 83	580 83
Ocean postage from Great Britain, 3 months, to 31st Dec., 1886; and parcel postage from Aug. 1st to Dec. 31st, 1887.....	174 98	D. Discount to stamp vendors.....	.....	55 32	55 32
		E. Travelling expenses.....	1,195 10	.....	1,195 10
		F. Tradesmer's bills.....	1,452 18	13 88	1,466 06
		G. Rents and taxes.....	.....	.....	.....
		H. Stationery, printing and advertising.....	1,399 27	4 70	1,403 97
Less—Mis-sent and dead letters..... \$ 202 05	70,216 60	I. Fuel and light and water.....	.....	.....	.....
Balances due by Postmasters, 30th June, 1888..... \$1,212 24	1,414 29	K. Miscellaneous disbursements.....	492 34	570 90	1,063 24
Net revenue.....	68,802 31		\$140,384 16	\$15,160 41	
Balance.....	95,742 26				\$164,544 57
	\$164,544 57				

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 1, G.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Prince Edward Island, for the Year ended 30th June, 1888.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1887...	1,516 37		12,287 82		12,287 82
Postage paid in money, on letters.....	113 43	Report: { Conveyance of mails by land steamboats, &c. do do railroads do do railways	10,652 00		10,652 00
do newspapers and periodicals.....	3 55	2 G. { Making and rep'g mail bags and locks.	1,130 07		1,130 07
do way letters.....			24,069 89		24,069 89
Amount collected by letter carriers.....	897 25		11,967 49	8,438 70	20,436 19
Rents of letter boxes, drawers, &c.....	32,822 93			1,096 00	1,096 00
Postage stamps, post cards, &c ; sold.....	3 64			120 00	120 00
Miscellaneous receipts (including \$3.64 received at Department).....	99 98	3 G. { A. Salaries..... B. Forward allowances..... C. Allow's towards rent, fuel and light. D. Discount to stamp vendors..... E. Travelling expenses..... F. Tradesmen's bills..... G. Rents and taxes..... H. Stationery, printing and advertising. I. Fuel and light and water..... K. Miscellaneous disbursements.....	160 00	53 90	213 90
Ocean postage from Great Britain, 3 months, to 31st Dec., 1886 ; and parcel postage from Aug. 1st to Dec. 31st, 1887.....	34,957 15		698 42		192 00
LESS—Mis-sent and dead letters..... \$ 28 06			1,094 51		965 19
Balances due by Postmasters, 30th June, 1888.....	742 23		\$9,147 50	\$9,728 60	698 42
Net Revenue.....	34,214 92				1,094 51
Balance.....	14,661 18				
	\$48,876 10				\$48,876 10

W. H. SMITHSON, *Accountant.*
J. C. STEWART, *Financial Comptroller.*

PROVINCE OF ONTARIO.

REPORT No. 2, A.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Aberarder and Railway Station.....	D. N. Sinclair.....	Foot or vehicle.	1 ¹ / ₈	6	12 months (from June 1, 1887).....	40 00
Aberdeen and Durham.....	L. Elvidge.....	Vehicle.....	11	3	do (to June 30, 1887).....	60 84
Aberdour and Railway Station.....	G. Christie.....	Optional.....	1 ¹ / ₂	6	do	70 00
Aboyne and Elora.....	M. C. Mills.....	do	1 ¹ / ₂	6	do	18 75
do	J. T. Taylor.....	do	1 ¹ / ₂	6	do	56 25
do	E. J. Langrill.....	do	5	2	do	75 00
Acton and Knatchbull.....	do	do	5	2	do	75 00
Acton and Speyside.....	A. Tod.....	do	2 ¹ / ₂	3	do	50 00
Adare and Maguire.....	R. McKim.....	Vehicle.....	8 ¹ / ₂	6	do (to Dec. 31, 1887).....	140 25
Addison and Railway Station.....	do	do	8 ¹ / ₂	6	do	75 00
do	J. Gilhooly.....	do	8 ¹ / ₂	6	do	2 0 00
Adelaide and Strathroy.....	J. Harris.....	do	14	6	do	425 00
Adolphustown and Bath.....	J. H. Robbin.....	do	24 ¹ / ₂	6	do	300 00
Adolphustown and Napanee.....	P. Mumbery.....	do	24 ¹ / ₂	6	do	292 50
do	E. Galtiger.....	do	25	6	do	80 00
do	W. Lawton.....	do	4	3	do	100 00
Agincourt and Railway Station.....	R. H. Madill.....	Horse or vehicle.	4	3	do	125 00
Agincourt Station and L'Anaroux.....	W. Lawton.....	Optional.....	7 ¹ / ₈	12	do	19 50
Agincourt, Canadian Pacific Railway and Midland Railway.....	do	do	9	3	Season, 1887-88.....	614 00
Almie Harbor and Magnetawan.....	R. H. Menzies.....	Vehicle.....	32	3	12 months.....	15 23
Almie Harbor and Pary Sound.....	T. W. Quinn.....	do	1	3	Season, 1888.....	60 00
Almie Harbor and Wharf.....	S. Paul.....	do	9	1	12 months.....	78 50
Almie Lake and Spence.....	J. McCartney.....	Optional.....	6	6 & 12	do	250 00
Alisa Craig and Railway Station.....	S. Hey.....	do	6	12	do	40 00
Alisa Craig, Denfield and Railway Station.....	J. Orr.....	do	4	6	do	140 00
Air Line Junction and Railway Station.....	M. Grisdale.....	do	9	3	do	188 00
Albert and Marysville.....	P. Sullivan.....	do	7	6	do	60 00
Alberton and Lynden.....	B. Dunham.....	do	1 ¹ / ₂	24	do	260 00
Albion and Railway Station.....	Q. D. Elliott.....	Horse or vehicle	6 & 5 ¹ / ₂	6 & 3	do	16 00
Albion, Castlederg and Mount Wolf.....	S. J. Snell.....	Optional.....	5 ¹ / ₂	2	do (to June 30, 1888).....	54 54
Albuna and Cottam.....	E. S. Irwin.....	do	6 ¹ / ₂	2	do	75 00
do	do	do	4	3	do	
Albury and Rednersville.....	J. T. Rose.....	Horse or vehicle.	4	3	do	

REPORT No 2, A--Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cis
Aldboro' and Rodney.....	N. Gray.....	Horse or vehicle.	6	6	12 months.....	144 00
Aldershot and Watertown.....	J. Simmons.....	do	3	12	do	169 00
Alexandria and McCrimmon.....	D. McLennan.....	Vehicle	9	6	do	260 00
Alexandria and Railway Station.....	D. McMaster.....	do	1	24	do (to Dec. 31, 1887).....	117 00
do	A. J. McDonald.....	do	1	24	do from do	28 17
Alexandria and St Raphael West.....	S. R. McLeod.....	do	17	6	do	297 00
Alexandria and Vankleek Hill.....	X. Lajeunesse.....	do	19	6	do	425 00
Alfred and Montebello.....	L. Larocque.....	do	9	6	do	200 00
Allanburg and Railway Station.....	W. Livingston.....	On foot.....	1	12	do	94 00
Allandale and Holly.....	M. Campbell.....	Optional.....	3 1/2	6	do (to Dec. 31, 1887).....	108 75
do	W. Amstrey.....	do	3 1/2	6	do from do	28 75
Allandale and Painswick.....	W. Thompson.....	Horse or vehicle.	3 1/2	6	do	150 00
Allandale and Railway Station.....	M. J. Hamlin.....	On foot.....	3	36	do	150 00
Allan Park and Hampden.....	H. Byers.....	Optional	5	2	do	70 00
Allan Park and Lambash.....	E. Earls.....	do	5	3	do	110 00
Allenford and Owen Sound.....	T. N. Williamson.....	do	13	6	do	120 00
Allenford and Railway Station.....	J. Dean.....	do	1 1/2	12	do	124 80
Allenford and Saugeen.....	W. Gilbert.....	do	11	6	do	245 00
Allenford and Skipness.....	J. Davidson.....	Horse or vehicle.	4 1/2	2	do	75 00
Allensville and Mail Catching Post.....	J. McNicol.....	Optional.....	7 1/2	6	do (to Dec. 31, 1887).....	47 20
do	do	do	7 1/2	6	do from do	19 50
Allensville and Utterson.....	G. Pine.....	Vehicle.....	4	3	do (from Jan. 1, 1888).....	13 65
Allenwood and Elmvale.....	J. G. Dickinson.....	Optional.....	6	3	do	110 00
Allenwood and Gibsoa.....	do	do	3	3	do	45 00
Allisonville and Consecon.....	G. Pine.....	Vehicle.....	8	6	do	150 00
Alliston and Elm Grove.....	S. Berridge.....	Horse or vehicle.	14 r. t.	3	do	300 00
Alliston and Railway Station.....	T. Langley.....	do	1	12	do	49 40
Alliston and Rosemont.....	do	Optional.....	9	6	do	270 00
Alloua and Edmonton.....	W. Golding.....	do	6	3	do	90 00
Allsaw and Minden.....	D. Burk.....	Horse or vehicle.	10	2	do	140 00
Alma and Railway Station.....	J. H. Walker.....	Vehicle.....	1	12	do	110 00
Alma and Winfield.....	J. Wattn.....	Horse or vehicle.	8	3	do	130 00
Almonte and Clayton.....	E. Blair.....	Vehicle.....	12	6	do	165 50
do	A. Barnett.....	do	12	6	do (to Sept. 30, 1887).....	119 50
do	do	do	12	6	do from do	119 50
Almonte and Railway Station.....	E. Dowdall.....	Optional.....	1 1/2	24 & 30	do (less fine).....	171 47

Almonde and West Huntley.....	J. Manion.....	Horse or vehicle.	12	3	12	do	196 00
Alport and Bracebridge.....	H. F. Bickmore.....	Vehicle.....	4	3	12	do	117 75
Aldfield and Railway Station.....	H. Ziegler.....	Optional.....	14	6	12	do	100 00
Althorpe and Maberly.....	S. Hanna.....	Horse or vehicle.....	9	2	12	do	90 00
Alton and Railway Station.....	A. Menzies.....	Optional.....	1	12	12	do	94 20
Alvington and Railway Station.....	D. Livingston.....	do.....	1	12	1	do	7 08
do.....	M. Temple.....	do.....	7	12	11	do	77 92
do.....	J. Lacon.....	Horse or vehicle.....	8	6	12	do	40 00
Amaranth Station and Railway Station.....	J. Gentles.....	Vehicle.....	14	6	12	do	35 00
Amberley and Kincardine.....	J. McLennan.....	Horse or vehicle.....	4	3	12	do	84 00
Amberley and Lochalsh.....	J. McCrindle.....	Optional.....	4	3	12	do	80 00
Amberley and Lurgan.....	G. W. Tice.....	do.....	10	6	12	do	400 00
Ameliasburg and Belleville.....	A. Elliott.....	Horse or vehicle.....	19	6	12	do	475 00
Amersburg and Oxley.....	A. Fox.....	Vehicle.....	1	12	12	do	219 80
Amersburg and Railway Station.....	do.....	do.....	1	6	3	do	369 00
Amersburg and Windsor, &c.....	R. Sharpe.....	do.....	18	3	12	do	116 96
Amiens and Lobo.....	A. B. Hurrell.....	Optional.....	12	12	12	do	65 00
Amigari and Railway Station.....	W. M. Elliott.....	Vehicle.....	7	12	12	do	234 00
Ancaster and Hamilton.....	J. Anderson.....	Horse or vehicle.....	15	2	12	do	250 00
Anderson and Granton.....	J. M. Conlson.....	Vehicle.....	6	2	11	do	45 83
Angus and Essa Centre.....	W. J. Smith.....	Optional.....	8	12	12	do	60 00
Angus and Railway Station.....	A. McMullen.....	do.....	6	6	3	do	6 25
Anson and Railway Station.....	J. B. Dobie.....	do.....	8	1	12	do	65 00
Ansonia and Thessalon.....	J. McLaughlin.....	do.....	1	6	9	do	75 00
Anten Mills and Railway Station.....	do.....	do.....	1	6	3	do	27 50
do.....	J. Russell.....	do.....	10	1	12	do	52 00
Antioch and Grassmere.....	J. M. Cameron.....	do.....	5	3	12	do	90 00
Appin and Glen Willow.....	J. E. Campbell.....	Horse or vehicle.....	3	3	12	do	100 00
Appin and Mayfair.....	J. Prescott.....	Optional.....	4	6	12	do	82 00
Appleby and Railway Station.....	O. B. Arnold.....	do.....	2	2	12	do	64 48
Appledore and Railway Station.....	J. G. Munro.....	Horse or vehicle.....	2	12	12	do	315 00
Appleton and Railway Station.....	T. Eastland.....	do.....	4	1	12	do	180 00
Apsley and Cheddar.....	do.....	Optional.....	21	1	12	do	52 00
Apsley and Lasswade.....	do.....	Horse or vehicle.....	11	3	12	do	550 00
Apsley and Peterboro'.....	P. Gallagher.....	Optional.....	40	6	12	do	145 00
Apto and Phepston Station.....	R. S. Weagat.....	Vehicle.....	6	3	12	do	112 00
Archer and Boucks Hill.....	J. J. Garrow.....	Optional.....	9	6	9	do	45 00
Archville and Ottawa.....	C. Garrow.....	do.....	1	6	3	do	20 00
do.....	J. Driver.....	Vehicle.....	9	1	12	do	70 00
Ardagh and Commanda.....	G. W. Dobbs.....	do.....	5	1	7	do	14 58
Ardagh and Golden Valley.....	J. W. Babcock.....	Optional.....	1	6	12	do	75 00
Arden and Railway Station.....	A. Thompson.....	Horse or vehicle.....	1	3	9	do	168 75
Arden and Tamworth.....	J. Babcock.....	do.....	20	3	3	do	47 50
do.....	W. Blair.....	do.....	9	2	12	do	160 00
Ardrea and Orilla.....	W. J. Evans.....	do.....	5	6	12	do	75 00
Ardena and Keyser.....	W. Hester.....	Vehicle.....	7	6	12	do	140 00
Arkona and Theiford.....	F. Hooper.....	do.....	12	6	12	do	450 00
Arkona and Watford.....	J. Cole.....	Optional.....	3	2	12	do	50 00
Arkwright and Mount Hope.....	J. Webber.....	do.....	5	3	12	do	100 00
Armada and Unionville.....	do.....	do.....	5	3	12	do	100 00

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Armow and Kincardine.....	W. Shier.....	Optional.....	11	3	12 months.....	170 00
Armstrong's Mills and Guelph.....	G. Armstrong.....	Horse or vehicle.....	8	2	do	75 00
Arnott and Railway Station.....	W. G. Murray.....	Optional.....	1 $\frac{1}{2}$	12	do	60 00
Arnprior and Fitzroy Harbor.....	W. A. Shirreff.....	Vehicle.....	12	6	do	345 00
Arnprior and Railway Station.....	H. Tierney.....	do	$\frac{7}{8}$	24	3 do (to June 30, 1887, less fine)	42 68
do	H. Hatton.....	do	$\frac{7}{8}$	24	3 do do	132 16
Arnprior and White Lake.....	J. Harvey.....	do	20	3	3 do (to June 30, 1887)	68 75
do	P. Poolan.....	do	20	3	3 do do	206 25
Arthur and Fergus.....	J. Moriarty.....	do	12	6	12 do	223 00
Arthur and Metz.....	J. R. Bell.....	Horse or vehicle.....	6	2	9 do (to Dec. 31, 1887)	45 00
do	do	do	6	2	3 do do	20 00
Arthur and Monck.....	W. Hamilton.....	Optional.....	12 $\frac{1}{2}$	2	12 do	170 00
Arthur and Railway Station.....	J. Ruschew.....	do	1	24	12 do	125 00
Arva and Ballymote.....	J. H. Shoebottom.....	Horse or vehicle.....	3	2	12 do	65 00
Ash and Railway Station.....	W. H. Dorland.....	Optional.....	$\frac{15}{8}$	6	12 do	35 00
Ashad and Railway Station.....	S. Felleter.....	Horse or vehicle.....	$\frac{3}{4}$	3	12 do	25 00
Ashdown and Bear Cave.....	H. Bishon.....	do	8	1	6 do (from Oct. 1, 1887)	20 00
Ashdown and Turtle Lake.....	A. H. Ashdown.....	do	6 $\frac{1}{2}$	1	12 do	60 00
Ashdown and West Grove.....	M. E. West.....	do	4	1	12 do	40 00
Ashgrove and Georgetown.....	E. Nixon.....	do	4	6	12 do	225 00
Ashley and Railway Station.....	G. Follis.....	Optional.....	1 $\frac{1}{2}$	3	12 do	50 00
Ashton and Prospect.....	W. Burrows.....	do	11	3	12 do	235 90
Ashton and Railway Station.....	H. S. Conn.....	Horse or vehicle.....	2	6	12 do	100 00
Atherley and Railway Station.....	E. Lanigal.....	do	1	12	12 do	160 00
Atherton and Delhi.....	G. C. Wilson.....	do	3	2	12 do	45 00
Athone and Tottenham.....	S. E. Turner.....	Optional.....	17 $\frac{1}{2}$ r. t.	6	12 do	220 00
Attercliffe Station and Railway Station.....	J. Sundry.....	do	18	12	12 do	78 24
Atwood and Mitchell.....	J. McKay.....	Vehicle.....	18	6	12 do	432 00
Atwood and Railway Station.....	D. Gordon.....	Optional.....	$\frac{3}{4}$	6	12 do	52 00
Auburn and Blyth, &c.....	W. J. Moore.....	do	6 & 9 $\frac{1}{2}$	6 & 3	12 do	374 00
Aughrim and Bothwell.....	R. J. Armstrong.....	do	10 $\frac{1}{2}$	6	12 do	280 00
Aughrim and Mosside.....	A. T. Augustine.....	do	6	3	12 do	84 00
Auguston and Horning's Mills.....	W. August.....	do	3	2	12 do	23 00
Aultsville and Bush Glen.....	G. Bush.....	Horse or vehicle.....	9	2	9 do (to Dec. 31, 1887)	56 25
do	do	do	9	2	3 do do	25 00

Antisville and East Williamsburg.....	G. A. Summers.....	Vehicle.....	3	6	12	do	72 00
Aurora and Railway Station.....	D. W. Boan.....	Foot or vehicle.....	1	24	12	do	120 00
Aurora and Schonberg.....	W. Armstrong.....	Vehicle.....	15	6	3	do	112 00
do do	H. Isaacs.....	do	15	6	9	do	336 00
Aurora and White Rose.....	D. W. Doan.....	do	4	2	5	do	37 50
do do	do	do	12 r. t.	3	7	do	87 50
Avening and Railway Station.....	J. Pincle.....	Optional.....	3	12	12	do	92 00
Avon, Putnam and Railway Station.....	J. A. Kinnee.....	Vehicle.....	6	6 & 12	12	do	350 00
Avoury and Wilkesport.....	J. Burden.....	Horse or vehicle.....	2 1/2	1	12	do	40 00
Axe Lake and Charlinch.....	J. McPherson.....	Vehicle.....	7	1	12	do	40 00
Aylmer and Dorchester Station.....	R. Learn.....	do	20	6	12	do	400 00
Aylmer and Dunboyne.....	W. S. Pierce.....	do	13	6	12	do	350 00
Aylmer and Air Line Station.....	do	do	4	24	12	do	314 00
Aylmer and Seville.....	R. C. Wright.....	Optional.....	4	2	12	do	46 00
Ayr and Railway Station.....	W. Hilborn.....	do	4	24	12	do	206 96
Ayton and Railway Station.....	H. Ringel.....	do	4	12	12	do	90 00
Baby's Point and Port Lambton.....	W. H. McDonald.....	do	1	3	12	do	50 00
Baden and Wellesley.....	C. Harefeld.....	Vehicle.....	9	6	9	do	149 25
do do	do	do	9	6	3	do	87 50
Bagot and Burnstown.....	A. Wilson.....	do	5	3	12	do	80 00
Bainsville and Railway Station.....	D. McCuig.....	Optional.....	4	6	12	do	50 00
Bala and Glen Orchard.....	N. Orchard.....	do	8	2	9	do	74 40
Bala and Sahanatian.....	L. Sahanatian.....	do	9	1	12	do	50 00
Baldwin and Railway Station.....	C. Grylls.....	do	7	12	12	do	45 00
Ballantrae and Railway Station.....	R. Hill.....	do	4	12	12	do	60 00
Ballantyne's Station and Railway Station.....	J. Hyslop.....	On foot.....	4	2	12	do	26 25
Ballinafad and Georgetown.....	J. W. McKee.....	Optional.....	6	6	12	do	250 00
Ballinvilla and South March.....	P. Orchard.....	Horse or vehicle.....	4	2	12	do	40 00
Balsam Grove and Fenelon Falls.....	J. Copp.....	Optional.....	6	2	12	do	85 00
Balsam Lake and Victoria Road.....	J. Cunningham.....	do	4	2	12	do	72 00
Bamburg and St. Agatha.....	F. Walter.....	Horse or vehicle.....	5 1/2	2	12	do	72 00
Banbury and Haldane Hill.....	J. Barry.....	Optional.....	6	1	12	do	25 00
Bancroft and Cheddar.....	B. H. Sweet.....	Horse or vehicle.....	21	1	2	do	125 00
Bancroft and Pandash Lake.....	J. McLellan.....	Vehicle.....	11	6	12	do	8 33
Banda and Glencairn.....	T. Banner.....	Optional.....	24	2	6	do	175 00
Banda and Scarlet Hill.....	R. Lennox.....	do	32	6	6	do	37 50
do do	E. Lennox.....	do	8	2	12	do	100 00
Banks and Collingwood.....	W. Johnson.....	do	8	12	12	do	60 00
Bannockburn and Railway Station.....	S. McEwen.....	do	1	2	12	do	46 50
Bardsville and Falkenburg.....	C. Bard.....	do	6 1/2	2	9	do	75 00
Barkaway and Germania.....	S. McCord.....	Vehicle.....	24	3	6	do	197 50
Barkerton and Commanda.....	R. Barrett.....	do	16	6	10	do	24 16
Barkerton and Railway Station.....	N. McEachern.....	Optional.....	1	1	12	do	100 00
Bark Lake and Murchison.....	J. Taylor.....	Horse or vehicle.....	17	1	12	do	190 00
Bark Lake and Rockingham.....	T. Culbertson.....	do	21	1 s., 2 w.	12	do	25 70
Barrie Division.....	do	do	do	do	do	do	do

Special trips; snow blockade on railway.

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Barrie and Hillsdale.....	C. Waugh.....	Optional.....	15	6	6 months (to Sept. 30, 1887).....	148 50
do do.....	J. B. Johnson.....	do do.....	16	6	do from do.....	137 50
Barrie and Midhurst.....	J. Roberts.....	do do.....	5	3	do (to Dec. 31, 1887).....	69 75
do do.....	G. G. Smith.....	do do.....	5	3	do from do.....	23 25
Barrie and Railway Station.....	W. H. Crosby.....	Horse or vehicle.....	3 1/2	66	do do.....	206 74
Barrie and Shanty Bay.....	J. Graham.....	Optional.....	5	18	Special trip.....	2 00
Barrie and Street Letter Boxes.....	M. Murphy.....	do do.....	1 1/2	6	do do.....	250 00
Barriefield and Kingston.....	J. Ryan.....	do do.....	12	1	do do.....	75 00
Barrie Island and Gore Bay.....	H. L. McLean.....	do do.....	15	1	do do.....	114 72
Bar River and Garden River.....	J. Eroy.....	do do.....	49	1	do do.....	75 00
Basin Dépôt and Eganville.....	R. Reeves.....	Vehicle.....	3 1/2	12	do do.....	300 00
Bath and Railway Station.....	W. Aylesworth.....	do do.....	6 1/2	12	do do.....	148 00
Bath and Stella.....	A. Stevenson.....	do do.....	6 1/2	12	do do.....	348 27
Bateau and Railway Station.....	W. Boucher.....	do do.....	16 1/2	3	do do.....	46 93
Battersa and Kingston.....	A. Ferguson.....	do do.....	10	1	do do.....	139 48
Battle Hall and Cooper's Falls.....	A. Cooper.....	Optional.....	15 & 1/2	6 & 12	do do.....	50 00
Bayfield, Seaforth and Railway Station.....	D. Hay.....	Vehicle.....	20	6	do do.....	360 00
Bayham and Ingersoll.....	W. H. Cook.....	do do.....	8	3	do do.....	395 00
Bayside and Belleville.....	W. B. Wemp.....	Horse or vehicle.....	16	6	do do.....	300 00
Baysville and Bracebridge.....	F. Sander.....	do do.....	8	3	do do.....	100 00
Baysville and Dorset.....	G. F. Marsh.....	Optional.....	16	1	Season, 1887.....	25 00
Baysville and Maple Ridge.....	J. Garrison.....	do do.....	8	1	do do.....	50 00
Baysville and Menomonce.....	J. Williams.....	Horse or vehicle.....	5	1	12 months.....	50 00
Bayview and Morley.....	J. Lemon.....	Optional.....	11	2	do do.....	140 00
Beachburg and Gowen Point.....	J. M. Carswell, jun.....	Horse or vehicle.....	7	2	do do.....	150 00
Beachburg and Westmeath.....	H. A. O'Brien.....	do do.....	9	6	do do.....	180 00
Beachville and Embro.....	J. B. Johnson.....	do do.....	6	6	do do.....	140 00
Beansville and Campden.....	J. B. Gribb.....	do do.....	5	6	do do.....	225 00
Beardbrook and Canan.....	W. H. Fletcher.....	do do.....	19 r. t.	3	do (to Dec. 31, 1887).....	93 75
do do.....	R. Bowden.....	do do.....	19 r. t.	3	do from do.....	50 00
Beardbrook and Railway Crossing.....	W. H. Fletcher.....	do do.....	3	6	do do.....	56 25
do do.....	R. Bowden.....	do do.....	4	3	do from do.....	25 00
Beatrice and Falkenburg.....	M. Moore.....	Optional.....	12	3	Part of seasons, 1886-87 & 1887-88.....	44 80
Beatrice and Windermere.....	R. Lance.....	do do.....	4	2	do do.....	54 00
Beaverton and Railway Station.....	A. Hamilton.....	do do.....	4	24	3 months (to June 30, 1887).....	140 00

Becher and Wallaceburg.....	Horse or vehicle.	5	3	12	do	70 00
Beckstead and Dunbar.....	Optional.....	13	3	12	do	116 00
Bedford Mills and Newboro'.....	do	8	3	9	do	75 00
do	do	8	3	3	do	17 50
Beechwood and Seaford.....	do	6	2	6	do	42 50
do	do	6	2	6	do	42 50
Beeton and Railway Station.....	do	4	12	9	do	71 25
do	do	4	12	3	do	23 75
Belfast and Lanes.....	do	4	2	12	do	80 00
Belfast and St. Helen's.....	do	2	6	12	do	150 00
Belfountain and Railway Station.....	do	1	6	12	do	75 00
Belgrave and Bushfield.....	do	6	2	12	do	75 00
Belgrave and Marnock.....	do	3	3	12	do	60 00
Belgrave and Railway Station.....	do	3	12	12	do	132 00
Belle River and Byrnedale.....	do	5	1	12	do	55 00
Belleville and Albert College.....	Vehicle.....	1	6	7	do	14 94
Belleville and Bridgewater.....	do	30	6	12	do	800 00
Belleville and Madoc.....	do	27	6	12	do	474 00
Belleville and Belleville Station.....	do	11	12	10	do	62 50
Belleville and Railway Station.....	do	1	24	10	do	262 00
Belleville and Midland Railway Station.....	Horse or vehicle.	1	24	2	do	52 00
Belleville and Sidney Crossing.....	do	6	2	12	do	80 00
Belleville and Street Letter Boxes.....	Vehicle.....	5	12	12	do	250 00
Belleville and Wallbridge.....	do	5	12	12	do	55 00
do	Horse or vehicle.	9	3	6	do	55 00
do	do	9	3	6	do	55 00
Bell Ewart and Lefroy Station.....	On foot.....	1	12	12	do	80 00
Bell Ewart and Roach's Point.....	Optional.....	1	6	12	do	140 00
Belmont and London.....	Horse or vehicle.	13	6	3	do	62 00
do	do	13	6	9	do	108 75
Belmont and Railway Station.....	Optional.....	7	12	12	do	69 00
Belton and Railway Station.....	On foot.....	9	12	12	do	40 00
Belton and St. Ives.....	Optional.....	3	2	12	do	117 75
Belwood and Craigholme.....	do	7	3	12	do	60 00
Belwood and Dragon.....	Horse or vehicle.	7	2	12	do	71 00
Belwood and Railway Station.....	Optional.....	4	12	12	do	65 00
Belwood Station and Herward.....	do	4	6	12	do	128 00
Bendale and Woburn.....	do	2	6	12	do	80 00
Beumiller and Goderich.....	do	6	6	12	do	150 00
Bensford and South Monaghan.....	Horse or vehicle.	5	3	12	do	75 00
Bentpath and Dresden.....	do	6	2	12	do	50 00
Berkeley and Glascoth.....	Optional.....	6	2	12	do	84 00
Berkeley and Railway Station.....	do	6	6	9	do	60 00
do	do	6	6	3	do	20 00
Berlin and Crossbill.....	Vehicle.....	16	6	12	do	390 00
Berlin and Glenallan.....	do	2	6	12	do	317 00
Berlin and Street Letter Boxes.....	Optional.....	4	18	12	do	200 00
Berlin and West Montrose.....	Vehicle.....	14	6	12	do	375 00

REPORT No. 2, A.—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
						\$ cts.	
Bethany and Railway Station.....	N. M. Kelly.....	Horse or vehicle.	$\frac{1}{2}$	12	12 months	90 00	
Bethel and The Corners.....	J. Robinson.....	Optional.....	$\frac{1}{4}$	6	do	25 00	
Bewdley and Millbrook.....	C. Spry.....	do	11	6	(to Dec. 31, 1887).....	262 50	
do	H. Atkins.....	do	11	6	from do	87 49	
Big Point and Dover South.....	A. Cheff.....	do	$7\frac{1}{2}$	2	do	48 00	
Birings Bridge and Ottawa.....	S. Davidson.....	do	3	6	(less fine).....	150 00	
Binbrook and Gianford Station.....	R. Wickett.....	Horse or vehicle.	5	6	do	178 00	
Binkham and Erin.....	W. W. Wansborough.....	do	4 $\frac{1}{2}$	2	do	70 00	
Birdsall's and Railway Station.....	J. Lancaster.....	Optional.....	1	6	do	4 00	
Bird's Creek and Hybla.....	A. Sutherland.....	do	5	1	do	35 00	
Bitr and Devizes, &c.....	J. Gounding.....	do	5 & 7	6 & 2	do	270 00	
Biscotasing and Railway Station.....	J. Stuart.....	do	50 ft.	12	do	15 70	
Bishop's Mills and Prescott.....	J. Burk.....	Vehicle	16	3	do	88 00	
do	C. W. Knapp.....	do	16	3	do	167 00	
Bissett's Creek and Railway Station.....	J. H. Dickson.....	Optional.....	20 yds.	12	do	10 00	
Black Bank and Lisie.....	N. Duffin.....	Horse or vehicle.	10	3	do	200 00	
Blackburn and Orleans.....	J. Coughlin.....	do	3	2	do	30 00	
do	R. Dagg.....	do	3	2	do	12 50	
Black's Corners and Laurel.....	J. Graham.....	Optional.....	4	1	do	32 00	
Black Creek and Railway Station.....	L. H. Allen.....	do	$1\frac{1}{2}$	12	do	62 80	
Black River Bridge and Picton.....	G. McGuire.....	Horse or vehicle.	$7\frac{1}{2}$	3	do	62 50	
do	do	do	$7\frac{1}{2}$	3	do	49 00	
Blackstock and Cadmus.....	T. W. Robertson.....	Optional.....	2 $\frac{1}{2}$	6	do	75 00	
Blackstock and Purple Hill.....	W. Bartley.....	do	4	2	do	41 25	
Blackwater and Railway Station.....	W. J. Shannon.....	On foot.....	$7\frac{1}{2}$	12	do	62 60	
Blackwell Station and Railway Station.....	P. Wellington, Jr.....	do	$7\frac{1}{2}$	2	do	20 00	
Blair and Railway Station.....	J. Renshaw.....	Optional.....	$1\frac{1}{2}$	6	(from Jan. 1, 1888).....	6 50	
Blairhampton and Minden.....	W. Blair.....	do	10	1	do	52 00	
Blairton and Havelock.....	M. J. Peters.....	Vehicle	7	3	do	62 00	
do	do	do	8	3	do	70 84	
Blandford Station and Railway Station.....	E. Wilson.....	Optional.....	$1\frac{1}{2}$	12	do	28 00	
Blenheim and Leamington.....	J. M. Burk.....	do	38 $\frac{1}{2}$	6	do	468 67	
do	J. J. Minnis.....	do	38 $\frac{1}{2}$	6	(to July 31, 1887).....	796 67	
Blenheim and Morpeth.....	C. H. Jones.....	do	10	6	from do	300 00	
Blenheim and Railway Station.....	J. M. Burk.....	do	$\frac{1}{4}$	6	do	112 50	
				24	9	do	

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. Trips per Week.	Period.	Amount.
						\$ cts.
Bramley and Mail Catching Post.....	J. Gordon.....	Optional.....	1 ¹ / ₂	12	12 months.....	50 00
Brampton and Huttonville.....	C. Brooks.....	do.....	4	3	12 do.....	88 00
Brampton and Nortonville.....	J. Norton.....	do.....	3	3	12 do.....	50 00
Brampton and Railway Station.....	A. J. Hood.....	do.....	8	12	12 do.....	100 00
Bundy Creek and Railway Station.....	J. Wintermute.....	Vehicle.....	8	12	12 do.....	40 00
Burford and Harley.....	R. Cavin.....	do.....	14	6	12 do.....	364 00
Burford and Langford.....	W. Reed.....	Horse or vehicle.....	8	6	12 do.....	196 00
Burford and Mohawk, &c.....	A. S. Beecham.....	Vehicle.....	12 & 4	3 & 6	12 do.....	270 00
Burford and Railway Station.....	J. Hale.....	do.....	1	54	12 do.....	423 50
Burford and Simcoe.....	W. P. Croome.....	Stage.....	24	6	12 do.....	849 00
Bray's Crossing and Railway Crossing.....	C. Bray.....	On foot.....	20 yds.	2	12 do.....	5 00
Breadalbane and Lochinvar.....	C. Campbell.....	Optional.....	3 ¹ / ₂	6	do (to Sept. 30, 1887).....	45 00
Breadalbane and Vankleeck Hill.....	do.....	do.....	5	6	do from.....	30 00
Brechin and Dalrymple.....	E. Vickers.....	do.....	9	3	12 do.....	170 00
Brechin and Evansvale.....	C. Martin.....	do.....	5 ¹ / ₂	3	12 do.....	120 00
Brechin and Railway Station.....	S. Luck.....	do.....	1	12	12 do.....	90 00
Brentwood and Railway Station.....	J. O'Connell.....	do.....	1	12	12 do.....	50 00
Breslau and Weissenburg.....	A. Hoch.....	do.....	8	6	12 do.....	250 00
Brewster and Parkhill.....	F. Gratton.....	Vehicle.....	16	3	12 do.....	197 00
Brigden and Railway Station.....	J. Armstrong.....	Optional.....	1	12	12 do.....	86 00
Bright and Washington, &c.....	A. Gazka.....	Vehicle.....	6 & 1	6 & 12	12 do.....	239 00
Bright and Campbellford.....	J. Weese.....	do.....	20	6	12 do.....	468 00
Brighton and Lovett.....	W. Bate.....	Optional.....	6 ¹ / ₂	6	12 do.....	195 00
Brisbane and Coningsby.....	J. W. Burt.....	Stage.....	4	2	12 do.....	40 00
Britton and Hammond.....	T. Alexander.....	Optional.....	1 ¹ / ₂	3	do (to June 30, 1887).....	10 00
do do.....	M. A. Alexander.....	do.....	1 ¹ / ₂	3	do from do.....	33 75
Britton and Railway Station.....	F. Alexander.....	do.....	1	6	do (to June 30, 1887).....	12 50
do do.....	M. A. Alexander.....	do.....	2	6	do from do.....	45 00
Brockville and Morris town, U.S.....	D. H. Lyon.....	do.....	2	6	12 do.....	325 00
Brockville and Railway Station.....	W. Curry.....	Vehicle.....	1	12 & 24	12 do.....	220 51
do do.....	J. Cavanagh.....	do.....	1	7 & 14	12 do.....	91 50
Brockville and Sherwood Springs.....	R. Latham.....	Horse or vehicle.....	8	1	do (to June 30, 1887).....	11 00
do do.....	W. Kilmurry.....	do.....	8	1	do from do.....	30 00
Brockville and Street Letter Boxes.....	J. McKenney.....	On foot.....	3 ¹ / ₂	As req.	12 do.....	100 00

Location	Vehicle	As req.	Yds.	As req.	Months	Amount
Brockville and Westport.						
Brockville—Can. Pac. Railway and G. T. Railway	Vehicle		44		6	884 00
Bronte Station and Paterno	On foot		20		12	370 00
Bronie Station and Paterno	Optional		14		12	125 20
Brooke and Manoir	do		3		6	190 00
Brookfield Station and Railway Station	Horse or vehicle		7		12	60 00
Brookholm and Owen Sound	do		2		3	50 00
Brookholm and Shoufriere	Vehicle		2		12	75 00
Brooklin and Railway Station	Optional		7		12	50 00
Brotherston and Newbridge	do		1		12	70 00
Brougham and Markham	do		13		2	45 00
Brougham and Whitby	do		12		6	275 00
Brown Hill and Ravenshoe Station	On foot		80		6	220 00
Bruce Mines and Cockburn Island	Optional		4		12	30 00
Bruce Mines and Desert	do		42		1	75 36
Burdnell and Castle	Horse or vehicle		16		12	200 00
Burdnell and Killaloe	do		9		1	104 00
Brunner and Railway Station	do		13		2	80 00
Brunswick and Railway Station	Optional		1		12	125 00
Brussels and Cranbrook	do		5		6	30 00
do do	Vehicle		5		3	60 00
Brussels and Railway Station	Optional		5		6	50 00
do do	do		2		9	121 50
Bulger and Bulger's Corners	do		2		3	31 25
Burford and Cathcart, &c.	do		8 & 1		12	112 50
Burgess Corners and Douglas	do		5		3	12 00
Burgessville and Newark	Vehicle		5		6	174 00
Burgessville and Ortel	do		8		12	147 00
Burgessville and Railway Station	Optional		1		6	240 00
do do	do		9		3	130 00
Burk's Falls and Denville	do		9		12	50 24
do do	do		9		6	117 00
Burk's Falls and Dunchurch	do		29		3	97 00
Burk's Falls and Hartell	do		15		4	114 00
Burk's Falls and Magnetawan	do		16		2	173 00
Burlington and Port Nelson	do		1		6	37 70
Burlington and Railway Station	do		1		12	78 50
Burlington Beach and Railway Station	do		1		6	90 00
Burlington Station and Zimmerman	Vehicle		9		12	87 28
do do	do		9		12	42 45
Burnaby and Railway Station	Optional		2		6	163 00
Burnbae and Railway Station	Vehicle		5		6	140 00
Burnbae and Stanwood	do		11		3	50 00
Burney and Castleton	Horse or vehicle		8		6	159 00
Burnt River and Rettie's Station	do		7		2	98 00
Burritt's Rapids and North Montague	Optional		1		12	120 00
Bury's Green and Fell's Station	Vehicle		7		6	80 00
do do	Optional		2		12	8 67
do do	do		2		12	25

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Byng Inlet and French River	J. Lamardin	On foot.....	25	Fortn'ly.	Part of seasons, 1886-87 & 1887-88	63 00
Byng Inlet North and Parry Sound.....	do	do	65½	2	do	478 00
Byron and London.....	J. Charles.....	Optional	6	6	12 months	160 00
Cadmus and Cartwright	T. W. Robertson.....	do	2½	6	3 do (to June 30, 1887).....	25 00
Cathore and Crysler.....	G. S. Johnstone.....	do	4	3	12 do (to April 30, 1887)	62 00
Caistorville and Winona	J. Williams	do	20	3	1 do 28 dys. (to July 23, '87)	20 41
do	do	do	21	3	2 do 3 dys. from do	62 38
do	do	do	20	3	8 do	165 10
do	do	do	7	1	12 do	43 08
Calabogie and High Falls	T. Dillon.....	do	1	6	12 do	58 00
Calabogie and Railway Station.....	do	do	2½	6	12 do	55 00
Calder and Railway Station.....	H. G. Jones	do	3	3	12 do	80 00
Caldenwood and Railway Station.....	A. Calder.....	Vehicle	3	6	12 do	85 00
Caldwell and Caledon	N. Patterson.....	Horse or vehicle	4	6	12 do	190 00
Caldwell's Mills and Railway Station.....	W. C. Caldwell.....	Optional	4	12	6 do (to Sept. 30, 1887).....	12 50
do	W. Reid	do	4	6	6 do	20 00
do	do	do	4	18	12 do	81 00
Caledon and Railway Station.....	N. Patterson.....	Horse or vehicle	4	3	6 do (to Sept. 30, 1887).....	50 00
Caledon, East and Lockton	B. Ingoldby	do	4½	6	12 do	410 00
Caledonia and Cayuga.....	E. Wigg.....	Vehicle	11	6	12 do	70 00
Caledonia and Conboyville	S. Arrell	Optional	6	2	12 do	112 00
Caledonia and North Seneca	F. Dawson	Vehicle	3	12 & 24	3 do (to June 30, 1887).....	45 00
Caledonia and Railway Stations	P. McMullen.....	do	7	36	9 do from do	120 36
do	do	do	4	2	12 do	50 00
Caledonia and Six Nations	J. A. Beaver.....	Optional	9	3	12 do	156 00
Caledonia Springs and L'Original.....	W. K. Cross	Horse or vehicle	9	3	12 months	52 00
do	J. Lacombe.....	do	9	6	12 months	31 28
Callander and Railway Station.....	T. Steele	Optional	16	3	9 dc (to Dec. 31, 1887)	40 95
Callander and Wisawasa.....	do	Vehicle	2½	3	3 do from do	19 50
do	R. W. Graham	do	24	6	12 do	80 00
Calton and Mount Salem.....	C. McConnell.....	Horse or vehicle	34	6	12 do	300 00
Cambay, Lindsay and Railway Station	R. Moffat.....	Optional	85, 104½	12	12 do	120 00
Cameron and Railway Station	J. Bryson.....	do	4	12	12 do	50 24
Camerontown and Railway Station	E. Cameron	Horse or vehicle	200 yds.	6	12 do	96 00
Camerontown and Summerstown	A. Cameron	do	3	2	9 do (to Dec. 31, 1887)	60 00
Camilla and Grainger.....	J. Heatherington.....	do	6½	2	9 do	60 00

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Catawact and Railway Station	J. Howard	Optional	1	12	12 months	65 00
Cayuga and Dean's Station	E. Wigg	do	1	6	do	87 92
Cayuga, Deaus and Railway Station	J. Shipway	Vehicle	2 & 6	6 & 12	do	230 00
Cayuga and Gypsum Mines	M. Thompson	Horse or vehicle	3	6	do	115 33
Cayuga and Kohler	J. Booker	do	4	3	do	80 00
Cayuga and Upper	A. Vasinder	Vehicle	12	3	do	24 17
do	J. Everets	do	12	3	(to May 31, 1887)	120 83
Cecebe and Steamer	W. A. Cowan	Optional	1	3	do	17 20
Cedar, Dale and Railway Station	W. Coleman	do	1	25	Season, 1887	125 00
Cedar Hill and Pakenham	S. Connerly	Horse or vehicle	5	2	12 do	80 00
Centralia and Mooresville	R. Handford	Optional	3	6	do	200 00
Centralia, Crediton and Railway Station	J. Clark	do	6	12	do	199 00
Centreton and Grafton	W. Roberts	Horse or vehicle	13	3	do	163 00
Chafey Locks and Elgin	M. Doyle	Optional	6	2	do	70 00
Chalk River and Railway Station	T. Field	do	2	6	do	100 00
Chandos and Clydesdale	H. Caldwell	Horse or vehicle	5	1	do	30 00
Chantry and Phillipsville	A. Elliott	Vehicle	5	6	do	130 00
Chapleau and Railway Station	T. A. Austin	Optional	do	12	3 do	12 50
do	do	do	do	12	6 do	62 50
do	do	do	do	12	3 do	18 75
Chapman and Stoco	A. Chapman	do	3	3	do	78 50
Chard and Pendleton	W. J. Brown	do	4	3	do	56 00
Charing Cross and Comber, &c	G. Robb	Vehicle	27	2	do	475 00
Charing Cross and Doyle's	M. Doyle	Horse or vehicle	4	6	do	55 00
Charing Cross and Railway Station	J. Hunter	do	1	2	do	72 00
Charleston and Farnesville	J. Kavanagh	do	5	12	do	70 00
Charlton and Ifracombe	F. W. Holt	Vehicle	3	2	do	7 58
Charlton and Novar	L. Robinson	do	3	2	(to May 31, 1887)	83 33
Chatham and Dover South	G. Bourdeau	Horse or vehicle	6	10	do	199 00
Chatham and Irwin	T. Prime	do	5	6	do	50 00
Chatham and Louisville	W. L. Bedford	do	6	3	do	148 00
Chatham and Railway Station	A. Robinson	Optional	4	30	3 do	
do	do	do	4	36	9 do	76 20
Chatham and Van Horn	J. Zink	Horse or vehicle	6	2	do	270 48
do	do	do	do	12	do	70 00

Chatham and Williams.....	R. Williams.....	Optional.....	2	12	do	80 00
Chatsworth and Durham.....	N. McIntyre.....	Horse or vehicle.....	6	10	do	362 50
Chatsworth and Moorsburg.....	J. Smith.....	do	3	9	do	210 00
do	J. J. Stinson.....	do	3	3	do	54 75
Chatsworth and Railway Station.....	D. Rae.....	do	24	6	do	74 88
do	do	do	24	6	do	62 80
Chatsworth and Strathavon.....	A. D. Lee.....	do	3	12	do	136 00
Chatsworth and Williamsford.....	W. Buchanan.....	do	6	2	do	37 50
Chatterton and Foxboro.....	S. P. Morden.....	do	2	12	do	50 00
Chapside, Jarvis and Railway Station.....	L. Brown.....	Vehicle.....	6 & 1	12	do	298 00
Cheddar and Gooderham.....	J. Ridley.....	do	1	12	do	195 00
Cheddar and Wilberforce.....	A. Riley.....	do	1	3	do	10 00
do	R. A. Riley.....	do	1	9	do	30 00
Chelmsford and Railway Station.....	E. Belanger.....	On foot.....	3	5	do	10 41
Cheney and Kearney.....	L. Perron.....	Vehicle.....	1	3	do	6 25
Chepstow and Dunkeld Station.....	C. Mullen.....	Optional.....	1	12	do	130 00
Cherry Valley and Point Petre.....	A. Gibson.....	Horse or vehicle.....	1	12	do	37 00
Cherry Valley and Salmon Point.....	J. M. Bently.....	do	2	12	do	44 48
Cherrywood and Whitevale.....	M. R. Summerfeldt.....	Optional.....	3	12	do	95 00
Chesley and Coventry.....	P. Kildie.....	Vehicle.....	3	12	do	97 00
Chesley and Railway Station.....	T. R. Reed.....	Optional.....	12	12	do	80 00
Chesley and Secon.....	W. Graham.....	do	3	12	do	40 00
Chesterville and Connaught.....	P. Jordan.....	Horse or vehicle.....	2	12	do	80 00
Chesterville and Morewood.....	A. Elliott.....	Vehicle.....	6	12	do	142 00
Chesterville and Morrisburg.....	R. Gasseiman.....	do	6	12	do	425 00
Chevalier and Stony Point.....	O. Marion.....	Optional.....	12	12	do	100 00
Cheviot and Riversdale.....	A. McLean, jun.....	Horse or vehicle.....	2	12	do	65 00
Chippawa and Niagara Falls.....	R. Wilson.....	Vehicle.....	12	12	do	600 00
Chishurst and Hensall.....	T. Murdoch.....	Optional.....	4	12	do	70 00
Christie's Corners and Heckston.....	J. Van Allen.....	do	2	12	do	25 00
Christina and Mount Brydges.....	T. Pearce.....	do	4	12	do	45 00
Churchill and Lefroy Station.....	J. Sloan.....	do	12	12	do	220 00
Churchville and Railway Station.....	T. A. Fogarty.....	do	6	12	do	80 00
Clairview and Ernsville.....	J. Murphy.....	do	2	9	do	41 25
do	R. S. McDonnell.....	do	2	3	do	16 25
Clanbrassil and Railway Station.....	J. Cossar.....	do	6	12	do	60 00
Claudeboye and West McGillivray.....	W. McKann.....	Vehicle.....	6	12	do	189 00
Claremont and Railway Station.....	T. Gibbons.....	Optional.....	12	12	do	125 60
Claremont and Stonyville.....	J. Sellers.....	do	6	12	do	313 00
Clarence Creek and Railway Station.....	R. A. Roe.....	Vehicle.....	6	12	do	240 00
Clarence Creek and The Lake.....	S. Ouellette.....	Horse or vehicle.....	2	12	do	50 00
Clarke and Kendal.....	S. J. Morgan.....	Optional.....	6	12	do	181 52
Clarke and Railway Station.....	do	Vehicle.....	12	12	do	209 96
Clarksburg and Heathcote.....	S. C. Rowe.....	Horse or vehicle.....	6	12	do	188 00
Clarksburg and Redwing.....	J. S. G. Conklin.....	Optional.....	2	12	do	145 00
Clarksburg and Thornbury Station.....	S. C. Rowe.....	Horse or vehicle.....	24	12	do	124 00
Clarkson and Railway Station.....	W. W. Clarkson.....	Optional.....	6	12	do	25 00
Clavering and Railway Station.....	A. Bennett.....	do	12	12	do	60 00
Clayton and Rosetta.....	G. McFarlane.....	do	2	12	do	100 00

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Clayton and Tatlock.....	P. Guthrie.....	Horse or vehicle.	14	3	12 months.....	168 09
Clear Creek and Cultus.....	E. Tansley.....	Vehicle.....	5	2	do.....	65 00
Cleavelands and Craigie Lea.....	J. C. Walls.....	Optional.....	6s., 3 $\frac{1}{2}$ w.	2 & 1	do.....	50 00
Clifford and Huntingfield.....	J. Gordon.....	Horse or vehicle.	7	2	(to Sept. 30, 1887).....	25 00
do do.....	do.....	do.....	7	2	from do.....	37 50
Clifford and Lakelet.....	W. J. Halladay.....	Optional.....	6	6	do.....	156 00
Clifford and Mount Forest.....	C. Hunt.....	Horse or vehicle.	15	2	do.....	130 00
Clifford and Railway Station.....	K. M. Walton.....	Optional.....	4	12	do.....	100 00
Clinton and Railway Station.....	J. Cunningham.....	do.....	4	48	do.....	376 80
Clinton and Summerhill.....	G. M. Kilty.....	do.....	4 $\frac{1}{2}$	2	(from Aug. 1, 1887).....	33 33
Clontarf and Formont.....	J. R. McDonald.....	Horse or vehicle.	8	3	do.....	156 00
Clover Hill, Cookstown and Egbert.....	H. Coleman.....	do.....	2 $\frac{1}{2}$ & 6 $\frac{1}{2}$	3	do.....	227 00
Cloyne and Denbigh.....	J. Flake.....	do.....	28	2	do.....	410 00
Cloyne and Harlowe.....	B. Clark.....	Optional.....	12	1	(to June 30, 1887).....	25 00
do do.....	do.....	do.....	12	2	from do.....	112 50
Cloyne and Scouten.....	D. A. Spencer.....	Horse or vehicle.	13	6	do.....	440 00
Cobble Hill and Evelyn.....	M. Barbet, jun.....	Optional.....	5 $\frac{1}{2}$	2	do.....	49 48
Cobden and Railway Station.....	J. Ross.....	Vehicle.....	4	12	do.....	50 00
Cobden Station and Eganville.....	C. W. Boland.....	Horse or vehicle.	18	12	do.....	304 00
Coboconk and Fenelon Falls.....	C. Rowin.....	Vehicle.....	16	3	do.....	234 00
Coboconk and Lorneville.....	A. Hume.....	do.....	28	6	do.....	975 00
Coboconk and Minden.....	T. Leary.....	Optional.....	24	6	do.....	575 00
Cobourg and Harwood.....	W. Wellwood.....	do.....	16	6	do.....	448 00
Cobourg and Roseboth.....	A. G. Macdonald.....	Vehicle.....	20	6	do.....	500 00
Coe Hill Mines and Faraday.....	G. Orr.....	Horse or vehicle.	8	1	do.....	40 00
Coe Hill Mines and Glen Alda.....	L. A. Rosebush.....	do.....	7 $\frac{1}{2}$	1	do.....	60 00
Coe Hill Mines and Railway Station.....	R. H. Waddington.....	Optional.....	5 $\frac{1}{2}$	12	do.....	50 00
Coe Hill Mines and Rose Island.....	J. McKee.....	do.....	6	1	(from Sept. 1, 1887).....	29 16
Coe Hill Mines and The Ridge.....	J. McGregor.....	Horse or vehicle.	7	1	do.....	40 00
Colborne and Dundonald.....	S. Robins.....	do.....	7	6	do.....	207 00
Colborne and Hastings.....	J. S. Yeoman.....	Vehicle.....	25	6	do.....	800 00
Colborne and Lakeport.....	T. Conroy (Surety).....	do.....	2 $\frac{1}{2}$	12	(to June 30, 1887).....	37 50
do do.....	E. Redfean.....	do.....	2 $\frac{1}{2}$	12	(to Sept. 30, 1887).....	50 00
do do.....	do.....	do.....	2 $\frac{1}{2}$	3	from do.....	87 50
Coldwater and Eady.....	J. F. Moffat.....	Optional.....	3	12	do.....	75 00

Coldwater and Lovering.....	S. Eplett	do	6	2	12	do	30 00
Coldwater and Railway Station.....	do	do	1	24	12	do	200 00
Coleman and Railway Station.....	G. Digby	do	7	6	6	(to Sept. 30, 1887)	30 00
do	S. A. Coleman	do	7	6	6	do	52 00
Collingwood and Gibraltar.....	J. Glenn	do	10	1	12	do	250 00
Collingwood and Railway Station.....	D. Darroch	Vehicle	18	36	12	do	42 00
Collin's Bay and Railway Station.....	J. J. Losee	do	18	12	12	do	163 40
Collin's Inlet and Killarney.....	D. D. Lamorandière	Horse or vehicle.	3	6	12	do	115 00
Colpoy's Bay and Wiarton.....	L. Hyatt	Optional	12	3	3	(to June 30, 1887)	10 92
Colwell and Railway Station.....	W. W. Colwell	do	100 ft.	12	9	from do	48 76
do	J. Campbell	do	3	6	12	do	75 36
Comber and Railway Station.....	H. Whately	Vehicle	9	2	12	do	100 00
Comber and Windfall.....	T. Strang	Optional	35	2	12	do	300 00
Combermere and Eganville.....	M. Furlong	Vehicle	25	6	12	do	250 00
Combermere and Maynooth.....	J. Green	Horse or vehicle.	4	1	12	do	80 00
Comet and Vereker.....	D. Graveline	Optional	15	2	12	do	79 00
Commanda and Restoule.....	A. O. Smith	do	9	1	12	do	175 00
Commanda and Trout Creek Station.....	J. & M. Corkery	do	7	3	6	do	60 00
Connor and Palgrave Station.....	J. Fleming	do	24	6	12	do	94 20
Conroy and St Paul's Station.....	J. Grady	do	4	12	12	do	27 92
Consecon and Railway Station.....	C. A Weeks	do	7	6	4	(14 days to Aug. 14, 87)	94 15
Cookstown and Railway Station.....	H. Coleman	do	1	12	7	do	274 00
Cooksville and Railway Station.....	C. R. Colwell	do	1	6	12	do	112 50
do	do	do	8	6	6	(to Sept. 30, 1887)	112 50
Cooksville Station and Sheridan.....	J. Jenkins	Horse or vehicle.	6	6	6	do	130 00
Cooksville Station and Summerville.....	B. Morris	do	6	6	6	do	33 33
do	P. McLaughlin	do	11	3	8	(from Aug. 1, 1887)	130 00
Cooper and Macdoc.....	J. Best	do	5	2	4	(from Dec. 1, 1887)	130 00
Cooper and The Flats.....	W. Bond	do	12	2	12	do	180 00
Cooper's Falls and Lewisham.....	J. G. Taylor	Vehicle	5	6	12	do	170 00
Copetown and Orkney.....	D. Barnard	Optional	3	6	12	do	35 00
Copleston and Petrolia.....	N. Heated	do	5	6	12	do	70 00
Corbeton and Railway Station.....	J. Corbett	do	30 rods.	12	12	do	13 00
Corinth and Railway Station.....	W. Moore	do	25 rods.	1	12	do	185 00
Cornwall and Railway Station.....	A. Lalonde	do	1	3	12	do	349 00
Cornwall and St. Andrew's, West.....	J. Rivier	Vehicle	24	3	12	do	68 00
Cornwall and Tayside.....	D. D. McKeacher	do	12	3	12	do	175 00
Cornwall Centre and Milleroches.....	D. McKay	Optional	24	3	12	do	76 00
Corson's Siding and Head Lake.....	W. Maxwell	do	12	12	12	do	96 00
Corunna and Railway Station.....	H. J. Miller	Horse or vehicle	6	6	12	do	470 00
Corwin an l Nassagaweya.....	P. Little	Vehicle	23	6	12	do	75 00
Cotswold and Elora.....	T. Bilton	do	8	6	12	do	400 00
Cottesloe and Norwood.....	C. Griffin	do	16	6	12	do	575 00
Coulson and Orillia.....	J. O'Connor	do	19	6	12	do	80 00
Courland and Port Rowan.....	W. Smith	do	1	12	12	do	20 00
Courtland and Railway Station.....	do	do	1	12	12	do	76 00
Courtright and St. Clair Branch Station.....	W. A. Cathcart	Optional	1	12	12	do	22 50
Courtright and Erie and Huron Railway Station.....	do	do	4	2	6	(from Oct. 1, 1887)	
Coverley and Kinghurst.....	J. A. King	Vehicle	4	2	6		

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Coval and Iona Station.....	G. McCallum.....	Vehicle.....	6	2	12 months.....	79 00
Craigleith and Railway Station.....	A. Fleming.....	do.....	4	6	do.....	48 00
Cranbrook and Moncreif.....	Y. Grann.....	Optional.....	4	1	(to Sept 30, 1887).....	16 00
do.....	P. McDonald.....	do.....	4	1	from do.....	13 50
Cranston and Railway Station.....	J. King.....	do.....	4½	6	do.....	140 00
Crawford and Portland.....	R. Hart.....	do.....	5½	1	do.....	25 00
Crawford and Elmwood.....	D. McRae.....	Vehicle.....	9	3	do.....	150 00
Credit Forks and Railway Station.....	G. G. Smith.....	Optional.....	1	12	do.....	62 80
Cremore and Lavender.....	J. Jackson.....	Horse or vehicle.....	7	6	(to Sept. 30, 1887).....	70 00
do.....	R. W. Lackie.....	do.....	7	3	from do.....	67 50
Cremore and Railway Station.....	A. Gillespie.....	Optional.....	1	12	do.....	96 00
Cressy and Picton.....	C. Storms.....	do.....	19	3	do.....	300 00
Crewe and Dunganon.....	M. Shackleton.....	Horse or vehicle.....	5	1	do.....	26 00
Crinan and West Lorne.....	A. McIntyre.....	Optional.....	3½	2	do.....	75 00
Crofton and Rosmore.....	T. Jinks.....	Horse or vehicle.....	9	6	do.....	199 00
Crossland and Pheipston.....	H. Crossland.....	do.....	5	2	(to Sept. 30, 1887).....	30 00
do.....	J. Mahoney.....	do.....	5	6	from do.....	37 50
Croton and Dawn Mills.....	L. Phillips.....	Optional.....	8	3	do.....	87 00
Cruckshank and Owen Sound.....	W. T. Barfoot.....	do.....	6	3	do.....	100 00
Crysler and Wates.....	A. H. Dillabough.....	Vehicle.....	23	6	(to Sept. 30, 1887).....	249 50
do.....	S. E. Onderkirk.....	do.....	23	6	from do.....	26 00
Cullton and Douglas.....	P. Cull, Sen.....	Horse or vehicle.....	4	1	do.....	125 00
Cumberland and Railway Station.....	J. Winsor.....	Vehicle.....	4½	12	do.....	60 00
Currie's Crossing and Railway Station.....	W. D. Smith.....	do.....	4	6	(to Sept. 30, 1887).....	50 00
Curry Hill and River Beaudette.....	J. A. Curry.....	do.....	4½	3	do.....	31 20
Cushing and Little Rideau.....	R. Little.....	do.....	4½	6	(to Sept. 30, 1887).....	31 00
Cyprils and Novar.....	J. W. Nicholls.....	Optional.....	2½	3	from do.....	15 00
Cyprus and Novar Station.....	G. Pouchet.....	do.....	2	3	(from Jan. 1, 1888).....	70 00
Dacre and Esmonde.....	P. Curry.....	do.....	6	2	do.....	200 00
Dacre and Graton.....	A. J. Morrow.....	Vehicle.....	6	2	do.....	375 00
Dacre and Griffith.....	T. Holmes.....	do.....	20	12	do.....	50 00
Dacre and Renfrew.....	C. Jamieson.....	Horse or vehicle.....	22	3	do.....	50 00
Dale and Ross Mount.....	J. Lill.....	do.....	4	2	do.....	220 00
Dalkeith and Glen Robertson.....	D. McDonald.....	Vehicle.....	8	6	do.....	548 00
Dalston and Orillia.....	J. Harvie.....	Optional.....	40 r.t.	6	do.....	

<i>D'Arcy and Howe Island</i>	<i>C. Sughrue</i>	do	2	12	do	60
<i>Darrell and Railway Station</i>	<i>S. Duncan</i>	Horse or vehicle.	6	12	do	10
<i>Dartmoor and Sebright</i>	<i>A. Dunn</i>	do	4	do	do	70
<i>Dashwood and Parkhill</i>	<i>J. S. Wizele</i>	Vehicle	16½	do	do	439
<i>Davenport - C. P. Railway and N. & N.W. Railway</i>	<i>N. & N.W. Ry. Co.</i>	do	50	do	do	80
<i>Davenport and Fairbank</i>	<i>D. M. Coombs</i>	Horse or vehicle.	2½	do	do	64
<i>Davenport and Railway Station</i>	<i>J. Green</i>	Optional.	50	do	do	10
<i>Davis' Mills and Pembroke</i>	<i>W. J. Leech</i>	do	8	do	do	45
<i>Dawn Mills and Dresden</i>	<i>L. V. Peters</i>	Horse or vehicle.	4	do	do	160
<i>Day Mills and Thessalon</i>	<i>W. Harris, Jun.</i>	Optional.	15	do	do	116
<i>Decewville and Railway Station</i>	<i>C. Hagnay</i>	do	300	do	do	50
<i>Deemerton and Mildmay</i>	<i>B. Ruland</i>	do	2½	do	(to June 30, 1887)	15
do	do	do	2½	do	from	75
<i>Deerhurst and Gilford</i>	<i>M. Kneeshaw</i>	do	4½	do	do	100
<i>Deer Lake and Leafield</i>	<i>J. F. McMillan</i>	Horse or vehicle.	5	do	do	24
<i>Delaware and London</i>	<i>J. Charles</i>	Vehicle	12	do	do	250
<i>Delhi, Lynedoch and Railway Station</i>	<i>J. Powell</i>	Horse or vehicle.	5	do	do	149
<i>Delora and Railway Station</i>	<i>M. O'Connor</i>	Optional.	1½	do	(to June 30, 1887)	24
do	do	do	1½	do	from	50
<i>Delmer and Tilsonburg</i>	<i>J. H. Young</i>	do	4½	do	do	72
<i>Demorestville and Fish Lake</i>	<i>W. Robinson</i>	Horse or vehicle.	4	do	do	115
<i>Denbigh and Griffith</i>	<i>J. S. Lane</i>	do	13	do	(to June 30, 1887)	46
do	<i>W. Blakely</i>	do	12	do	from	21
<i>Denbigh and Plevns</i>	<i>G. P. Stein</i>	Vehicle	23	do	do	12
<i>Denfield and Duncrist</i>	<i>J. Hodgins</i>	Optional.	6½	do	do	21
<i>Denfield and Railway Station</i>	<i>J. Edwards</i>	do	6	do	do	12
<i>Derham Centre and Mount Elgin</i>	<i>S. Garter</i>	do	3	do	do	38
<i>Derrymane and Kentworth</i>	<i>J. Hayes</i>	do	5½	do	do	49
<i>Derry West and Malton</i>	<i>I. Sanders</i>	Horse or vehicle.	17	do	(to June 30, 1887)	60
<i>Desert Lake and Sydenham</i>	<i>L. W. Snook</i>	do	11	do	do	69
<i>Deux Rivieres and Railway Station</i>	<i>T. Legge</i>	Optional.	1	do	(less fine)	99
<i>Dewe and Pary Sound</i>	<i>J. Wright</i>	do	11	do	Season, 1887	27
<i>Dexter and Sparta</i>	<i>C. M. Pettit</i>	Vehicle	4½	do	do	85
<i>Diaband and Kimbarn</i>	<i>L. E. Wood</i>	do	4	do	do	80
<i>Dickinson and Fitzroy Station</i>	<i>L. E. Wood</i>	Optional.	3	do	do	70
<i>Dingleton and Fitzroy Harbor</i>	<i>J. Drummond</i>	Foot or vehicle.	7½	do	do	60
<i>Dixon's Corners and Dundela</i>	<i>J. E. Tuttle</i>	Optional.	4	do	do	60
<i>Dixon's Corners and P'casant Valley</i>	<i>W. Baxter</i>	Vehicle	10½	do	do	75
<i>Dobbinton and Railway Station</i>	<i>J. Douglas</i>	Optional.	4	do	do	134
<i>Dobbinton and Willscroft</i>	<i>B. Talbot</i>	do	4½	do	do	95
<i>Doe Lake and Spence</i>	<i>S. Reid</i>	do	14	do	(to Sept. 30, 1887)	100
do	<i>M. Gilmour</i>	do	1	do	from	75
<i>Doe Lake and Utterson</i>	<i>N. Hanes</i>	do	33	do	do	50
<i>Dolsen and Railway Station</i>	<i>B. Daly</i>	do	3	do	do	800
<i>Donionville and Morrisonville</i>	<i>R. Morrison</i>	do	2½	do	do	25
<i>Don and Toronto</i>	<i>A. Hogg</i>	do	8	do	do	45
<i>Donegal and Railway Station</i>	<i>A. Buchanan</i>	Horse or vehicle.	4½	do	do	360
<i>Donal and Railway Station</i>	<i>J. H. Thompson</i>	Optional.	17	do	do	120
<i>Dorking and Haylesville</i>	<i>W. Calder</i>	Horse or vehicle.	10	do	(to Sept. 30, 1887)	20
				6		145

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Dorking and Hawkesville.....	T. Connolly.....	Horse or vehicle.	10	6	3 months (to Dec. 31, 1887).....	70 00
Dorking and Newton.....	B. Donegan.....	do	13	6	do	75 00
Dornoch and Durham.....	L. Elvidge.....	Optional.	26 r. t.	3	do (to May 31, 1887).....	31 16
Doverscourt and Seaton.....	I. Adare.....	do	1 1/2	6	do	70 00
Downeyville and Omece.....	B. Downey.....	Horse or vehicle.	5 1/2	6	do	160 00
Downsview and Railway Station.....	J. E. Clarke.....	Optional.	10	6	do	75 00
Drayton and Glenallan.....	H. Gordon.....	Vehicle	10	6	do	324 00
Drayton and Railway Station.....	R. Hall.....	Optional.	10	24	do	149 00
Dresden and Railway Station.....	J. E. McGlothlon.....	do	10	24	do	210 74
Dromore and Greenside.....	R. Legate.....	do	2 1/2	2	do	40 00
Dromore and Holstein Station.....	J. Henderson.....	do	9	6	do	215 00
Drum and Pontypool.....	H. Byers.....	do	2 1/2	2	do	70 00
Drumbo and Railway Stations.....	J. Atkinson.....	do	3 1/2	12	do (to Dec. 31, 1887).....	122 72
do	W. H. Burgess.....	do	3 1/2	12	do	40 00
Drumquin and Milton.....	J. McIntosh.....	Vehicle	18 r. t.	6	do	300 00
Drydale and Kippen.....	J. Brisson.....	Optional.	10	3	do	146 00
Duart, Palmyra and Railway Station.....	J. C. Gordon.....	Vehicle	8 1/2	6 & 12	do	300 00
Dublin and Farquhar.....	J. Bray.....	Optional.	11	6	do (to June 30, 1887).....	78 75
do	J. Kay.....	do	11	6	do	178 50
Dublin and Railway Station.....	J. Williams.....	do	4	24	do	150 72
Duffin and Kingston Mills.....	S. Donaldson.....	do	3 1/2	3	do (from July 1, 1887).....	30 00
Dufferrin Bridge and Emsdale.....	S. B. Smith.....	do	26	3	do (to June 30, '87, less fine).....	115 50
do	W. Brooks.....	do	26	3	do	441 75
Dufferrin Bridge and Waubamick.....	T. W. Quinn.....	Vehicle.	26	1	do	194 00
Dumblane and Paisley.....	R. Cruickshank.....	Horse or vehicle.	5 1/2	3	do	130 00
Dunbar and Grantley.....	J. C. Munro.....	do	6	3	do	70 00
Dunbarton and Frenchman's Bay Station.....	W. Pizer.....	Optional.	1	13	do	125 00
Dunbarton and Liverpool Market.....	do	do	1	6	do	76 00
Duncan and Heathcote.....	A. McKeown.....	Vehicle.	5	1	do	44 00
Dunchurch and Glenla.....	W. McAmmond.....	Optional.	7 1/2	2	do	90 00
Dundalk and Hopeville.....	R. Scott.....	do	9	3	do (from Jan. 1, 1888).....	30 81
Dundalk and Kingscote.....	J. Pethan.....	do	12 1/2	2	do	129 73
Dundalk and Maple Valley.....	R. Bowerman.....	do	12 1/2	3	do (to June 30, 1887).....	50 00
do	R. Cooper.....	do	12 1/2	3	do	127 50

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Elder and Rosemont.....	C. Conn.....	Optional.....	7 1/2	2	12 months.....	88 00
Elder's Mills and Railway Station.....	J. Wright.....	do.....	1 1/2	6	do.....	50 00
Elford and Essex Centre.....	I. Elford.....	do.....	4 1/2	1	do.....	50 00
Elia and Railway Station.....	W. Jackson.....	do.....	2 1/2	6	do (to Sept. 30, 1887).....	37 50
do.....	S. T. Brooks.....	do.....	2 1/2	6	do from do.....	37 50
Elizabethville and Port Hope.....	T. Roberts.....	Horse or vehicle.....	32 r. t.	6	do.....	490 00
do.....	J. De Witt.....	do.....	7	2	do (to Dec. 31, 1887).....	30 00
do.....	do.....	do.....	7	2	do from do.....	12 50
Ellisville and Seeley's Bay.....	J. MacMillan.....	Optional.....	5	2	do.....	55 00
Elmbank and Malton.....	I. Sander.....	Horse or vehicle.....	25 r. t.	6	do (from July 1, 1887).....	275 25
do.....	M. Moases.....	Vehicle.....	9	9	do (to Dec. 31, 1887).....	262 50
Elmavale Station and Waverley.....	T. French.....	do.....	9	6	do from do.....	68 75
do.....	A. B. Kerr.....	do.....	2 1/2	3	do.....	59 00
Elmwood and Malcoln.....	F. Haller.....	do.....	1	12	do.....	50 00
Elmwood and Railway Station.....	R. Ariss.....	Optional.....	4 1/2	2	do.....	60 00
Elora and Inverhaugh.....	R. Amy.....	Horse or vehicle.....	5	2	do (to June 30, 1887).....	15 00
Elora and Pentland.....	P. C. Fleming.....	do.....	5	2	do from do.....	45 00
do.....	T. Biggar.....	Optional.....	1 1/2	12	do.....	75 00
Elora and C. V. Railway Station.....	M. Salvage.....	do.....	1	36	do.....	137 48
Elora and W. G. & B. Railway Station.....	J. R. Wissler.....	do.....	1	6	do.....	40 00
Elora and Salem.....	J. Brownlee.....	Horse or vehicle.....	6	2	do.....	57 00
Elphin and McDonald's Corners.....	H. Shannon.....	Optional.....	5	1	do.....	40 00
Elsnore and French Bay.....	H. Shannon.....	do.....	5	2	do.....	40 00
Emberson and Port Sydney.....	H. Farnsworth.....	do.....	12	1	do.....	90 00
Embro and Harrington, &c.....	W. S. Vannatter.....	Vehicle.....	20 & 30	3 & 6	do.....	340 00
Emery and Railway Station.....	J. Watson.....	Optional.....	1 1/2	6	do.....	50 00
Emmett and Wilno.....	J. T. O'Grady.....	do.....	5	1	do.....	50 00
Emsdale and Fern Glen.....	H. Roberts.....	Vehicle.....	6	2	do (to Sept. 30, 1887).....	30 00
do.....	C. H. Elliott.....	do.....	6	2	do from do.....	40 00
Emsdale and Railway Station.....	J. W. McDonald.....	Optional.....	3 1/2	6	do.....	39 24
Enfield and Oshawa.....	J. S. Ashton.....	Vehicle.....	14	3	do (to June 30, 1887).....	32 50
do.....	W. J. Fisher.....	do.....	14	3	do from do.....	93 60
Ennis and Loretto.....	J. O'Leary.....	Optional.....	3 1/2	2	do.....	50 00
Ennismore and Brankhill.....	C. Lowes.....	Horse or vehicle.....	6	1	do (to Dec. 31, 1887).....	41 25
do.....	do.....	do.....	6	1	do from do.....	15 00
Ennismore and King's Wharf.....	J. C. Leary.....	Vehicle.....	9	2	do.....	100 00

Location	Name	Horse or vehicle	Distance	Days	Time	Amount
Enterprise and Trafford	M. Whelan	Horse or vehicle	9	1	11 1/2	45 00
Enterprise and Wilkison	C. Lockwood	do	8	2	12	80 00
Epping and Flesheron	J. C. Curry	Vehicle	16 1/2	6	12	400 00
Epping and Meaford	W. J. Cann	do	14	6	12	294 50
Erbsville and Waterloo	J. Simermacher	Horse or vehicle	5	1	12	45 00
Erle and Jarvis	A. Finch	Optional	5	2	12	72 00
Erin and Guelph	A. Sanders	Vehicle	20	6	9	352 50
do	W. T. Moore	do	20	6	3	112 50
Erin and Railway Station	R. Wood	Optional	1	12	12	50 00
Erinsville and Napanee	do	Horse or vehicle	21	6	6	237 50
do	J. McKeen	do	21	2	6	200 00
Erskine and Markdale	J. Cameron	do	6	2	6	237 50
Esksdale and Tiverton	E. Green	Optional	5	3	7	29 16
do	W. J. Irwin	Vehicle	6 1/2	3	3	23 75
do	R. Hamilton	do	6 1/2	3	9	67 50
Essex Centre and Gesto	C. Wigle	do	22	6	3	37 50
do	T. Rush	do	22	6	9	104 25
Essex Centre and Leamington	A. Gibson	Optional	16	6	9	705 00
Essex Centre and Railway Station	W. Spence	Horse or vehicle	16	1	12	117 76
Essonville and Haliburton	J. McKae	Optional	6 & 1/2	6	12	85 00
Ethel and Railway Station	M. Barber, jun	do	13	1	12	80 00
Ettrick, Ilderton and Railway Station	W. M. Lockhart	do	13	3 & 1/2	12	175 00
Fvelyn and London	C. Snell	do	1	6	12	335 80
Everett and Railway Station	W. Carley	do	12	12	12	60 00
Exeter and Hay	C. Snell	do	1	6	3	17 50
Exeter and Kirkton	C. Snell	Vehicle	12	6	12	375 00
Exeter and Railway Station	W. Reynolds	Optional	1	24	12	188 40
Exeter and Sarepta	A. C. Johns	do	7	3	12	78 00
Fairfield East and Fairfield Station	R. C. Hipwell	Vehicle	16	3	12	25 00
Fair Valley and Warminster	W. Bell	Optional	9	3	12	72 00
Fairview and Startford	M. Moore	Horse or vehicle	4	3	12	166 00
Falkenburg and Mail Catching Post	do	Optional	12 1/2	6	12	31 40
Falkenburg and Ulswater	W. T. Walker	do	3	2	Season, 1887	162 75
Falkland and Paris	W. L. Morrison	do	6	2	4 months (from Dec. 1, 1887)	16 67
Farewell and Kenilworth	S. L. Hogeboom	Vehicle	3	6	12	166 00
Farewell and Wagram	W. W. O'Sherman	do	3	2	12	34 00
Farmersville and Mallorytown	A. W. Palmer	do	12	2	12	295 00
Farmersville and Plum Hollow	W. Gosnell	Horse or vehicle	3	2	12	58 00
Fargo and Lundy	W. H. Hunter	do	300 yds.	24	9	64 00
Fargo and Railway Station	J. Pottion	Optional	300 yds.	24	3	37 50
do	C. Stata	do	6	2	12	12 50
Farquhar and Lumley	W. Carrick	Horse or vehicle	4 1/2	6	12	55 00
Farran's Point and Osnabruk Centre	J. M. Smith	Optional	1	12	12	97 00
Farran's Point and Railway Station	H. Powell	do	2	6	12	73 00
Fawkham and Mail Catching Post	M. Poirier	do	4	3	12	125 00
Fawn and Mail Catching Post	J. Quinn	do	2 1/2	2	12	40 00
Felton and Russell	do	do	2 1/2	2	12	40 00
Fenshgate and St. Amour	do	do	2 1/2	2	12	25 00
Fenelon Falls and Railway Station	do	do	3	12	12	80 00

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Fergus and Living Springs do	D. Black	Optional	6	2	9 months (to Dec. 31, 1887)	56 25
Fergus and Railway Stations	F. J. Armstrong	do	6	2	do	18 75
Fergus and Shiloh	J. C. Morrow	Vehicle	3 1/2	12 & 36	do	250 00
Ferguson's Falls and Perth	T. Hamilton	do	18	2	do	150 00
Fernhill and Poplar Hill	T. Halcy	Optional	13	6	do	390 00
Fesserton and Railway Station	D. R. Owen	Horse or vehicle	4 1/2	3	do	100 00
Feversham and Flesheron	R. Jancowski	do	4 1/2	12	do	65 00
Feversham and Lady Bank	G. Park	Vehicle	14	6	do	375 00
Fingal and Port Talbot	W. T. Paul	do	5	1	do	16 66
Fingal and St. Thomas	J. Brown	Horse or vehicle	7	3	do	125 00
Fingal, Shedden and Railway Station	G. Penwarden	Optional	7	6	do	149 00
Fingeyboard and Sonya	J. Church	Horse or vehicle	3 1/2	12	do	180 00
Fish Creek and Granton	T. Moase	Optional	2 1/2	3	do	80 00
Fisherville, Nelles' Corners and Railway Station	W. Blatchford	Horse or vehicle	5	2	do	60 00
Fleetwood and Franklin do	J. Mehlenbacher, Jr W. Stacy	do	4 & 1 1/2	6 & 12	do	159 00
Flesheron and Railway Station	do	Optional	2	4	do	58 50
Flesheron and Vandeteur	P. Munshaw	do	1 1/2	3	do	17 50
do	W. I. Covey	Horse or vehicle	6 1/2	24	do	156 00
Fletcher and Railway Station	J. Waring	do	6 1/2	12	do	49 00
do	R. Reaume	do	6 1/2	3	do	45 00
do	A. G. Robertson	Optional	7	6	do	17 75
Flinton and Madoc	R. Simmons	Vehicle	19	12	do	26 25
do	A. Lourie	do	6	12	do	741 00
Florence and Oakdale	do	do	6	1	do	21 58
do	J. Conbrough	Optional	6	7	do	22 92
Florence and Rutherford	G. W. White	do	6	5	do	100 00
Flower Station and Railway Station	J. A. McQueen	do	8	12	do	10 00
Fonthill and North Pelham	do	do	10	6	do	98 00
do	W. Chapman	do	4 1/2	3	do	110 00
Fordwick and Newbridge	do	do	8	6	do	83 16
do	W. Faulker	do	7	6	do	53 24
Fordwich and Railway Station	R. Mahood	do	7	12	do	82 50
do	P. McCallum	do	9	3	do	28 00
Forest and Ravenswood	P. Smith	do	400 yds.	6	do	100 00
Forest and Railway Station	do	do	do	6	do	43 96

REPORT No. 2, A—Continued.
DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
German Mills and Strasburg.....	J. Langton.....	Optional	2	6	3 months (to June 30, 1887).....	\$ 27 50
Gilbert's Mills and Picton.....	A. I. Ryckman.....	Horse or Vehicle	10½	3	do	120 00
Gilford and Railway Station.....	J. A. Blain.....	Optional	2	24	do	60 00
Gilmour and Railway Station.....	J. Caverly.....	do	15 rods	12	(from Feb. 1, 1887).....	11 66
Gladstone and Harrietsville.....	F. Lavine.....	Vehicle	3	6	(to Sept. 30, 1887).....	50 00
do	L. McMurray.....	do	3	6	from do	44 00
do	J. McKeeman.....	Horse or Vehicle	9	6	do	225 00
do	do	do	9	6	(to Dec. 31, 1887).....	67 00
do	K. Kennedy.....	Optional	2	12	do	78 00
Glamorgan and Millbrook.....	E. Pogue.....	do	2	3	(to Sept. 30, 1887).....	30 00
Glandine and Railway Station.....	do	do	2	3	from do	35 00
do	T. Wilkinson.....	do	1½	6	do	47 10
Glanford Station and Railway Station.....	J. R. Wilson.....	Horse or Vehicle	10	6	do	155 00
Glanford Station and Sinclairville.....	J. Summis Sen.....	do	8	1	do	52 00
Glanmire and Millbridge.....	J. Turnbull.....	Optional	1	6	(to June 30, 1887).....	19 62
Glanworth and Railway Station.....	do	do	4½	6	from do	47 20
do	E. F. Dunham.....	do	4½	2	(to June 30, 1887).....	9 75
Glastonbury and Kaladar.....	A. A. Dunham.....	do	4½	2	from do	29 25
do	A. Anderson.....	do	22 r.	12	do	40 00
Glenanman and Railway Station.....	H. Ferguson.....	Vehicle	2	12	do	299 00
Glenarm and Woodville.....	W. Shurtleff.....	Optional	2	6	do	50 00
Glenburnie and The Corners.....	W. Grievé.....	do	4½	6	do	90 00
Glencairn and Railway Station.....	D. B. McIntyre.....	do	4½	12	do	85 00
Glencoe and Kilmartin.....	J. Smith.....	do	2½	3	do	120 00
Glencoe and Strathburne.....	S. T. Young.....	do	7	3	do	33 33
Glencolm and Springfield.....	T. Sanderson.....	do	3	12	(to Sept. 30, 1887).....	80 00
Glen Cross and Orangeville.....	C. Flawn.....	do	2½	3	do	50 00
Glendale and White Oak.....	W. Mackersie.....	do	6	2	do	75 00
Glenfarrow and Wingham.....	J. Hamilton.....	do	1½	12	do	115 00
Glen Huron and Railway Station.....	C. Smith.....	do	4	6	do	5 00
Glen Huron Station and Railway Station.....	A. W. Sinclair.....	do	21	12	(to June 30, 1887).....	150 00
Glenila and Loring.....	W. R. Derby.....	Vehicle	7	1	do	224 00
Glen Major and Myrtle.....	E. Gale.....	do	10½	6	do	117 32
Glenmeyer and Kinglake.....	do	do	10	2	do	147 00
Glenmeyer and Tilsonburg.....	O. Weston.....	Horse or vehicle	3½	6	do	100 00
Glen Miller and Trenton.....	do	do	3½	6	do	100 00

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Gravenhurst and Railway Station.....	G. F. Marter.....	Optional.....	2 1/2	24	12 months.....	251 20
Gravenhurst and Uffington.....	J. Doherty.....	do.....	11	3	12 do.....	194 00
Gravenhurst and Walker's Point.....	W. Walker.....	Vehicle.....	14	1	Part of seasons, 1886-87 & 1887-88.....	69 00
Gravenhurst, West Gravenhurst and Wharf.....	W. McDivitt.....	Optional.....	2 w., 1 s.	6	12 months.....	140 00
Gravenhurst and Wharf.....	G. F. Marter.....	do.....	6 1/2	6	Season, 1887.....	18 50
Greenbank and Blackwater Junction.....	W. Taylor.....	do.....	12	6	12 months.....	185 00
Green Bay and Little Current.....	F. Skippen.....	do.....	1	1	12 do.....	70 00
Greenfield and Railway Station.....	A. McDougall.....	Vehicle.....	1	24	9 do (to Dec. 31, 1887).....	75 00
do.....	do.....	do.....	1	24	3 do from do.....	31 25
Green Point and Picton.....	C. Reynolds.....	Horse or vehicle.....	12	1	12 do.....	52 00
do.....	T. Nighswander.....	do.....	1 1/2	12	10 do (to Jan. 31, 1888).....	83 34
Green River and Railway Station.....	J. Burgess.....	do.....	1 1/2	12	2 do from do.....	16 66
do.....	J. Poff.....	Vehicle.....	6	1	12 do.....	50 00
Greenview and Monteaige Valley.....	H. Parr.....	Optional.....	1 1/2	2	12 do.....	60 00
Grenfel and Railway Station.....	R. Cruickshank.....	Horse or vehicle.....	20 r. t.	2	12 do.....	160 00
Gresham and Paisley.....	J. McGregor.....	Optional.....	10	1	12 do.....	52 00
Griffith and Matawatchan.....	J. H. McCollom.....	Vehicle.....	8	12	12 do.....	389 00
Grimsby and Smithville.....	N. Phelps.....	do.....	4	24	Special trips.....	35 00
Grimspark and Railway Station.....	R. Keys.....	Optional.....	4	2	12 months.....	50 00
Grimston and Keady.....	G. McConnell.....	Horse or vehicle.....	2	6	12 do.....	80 00
Grovesend and Lakeview.....	J. McAuley.....	Optional.....	3	2	12 do.....	48 00
Groveton and Spencerville.....	J. Herriman.....	Vehicle.....	31 1/2	6	12 do.....	1,000 00
Guelph and Hamilton.....	J. L. Halley.....	do.....	12	3	12 do.....	200 00
Guelph and Pousony.....	J. D. Johnstone.....	do.....	5	13	12 do.....	250 00
Guelph and Street Letter Boxes.....	A. Thompson.....	Optional.....	4	3	12 do.....	18 75
Gull Creek and The Corners.....	J. H. Gunter.....	Horse or vehicle.....	6	2	12 do.....	80 00
Gunter and Railway Station.....	J. Steele.....	do.....	3	2	12 do.....	48 00
Guthrie and Steele.....	J. Fleming.....	Optional.....	1 1/2	36	12 do.....	140 00
Hagersville and Railway Station.....	J. Holbrook.....	do.....	4	6	12 do.....	120 00
Hagersville and Springvale.....	L. Brown.....	do.....	14	6	12 do.....	257 00
Hagersville, Selkirk and Railway Station.....	W. N. Hutton.....	do.....	2	3	10 do (less fine).....	41 67
Halcy's Station and Harcourt.....	J. E. Holmes.....	Horse or vehicle.....	25	1	12 do (to Jan. 31, 1888).....	235 00
Haliburton and Kennaway.....	J. J. Young.....	Optional.....	4	12	12 do.....	50 00
Haliburton and Railway Station.....	D. Anderson.....	Horse or vehicle.....	10	1	6 do (from Nov. 1, 1887).....	16 66
Haliburton and Wicksteed.....						

Failville and Kempville.....	J. Dickinson.....	Vehicle.....	13	3	12	295 00
Hamilton and Lowville.....	D. Harris.....	do	19	6	12	403 00
Hamilton and Railway Stations.....	C. Armstrong.....	do	1 & 7	6, 18 & 30	12	1,163 50
Hamilton and Stony Creek.....	G. W. Ling.....	do	1 & 7	6	12	250 00
Hamilton and Street Letter Boxes.....	J. Brundle.....	do	.....	As req.	4	288 33
do	do	do	.....	As req.	8	550 00
Hampton and Solina.....	E. B. Cryderman.....	Horse or vehicle	2 1/2	3	12	50 00
Hanover and Railway Station.....	W. Reid.....	Optional.....	7	12	12	89 72
Harkaway and Markdale.....	J. Logan.....	Horse or vehicle.....	4	2	12	52 00
Harley and Hatchley Station.....	B. Powell.....	Optional.....	5	6	12	75 00
Harley and New Durham.....	R. Cavin.....	Horse or vehicle.....	17	3	12	132 00
Marlock and Seaforth.....	T. Neilans.....	Vehicle.....	4	6	12	366 13
Harrisburg and Troy.....	M. O'Riley.....	Optional.....	2 1/2	5	12	200 00
Harrisburg and Weir.....	E. Williamson.....	do	1 & 3	12 & 24	12	45 00
Harrison and Railway Stations.....	C. H. Ward.....	do	10	6	12	226 08
Hartford and Waterford.....	W. A. Slaght.....	Horse or vehicle.....	8 1/2	1	12	225 00
Hartmers and Hermon.....	J. Bremner.....	do	7	6	12	45 00
Harwich and Railway Station.....	J. O'Brien.....	Optional.....	3	20 & 18	12	217 00
Havelock and Railway Station.....	A. V. Fuller.....	do	5	3	6	160 00
Havelock and Tilton.....	M. J. Peters.....	do	6	3	6	57 50
do	do	do	.....	from do	.....	69 00
Hawstone and Railway Station.....	W. Hodges.....	do	4	12	12	49 95
Hawkesville and Macton.....	J. McCormick, jun.....	do	7	6	3	39 00
Hawtrej and Northfield Centre.....	J. W. Hainer.....	do	12	6 & 12	12	394 00
Hawtrej and Railway Station.....	C. J. Trefry.....	do	1	12	9	75 00
Hay and Railway Station.....	A. Walper.....	do	19	2	12	189 00
Hay Bay and Napanee.....	N. Outwater.....	Vehicle.....	2	3	12	50 00
Hayburn and Parma.....	E. Loyst.....	Optional.....	3 1/2	6	12	116 00
Hayesland and Mill Grove.....	E. Young.....	Horse or vehicle.....	3 1/2	6	12	144 00
Haysville and New Hamburg.....	R. C. Iye.....	do	3 1/2	3	12	75 00
Hazledean and Spitsville.....	A. Abbott.....	do	3	2	12	40 00
Heather and Walkers.....	D. McIntyre.....	Optional.....	3	3	do	40 00
Hendrick and Railway Station.....	H. Currell.....	On foot.....	1 1/2	6	12	9 75
Henry and Railway Station.....	A. J. Selwood.....	Optional.....	1 1/2	3	12	40 00
Henry and L'Original.....	J. Tessier.....	Horse or vehicle.....	4 1/2	3	12	65 00
Hensall and Railway Station.....	J. Sutherland.....	Optional.....	1 1/2	12	12	100 48
Hensall and Rodgerville.....	H. Doan.....	do	1 1/2	6 & 12	12	130 00
Hensall, Zurich and Railway Station.....	T. Murock.....	do	6 & 12	12	12	320 00
Hepworth and Railway Station.....	T. Kemp.....	do	1 1/2	6 & 12	12	160 00
Hewitt and Marshville Station.....	J. B. Hewitt.....	do	1 1/2	6	12	45 00
Hiawatha and Peterboro'.....	W. Troop.....	Vehicle.....	12	2	12	145 00
Hickson and Railway Station.....	S. Vance.....	Optional.....	1 1/2	12	3	5 00
do	L. Elsey.....	do	1 1/2	12	9	15 00
Highfield and Malton.....	N. Heacock.....	Horse or vehicle.....	4	2	3	22 50
Highgate and Railway Station.....	H. Bell.....	Optional.....	1	12	9	84 86
do	D. Teetzel.....	do	1	12	3	36 00
do	do	do	5	3	12	90 00
Highgate and Turin.....	do	do	1 1/2	12	12	94 20
Hillier and Railway Station.....	H. Palmer.....	do	2 1/2	3	12	120 00
Hillier and Rosehall.....	E. McCarthy.....	Horse or vehicle.....

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DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
						\$ cts.
Hillman and Leamington.....	R. Manery.....	Optional.....	6	2	12 months.....	75 00
Hillsburgh and Railway Station.....	J. Carmichael.....	do.....	7	6	12 do.....	80 00
Hillsburgh Station and Marsville.....	J. Hanna.....	do.....	7 1/2	3	12 do.....	325 00
Hillsdale and Moonstone.....	C. Waugh.....	do.....	13	6	12 do.....	240 00
Hinch and Newburgh.....	B. Lewis.....	do.....	6	2	12 do.....	70 00
Hintonburgh and Mechanicsville.....	H. Lapointe.....	do.....	3	7	do.....	14 58
Heath Head and Owen Sound.....	M. Dealy.....	do.....	1	1	(from Sept. 1, 1887).....	60 00
Hockey and Mono Centre.....	R. Colwell.....	Horse or vehicle.....	11	6	12 do.....	370 00
Holland Centre and Lilly Oak.....	J. Bruce.....	Optional.....	4 1/2	1	do.....	30 00
Holland Centre and Railway Station.....	C. Price.....	do.....	7 1/2	24	12 do.....	108 00
Holland Centre and Railway Station.....	W. Tuck.....	On foot.....	10	24	12 do.....	75 36
Holly Park, King and Nohleton.....	D. O. Crossby.....	Optional.....	10 & 4 1/2	6 & 3	12 do.....	368 00
Holmesville and Porter's Hill.....	A. Knox.....	Vehicle.....	4	3	12 do.....	75 00
Holmesville and Railway Station.....	do.....	do.....	8	12	12 do.....	50 00
Holstein and Murdoch.....	G. Pollock.....	Optional.....	7 1/2	24	12 do.....	74 72
Holstein and Railway Station.....	S. Seamen.....	do.....	8 1/2	12	12 do.....	53 00
Holstein Station and Neagh.....	T. Stephenson.....	do.....	3	6	12 do.....	234 00
Holt and Mount Albert.....	J. Roseman.....	do.....	3	6	12 do.....	125 00
Honeywood and Horning's Mills.....	J. Ostic.....	do.....	9	3	12 do.....	125 00
Hoodstown and Huntsville.....	J. F. Hanes.....	do.....	9	2	12 do.....	123 63
Hopetown and Lanark.....	W. Magary.....	Horse or vehicle.....	7	3	12 do.....	75 00
Hopetown and White.....	R. Jordan.....	do.....	12	1	do.....	55 00
Hopeville and Railway Station.....	P. Fullerton.....	Optional.....	9	3	9 do.....	106 50
Hopeville and Swinton.....	J. Martin.....	do.....	4	2	12 do.....	50 00
Horning's Mills and Shelburne Station.....	J. Ostic.....	Horse or vehicle.....	6	6	12 do.....	170 00
Horning's Mills and Singhampton.....	J. Richards.....	do.....	18	3	12 do.....	255 00
Housey's Rapids and Washago.....	H. Nichols.....	Optional.....	16	2	12 do.....	135 00
Howe Island and Kingston.....	J. O'Brien.....	do.....	14	3	12 do.....	249 00
Humber and Weston.....	C. R. Dade.....	Horse or vehicle.....	8	6	12 do.....	300 00
Humber Bay and Railway Station.....	M. L. Carlisle.....	On foot.....	150 yds.	12	12 do.....	40 00
Humberstone and Railway Station.....	D. Staff.....	Horse or vehicle.....	4	24	12 do.....	150 00
Huntsville and Melissa.....	H. Mason.....	Optional.....	5	3	6 do.....	45 00
Huntsville and Railway Station.....	D. Corrigan.....	Vehicle.....	3	12	12 do.....	78 50
Huston and Railway Station.....	R. Kirkby.....	Optional.....	1	12	12 do.....	50 00
Huston and Trecaastle.....	D. Callaway.....	Horse or vehicle.....	4	6	12 do.....	96 00

Hyde Park Corner and Railway Station	L. McNames	Optional	1	3	12	do	40 00
Indian River and Railway Station	M. Guerin	Vehicle	2	3	12	do	80 00
Ingersoll and Lakeside	W. Brock	do	16	6	12	do	475 00
Ingersoll and Peebles	B. Dennis	Horse or vehicle	6½	2	12	do	59 00
Ingersoll and Port Burwell	E. Gray	Vehicle	32	6	12	do	865 00
Ingersoll and Railway Station	J. Shannon	Optional	3	12	12	do	112 04
Inglewood and Railway Station	J. Graham	do	1	12	12	do	52 00
Innsonge and Railway Station	H. Armstrong	do	2½	3	9	do	68 25
Inkerman and Iroquois	B. Van Camp	Vehicle	23	6	6	do	178 46
do	S. Ellis	do	23	6	6	do	178 46
do	S. Holson	Optional	3	12	12	do	108 00
Innerkip and Railway Station	T. W. Boyes	do	3	6	12	do	115 00
Innisfil and Stroud	G. Graham	do	1	24	12	do	150 00
Invernaconal Bridge and Railway Station	H. Cameron	do	3	3	12	do	70 00
Inverhuron and Tiverton	A. Neeland	do	3	12	12	do	157 00
Invermay and Railway Station	A. M. Courtright	do	25 yds.	12	12	do	30 00
Inwood and Railway Station	W. Fletcher	do	2	12	12	do	125 00
Iona and Railway Station	T. S. Carter	Horse or vehicle	2	3	12	do	80 00
Irena and Rowena	T. Musson	Optional	½	6	12	do	94 20
Islington and Railway Station	J. Graham	do	4½	6	12	do	150 00
Ivy and Thornton	J. Ivy	do	4	2	9	do	37 50
Ivy Lea and Lansdown	J. G. Ullock	do	1	12	12	do	25 00
Jackfish Bay and Railway Station	W. J. Ostrander	do	3	2	12	do	40 00
Jafa and Orwell	R. Gillis	Vehicle	29 r. t.	6	12	do	475 00
Janetville and Pontypool	E. Lea	do	8	24	12	do	188 40
Jarvis and Railway Station	do	do	8	6	12	do	31 40
do	G. Jefferson	do	9½	6	3	do	77 50
do	G. Waper	do	9½	6	9	do	240 00
do	A. C. Brown	do	4	3	12	do	75 00
Jermyn and Lang	C. Young	Horse or vehicle	12½	3	12	do	90 00
Jocelyn and Marksville	J. Fermoye	Optional	5	3	12	do	100 00
Jockvale and Manotick	D. Spencer	Vehicle	2	2	12	do	49 00
Johnson's Mills and Zurich	T. Kenney	Horse or vehicle	4	3	12	do	75 00
Jones Falls and Morton	H. N. Crosby	Optional	3	3	12	do	60 00
Jordan and Pelham Union	A. Thomson	do	4	2	12	do	60 00
Juddhaven and Port Catling	J. McCordie	do	14	1	Part of seasons 1886-87 & 1887-88.	do	41 80
Jura and Theford	do	Vehicle	7	3	1 month (to April 30, 1887)	do	8 67
do	do	do	7½	3	11 months from	do	102 12
Kagawong and Perivale	T. N. Pierce	Optional	13	1	12	do	72 00
Katrine and Catching Post	R. Macwhinney	do	1½	6	12	do	125 60
Katrine and Orange Valley	R. White	do	6	1	8	do	26 66
Kearney and Emsdale Station	A. J. O'Neil	Vehicle	5½	3	12	do	110 00
Kearney and Ravensworth	J. C. Harvey	Optional	7	1	12	do	40 00
Kearney and Sand Lake	J. Hunter	Vehicle	8	1	12	do	45 00
Kearney and Sand Lake	A. Bryce	do	1½	12	12	do	160 00
Keene and Tupperville	R. Killins	Optional	1½	2	12	do	45 00
Keith and Tupperville	W. Brown	do	9½	2	12	do	100 00
Keidon and Shelburne	do	do	9½	2	12	do	100 00

REPORT No. 2, A--Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Kells and Powassan Station.....	H. Anderson.....	Optional.....	8½	1	7 months (from Sept. 1, 1887).....	\$ 35 00
Kelso and Christie's Crossing.....	D. Smith.....	do	4	6	do	40 00
Kenble and Woiseley.....	J. Hearn.....	do	4½	1	do	40 00
Kemptville and Merrickville.....	C. W. Putnam.....	Vehicle	18	6	do	560 00
Kemptville and Railway Station.....	W. Dickson.....	Optional.....	1	18	do	273 18
Kemptville and South Gower.....	A. W. Tomkins.....	Vehicle	11	3	do	173 00
Kenilworth and Petherton.....	M. Enright.....	Optional.....	3	6	do	125 00
Kenilworth and Railway Station.....	C. J. Gordon.....	do	½	12	do	80 00
Kenmore and North Branch.....	P. A. Harrison.....	do	4	6	do	75 00
Kenney and Mitchell Road.....	J. Kenney.....	do	2½	2	do	80 00
Kent Bridge and Thorncliffe.....	G. B. Shaw.....	Horse or vehicle.	3	2	do	50 00
Kerich and Wanstead.....	N. K. Nesbitt.....	Optional.....	3	3	do	10 85
Khiva and Shipka.....	W. Holt, Jr.....	Horse or vehicle.	2	2	do	39 48
Kilgorie and Whitfield.....	N. Maw.....	Vehicle	4½	2	do	50 00
Kilfaleo and Ruby.....	J. Rankin.....	Horse or vehicle.	7	2	do	90 00
Killarney, Little Current and Manitowaning.....	Riddell & McLaughlin.....	do	25 & 24	1 & 2	do	383 99
Killyleagh and Thornton.....	J. Graham.....	Optional.....	3	2	do	41 25
do	J. Hicks.....	do	3	3	do	9 94
Kilmanagh and Mono Road Station.....	H. McTaggart.....	Horse or vehicle.	3	3	do	79 00
Kilmarnock and Smith's Falls.....	G. Halliday.....	do	8½	2	do	105 00
Kilworthy and Railway Station.....	G. A. Lehman.....	Optional.....	100 ft	6	do	15 00
Kilworthy and Sparrow Lake.....	A. Wiancko.....	do	4½	2	do	60 00
Kimball and Railway Station.....	J. Kimball.....	do	16	6	do	6 25
do	J. V. Shaw.....	do	16	6	do	18 75
Kimball and Seckton.....	T. Johnston.....	do	3	2	do	60 00
Kimball and Wabuno.....	T. Capes.....	Horse or vehicle.	3½	6	do	160 00
Kincardine and Port Elgin.....	P. White.....	Vehicle	24	6	do	132 50
do	do	do	24	6	do	200 00
do	do	do	24	6	do	154 25
Kincardine and Railway Station.....	A. McDougall.....	do	24	30	do	300 00
Kincardine and Walkerton.....	J. Harkin.....	Optional.....	1	6	do	577 00
King and Railway Station.....	P. McColl.....	Horse or vehicle.	28	6	do	50 00
King and Railway Station.....	T. Harker.....	On foot.....	½	6	do	50 00
Kingart and Kinloss.....	B. Moulton.....	Optional.....	4	2	do	60 00

Kingscourt and Railway Station.....	J. Peakey.....	do	3	12	do	39	00	
Kingsmill and Mapleton.....	J. E. Hammond.....	do	4	9	do	127	50	
do	L. Johnson.....	do	4	3	do	40	75	
do	J. E. Hammond.....	do	40 rods.	12	9	do	45	00
do	C. Hazen.....	do	40 rods.	12	3	do	10	96
Kingston and Newboro'.....	R. W. Copeland.....	Vehicle	41	6	12	do	1,094	00
Kingston and Perth Road.....	H. Finkle.....	do	26	6	12	do	600	00
Kingston and Portsmouth.....	J. Stoness.....	do	17 1/2	6	12	do	437	00
Kingston and Kingston Station.....	W. Wilson.....	Horse or vehicle.	2 1/2	12	12	do	235	00
Kingston and Military Camp.....	T. C. Wilson.....	do	2	6	12	do	31	40
Kingston and Street Letter Boxes.....	A. Yeomans.....	Optional.	6	24	12	Special service.	6	00
Kingsville and Oxley.....	B. McConville.....	Vehicle	10	3	12	do	324	00
Kingsville and Pelee Island.....	A. Elliott.....	do	20	1	6	do	120	00
Kinkora and Sebringville.....	H. T. Lidwell.....	Optional.	12 1/2	3	12	do	265	00
Kinloss and Lucknow.....	F. J. Collins.....	Stage.	10	6	12	do	160	00
Kinlough and Westford.....	R. Lithco.....	Vehicle	3 1/2	2	12	do	275	00
Kinmount and Minden.....	A. W. Haidenby.....	Optional.	12	6	12	do	40	00
Kinmount and Mount Irwin.....	H. Workman.....	do	7	1	12	do	200	00
Kinmount and Railway Station.....	T. Peacock.....	do	1 1/2	1	12	do	35	00
Kirkwall and Rockton.....	J. Wilson.....	do	15 r.t.	12	12	do	40	00
Kirkwall and Valens.....	J. Harper.....	Horse or vehicle.	3	6	12	do	150	00
Kleinburg and Railway Station.....	W. T. Simpson.....	Optional.	11	2	12	do	45	00
Klock's Mills and Railway Station.....	J. B. Klock.....	do	11	12	12	do	160	00
Knapsdale and Newbury.....	J. Macdonald.....	Horse or vehicle.	6	1	12	do	100	48
Kolapore and Ravenna.....	G. Wilson.....	Optional.	5	2	12	do	40	00
Kossuth and Preston.....	H. Sobrt.....	do	5 1/2	2	12	do	52	00
Lady Bank and Maxwell.....	W. T. Paul.....	Horse or vehicle.	5 1/2	1	8	do	70	48
Lafontaine and Penetanguishene.....	P. Brasseur.....	do	10 1/2	3	12	do	33	33
Lake Charles and Oxenden.....	J. Davidson.....	Optional.	5	1	12	do	110	48
Lakefield and Lakehurst.....	J. Record.....	Vehicle	19	3	12	do	40	00
Lakefield and Railway Station.....	J. Cooper.....	do	1 1/2	3	12	do	260	00
Lake Opinicon and Perth Road.....	O. Clough.....	Optional.	1	12	12	do	94	20
do	L. Johnson.....	Horse or vehicle.	8	3	9	do	102	00
Lake Taton and Railway Station.....	W. Harris.....	do	10	3	3	do	34	00
do	F. McDonald.....	Optional.	1	6	6	do	20	00
Lambeth and Raper.....	J. Howlett.....	do	4	2	3	do	5	00
do	do	do	4	2	3	do	1	00
do	J. Lynn.....	do	1	2	9	do	36	00
Lambton Mills and Railway Station.....	W. Gibson, Jun.....	do	1 1/2	12	4	do	40	20
do	J. D. McInnes.....	do	7	18	7	do	101	69
Lanarmermoor and Watson's Corners.....	J. D. McInnes.....	Horse or vehicle.	14	3	12	do	45	00
Lanark and McDonald's Corners.....	J. Somerville.....	do	7	6	6	do	194	00
Lanark and Middleville.....	A. Lawson.....	do	7	6	6	do	117	00
do	R. Hogan.....	do	1	6	6	do	85	00
Lanark and Perth.....	J. Boggalay.....	Optional.	12	6	12	do	64	00
Lancaster and Martintown.....	J. Boggalay.....	Horse or vehicle.	1	6	12	do	320	00
Lancaster and South Lancaster.....	W. Gillespie.....	do	1	12	12	do	125	00

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DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Lang and Railway Station do	G. English	Optional	1	12	3 months (to June 30, 1887)	24 50
Langside and Lucknow	A. Colville	do	1	12	do	67 50
Langside and Thornhill	J. McDonald	Horse or vehicle	6 ¹ / ₂	2	do	100 00
Langton and Marston	J. Langstaff	do	14	6	do	60 00
Lansdown and Sand Bay	E. Long	do	5	2	do	104 12
Lansdown and Tilley	W. H. Foley	Vehicle	8 ¹ / ₂	2	do	44 00
Larkin and Stoco	H. Bradley	Optional	3 ¹ / ₂	1	do	30 00
LaSalette and Railway Station	D. G. Larkin	do	6	1	do	50 00
Latimer and Wolf's Corners	J. Gibbons	do	1 ¹ / ₂	24	do	60 00
Laurel and Railway Station	B. S. Wartman	do	1	3	do	70 00
Lavant and Watson's Corners	J. Davis	do	1 ¹ / ₂	6	do	92 62
Lavant Station and Plevna	A. Browning	Horse or vehicle	13	2	do	100 00
Lawrence Station and Railway Station do	W. G. Crozier	do	23	3	do	700 00
Leaskdale and Sunderland Station	R. R. Cranston	do	5	6	do	179 25
Lebanon and Moorfield do	H. J. Watts	do	5	6	do	340 00
Leinster and Roblin	A. St. John	Optional	13	6	(to Dec. 31, 1887)	37 75
do do	J. Sinclair	Horse or vehicle	8	3	from do	112 50
do do	T. Brown	do	7	3	(to June 30, 1887)	37 50
do do	F. Paul	do	7	2	from do	33 50
Leitrim and Railway Station	H. Cowan	do	9	2	do	198 32
Lemieux and Riceville	A. Chesser	Optional	6 ¹ / ₂	2	do	38 00
Lemontville and Stouffville do	P. Macklem	do	5 ¹ / ₂	6	do	116 25
do do	J. McConnochie	do	10	6	from do	38 75
do do	J. M. Jackson	Vehicle	10	6	(to Sept. 30, 1887)	175 00
do do	do	do	10	6	from do	150 00
Leskard and New Park	R. Fuller	do	4	2	do	52 48
Letter Kenny and Rockingham	J. Gallagher	Horse or vehicle	6	1	do	46 00
Lidcode and Railway Station	S. Duncan	Optional	1 ¹ / ₂	2	do	30 00
Lily Lake and Manitowaning	H. McLaughlin	Horse or vehicle	7	1	do	70 00
Lily Oak and Williamsford Station	J. Bruce	do	4 ¹ / ₂	1	do	10 00
Lime Bank and Railway Station	F. Hardy	do	3 ¹ / ₂	3	do	60 00
Lime Lake and Marlbank	J. Henderson	do	4	1	do	78 50
Linderwood and Presqu'Isle	G. Shaw	Vehicle	5	3	do	40 00
Lindsay and Midland Railway Station	B. Ganigle	On foot	1	36	do	320 00

Lindsay and Victoria Railway Station.....	H. Workman.....	Optional.....	12	12	do	70 00
Lindsay and Street Letter Boxes.....	S. Byrne.....	do	18	12	do	250 00
Lindsay and Sturgeon Point.....	G. Crandall.....	Boat or vehicle.....	1	6	do	75 00
Linton and Lloydown.....	W. Rolling.....	Optional.....	6	12	do	135 00
Linwood and St. Jacob's.....	F. A. Baker.....	do	3	12	do	398 00
Lion's Head and Warton.....	L. Hyatt.....	do	2	9	do	600 00
Lisbon and Wellesley.....	P. Glebe.....	do	2	3	do	41 25
do	do	do	2	3	do	15 00
Lisburn and Ripley.....	H. Teskey.....	Horse or vehicle.....	2	12	do	24 00
Lisgar and Traillay Station.....	W. J. Marshall.....	do	1	11	do	45 83
Lisle and Railway Station.....	R. Wade.....	do	6	11	do	50 00
Listowel and Molesworth.....	S. Lougheed.....	do	12	12	do	249 48
Listowel and Railway Stations.....	C. Hacking.....	Optional.....	18 &	12	do	221 00
Little Britain and Railway Station.....	H. Willis.....	do	12	12	do	100 00
Little Britain and Velentia.....	J. Moffatt.....	Vehicle.....	3	12	do	77 00
Little Current and Sault Ste. Marie.....	W. H. Plummer.....	Optional.....	1	Part of seasons, 1886-87 & 1887-88	do	1,609 00
Little Current and Shegwindah.....	W. Caughill.....	do	2	Season, 1887.....	do	50 00
Little Current and Sudbury.....	W. Peters.....	do	2	Part of seasons, 1886-87 & 1887-88	do	1,175 00
Littlewood and Tempo.....	H. W. May.....	Horse or vehicle.....	2	12 months.....	do	40 00
Loch Garry, Maxville and Railway Station.....	A. J. Kennedy.....	Vehicle.....	6	12	do	494 00
Loch Winnoch and Railway Station.....	R. Storie.....	do	6	12	do	60 00
Lochwinnoch and Centreville Station.....	D. Horan, jun.....	do	6	6	do	47 50
Londesboro' and Railway Station.....	J. Bell.....	Optional.....	12	12	do	157 00
London and London East.....	P. Allaster.....	Vehicle.....	24	12	do	145 00
London and Lucan.....	C. W. Barrows.....	do	6	12	do	450 00
London and Nairn.....	A. M. Conway.....	do	3	12	do	300 00
London and Odell.....	T. Tomlinson.....	Optional.....	3	12	do	55 00
London and Petersville.....	J. R. Gurd.....	Vehicle.....	12	3	do	22 50
do	do	do	12	3	do	60 00
London and C. P. Railway Station.....	T. R. Parker.....	Optional.....	6	3	do	24 00
London and L. H. & B. Railway Station.....	Hendrie & Co.....	do	24	12	do	200 00
London and Street Letter Boxes.....	M. O'Meara.....	do	12	12	do	78 50
Longford Mills and Railway Station.....	W. Thomson.....	do	24	12	do	40 60
Longford Mills and Rama.....	J. McPhetson.....	do	6	12	do	80 00
Long Lake and Mountain Grove.....	J. Bender.....	do	2	12	do	84 00
Lonsdale and Marysville.....	J. Putnam.....	Horse or vehicle.....	3	12	do	100 00
L'Orignal and Railway Station.....	Lee & Seguin.....	Optional.....	6	12	do	313 00
Lorimer Lake and McKellar.....	F. B. Ferris.....	Vehicle.....	1	12	do	60 00
Lorneville and Railway Station.....	C. Morison.....	Optional.....	12	12	do	67 00
Lowbanks and Foulton Ditch Crossing.....	J. Michener.....	do	6	12	do	80 00
Lowville and Milton.....	H. McDavid.....	Horse or vehicle.....	6	6	do	100 00
do	do	do	6	6	do	100 00
do	do	do	18	12	do	468 00
Lutuan, McGillivray and Railway Station.....	W. Griffith.....	Vehicle.....	6	12	do	47 10
Lucan and Railway Station.....	W. Porte.....	Optional.....	30	12	do	314 00
Lucknow and Railway Station.....	W. Mellis.....	do	6	12	do	62 80
Lynch and Railway Station.....	J. Baird.....	do	1	7	do	21 33
Lynch Lake and Sundridge.....	(S. Ambury.....	do	1	3	do	7 50
Lynch Lake and Vavasour.....	D. S. Valentine.....	do	6	12	do	168 00
Lyndhurst and Seeley's Bay.....	W. D. Witherell.....	Horse or vehicle.....	8		do	

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DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Lynedoch and Wycombe	A. Wilson	Optional	3 1/2	2	4 months (to July 31, 1887)	11 67
Lynn Valley and Railway Station	E. Edmonds	do	2 1/2	12	do	25 00
Lynnville and Railway Station	A. A. Stewart	do	2 1/2	6	do	99 00
McCready and Newbury	G. Leach	Horse or vehicle	5	2	(to Jan. 31, 1888)	50 00
do	D. Ross	do	5	2	do	10 00
McGregor and Railway Station	F. A. Reaume	Optional	1 1/2	12	do	50 24
McIntyre and Fisherton Road	D. C. McFarlane	Vehicle	1 1/2	6	do	70 00
McKenzie Lake and Maynooth	J. Cannon	Horse or vehicle	13	1	do	29 33
McLean and Mountain Grove	D. C. McLean	Vehicle	8	1	(from Dec. 1, 1887)	52 00
Maberly and Railway Station	J. Morrow	Optional	1	6	do	40 00
Mackie's Station and Railway Station	J. Dunlap	do	1 1/2	12	do	25 12
Mackie's Station and Rapides des Joachims	do	Horse or vehicle	8	3	do	180 00
Macville and Railway Station	J. Archdeakin	Foot or vehicle	1 1/2	6	do	55 00
Madoc and C. O. Railway Station	R. S. Ait	Vehicle	7	12	do	312 00
Madoc and Midland Railway Station	S. Barnum	do	1 1/2	12	do	62 80
Madoc and Queensboro	W. Wiggins	do	8	6	do	133 33
Madoc and Rimington	T. Broad	do	15 1/2	6	(from Aug. 1, 1887)	198 66
Magnetawan and Nipissing	C. Theodorf	Optional	34	3	(to July 31, 1887)	135 00
do	do	do	34	3	do	561 75
Magnetawan and Seguin Falls	A. Best	Vehicle	21	3	do	288 00
Maidstone and Railway Station	T. Moran	do	1 1/2	12	do	125 60
Malakoff and North Gower	A. Johnston	Optional	4	12	do	65 00
Mallorytown and Rockfield	J. Herbinson	Horse or vehicle	5	2	do	80 00
Malone and Railway Station	J. Dickey	do	12 1/2	3 & 6	do	173 00
Malta and Severn Bridge	G. Richardson	Optional	4	3	do	39 00
Malton and Sand Hill	S. Whyte	do	4	2	do	50 00
Mallorytown and Yonge's Mills	S. Seales	Vehicle	12	6	do	321 00
Malvern and Scarboro Junction	B. Burnham	do	4	2	do	15 00
Manchester and Railway Station	J. Gibson	Horse or vehicle	21 r. t.	6	(from Jan. 1, 1888)	320 07
Mandamin and Yner	J. Amshary	do	14	12	do	108 00
Manilla and Railway Station	T. Carrick	Optional	5	3	do	132 00
do	H. Harper	do	2	12	do	125 00
do	E. Z. Yeres	do	2	6	(to Sept. 30, 1887)	110 00
Manitowaning and Providence Bay	H. McLaughlin	do	34	2	do	379 00

Manotick and Railway Station.....	W. Hicks.....	do	34	6	3	do	(to June 30, 1887).....	30 42
do	T. McCorkill.....	do	35	6	3	do	from do	47 20
Mansewood and Railway Station.....	A. Wooding.....	do	1	6	12	do	.....	50 00
Manvers Station and Railway Station.....	W. H. Johnston.....	do	1	6	12	do	.....	39 24
Maple and Purpleville.....	J. Rupert.....	do	14 r. t.	6	12	do	.....	219 00
Maple and Railway Station.....	J. Hood.....	On foot.....	3	12	8	do	(to Nov. 30, 1887).....	64 00
do	do	do	5	12	4	do	from do	45 33
Maple Island and Whiteshore.....	C. Montgomery, sen.....	Optional.....	18	1	12	do	.....	30 00
Maple Lake and Minden.....	C. E. Melville.....	Horse or vehicle.....	14	3	12	do	.....	80 00
Maple Lodge and Railway Station.....	G. Windsor.....	Optional.....	7	2	12	do	.....	55 00
Mar and Red Bay.....	J. McFarlane.....	Vehicle.....	7	24	12	do	.....	77 00
Markdale and Railway Station.....	A. Turner.....	Optional.....	8	3	8	do	(to Nov 30, 1887).....	89 00
do	E. Darcey.....	do	9 1/2	2	4	do	from do	79 33
Markham and Railway Station.....	F. G. Percy.....	Horse or vehicle.....	2	24	12	do	.....	49 67
Marksville and Tenby Bay.....	B. P. Fuller, jun.....	Optional.....	13	6	12	do	.....	157 00
Marlbank and Tamworth.....	W. Barley.....	Horse or vehicle.....	8	6	12	do	.....	65 00
Marmora and Railway Station.....	N. McWilliams.....	Vehicle.....	24	12	12	do	.....	195 00
Marmora and Stirling.....	X. McWilliams.....	Vehicle.....	16	6	12	do	.....	125 00
Marmora and Wariston.....	J. A. Allen.....	do	9	1	12	do	.....	400 00
Marshallville and Railway Station.....	W. McOnet.....	Optional.....	35	6	12	do	.....	130 00
Mattawa and Railway Station.....	E. J. Smith.....	do	1	12	12	do	.....	183 18
Maxville and Railway Station.....	D. A. McArthur.....	do	1	18	12	do	.....	75 00
Maxville and Riceville.....	V. Leger.....	Vehicle.....	15	6	12	do	.....	313 00
Maxwell and Warham.....	J. M. Burk.....	Optional.....	31	2	9	do	(to Dec. 31, 1887).....	56 25
Maynooth and Ormsby.....	W. H. Jarman.....	do	31	6	3	do	(to June 30, 1887).....	250 00
do	do	do	3	6	9	do	from do	825 00
Meadowdale and Railway Station.....	C. W. Switzer.....	do	20	12	12	do	.....	119 32
Meaford and Owen Sound.....	J. F. Leavens.....	Horse or vehicle.....	20	6	12	do	.....	150 00
Meaford and Railway Station.....	M. Paul.....	Optional.....	22	24	12	do	.....	100 00
Meaford and Walter's Falls.....	S. Deierec.....	Horse or vehicle.....	22 r. t.	2	6	do	(to Sept. 30, 1887).....	100 00
do	J. Campbell.....	do	22 r. t.	2	6	do	from do	100 00
Mecumona and South River.....	E. W. Holditch.....	do	15	3	11	days (to April 11, 1887).....	9 03	
do	W. Adams.....	do	13	3	11	months 19 days from April 11, 187	279 29	
Mecumona and Wattenwyl.....	A. Egger.....	Optional.....	8	2	12	do	.....	40 00
Melancthon and Railway Station.....	J. Brown.....	do	4	6	12	do	.....	68 64
Melbourne and Middlemiss.....	J. Greaves.....	do	4	6	9	do	(from July 1, 1887).....	92 25
Melbourne and Railway Station.....	L. M. Gady.....	do	1	12	9	do	do	37 50
Melissa and Mail Catching Post.....	H. Mason.....	do	1	12	6	do	(from Oct. 1, 1887).....	12 00
Melville Cross and Railway Station.....	H. Scott.....	do	8	6	12	do	.....	30 00
Merrivale and Ottawa.....	J. A. Hopper.....	do	8	3	12	do	.....	120 00
Merrickville and Irish Creek Railway Station.....	D. Crozier.....	Horse or vehicle.....	9	2	12	do	.....	300 00
Merritt and Varney.....	J. G. Wilson.....	do	5	2	12	do	.....	75 00
Middlemiss and Wendigo.....	J. Greaves.....	do	4	6	3	do	(to June 30, 1887).....	30 75
Midland and Penetanguishene Station.....	T. J. Smith.....	Vehicle.....	5	6	12	do	.....	119 48
Midland and Railway Station.....	G. B. J. Gladstone.....	On foot.....	1	24	12	do	.....	120 00
Midway and Railway Station.....	G. Herring.....	Optional.....	10	12	12	do	.....	80 00
Milford and Picton.....	D. Welbanks.....	Horse or vehicle.....	10	6	3	do	(to June 30, 1887).....	43 50
do	E. H. Thibault.....	do	10	6	9	do	from do	105 00

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DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Millford and Point Traverse.....	G. Ferguson.....	Horse or vehicle.	10½	2	12 months	\$ 75 00
Millbank Station and Morningdale Mills.....	W. Strachan.....	do	5	12	do	275 00
Millbridge and Railway Station.....	R. M. Norman.....	do	1	6	(to June 30, 1887)	15 00
do	do	do	1	6	(to Sept. 30, 1887)	19 75
do	do	do	1	6	from do	50 00
Millbrook and Mount Letter Box.....	W. Williams.....	do	4	6	do	50 00
Millbrook and Mount Pleasant.....	J. McLean.....	do	8	12	do	263 00
Millbrook and Railway Station.....	W. Vance.....	Foot or vehicle	3	30	do	282 60
Millie Roches Station and MoulINETTE.....	S. Forsyth.....	Optional.....	1	12	do	120 00
Millington and Uptergrove Station.....	A. P. McDonald.....	Vehicle.....	3	3	do	74 00
Millton and Railway Stations.....	J. McIntosh.....	Foot or vehicle	1 & ½	12 & 18	do	130 00
Milverton and Railway Station.....	W. H. Dorland.....	Optional.....	1	12	do	124 80
Milverton Station and Topping.....	E. Taylor.....	Horse or vehicle.	6	6	do	225 00
Mimosa and Orton.....	I. Cawthra.....	Optional.....	4	3	do	72 00
Mindemoya and Tebkummah.....	S. Sloan.....	do	27	1	do	149 00
Minesing and Railway Station.....	B. Tracy.....	do	2	6	do	90 00
do	J. Young.....	do	2	6	do	21 06
Minesing and Russellton.....	J. Campbell.....	do	6	3	do	120 00
Mitchell and Railway Station.....	W. W. Hicks.....	Horse or vehicle	3	24	(to Dec. 31, 1887)	90 00
do	do	do	3	6	from do	21 06
Mitchell and Russeldale.....	J. Cole.....	do	8	3	do	120 00
Mitchell's Bay and Oungah.....	A. P. Aikins.....	Optional.....	8	2	(to June 30, 1888)	24 96
Motra and Plainfield.....	M. H. Dean.....	Horse or vehicle.	8½	6	from do	113 28
Moltke and Neustadt.....	R. Lang.....	Optional.....	2½	24	do	175 00
Monckland and Strathmore.....	D. McIntosh.....	do	3	9	do	120 00
Monymore and Rosin.....	J. Thompson.....	do	6½	3	do	125 00
Mono Centre and Orangeville.....	T. Sanderson.....	Horse or vehicle.	21½	1	do	60 00
do	do	do	35	6	(to Sept. 30, 1887)	30 00
Mono Mills and Mono Road Station.....	T. Bird.....	Vehicle	9	6	from do	244 24
do	I. N. Sharpe.....	do	9	6	(to Sept. 30, 1887)	284 25
Mono Road Station and Railway Station.....	J. Judge.....	Optional.....	5	6	from do	171 50
Monrose and Port Robinson.....	A. Welstead.....	do	5	3	(to Dec. 31, 1887)	4 00
do	do	do	5	3	from do	78 00
Moore and Railway Station.....	J. Morrison.....	do	16	12	do	30 00
do	do	do	16	12	do	50 00
Moorefield and Railway Station.....	R. Kirkby.....	do	1	12	do	60 00

Moose Creek and Moulinette	D. Stark	do	20	6 12	do	493 00
Morewood and Railway Station	J. Cochrane	do	18	6 12	do	398 00
Morpeth and Thamesville	R. S. Walters	Vehicle	5	6 12	do	249 00
Morrisburg and Waddington, U.S.	W. J. Murphy & Co	Optional	13	6 12	do	50 00
Morrisburg and West Winchester	J. Coons	Vehicle	17	6 12	do	313 00
Mosbough and Railway Station	J. I. Hobson	Optional	14	12 12	do	60 00
Motherwell and St. Mary's	J. Petapiece	Horse or vehicle	10	3 12	do	150 00
Mountain Grove and Railway Station	A. McDonald	On foot	100 yds.	12 12	do	20 00
Mount Albert and Railway Station	J. Roseman	Optional	4	12 12	do	74 00
Mount Albion and Rymal Station	H. H. Davis	do	24	12 12	do	96 00
Mount Forest and Railway Stations	J. H. Coyne	Vehicle	12 & 24	12 12	do	188 40
Mount Horeb and Reabro'	W. Elliott	do	6	3 3	do	35 00
Mount Sherwood and Ottawa	A. Ardley	do	3	6 12	do	25 00
Mail and Railway Station	N. Watson	Optional	3	6 6	do	273 20
do	do	do	1	6 6	do	0 50
do	do	do	1	6 6	do	25 00
Muncy and Railway Station	A. McGregor	do	15 rods.	12 12	do	35 00
Murilla Station and Railway Station	J. McLean	do	7	6 12	do	100 00
Murray and Railway Station	C. N. Sherriff	do	1	12 12	do	106 76
Murvale Station and Railton	J. O'Reilly	Horse or vehicle	44	6 12	do	120 00
Muskoka Mills and Penetanguishene	A. H. Campbell	Optional	20	1 9	do	150 00
do	J. Landrigan	do	20	1 3	do	52 00
Musselburg and Poole	W. Burgmann	Horse or vehicle	4	3 12	do	25 00
Myrtle and Railway Station	W. R. Derby	Optional	4	12 12	do	60 00
Nentre and Mail Catching Post	S. Spillett	do	2	6 12	do	40 00
Napinee and Switzerville	P. E. R. Miller	Horse or vehicle	6	3 12	do	90 00
Napan and Plainfield	J. D. Naphan	Optional	13	1 12	do	49 12
Napier and Strathroy	J. Shanahan	do	11	6 12	do	347 00
Neustadt and Railway Station	L. P. Siegmann	do	5	12 12	do	100 00
Newboro' and Smith's Falls	J. W. Preston	do	24	6 12	do	573 00
Newbury and Wardsville	J. Wilson	Vehicle	3	12 12	do	149 00
Newcastle and Orono	J. M. Jackson	Optional	5	6 6	do	75 00
do	do	do	5	6 3	do	77 50
do	J. B. Barry (surety)	Vehicle	34	6 3	do	16 25
New Dublin and Railway Station	J. B. Brown	do	34	3 9	do	48 75
do	do	do	3	3 12	do	160 00
New Edinburgh and Ottawa	J. W. Proctor	do	14	18 12	do	35 00
Newholm and Port Sydney	D. Ferguson	do	6	1 12	do	24 00
New Lowell and Railway Station	R. Paton	do	1	12 12	do	100 00
Newmarket and Pine Orchard	C. Ganton	do	4	3 12	do	119 00
Newmarket and Railway Station	J. Bogart	Horse or vehicle	22	24 12	do	892 00
Newmarket and Sutton, West	C. Newburn	Vehicle	22	6 12	do	157 00
New Sarum and Railway Station	G. W. Cloes	Horse or vehicle	5	12 12	do	108 06
Newton and Tralee	B. Donegan	do	10	3 9	do	525 00
Niagara and Niagara Falls	W. J. Sheppard	Vehicle	15	6 12	do	60 00
Niagara and Railway Station	R. Warren	Horse or vehicle	4	12 12	do	10 00
do	do	do	4	6	Season, 1887	450 00
Niagara and St. Catharines	J. Bishop	do	4	6 12	do	52 00
Niagara Falls and Railway Station	W. W. Woodruff	Optional	12	12 12	do	52 00
do	do	do	4	6	Season, 1887	9 67

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Niagara Falls and Suspension Bridge, U.S.	W. W. Woodruff	Optional	1	6	12 months	\$ 84 00
Nipissing and Powassan Station	W. Gibson	do	12	3	do (to Sept. 30, 1887)	125 00
do	T. H. Smith	do	12	3	do (to Dec. 31, 1887)	57 50
do	J. Steele	do	12	3	do from do	57 50
Nipissing Junction and C. P. Railway Station	M. H. Ritchie	Vehicle	14	6	12 do	100 00
Nipissing Junction and N. & P. J. Railway Station	H. do	do	16	6	12 do (less fine)	24 12
Nitburg and Stratford	H. Kumpf	Horse or vehicle	300 yds.	6	12 do	400 00
Nixon and Railway Station	J. Bannister	Optional	100 yds.	12	12 do	50 24
Nobor and Railway Station	J. Lemon	do	4	3	12 do	23 00
Normandale and Vittoria	S. Outley	Vehicle	4	6	12 do	68 00
North Augusta and Railway Station	S. J. B. Waley	Optional	8	18	4 do 14 dys. (to Aug. 14, '87 less fine)	200 00
North Bay and C. P. Railway Station	W. McDonald	do	8	12	7 do 17 dys. from do (less fines)	36 73
do	do	do	8	12	do (less fines)	37 66
North Bay and N. & P. J. Railway Station	do	do	23	3	12 do	45 00
North Bruce and Queen Hill	D. McKinnon	do	23	3	12 do	80 00
North Buxton and Railway Station	G. B. Shreve	do	8	12	12 do	40 00
Northcote and Renfrew	A. Frood	Vehicle	23 r. t.	2	6 do (to Sept. 30, 1887)	62 00
do	J. Vaughn	do	23	2	24 days (to Oct. 24, 1887)	7 50
do	do	do	14	2	5 months 7 dys. from do	52 64
do	do	do		2	Special trip	2 00
North Gower and Osgoode Station	L. Barlangette	Optional	8	6	12 months	198 00
North Keppel and Owen Sound	A. Haggins	Horse or vehicle	21	3	12 do	340 00
North Valley and Osnabrock Centre	J. J. Harns	Foot or vehicle	4	3	12 do	60 00
North Williamsburg and Strader's Hill	W. N. Dunbar	Optional	5	1	12 do	26 00
Norwich and Railway Station	W. C. Strader	do	6 & 1/2	24	12 do	85 00
Norwood and Railway Stations	E. Gould	do	15	20 & 12	12 do	356 90
Norwood and Round Lake	H. Gerow	Horse or vehicle	1	6	12 do	80 00
Nosbonsing and Railway Station	M. Catlin	Optional	1	6	12 do	80 00
Nottawa and Pretty River Valley	M. Griffies	do	6	2	7 do (from Sept. 1, 1887)	35 00
Nottawa and Railway Station	W. Edwards	Vehicle	4	12	12 do	90 00
Novar and Railway Station	R. W. Nicholls	Optional	5	6	12 do	59 24
Novar and Swindon	J. Large	do	5	2	12 do	52 00
Oakland and Windham Centre, &c.	J. Aspden	Horse or vehicle	13	6 & 12	12 do	420 00
Oak Leaf and Soperton	O. W. Murphy	do	2 1/2	2	12 do	50 00

<i>Oakville and Trafalgar.</i>	<i>E. Hillmer</i>	Optional.	4	6	12	do	225 00
Oakville and Railway Station	W. H. McLaughlin	do	1 1/2	12	12	do	53 60
Okeess and Railway Station	A. A. Babcock	do	5	12	12	do	250 00
Okeess and Violet	D. Shea	do	6	6	12	do	116 00
Oleswaken and Tuscarora	J. Porter	Vehicle	3 1/2	3	12	do	100 00
Oil City and Wheeler	J. Galloway	Optional.	6 1/2	2	9	do	56 25
do	do	do	6 1/2	2	3	do	25 00
Oil City, Railway Station and Oil Springs	J. W. Cates	do	2 1/2	12	12	do	270 00
Oldcastle and Railway Station	M. McCarthy	Horse or vehicle	4	3	12	do	140 00
Olinda and Ruthven	J. Hill	do	2 1/2	6	12	do	60 00
Oliver and Thorndale	J. G. McLeod	Optional.	6	2	12	do	100 00
Oliver's Ferry and Railway Station	W. McCree	Horse or vehicle	5 1/2	6	12	do	240 00
do	do	do	4	2	12	do	60 00
Olivet and Rothsay	J. Treman	do	4	24	12	do	250 00
Omece and Railway Station	R. Grandy	do	1 1/2	3	12	do	12 00
Omaha Station and Railway Station	A. Wright	do	6	6	12	do	125 00
Onida and Railway Station	J. A. Munny	do	1 1/2	3	12	do	109 90
Onondaga and Railway Station	L. Buckwell	do	1 1/2	6	12	do	230 78
Orangeville and Railway Station	R. Mann	do	5	2	12	do	88 00
Orangeville and Vanatter	W. J. Givert	Horse or vehicle	5	2	12	do	70 00
Oranmore and Spence	H. Nelson	do	5	2	12	do	25 00
Orillia—Midland Railway and N. & N.W. Railway	S. McElroy	do	24	24	12	do	98 90
Orillia and Grand Trunk Railway Station	W. Jackson	do	2	24	12	do	174 50
Orillia and Northern Railway Station	J. Harvie	do	16	6	12	do	530 00
Orillia and Sebright	A. Dunn	do	12 1/2	6	12	do	280 00
Orleans and Ottawa	H. Dupuis	do	16	2	12	do	80 00
Ormsby and Railway Station	G. Jarmen	On foot	16	2	12	do	55 00
Ormsby and Thonet	W. McKillican	Optional.	5	6	12	do	85 00
Oro Station and Railway Station	A. Douglas	do	1	12	12	do	120 00
Orton and Railway Station	W. Mooney	do	8	12	12	do	140 00
Orwell and Railway Station	F. Sutherland	do	3	3	12	do	39 01
Osceola and Stafford	D. Childerhose	do	8	6	12	do	138 79
Osgeode Station and Railway Station	J. Buckels	On foot	40 yds.	6	3	do	360 00
Osgeode Station and Russell	J. Drew	Vehicle	21 1/2	6	9	do	625 00
do	P. Levia	do	21 1/2	6	12	do	360 00
Osgeode Station and West Winchester	A. Campbell	do	22	6	12	do	344 00
Osawa and Raglan	W. H. Thomas	do	9	3	12	do	45 00
Ossian and Sarnia	F. B. Rudd	do	15 1/2	2	12	do	505 20
Oso Station and Zealand	W. Armstrong	Optional.	3 1/2	18	12	do	764 10
Ottawa and Post Office Department	E. Batterson	Vehicle	3 1/2	18	12	do	2,793 60
Ottawa and G. A. and C. P. Railway Stations	B. D'Arpentigny	do	1	As req.	12	do	725 00
Ottawa and Railway Stations	P. McKenna	do	1	6	12	do	13 50
Ottawa and Richmond	H. Riely	Stage	20	12	12	do	96 90
Ottawa and Exhibition Grounds	W. Goodwin	Optional.	1	12	12	do	400 00
Otterville and Railway Station	P. Mitchell	Vehicle	11	6	12	do	60 00
Oungah and Wallaceburg	J. B. McDonell	do	3 1/2	24	12	do	250 00
Overton and Roblin	W. M. Paul	Horse or vehicle	1	18	8	do	130 00
Owen Sound and Railway Station	W. M. Matthew	Optional.	2	18	4	do	78 33
Owen Sound and Street Letter Boxes	E. Miller	do	2	18	4	do	from do
do	do	do	2	18	4	do	from do

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Owen Sound and Tava.....	J. Morien.....	Vehicle.....	20½	6	12 months.....	548 00
Oxenden and Wiarton.....	J. Crandon.....	Horse or vehicle.....	3	6	do.....	120 00
Oxford Station and Railway Station.....	G. L. Cook.....	Optional.....	4	3	do.....	32 00
Paisley and Railway Station.....	S. Cruickshank.....	do.....	4	12	do.....	13 90
do.....	do.....	do.....	16½	21	14 days (to May 14, '87).....	115 51
Paisley and Vesta.....	do.....	do.....	16½	24	17 days from do.....	300 00
Pakenham and Panmure.....	G. McCClinton.....	Horse or vehicle.....	20	6	do.....	279 00
Pakenham and Railway Station.....	R. Clark.....	Optional.....	4	1	do.....	172 70
Palmer Rapids and Rockingham.....	W. Mahon.....	do.....	8	18	do.....	50 00
Palmer Rapids and Wingle.....	J. Wingle.....	do.....	6	1	do.....	45 00
Palmerston and Railway Station.....	T. W. Johnston.....	do.....	1	36	do.....	170 00
Paris and Railway Station.....	C. L. Newell.....	Vehicle.....	1	30	do.....	338 04
Parkdale and Railway Station.....	W. Gray.....	Optional.....	3	24	do.....	90 00
Parkdale—G. T. Railway and C. P. Railway.....	do.....	do.....	1	6	do.....	29 48
Park Head and Railway Station.....	F. Pattison.....	do.....	1	6	do.....	40 00
Parkhill and Railway Station.....	F. Donley.....	do.....	1	6	do.....	31 25
do.....	do.....	do.....	1	6	do.....	49 58
Parkhill and Strathroy.....	F. Donley.....	do.....	18	12	do.....	204 17
do.....	do.....	do.....	18	3	do.....	145 83
do.....	do.....	do.....	25	5	do.....	300 00
Parry Sound and Rosseau.....	J. T. Harvie.....	do.....	24	6	do.....	245 00
do.....	do.....	do.....	14½	6	do.....	26 66
do.....	do.....	do.....	14½	1	do.....	65 00
Parry Sound and Shebashekong.....	W. R. Hamilton.....	Horse or vehicle.....	1	6	do.....	31 25
Patillo and Railway Station.....	D. Coutts.....	Vehicle.....	8	1	do.....	54 53
Pearceley and Sundridge.....	T. G. Pearce.....	Optional.....	11	1	do.....	399 50
Pelee Island South and Pelee Island.....	J. Ferguson.....	Horse or vehicle.....	11	7	do.....	500 00
Pelee Island and Pelee Island East.....	L. S. Brown.....	do.....	11	24	do.....	14 75
Pembroke and Railway Station.....	M. Belaire.....	Vehicle.....	17	6	do.....	120 00
Pendleton and Railway Station.....	H. Roy.....	Optional.....	17	12	do.....	199 00
Penetanguishene and Railway Station.....	J. Smith.....	do.....	17	12	do.....	14 75
do.....	do.....	do.....	17	12	do.....	120 00
do.....	C. Charlebois.....	do.....	17	16	do.....	285 00
Peninsula Harbor and Railway Station.....	H. Wilson.....	do.....	15 r. t.	2	do.....	360 50
Penville and Tottenham.....	S. Rogers.....	do.....	15 r. t.	2	do.....	
Perch Station and Railway Station.....	T. Irwin.....	do.....	12	6	do.....	
Perth and Rosemont.....	J. J. Morrow.....	Horse or vehicle.....	12	6	do.....	
Perth and Playfair.....	W. G. Cameron.....	do.....	14	6	do.....	

Station	Name	Vehicle	29	30	12	do	(less fine)	303	308
Perth and Railway Station	J. Allan	Horse or vehicle.	9	2	3	do	(to June 30, 1887)	29	00
Perth and Stanleyville	M. Stanley	do	9	2	3	do	from do	87	00
do	J. Stanley	do	9	2	9	do	do	84	00
do	P. McFarlane	do	9	2	12	do	do	39	00
Perth and Tennyson	W. Devlin	do	10	1	6	do	(to Sept. 30, 1887)	42	00
do	do	do	10	1	6	do	from do	175	00
Perth and Westport	A. P. Palmer	Vehicle	23	2	12	do	do	80	00
Petaawa and Railway Station	S. Devine	Optional	1	3	12	do	do	595	24
Peterboro' and Railway Station	J. Buller	Vehicle	1	31	12	do	do	276	00
Peterboro' and Warsaw	P. Kennedy	Horse or vehicle	16	6	12	do	do	398	00
Petersburg and Roseville	F. Kranel	do	12	6	12	do	do	125	00
Petersburg and St. Agatha	J. Raiser	do	2	6	12	do	do	100	00
Petrolia and Railway Station	P. Barclay	Optional	24	12	12	do	do	75	00
Petrolia and Wilson Croft	J. L. Wilson	do	4	12	12	do	do	100	00
Phelpston and Vigo	D. Gallagher	Horse or vehicle	5	3	12	do	do	204	00
Pictou and Railway Station	McCaw & Williams	Optional	18	12	12	do	do	349	00
Pictou and Solmesville	H. Goodwin	Vehicle	17	6	12	do	do	94	48
Pictou and West Lake	J. Hicks	Horse or vehicle	8	2	12	do	do	60	00
Pike Creek and Tecumseh	G. Bedell	Optional	2	2	12	do	do	65	00
Pinctate and Wick	C. Ferguson	do	4	2	12	do	do	50	00
Pine Grove and Woodbridge	R. S. Haslan	do	1	6	12	do	do	120	00
Pinkerton and Railway Station	J. Pinkerton	Horse or vehicle	6	12	12	do	do	100	00
Point Alexander and Railway Station	J. Mireau	Optional	6	3	12	do	do	55	00
Pointe aux Pins and Sault Ste. Marie	H. Wood	Horse or vehicle	9	1	12	do	do	157	00
Point Edward and Sarnia	J. Symington	Vehicle	2	6	12	do	do	70	00
Pomona and Priceville	D. Black	Horse or vehicle	5	3	12	do	do	75	00
Pond Mills and Railway Station	J. Gilmore	Optional	3	12	12	do	do	80	00
Pontypool and Railway Station	T. H. Williamson	do	1	12	12	do	do	104	00
Poplar Grove and Rydal Bank	W. R. Smyth	do	13	3	12	do	do	70	00
Portage du Port and Ross	M. McLaren	Vehicle	3	3	12	do	do	250	00
Port Arthur and Railway Station	F. S. Wiley	Optional	12	12	12	do	do	350	00
Port Arthur and Silver Mountain	G. Levins	Vehicle	45	6	12	do	do	475	00
Port Barwell and Fort Rowan	H. Aker	do	22	6	12	do	do	25	00
Port Cockburn and Trout Lake	H. Fraser	Optional	4	2	Season, 1887-1888	do	do	148	96
Port Colborne and Railway Station	W. Lewis	do	24	12	12 months	do	do	47	10
Port Credit and Railway Station	J. Hamilton	do	24	9	do	(to Dec. 31, 1887)	do	90	00
Port Dalhousie and Railway Station	F. W. Smith	do	24	3	do	from do	do	40	00
do	do	do	12	6	12	do	do	105	00
Port Dover and Railway Stations	B. Evans	On foot	12	6	do	do	do	1	50
Port Dover and Simcoe	E. R. Matthews	Optional	do	do	Special trip	do	do	1	00
do	L. Collins	do	3	12 months	do	do	do	75	00
Port Dover and Victor	W. R. Reid	Horse or vehicle	18	1	do	14 dys. (to May 14, '87)	do	11	60
Port Elgin and Railway Station	J. Bowes	Optional	24	7	do	4 dys. (to Dec. 18, '87)	do	76	00
do	do	do	18	3	do	13 dys. from do	do	27	38
do	do	do	6	12	do	do	do	372	00
Port Elgin and Tara	T. Johnstone	do	16	2	do	do	do	44	25
Port Finlay and Richard's Landing	M. McLennan	do	2	3	Season, 1887	do	do	125	00
Port Franks and Thedford	A. Kimmertley	do	6	3	12 months	do	do	125	00
Port Hope and Railway Station	C. R. Adamson	Vehicle	36	12	do	do	do	200	00

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Port Hope and Street Letter Boxes.....	J. Caldwell.....	Optional.....	4 ¹ / ₈	12	12 months.....	200 00
Port Lambton and Railway Station.....	W. H. McDonald.....	do.....	12	12	do.....	50 00
Port Maitland and Stromness.....	H. Siddall.....	do.....	2	3	do.....	70 00
Port Perry and Railway Station.....	W. M. Jamieson.....	Vehicle.....	7 ¹ / ₂	18	do.....	74 00
Port Perry and Scugog.....	J. Burke.....	do.....	7	2	do.....	100 00
Port Perry and Shirley.....	T. Espin.....	Horse or vehicle.....	5	2	do.....	30 00
do.....	do.....	do.....	5	2	do.....	40 00
Port Perry and Exbridge.....	J. Twoby.....	Vehicle.....	12	6	do.....	380 00
Port Robinson and Railway Station.....	B. Buckner.....	On foot.....	12	24	do.....	150 00
Port Rowan and Rowan Mills.....	S. Bressan.....	Optional.....	5 ¹ / ₂	2	do.....	42 67
Port Rowan and Simcoe.....	L. W. Fick.....	Vehicle.....	21	6	do.....	390 00
Port Ryerse and Simcoe.....	P. McCoy.....	do.....	6	6	do.....	139 00
Port Severn and Wanwashene.....	J. Hanley.....	Optional.....	5	3	do.....	156 00
Port Stanley and Railway Station.....	M. Payne.....	do.....	2 ¹ / ₂	24	do.....	160 00
Port Sydney and Uterson.....	H. G. Ladell.....	do.....	2 ¹ / ₂	6	do.....	156 48
Powassan Station and Railway Station.....	J. G. Duncan.....	do.....	1	6	do.....	47 10
Prescott and Ogdensburg, U. S.....	C. Plumb.....	Ferry or vehicle.....	2	18	do.....	578 24
Prescott and Railway Station.....	E. Leslie.....	Vehicle.....	16	18	do.....	141 80
Prescott and Throopown.....	W. J. Reynolds.....	do.....	16	2	do.....	133 00
Prescott—St. L. & O Railway Station and G. T. Railway Station.....	E. Leslie.....	do.....	1	6	do.....	58 00
Preston and Strsburg.....	J. Langton.....	Horse or vehicle.....	7	6	do.....	78 00
do.....	F. C. Cornell.....	do.....	8	6	do.....	247 50
Preston and Waterloo.....	C. Kress.....	do.....	10	6	do.....	600 00
Prince Albert and Whirfield.....	P. D. Henry.....	do.....	4 ¹ / ₂	6	do.....	156 00
Prince Albert and Railway Station.....	C. Fallis.....	Optional.....	4 ¹ / ₂	12	do.....	79 99
Proton Station and Railway Station.....	F. Freeman.....	do.....	7	6	do.....	50 00
Proton Station and Wareham.....	J. M. Burk.....	do.....	7	3	do.....	28 75
Purbrooke and Uffington.....	J. Crockford.....	do.....	6	2	do.....	50 00
Purple Grove and Ripley.....	J. N. Logan.....	do.....	5	1	do.....	45 00
Pushinch and Railway Station.....	H. Leslie.....	do.....	1 ¹ / ₂	12	do.....	35 00
Quinn and Tilbury Centre.....	W. L. Clark.....	do.....	5	3	do.....	112 48
Ratho and Railway Station.....	G. Steetsman.....	On foot.....	1	6	do.....	52 00

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
St. Thomas and Railway Station	M. A. Boughner	Vehicle	1	72	12 months	546 36
St. Thomas and Sparta	W. Gregory	Optional	11	6	12 do	185 00
St. Thomas and Talbotville Royal	J. Wait	do	32	6	12 do	120 00
Sadowa and Sebright	J. H. Vanvack	do	54	1	12 do	31 20
Sand Point and Railway Station	G. Drysdale	do	2	24	12 do	157 00
Sandwich and Windsor	A. G. Kennedy	Vehicle	2	6	12 do	174 00
Sarnia and Port Huron, U.S.	J. P. Dawson	Optional	2	12	12 do	150 00
Sarnia and Railway Station	J. Lucas	Vehicle	1	12	9 do (to Dec. 31, 1887)	70 80
do	Erie and Huron Railway Co.	do	103 yds.	12	3 do from do	23 40
do	L. Post	Optional	12	2	3 do (to June 30, 1887)	39 40
do	H. Crandon	do	12	2	9 do from do	97 50
Saugeen and Railway Station	T. Lee	Vehicle	4	18	1 do 14 dys. (to May 14, '87)	14 50
do	do	do	4	24	7 do 5 dys. (to Dec. 19, '87)	94 99
do	do	do	4	18	3 do 12 dys. (from do	34 23
Sault Ste. Marie and Sault Ste. Marie, U.S.	R. T. Pim	Optional	14	6	Season, 1887	141 65
do	W. Turner	do	14	12	Part of seasons, 1886-87 & 1887-88	155 99
Sault Ste. Marie and Thessalon	W. H. Plummer	do	60	1	do do	276 00
Saurin and Railway Station	D. A. Cooper	do	4	12	12 months	20 00
Schreiber and Railway Station	D. R. Bruce	do	100 yds.	12	12 do	25 00
Scotch Block and Railway Station	J. McKenzie	do	1	6	12 do	78 00
Scotia and Mail Catching Post	J. Buck	On foot	3	6	12 do	62 80
Scouten and Railway Station	D. A. Spencer	Optional	3	12	12 do	30 00
Seaforth and Railway Station	S. Dickson	do	3	24	12 do	188 40
Seagrave and Railway Station	J. Allin	do	2	6	10 do (to Jan. 31, 1888)	58 23
do	E. Wanse	do	2	6	2 do from do	11 65
Sebringville and Railway Station	I. R. Paton	do	7	12	12 do	90 00
Seely and Wiman	M. Trueman	do	1	1	12 do	28 00
Severn Bridge and Railway Station	J. H. Jackson	do	4	24	12 do	120 00
Shamrock and Sheedy	M. Sheedy	Horse or vehicle	7	2	12 do	112 00
Shamrock and Whaler	S. Whelan	do	7	2	3 do (from Jan. 1, 1888)	12 50
Shanty Bay and Railway Station	J. Graham	Optional	4	12	12 do	60 00
Shelburne and Railway Station	M. Avery	do	4	14	12 do	146 40
Shelburne and Railway Station	E. Berwick	do	4	24	12 do	125 60
Sherkston and Railway Station	E. F. Smerk	do	4	6	12 do	50 00

Location	Person	Vehicle	Yds.	5	12	do	90 00
Sheppard and Sutherland's Corners.	J. Walker	Vehicle	5				90 00
Shrubmount and Yvian.	F. Stevens	do	24				65 00
Stroom and Uxbridge.	Bascom & Davidson, Executors.	Horse or vehicle.	17 r. t.				75 00
do	J. Smith.	do	16 r. t.	3	12	do	73 00
do	H. Hall.	Vehicle	1 & 1/2	3	6	do	221 60
Simcoe and Railway Stations.	D. McMillan	Horse or vehicle.	8	3	6	do	240 00
Skyc and Railway Station.	H. Carley	Optional.	1/2	24	12	do	175 00
Smith's Falls and Railway Station.	C. Smith	do	1/2	12	9	do	15 00
Smithdale and Railway Station.	J. Wilson	Vehicle	9	6	12	do	269 00
Smithville and Wellandport.	G. Douglas.	Optional.	3 1/2	2	3	do	69 04
Snake River and Railway Station.	do	do	17	3	9	do	72 18
do	T. Snyder	do	17	6	12	do	125 00
Snyder and Railway Station.	D. McIntyre	Vehicle	6 1/2	3	12	do	149 00
Solway and Walkerton.	P. Cattanauch.	Boat	2	3	12	do	36 00
Sombra and Marine City, U.S.	do	Optional.	1	12	12	do	50 00
Sombra and Railway Station.	J. Featherston.	do	6	2	6	do	34 00
Sombra and Thornhurst.	H. G. Waybrant.	do	6	2	6	do	30 00
do	N. Cornwall.	Optional.	8	6	12	do	185 00
Sombra and Wilkesport.	A. Black.	Vehicle	1	6	12	do	40 00
Sonya and Railway Station.	J. St. Denis.	Optional.	1	6	12	do	25 00
South Casselman and Railway Station.	F. McLennan.	do	15 1/2	12	12	do	50 00
South Indian and Railway Station.	P. Orchard	do	4	6	12	do	400 00
South March and Railway Station.	W. Holditch	On foot.	6	6	12	do	78 00
South River and Railway Station.	P. J. Loughrin.	Vehicle	11	6	6	do	16 25
Spanish River and Spanish River Station.	W. H. Spencer.	Optional.	11	6	3	do	18 75
Spencerville and Railway Station.	do	do	12	3	8	do	34 67
do	J. McKay.	do	2	12	3	do	25 00
Spring Arbor and Walsingham Centre.	L. Marshall.	do	11	12	9	do	66 00
Springfield and Railway Station.	J. Dennis.	do	3	6	12	do	200 00
do	T. McMeun.	do	3	6	12	do	130 00
Springford and Railway Station.	M. Halloran	do	3	3	12	do	130 00
Springville and Railway Station.	G. Myles	do	2 1/2	3	12	do	39 00
Spry and Stoke's Bay.	J. Boulton	do	2 1/2	24	12	do	96 00
Stanleydale and Yearleys.	W. B. Sanders.	do	4	3	7	do	72 91
Stayner and Railway Station.	J. Sherrick	do	6	3	5	do	66 65
Stayner and Sunnidale.	do	do	7 1/2	12	12	do	74 00
Stayer and Vanvack.	J. D. Laidlaw	do	13	12	12	do	80 00
Stevensville and Railway Station.	C. Tytherleigh	do	1	12	12	do	62 80
Stirling and Railway Station	W. Gould.	do	1	6	12	do	21 98
Stittsville and Railway Station.	S. Mann.	Optional.	120 yds.	6	12	do	224 00
Stokes Bay and Pobermorey	M. Beirose.	do	26	1	12	do	116 43
Stony Creek and Woodburn.	J. Cowan	Horse or vehicle.	15 r. t.	3	12	do	75 00
Stony Lake and Wausau.	H. Bell.	do	12	1	12	do	100 00
Stouffville and Railway Station.	J. E. Addison.	Optional.	14	30	12	do	385 00
Strathallan and Woodstock.	R. Langdon.	do	14	48	6	do	178 98
Stratford and Railway Station.	J. Putland	Vehicle.	1	48	6	do	178 98
do	A. Hurst.	do	1	30	12	do	125 00
Streetsville and Railway Station.	J. Johnston, sen.	do	1	30	12	do	125 00

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
						\$ cts.	
Stromness and Railway Station.....	G. Latimer.....	Optional.....	2	12	12 months.....	125 20	
Stroud and Railway Station.....	R. G. McCraw.....	do.....	1	12	do.....	120 00	
Sturgeon Bay and Railway Station.....	J. Pilliar.....	do.....	1	12	do.....	80 00	
Sturgeon Falls and Railway Station.....	G. Coombs.....	do.....	1	12	do.....	75 00	
do	do.....	do.....	1	12	Arrears for January, 1886.....	13 50	
Sudbury and Railway Station.....	S. Fournier.....	do.....	1	12	12 months.....	62 80	
Sunderland and Railway Station.....	N. Stiffins.....	do.....	24	6	do (to Sept. 30, 1887).....	33 00	
do	do.....	do.....	24	6	do from do.....	29 74	
Sundridge and Railway Station.....	J. Carter.....	Foot or vehicle.....	6	12	do.....	47 10	
Sundridge and Vavasour.....	D. L. Valentine.....	Horse or vehicle.....	10	1	do.....	26 66	
Sutton West and Railway Station.....	W. D. Townley.....	Optional.....	1	5	do (from Nov. 1, 1887).....	100 00	
Sutton West and Vachel.....	do.....	Vehicle.....	14 r. t.	2	12	do.....	120 00
Sweaburg and Woodstock.....	H. McCully.....	Optional.....	6	3	do.....	95 00	
Sydenham and Wilmur.....	W. D. Waters.....	Vehicle.....	7	2	do.....	100 00	
Sylvan and Widder.....	W. Randall.....	Optional.....	3	6	do.....	140 00	
Talbotville Royal and Tempo.....	J. Wait.....	do.....	3	2	do.....	50 00	
Tara and Railway Station.....	G. H. Tomlinson.....	do.....	1	12	do (to Sept. 30, 1887).....	72 50	
do	J. Hamilton.....	do.....	1	6	do from do.....	59 46	
Tavistock and Railway Station.....	G. Matheson.....	do.....	1	12	do.....	50 00	
Teeswater and Railway Station.....	W. Zinger.....	do.....	1	12	do.....	100 00	
The Brook and South Indian Railway Station.....	T. Lefebvre.....	Horse or vehicle.....	10	6	do.....	180 00	
Theford and Railway Station.....	J. G. Brown.....	Optional.....	30 yds.	6	do.....	50 00	
The Grove and Railway Station.....	T. A. Robinson.....	do.....	1	12	do.....	50 00	
Thompsonville and Railway Station.....	J. T. Schmictendorff.....	do.....	1	12	do.....	110 00	
Thornhill and Railway Station.....	W. T. Brown.....	Horse or vehicle.....	3	6	do.....	188 40	
Thornhill and Toronto.....	J. Thompson.....	Vehicle.....	12	6	do.....	250 00	
Thornton and Railway Station.....	W. A. Nixon.....	Optional.....	1	12	do.....	39 00	
do	R. Power.....	do.....	1	6	do (to Sept. 30, 1887).....	29 74	
do	J. Dale.....	Vehicle.....	24	12	do.....	188 40	
Thorold and Railway Station.....	D. W. Thwaites.....	Optional.....	3	1	do.....	20 00	
Thwaites and Railway Station.....	do.....	do.....	1	12	do.....	20 00	
Tilbury Centre and Railway Station.....	M. Hudson.....	do.....	1	12	do.....	96 00	
Tilsenburg and Railway Station.....	W. Parker.....	do.....	2	12	do.....	119 32	
do	Becker & Pierce.....	do.....	1	12	do.....	125 00	
Tioga and Railway Station.....	G. Fitzsimmons.....	do.....	1	12	do.....	45 00	

Toronto Division.	Toronto and Railway Stations.	J. Hendry.	Vehicle	1 & 2	24, 30 & 48	Spl. trips snow blockade on Ry., 12 months (less fine)	89 00 2,018 80
Toronto and Street Letter Boxes.	J. Hendry.	Vehicle	1 & 2	24, 30 & 48	Spl. trips snow blockade on Ry., 12 months (less fine)	89 00	
Tottenham and Railway Station.	M. Sweetnam (to pay)	Vehicle	1 & 2	24, 30 & 48	Spl. trips snow blockade on Ry., 12 months (less fine)	2,018 80	
Townsend Centre and Waterford.	J. Hendry.	Vehicle	1 & 2	24, 30 & 48	Spl. trips snow blockade on Ry., 12 months (less fine)	0 50	
Toye's Hill and Winchester Springs.	M. J. Casserly.	Optional.	3	12	do	3,400 00	
Trenton and Railway Station.	D. Kitchen.	Horse or vehicle	3	12	do	69 00	
Trenton and Wooler.	J. B. McQuigg.	do	3	12	do	90 00	
Tuftsville and North Hastings Junction.	Cunningham Bros.	Vehicle	30	12	do	314 00	
Tupperville and Railway Station.	H. Sharp.	do	9	12	do	175 00	
Turnerville and Railway Station.	S. Tufts.	do	30 yds.	3	12	do	20 00
Tuscarora and Railway Station.	J. J. Sutor.	do	3	12	do	25 12	
Tweed and Railway Station.	W. M. Turner.	do	6	12	do	25 00	
Tweedside and Winona.	S. J. McKelvey.	do	20	12	do	109 90	
Tyrconnell and Wallacetown.	W. J. Bowell.	do	3	8	do	156 60	
Uffington and Vankoughnet.	A. Land.	do	5	8	do	52 56	
Uthoff and Railway Station.	W. Hall.	do	4	6	12	do	105 00
Underwood and Willow Creek.	J. Meyers.	do	9	2	12	do	40 00
Unionville and Railway Station.	J. Lyncs.	do	12	12	do	80 00	
Uphill and Victoria Road.	J. Hyde.	do	6	1	12	do	45 00
Uptergrove and Railway Station.	J. Webber.	do	4	24	12	do	87 92
Utterson and Railway Station.	G. Sharp.	do	12	24	12	do	160 00
Utterson and Windermere.	T. Mulvihill.	do	1	24	12	do	180 00
Uttoxeter and Wanstead.	P. Connor.	do	1	12	12	do	50 00
Uxbridge and Railway Station.	E. Hanes.	Optional.	15	2	9	do	125 60
Uxbridge and Victoria Corners.	N. Hanes.	Horse or vehicle	6	3	9	do	150 00
Vandecar and Woodstock.	N. K. Nesbitt.	Vehicle	6	24	12	do	81 04
Vankleek Hill and Railway Station.	J. Kimmerly.	do	19 r. t.	3	12	do	90 00
Varney and Railway Station.	J. Wagg.	Optional.	9	3	12	do	145 00
Vasey and Waverley.	N. Schooley.	Vehicle	12	3	12	do	115 00
Ventnor and Railway Station.	W. Lawlor.	Roat or vehicle.	4	6	12	do	628 00
Verner and Railway Station.	F. Eden.	Optional.	5	12	12	do	64 00
Victoria Harbor and Railway Station.	J. Fraser.	do	5	6	6	do	100 00
Villa Nova and Railway Station.	J. McAuley.	Horse or vehicle	5	6	6	do	90 00
Villers and Railway Station.	G. Henderson.	do	5	6	6	do	65 00
Vine and Railway Station.	J. L. Michaud.	Optional.	4	12	12	do	20 00
Victoria and Walsh.	M. Vasey.	do	2	24	12	do	85 00
Vivian and Railway Station.	V. P. Kelvey.	On foot.	1	6	12	do	50 00
Waldemar and Railway Station.	W. Weir.	Horse or vehicle	3	3	12	do	75 36
Wahnapitae and Railway Station.	S. Ottley.	Optional.	1	12	12	do	56 00
Wales and Railway Station.	N. L. McCormack.	Vehicle.	4	3	12	do	63 00
Walkerton and Railway Station.	D. Jenkins.	Optional.	1	12	12	do	60 00
	D. McLaren.	do	1	12	12	do	64 00
	J. W. Baker.	do	1	12	12	do	37 56
	A. McLean.	Horse or vehicle	1	21 & 24	12	do	62 80
							311 50

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Walkerton and Wroxeter.....	T. Sage.....	Optional.....	22	6	12 months (less fine).....	\$ cts. 481 00
Walkers and Railway Station.....	J. Greaves.....	do.....	1	12	do.....	30 00
Walkerville and Windsor.....	J. Egan.....	do.....	2	12	do.....	120 00
Walleceburg and Railway Station.....	J. Delorme.....	do.....	1	24	do (less fine).....	156 00
Wallacetown and Railway Station.....	C. McGregor.....	do.....	2 1/2	12	do.....	157 00
Waller and Harney's Crossing.....	P. Harney.....	do.....	1 1/2	2	do.....	30 00
Walnut and Watford.....	P. E. Willoughby.....	Vehicle.....	6	2	do.....	100 00
Warwick and Railway Station.....	J. Smith.....	Optional.....	8	6	do.....	195 00
Wasago and Railway Station.....	J. C. Marshall.....	do.....	1	24	do.....	156 00
Waterford and Railway Station.....	H. Dochstader.....	do.....	1	12	do.....	93 88
Waterloo and Railway Station.....	F. Sars.....	Vehicle.....	2	30	do.....	400 00
Waubashene and Railway Station.....	J. Scott.....	Optional.....	1	24	do (less fine).....	59 50
Weidman and Railway Station.....	O. Jansohn.....	do.....	50 ft.	12	do.....	15 00
Weidman and Railway Station.....	J. E. Weidon.....	do.....	1	6	do.....	40 00
Weiland and C. S. Railway Station.....	J. McQueen.....	do.....	1 1/2	12	do.....	100 46
Weiland and Welland Railway Station.....	A. W. McAlpine.....	do.....	1	24	do.....	149 32
Welland and Street Letter Box.....	G. H. Burgar.....	do.....	500 yds.	18	do (from Aug. 1, 1887).....	53 33
Welland and Wellandport.....	L. Durham.....	Vehicle.....	15	6	do (to Sept. 30, 1887).....	187 50
do do.....	do.....	do.....	15	6	do from do.....	197 50
Wellington and Railway Station.....	M. Pettit.....	do.....	1	12	do.....	65 00
Wellman's Corners and Railway Station.....	P. Hubble.....	do.....	2	3	do.....	75 00
Wemyss and Railway Station.....	R. Ritchie.....	On foot.....	1	6	do (from Nov. 1, 1887).....	6 25
Wendigo and Railway Station.....	L. M. Cody.....	Optional.....	1	12	do (to June 30, 1887).....	12 80
Wendover and Railway Station.....	F. Corbelle.....	do.....	3	6	do (to Dec. 31, 1887).....	93 75
do do.....	J. B. Malette.....	do.....	3	6	do from do.....	42 50
Westerville and Railway Station.....	J. Barrowclough.....	do.....	1 1/2	6	do.....	94 20
West Toronto Junction and Railway Station.....	J. Kirkwood.....	do.....	1	12	do.....	75 00
Westwood and Railway Station.....	J. Comstock.....	Vehicle.....	2 1/2	6	do.....	125 00
Whitby and Railway Station.....	J. Scott.....	do.....	1	18	do (less fine).....	102 28
Whitechurch and Railway Station.....	H. D. Henderson.....	Optional.....	1	12	do.....	80 80
White River and Railway Station.....	D. S. McCarthy.....	do.....	1	12	do (to Sept. 30, 1887).....	15 00
do do.....	W. E. McLaughlin.....	do.....	1	12	do from do.....	15 00
Warton and Railway Station.....	I. Post.....	do.....	1	12	do (and arrears).....	125 05
Wilbur Station and Railway Station.....	T. B. Caldwell.....	do.....	1	6	do.....	25 00
Wilton Grove and Railway Station.....	P. Murray.....	do.....	1	6	do.....	80 00

Windsor and Detroit, U.S.	S. D. Huff	Boat	2	24 12	do	500 00
Windsor and Canada Southern Railway Station	R. G. Davis	Vehicle	1	24 9	do	225 00
do	S. D. Huff	do	1	24 3	do	55 00
Windsor and Railway Stations	T. Bradley	do	4	24 3	do	112 50
Wingham and C. P. Railway Station	W. Black	do	5	6 12	do	125 00
Wingham and G. T. Railway Station	D. Campbell	do	3	24 12	do	201 76
Wolverton and Railway Station	R. Given	Optional	1	12 9	do	71 25
do	S. Claus	do	1	12 3	do	28 50
Woodbridge and Railway Station	R. S. Haslam	Vehicle	1	24 12	do	75 00
Woodslee and Railway Station	J. P. Hendry	Optional	1	12 12	do	157 00
Woodstock and Railway Stations	J. A. Mckenzie	Vehicle	1	24 12	do	326 60
Woodville and Railway Station	H. Ferguson	do	1	24 12	do	200 00
Wroxeter and Railway Station	A. Paulin	do	1	12 12	do	70 00
Wyebridge and Wyevale Station	W. Edwards	Optional	5	6 9	do	111 75
do	N. McRae	do	5	6 3	do	33 50
Wyevale and Railway Station	W. T. Stewart	do	1 ^b	6 3	do	7 50
Wylie and Railway Station	J. Lyons	do	2	6 3	do	62 00
Wyton Station and Railway Station	G. Scatcherd	do	3	12 12	do	20 00
Yarmouth Centre and Railway Station	G. A. Parlee	do	1	6 12	do	100 00
Zephyr and Railway Station	J. N. Dafoe	do	3	6 12	do	159 00
Suspension Bridge Tolls	W. G. Swan, Supt.			12	do	40 00
Total						\$270,754 76

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 2, A--Continued.
DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1888.
CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Ahmie Harbor and Burk's Falls.....	Muskoka & Nipissing Navigation Co.....	40	3	Season, 1887.....	\$ 261 00
Eyng Inlet, French River and Midland.....	do do.....	130	1	do.....	856 00
Deseronto and Picton.....	Deseronto Navigation Co.....	17	12	12 months and extra service.....	2,164 24
Gananoque and Clayton.....	Thousand Island Railway Co.....	12	6	Season, 1887.....	200 00
Gravenhurst and Rosseau, &c.....	Muskoka & Nipissing Navigation Co.....	37 & 25	6 & 2	do.....	2,344 96
Kingston and Cape Vincent, U.S.....	M. H. Folger.....	11	12 s. 6 w.	12 months.....	1,200 00
Kingsville and Thousand Island Park, U.S.....	do.....	24	6	Season, 1887.....	200 00
Lindsay and Sturgeon Point.....	H. T. Lidwell.....	20	1	6 months (see land service).....	285 00
Michipicoten Island and Sault Ste. Marie.....	G. Grandell.....	12	6	do do.....	75 00
Midland, Parry Sound and Penetanguishene.....	J. Cozens.....	160	1 per mo.	Season, 1887.....	10 00
Niagara and Toronto.....	Muskoka & Nipissing Navigation Co.....	50	6	do.....	360 00
Outer Duck Island and Windsor.....	Niagara Navigation Co.....	36	6	do do.....	813 50
Port Hope and Charlotte, U.S.....	C. W. Gauthier.....	270	2	do do.....	75 00
	O. F. Gildersleeve.....	60	6	do do.....	563 33
				Total.....	\$9,408 03

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 2, A—Concluded—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Ontario, made within the Year ended 30th June, 1888.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for Post Office Department.	5,290 65
R. S. Montgomery.....	Mail bags, rivet seals, &c., for do ...	529 55
E. Chanteloup.....	Brass mail locks and keys for do ...	965 50
G. Bailey	Repairing brass mail locks for do ...	197 90
A. Thornton.....	Patent mail bag locks for do ...	112 88
Smith & Egge Manufacturing Co.....	Mail bag locks, keys and repairs for do ...	53 32
Miller Lock Co.....	Mail bag locks and keys for do ...	34 13
Pritchard & Andrews.....	Mail bag labels for do ...	247 12
R. S. Montgomery.....	Rivet seal locks for Post Office Inspector, Kingston....	17 06
L. W. Shannon.....	Stencilling mail bags for do do ...	4 38
Tackaberry & Wigmore.....	Repairing mail bags for do London.....	64 50
E. Chanteloup.....	Brass mail locks for do Stratford ...	14 00
T. Thompson.....	Mail bag labels and repairs for do Toronto ...	286 70
J. & E. H. Roberts.....	Repairing brass mail locks for do do ...	55 70
F. Doolan	Repairing mail bag for Postmaster, Bagot	1 00
R. Drysdale.....	do do Drysdale.....	0 80
R. S. Montgomery	Mail bags and repairs for do Hamilton.....	31 44
E. Gedfrey	Repairing mail bag for do Nobleton.....	0 35
H. Cousins.....	do do do	0 15
R. S. Montgomery.....	Mail bags and repairs for do Ottawa.....	32 30
T. Thompson.....	Repairing mail bags, &c., for do Toronto	1,702 77
E. Chanteloup.....	Brass mail locks for do do	195 50
T. Borke	Repairing mail bags do Walter's Falls....	0 50
	Total	\$9,838 20

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF QUEBEC.

REPORT No. 2, B.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Abbotsford and Railway Station.....	D. Sharkey.....	Vehicle.....		12	12 months.....	60 00
Abercorn and Railway Station.....	E. R. Shepard.....	Optional.....	1	12	do.....	75 00
Action Vale and Railway Station.....	S. Eastern Ry. Co.....	do.....	1	12	do.....	40 00
Acton Vale and St. Theodore d'Acton.....	A. Laplante.....	Vehicle.....	4	6	12 do.....	100 00
Adamsville and Brigham.....	D. Latrvee.....	do.....	4	6	12 do.....	140 00
Adderley and St. Pierre Baptiste.....	P. A. Drollet.....	Horse or vehicle.....	3	3	12 do.....	45 00
Adstock and St. Ephrem de Tring.....	J. Roy.....	do.....	9	1	12 do.....	39 72
Agnes and Nadeau's Crossing.....	P. Roy.....	Vehicle.....	4 1/2	1	12 do.....	25 00
Agnes and Railway Station.....	J. S. Wilson.....	Optional.....	3	12	12 do.....	36 00
Agnes and Ste. Cécile de Whitton.....	A. Loubier.....	Vehicle.....	9	3	12 do.....	96 00
Agnes and St. Samuel de Gayhurst.....	R. Dallaire.....	Optional.....	15	2	12 do.....	110 00
Agnes and Three Lakes.....	G. Flint.....	do.....	10	1	9 do.....	30 00
do.....	H. W. Albro.....	do.....	10	1	3 do.....	12 25
Aird, Clarendville and Miranda.....	M. J. Burwort.....	do.....	6 & 4	3	12 do.....	96 00
Allan's Corners and Cairnside.....	J. Bryson.....	do.....	4	2	12 do.....	52 00
Allan's Corners and Railway Station.....	do.....	do.....	4	2	12 do.....	60 00
Allard Settlement and Nouvelle.....	T. Keays.....	Horse or vehicle.....	1	1	12 do.....	40 00
Allumette Island and Pembroke.....	J. J. McGuire.....	Vehicle.....	3	1	12 do.....	20 00
do.....	do.....	do.....	7	2	3 do.....	17 50
Amqui and Railway Station.....	A. Grant.....	On foot.....	60 yds.....	12	12 do.....	48 00
Ancienne Lorette and Railway Station.....	I. Dufresne.....	do.....	400 yds.....	2	9 do.....	63 75
do.....	do.....	do.....	400 yds.....	12	9 do.....	60 00
Ancienne Lorette and Sub-Office.....	H. Robitaille.....	do.....	3	12	3 do.....	20 00
Anderson's Corners and Dewittville.....	G. Dufresne.....	Optional.....	4	6	12 do.....	60 00
Ange Gardien and Railway Station.....	J. Anderson.....	Horse or vehicle.....	4	2	12 do.....	60 00
Angeline and St. Alphonse de Granby.....	P. Lajoie.....	Optional.....	4	12	12 do.....	50 00
Angers and Railway Station.....	O. Boisvert.....	Vehicle.....	4	3	12 do.....	78 00
Annesley and North Onslow.....	L. Moncion.....	Optional.....	4	6	12 do.....	60 00
Antoinette and Lost River.....	P. Killoran.....	do.....	4	1	12 do.....	25 00
Antoinette and St. Jovite.....	C. Boon.....	Vehicle.....	22	2	12 do.....	150 00
do.....	do.....	do.....	7	2	12 do.....	56 00
Armagh and St. Raphaël.....	J. Bélanger.....	do.....	15	3	12 do.....	68 00

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Arthabaskville and Chester	G. Bourassa	Vehicle	8	6	6 months (to Sept. 30, 1887)	\$ 96 00
do	J. Côté	do	8	6	do	78 00
Arthabaskville and Victoriaville	P. Bergeron	do	24	12	do	90 00
Armstrong Railway Station and Sorel	J. Leveille	do	4	12	(from Feb. 1, 1888)	12 41
Arthabaskville, Victoriaville and Railway Station	G. Bourassa	do	24	6 & 12	do	67 50
do	T. Perrault	do	24	6 & 12	do	14 50
Arundel and Rockway Valley	C. Sinclair	Optional	5	1	do	30 00
Ascot Corner and Railway Station	A. Stacey	do	1	12	do	50 00
Ascot Corner and Westbury	J. P. Woodrow	Vehicle	4	3	do	50 00
Aston Station and Railway Station	A. Ouellette	do	120 yds.	6	do	20 00
Aston Station and St. Léonard	N. Doucet	Horse or vehicle	9	6	do	198 00
Athelstan and Powerscourt	P. O. McGrinnis	Vehicle	2	3	do	49 00
Aubert Gallion and St. George, Beauce	W. M. Poyer	Horse or vehicle	7	6	do	35 00
Avignon and Matapédia	A. Gallant	Optional	7	6	do	144 00
Avoca and Pointe au Chêne	J. McCallum	Horse or vehicle	7	3	do	108 00
Ayer's Flat and Kingsroft	C. E. Carter	Vehicle	6	2	do	74 00
Ayer's Flat and Railway Station	H. G. Ayer	On foot	7	12	do	40 00
Aylmer and Ottawa	A. M. Holt	do	9	12	do	495 00
Aylmer and Portage du Fort	J. Wyman	do	49	6	(to Oct. 31, 1887)	782 83
Aylmer and Railway Station	A. M. Holt	do	1	6	do	18 61
Bagotville and Chicoutimi	E. Lévêque	do	10	As req.	Season, 1887	52 50
Bagotville and Grande Baie	J. Savard	do	3	As req.	do	54 75
Bagotville and Wharf	E. Lévêque	do	3	As req.	do	20 00
Bailargeon and Railway Station	B. Huot	Optional	3	2	12 months	40 00
Baie des Pères and Lake Temiscamingue	C. C. Farr	do	3	6	do	15 00
Baldwin's Mills and Barnston	W. K. Baldwin	Vehicle	5	3	(from Oct. 1st, 1887)	84 00
Barachois de Malbaie and Wharf	T. S. Vardon	do	4	12	Season, 1887	81 00
Bassin du Lièvre and Railway Station	F. X. Nanaville	Optional	4	6	12 months	66 00
Batiscan and Railway Station	T. Laguerre	Vehicle	14	12	do	100 00
Batiscan and St. Pierre les Becquets	C. A. Magny	Boat	3	6	do	180 00
Beauce Junction and Jossay Mills	T. Lessard	Vehicle	264	6	do	515 00
Beauce Junction and Railway Station	V. Bidolet	Optional	60 yds.	12	do	23 90
Beauharois and Caughnawaga	O. Duquette	Vehicle	154	6	do	345 00
Beauharois and Laberge	C. Primeau	do	5	2	do	59 00

Name	do	10	6	112	do	186 00
Beauharnois and St. Louis de Gonzague.....	do	10	6	112	do	186 00
Beauharnois and Valleyfield.....	do	15	6	12	do	198 48
Beaupré and St. Féréol.....	Horse or vehicle.	7	3	12	do	100 00
J. Michell.....	Optional.	3	6	12	do	58 00
Beauvage and Parkhurst.....	Vehicle	31	3	12	do	50 00
J. E. Poirier.....	do	10	6	12	do	249 00
M. Desbais.....	do	9	6	12	do	197 19
N. Vigneault.....	do	17	12	12	do	48 00
W. Johnston.....	do	8	6	12	do	210 00
Bécanour Station and Ste. Julie de Somerset.....	do	1	6	12	do	75 00
Bedford and Pearceon.....	On foot	1	12	12	do	41 67
Beebe Plain and Quyon.....	Optional.	5	3	5	do	30 00
C. H. McClintock.....	Horse or vehicle.	6	1	12	do	8 33
G. Palmer.....	On foot.....	1	6	5	do	150 00
J. M. Fritchard.....	Optional.....	1	6	5	do	50 00
Belcl Village and St. Hilaire Station.....	Optional.....	3	3	12	do	50 00
Bennett and Maple Grove.....	do	4	2	12	do	50 00
Béanger and Dunham.....	do	3	6	12	do	90 00
Bergerville and Quebec.....	Vehicle.....	3	6	12	do	90 00
Bersimis and Rimouski.....	Optional.....	26	2	12	do	10 00
Bersimis and Sault au Cochon.....	do	280	4	trips.	do	550 00
M. Dupuis.....	do	21	12	months	do	675 00
V. Guillemette.....	do	22	12	months	do	78 00
P. Moreau.....	do	22	3	3	do	12 00
F. Plante.....	do	22	3	9	do	45 00
do	do	22	13	2	do	27 08
do	do	22	19	6	do	126 91
do	do	22	13	6	do	48 56
do	do	22	13	3	do	444 00
do	do	5	14s, 7w.	12	do	22 75
S. Valois.....	do	10 yds.	12	12	do	100 00
J. R. Colclough.....	do	3	6	12	do	26 00
J. Moisan.....	do	3	12	12	do	54 00
J. A. McNeight.....	On foot.....	10	12	12	do	260 00
L. Munn.....	Vehicle.....	4	3	12	do	40 00
L. Munn.....	Horse or vehicle.	6	6	12	do	16 26
H. R. Bishop.....	Vehicle.....	3	2	12	do	33 95
Bishop's Crossing and East Dudswell.....	do	60 yds.	12	9	do	90 00
J. McFaddin.....	do	50 yds.	12	10	do	30 00
F. Hamanne.....	Optional.....	6	2	12	do	40 00
C. Drouin.....	do	4	3	8	do	12 50
A. Query.....	do	4	2	3	do	12 50
Black Cape and Query.....	Horse or vehicle.	8	1	3	do	135 00
Blanche and Mayo.....	do	16	3	9	do	20 00
do	do	16	6	12	do	116 75
M. McAndrew.....	Optional.....	3	4	12	do	34 66
J. Paquet.....	Vehicle.....	9	6	8	do	11 67
N. Brulé.....	Optional.....	7	1	2	do	9 17
Blue Bonnets and Railway Station.....	Horse or vehicle.	14	1	2	do	40 00
P. Baileau.....	Optional.....	10	2	12	do	150 00
E. Thomas.....	Vehicle.....	4	1	6	do	175 00
A. O. Chapleau.....	Optional.....	40	1	6	do	275 00
C. Rankin.....	do	40	1	6	do	
do	do	9	6	6	do	
L. Poulin.....	Vehicle.....	9	6	6	do	
Boitea Centre Knowlton and Knowlton Landing.....						

REPORT No. 2 B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Bolton Centre, Knowlton and Knowlton Landing.....	A. Mack.....	Vehicle.....	9	6	6 months (from Sept. 30, 1887)...	237 50
Bolton Forest, Magog and Sherbrooke.....	A. H. Moore (to pay).....	Optional.....			Special trips.....	6 50
Bolton Forest and Railway Station.....	C. J. Fortin.....	Vehicle.....	1	6	12 months.....	26 00
Bonaventure Island and Percé.....	P. Bossy.....	Optional.....	3	3	12 do.....	60 00
Booth and Dumoine.....	J. Lafrèrè.....	do.....	46	1	12 do.....	300 00
Bordeaux and Railway Station.....	G. Picard.....	On foot.....	2	12	12 do.....	10 00
Bordeaux and Sault au Récollet.....	Z. Béard.....	Optional.....	2 1/2	6	(from Aug. 1, 1887).....	80 00
Boscobel and Roxton Falls.....	W. Hackwell.....	Horse or vehicle.....	8	1	12 do.....	30 00
Botreaux and Ormstown.....	O. Bergevin.....	Vehicle.....	4 1/2	2	12 months.....	42 00
Boucherville and Railway Station.....	A. Bermeur.....	On foot.....	133 yds.	12	2 do (from Feb 1, 1888).....	12 00
Boulogne and St. Eugène de Grantham.....	J. Rondeau.....	Optional.....	4 1/2	3	12 do.....	72 00
Bourg Louis and Railway Station.....	P. Russell.....	Vehicle.....	3	6	12 do.....	75 00
Boynton and Fairfax.....	R. Towle.....	do.....	4 1/2	3	12 do.....	75 00
Boynton and Railway Station.....	J. Crosbie.....	Optional.....	2	12	12 do.....	25 00
Brigham and Farham Centre.....	P. E. O'Connor.....	do.....	4	6	12 do.....	80 00
Brigham and Railway Station.....	A. S. Newell.....	do.....	1	12	6 do (to Sept 30, 1887).....	24 00
do do.....	J. Harrison.....	do.....	1	6	do (from Oct. 31, 1887).....	24 00
Bristol and Caldwell.....	R. Horner.....	do.....	4	3	7 do.....	28 00
Bristol and Maple Ridge.....	W. Creighton.....	Vehicle.....	5	6	5 do.....	98 00
Bristol and Railway Station.....	G. Morrison.....	do.....	3 1/2	6	5 do (from Nov. 1, 1887).....	52 08
Britannia Mills and Railway Station.....	H. Guilbert.....	On foot.....	60 yds.	12	12 do.....	20 00
Britonville and St. Sauveur.....	G. Hamilton.....	Horse or vehicle.....	8	3	9 do (to Dec. 31, 1887).....	75 00
do do.....	J. Hamilton.....	do.....	8	3	do (from do).....	25 00
Brome and Railway Station.....	E. S. Chapman.....	Optional.....	1	6	12 do.....	60 00
Brompton and Brompton Falls.....	H. Addison.....	Horse or vehicle.....	4	3	12 do.....	80 00
Brookbury and Robinson.....	R. Rowe.....	Vehicle.....	5	2	12 do.....	48 00
Brookdale and Montebello.....	L. Ethier.....	Horse or vehicle.....	21	1	2 do.....	22 75
Broughton and Railway Station.....	J. Stewart.....	do.....	3	3	12 do.....	45 00
Broughton Station and East Broughton.....	L. Beaudoin.....	Vehicle.....	5 1/2	6	12 do.....	150 00
Broughton Station and Railway Station.....	J. McGe.....	Horse or vehicle.....	50 yds.	12	12 do.....	24 00
Broughton Station and Sacré Cœur de Marie.....	J. Vallière, jun.....	Vehicle.....	5	6	3 do (from Jan. 1, 1888).....	33 50
Broughton Station and West Broughton.....	M. Rousseau.....	do.....	6 1/2	6	12 do.....	140 00
Brownshub and Mount Maple.....	J. Warwick.....	do.....	3 1/2	1	12 do.....	24 00
Bryson and Forehead.....	R. M. C. Ritchie.....	do.....	5	6	4 do (to Oct. 31, 1887).....	16 67
Bryson and Fortage du Fort.....	J. Mustagh.....	do.....	8	6	5 do (from do).....	83 33

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Charlesbourg and Charlesbourg West	E. Lefebvre	Vehicle	2½	2	12 months	25 00
Charlesbourg and Quebec	do	do	5	2	do	80 00
Charliers and North Clarendon	J. Ralph	Optional Vehicle	3	1	do	20 00
Charterville and La Patrie	A. Daigneau	do	9	2	(to Sept. 30, 1887)	37 50
do	A. Labbé	do	9	2	from do	37 50
Chaboro' and St. Philippe	W. Douglas	do	2½	3	do	39 00
Chateauguay Basin and Lachine	O. Duquette	Optional		12	Special trip	1 50
Chauillon and St. Zéphirin	C. Castonguay	do	5½	3	12 months	64 00
Chaudière Curve and Railway Station	A. Lemieux	do	30 yds	12	do	20 00
Chaudière Mills and Railway Station	do	Horse or vehicle	3½	6	do	100 00
Chaudmont Station and Railway Station	A. McTeer	On foot	300 yds.	6	do	35 00
Chelsea and St. Agapit	E. T. Paquet	Optional	3	3	do	40 00
Chelsea and Old Chelsea	H. Edmonds	do	1½	6	do	50 00
Chemin Taché and St. Cyrien	G. Dallaire	Horse or vehicle	6	1	do	35 00
Chemin Taché and St. François Xavier de Viget	O. Tremblay	Optional	6	2	do	60 00
Cheneville and Namur	F. Farant	Horse or vehicle	9	3	do	97 50
Cheneville and Railway Station	H. W. Raby	do	23	6	(from July 1, 1887)	172 50
Cherry River and Magog	R. A. Buzzell	do	4	2	do	31 25
do	do	do	4	5	(to Aug. 31, 1887)	58 33
Chester and North Ham.	D. Côté	Vehicle	13	3	from do	120 00
Chicoutimi and Labarre	E. Girard	do	40	6	do	764 00
Chicoutimi and Laterrière	P. Blackburn	do	10	6	(to June 30, 1887)	59 00
do	D. Simard	do	10	6	from do	168 75
Chicoutimi and Murray Bay River	A. Lavoie	do	50	6	do	1,310 00
Chicoutimi and Tremblay	N. Leforge	Optional Vehicle	2	6	Season, 1887	80 00
Chicoutimi and Wharf	F. Simard	Horse or vehicle	16	1	12 months	55 50
Chûte aux Iroquois and L'Annonciation	J. Demers	Vehicle	20	2	do	75 00
Chûte aux Iroquois and St. Jovite	P. Maurice	Horse or vehicle	7½	2	do	182 00
Clairvaux and St. Paul's Bay	E. Gauthier	Vehicle	13½	3	do	156 00
Clapham and Inverness	J. Forbes	do	4	6	do	240 00
Clarenceville and Lacolle Railway Station	M. J. Burnot	do	4	3	do	40 00
Clarenceville and Wolf Ridge	do	do	19	2	do	180 00
Coaticook and Ganau, U.S.	A. Trihey	Horse or vehicle	1½	12	do	50 00
Coaticook and North Coaticook	E. Tompkins	do	1½	2	do	75 00
Coaticook and Paquette	T. Paquette	Vehicle	22	2	(to June 30, 1887)	75 00

Coticook and Rock Island.....	C. N. Remick.....	do	do	6	12	do	475 00
Coaticook and St. Malo.....	C. Breault.....	do	do	2	9	do	285 00
Coleraine Station and Railway Station.....	J. Ragarty.....	Optional	67 yrs.	12	12	do	40 00
Coleraine Station and Sanborn.....	F. Ragarty.....	do	14	3	12	do	196 00
Coleraine Station and Wolfstown.....	N. Roy.....	On foot.	9	3	12	do	128 00
Collifield and Railway Station.....	M. Hughes.....	Optional.	1	6	5	do	20 83
Como and Oka	C. Charette.....	Horse or vehicle.	1	6	6	do	54 60
Compton and Martinville.....	F. Pierce.....	Vehicle	6	6	12	months.	200 00
Compton and St. Edwidge.....	G. Boulay.....	do	10	3	12	do	150 00
Contrecoeur and Railway Station.....	J. Hurteau.....	do	18	12	2	do	6 66
Contrecoeur and Varannes.....	C. Hurteau.....	do	10	6	10	do	275 00
Cookshire and Island Brook.....	J. Miller.....	do	14	6	12	do	52 00
Cookshire and Railway Station.....	S. J. Osgood.....	Foot or vehicle.....	14	12	12	do	96 00
Cooper's Corners and Laguerre.....	T. Cooper.....	Vehicle.	14	12	12	do	60 00
Corbin and Frontier.....	A. Roberts.....	do	3	6	12	do	200 00
Coteau du Lac and Coteau Landing.....	O. Pharaud.....	do	2	19	12	do	200 00
Coteau Landing and Railway Station.....	G. Gauthier.....	do	2	6	12	do	60 00
Coteau Landing and Ste. Zotique.....	O. Prieur.....	do	24	6	12	do	200 00
Coteau Station and St. Clet.....	J. Lalonde.....	do	6	6	12	do	52 00
Côte St. Louis and Mile End.....	M. Hotte.....	Optional.....	4	3	12	do	120 00
Côte St. Michel and Montreal.....	L. Tassé.....	do	12	3	6	do	20 00
Côte St. Michel and St. Léonard de Port Maurice.....	E. Latour.....	Vehicle.....	1	12	12	do	96 00
Côte St. Paul and Railway Station.....	W. Orr.....	Optional.....	2	12	12	do	52 00
Covey Hill and Vicars.....	J. E. O'Halloran.....	Vehicle.....	4	12	12	do	72 00
Cowansville and Railway Station.....	N. Fréchette.....	Horse or vehicle.....	24	3	12	do	588 00
Craig's Road Station and Fréchette.....	L. Demers.....	Vehicle.....	5	3	12	do	82 48
Craig's Road Station and St. Sylvester, East.....	W. Wilson.....	Horse or vehicle.....	8	3	12	do	120 00
Cranbourne and Cuddef.....	V. Lacroix.....	Optional.....	2	6	12	do	100 00
Cranbourne and Frampton.....	C. Guay.....	Vehicle.....	2	2	12	do	84 00
Cross Point and Ste. Anne de Restigouche.....	A. McDonald.....	Optional.....	10 1/2	1	12	do	50 00
Cross Point and Sellarville.....	T. J. Taylor.....	do	8	1	12	do	30 00
Cumberland Mills and River Gilbert.....	J. Tomalty.....	Vehicle.....	6	1	12	do	180 00
Dalesville and Edina.....	P. McArthur.....	Horse or vehicle.....	6	6	12	do	44 00
Dalesville and Louchte.....	W. Watchorn.....	Vehicle	5	2	12	do	42 00
Dalesville and St. Michel de Wentworth.....	M. Meilleur.....	do	9	1	12	do	60 00
Dalhousie Mills and Peveril.....	A. Morrison.....	do	2	6	12	do	12 00
Danby and Railway Station.....	S. D. McGee.....	Optional.....	50 yds.	2	12	do	90 00
Danford Lake and Kazubazua.....	H. Heney.....	do	9	2	12	do	120 00
Danford Lake and Orter Lake.....	J. Jarvis.....	do	18	6	4	do	404 00
Danville and Nicolet Falls.....	R. M. Gibson.....	On foot.....	3	6	12	do	34 00
Danville and Railway Station.....	U. Painchaud.....	Vehicle.....	17	3	12	do	250 00
Danville and Ste. Camille.....	J. Godbout.....	Horse or vehicle.....	10	3	12	do	120 00
Danville and St. George de Windsor.....	L. A. Turcotte.....	do	24	3	12	do	370 00
Danville and South Ham.....	J. D. Morin.....	do	6 1/2	2	12	do	80 00
D'Auteuil and Kingsley Falls.....	J. R. Denison.....	do	7	2	12	do	125 00
Denison's Mills and Richmond East.....		do					

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Derby Line, Rock Island, Stanstead and Railway Station.....	H. A. Channell.....	Vehicle.....	1 1/2	24	12 months.....	180 00
Deschambault and Railway Station.....	O. Perrault.....	do.....	2 1/2	12	do.....	99 00
Desjardins and Railway Station.....	A. Blondeau.....	Optional.....	100 yds.	12	do.....	20 00
Dewittville and Railway Station.....	J. Holiday.....	Vehicle.....	3	12	do.....	75 00
Dillonton and Eastman.....	F. P. Dufresne.....	do.....	3	12	do.....	63 00
D'Israeli and Railway Station.....	J. E. Rheault.....	Optional.....	120 yds.	12	do.....	32 00
Dixville and Railway Station.....	O. Baldwin.....	do.....	1 1/2	12	do.....	45 00
do.....	B. E. Baldwin.....	do.....	1 1/2	12	do.....	15 00
do.....	D. Beauchesne.....	Vehicle.....	9	12	do.....	45 00
Domaine de Gentilly and Gentilly.....	D. Descary.....	do.....	3	12	do.....	100 00
Dorval and Railway Station.....	J. Bush.....	Horse or vehicle.....	12	12	do.....	70 00
Doyie and Sheenboro'.....	D. Cusson.....	do.....	24	6	do.....	579 00
Drummondville and Melbourne.....	J. F. Picotin.....	On foot.....	11	12	do.....	48 00
Drummondville and Railway Station.....	S. Guevremont.....	Vehicle.....	5	6	do.....	148 00
Drummondville and St. Cyrille de Wendover.....	S. F. Gagnail.....	Horse or vehicle.....	15	2	do.....	95 00
Duclos and Wakefield.....	W. H. Lothrop.....	Vehicle.....	1 1/2	12	do.....	121 98
Dudswell Centre and Railway Station.....	C. Lothrop.....	do.....	5	2	do.....	37 36
do.....	A. Riendeau.....	do.....	2	3	do.....	17 50
Dufresne Mills and Ste. Christine.....	J. O. T. Dufresne.....	do.....	4	6	do.....	50 00
Dufresne's Mills and South Durham.....	F. E. Scott.....	do.....	2 1/2	3	do.....	32 50
Dunboro', Scotsmore and Railway Station.....	do.....	do.....	2 1/2	3	do.....	62 50
do.....	J. Tyo.....	do.....	3 1/2	12	do.....	100 00
Dundee and Railway Station.....	J. G. Wales.....	do.....	3 1/2	6	do.....	35 25
Dunham and East Dunham.....	J. Call.....	do.....	3 1/2	9	do.....	86 25
do.....	J. H. Martin.....	do.....	13	6	do.....	223 50
Dunham, Stanbridge East and Stanbridge Station.....	do.....	do.....	13	6	do.....	184 00
do.....	W. H. McLean.....	do.....	1	5	do.....	25 00
Earley and Railway Station.....	D. B. Hall.....	do.....	1 1/2	3	do.....	39 00
East Angus and Linda.....	F. P. Buck.....	do.....	100 yds.	12	do.....	16 00
East Angus and Railway Station.....	E. F. Orr.....	do.....	4 1/2	3	do.....	60 00
East Angus and South Dudswell.....	L. Boulanger.....	do.....	4	3	do.....	50 00
East Arthabaska and Larochelle.....	P. Janceau.....	do.....	17	3	do.....	300 00
East Arthabaska and St. Fortunat.....	D. Luneau.....	do.....	5	6	do.....	195 00
East Arthabaska and Stanfold.....		do.....			do.....	

East Clifton, Sawyerville and Cansan, U.S.	W. W. Sawyer.	Horse or vehicle.	28 & 6	2 & 1	3	do	(to June 30, 1887)	67 50
do do	do do	do do	1	6	12	do	from	187 50
East Farnham and Railway Station.	C. H. Mansfield.	Vehicle.	1	6	12	do	do	80 00
do do	do do	do do	1	6	12	do	do	20 00
East Magdala and Lyster.	A. Rousseau.	Optional	4	1	12	do	do	26 00
Eastman and Railway Station.	T. Perdue.	Horse or vehicle.	9	6	12	do	do	48 00
East Templeton and Perkins.	C. Robitaille.	Horse or vehicle.	1	12	12	do	do	100 00
East Templeton and Railway Station.	P. Devost.	Vehicle	33 yds.	12	12	do	do	110 00
Echo Vale and Railway Station.	J. P. Jones.	On foot	33 yds.	12	12	do	do	18 00
Echo Vale Railway Station and Piopolis.	J. Francoeur.	Vehicle.	8	6	12	do	do	240 00
Eden Dale and St. Remi d'Amherst.	E. Thomas	do do	37	1	1	do	(to June 30, 1887)	16 67
do do	do do	do do	37	1	9	do	from do	168 05
Eden Dale and Table Falls.	C. W. Johnson.	do do	6	1	2	do	(to May 31, 1887)	5 66
Egypte and St. Ephrem d'Upton.	C. Dupont	do do	8	6	12	do	do	196 00
Elgin Road and Railway Station.	F. Belanger.	Optional	1	3	12	do	do	36 00
Elmside and Bristol Mines.	R. Campbell.	do do	3	3	12	do	do	75 00
Elmside and Railway Station.	do do	do do	3	6	5	do	do	52 08
Emilville and St. Pie.	M. Gauthier.	do do	1	6	12	do	do	40 00
Escuminac and Fleuriat.	I. LeBlanc.	Horse or vehicle.	8	1	12	do	do	26 00
Esquimaux Point and Lourdes du Blanc Sablon.	J. V. LeGresley.	Optional	420	3	trips.	do	do	350 00
Esquimaux Point and Moisie.	H. Porlier.	do do	150	1	trips.	do	do	70 00
do do	C. Ahier.	do do	125	4	trips.	do	do	490 00
Etchemin and Lévis.	E. Leclerc	do do	6	12	12 months	do	do	246 00
Etchemin and St. Jean Chrysostôme.	A. Pichet.	Vehicle	3	6	12	do	do	112 00
Etchemin and South Quebec.	P. E. Bourassa.	do do	4	6	12	do	do	100 00
Farnboro' and West Shefford.	J. Enright.	Optional	2 1/2	3	12	do	do	52 00
Farnford and Railway Station.	S. Paquette.	do do	5	2	12	do	do	25 00
Farnham and Magenta.	S. S. Choquette.	Vehicle	14 rods.	36	12	do	do	130 00
Farnham and Railway Station.	P. Beattie.	Horse or vehicle.	8	2	12	do	do	80 00
Farnham and Stanbury.	A. McDonald.	Optional	6	1	12	do	do	40 00
Farnellton and Stagsburn.	P. Beaulieu.	Vehicle	6 1/2	6	12	do	do	140 00
Father Point and Rimouski.	A. Caron.	do do	18	3	12	do	do	180 00
Fleurian and Ste. Luce.	J. Stanley.	Horse or vehicle.	8	1	12	do	do	32 00
Fontenelle and Gaspé Basin.	S. Frazer.	Vehicle	6	2	12	do	do	48 00
Fontenoy and Melbourne.	J. Kelly.	do do	23	6	7	do	(to Oct. 31, 1887)	582 75
Fort Coulonge and Portage du Fort.	J. Bryson.	do do	4	6	3	do	from do	29 17
Fort Coulonge and Railway Station.	J. B. Fortier.	do do	9 1/2	3	12	do	do	75 00
Forterville and St. Jean des Chaillons.	N. Fortin.	do do	6	1	12	do	do	30 00
Fortin and Matane.	C. B. Inglis.	Optional	1 1/2	12	12	do	do	24 00
Foster and Railway Station.	J. Philibert.	do do	20	3	4	do	(to July 31, 1887)	99 33
Fox River and Grande Grève.	E. Tapp.	do do	20	3	8	do	from do	180 00
do do	J. Audette.	do do	107	6	12	do	do	1,047 99
Fox River and Ste. Anne des Monts.	A. Lepage.	Vehicle	13	2	12	do	do	250 00
Frampton and Ste. Hénédine.	J. Clark.	Horse or vehicle.	4	6	12	do	do	60 00
Frampton and Springbrook.	C. McGinnis.	do do	16	6	12	do	do	410 00
Franklin Centre and Hemmingford.	J. Paulman.	do do	16	6	12	do	do	445 00
Franklin Centre and Huntingdon.	S. Huet.	Optional	2	6	12	do	do	64 00
Franklin Centre and Starnesboro'.	G. C. Chadburn.	Vehicle	6 1/2	3	12	do	do	89 48
Religeburg and North Pinnacle.	do do	do do	6 1/2	3	12	do	do	89 48

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888,

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Milies.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Freighsburg and St. Armand Station.....	A. Shelters.....	Horse or vehicle.	10	6	12 months.....	368 00
Freighsburg and Sweetsburg.....	A. Pickle.....	Vehicle.....	13 $\frac{1}{2}$	6	12 do.....	339 00
Frost Village and Waterloo.....	G. Moynan.....	do.....	2 $\frac{1}{2}$	6	12 do.....	94 00
Fulford and Waterloo.....	L. Bourgeois.....	do.....	4	2	12 do.....	60 00
Gaslon and Gould.....	M. L. McIver.....	do.....	5 $\frac{1}{2}$	2	12 do.....	42 00
Garland and St. Chrysostome.....	F. Z. Delisle.....	do.....	4	3	12 do.....	48 00
Garthby Station and Railway Station.....	T. Jacques.....	On foot.....	1	12	12 do.....	73 32
Gaspaine and Holton.....	F. Delage.....	Optional.....	3	2	12 do.....	34 00
Gaspé Basin and Gaspé Basin South.....	J. H. Eden.....	Vehicle.....	4 $\frac{1}{2}$	3	12 do.....	60 00
Gaspé Basin and Grande Grève.....	A. G. Annett.....	Optional.....	15	3	12 do.....	230 00
Gaspé Basin and Percé.....	D. Grant.....	Vehicle.....	36	6	12 do.....	1,400 00
Gaspé Basin and Wharf.....	J. Davis.....	Optional.....	1	As req.	Season, 1887.....	56 50
Genos and St. Hermas.....	J. Gordon.....	do.....	3 $\frac{1}{2}$	2	12 months.....	48 00
Georgeville and Knowlton Landing.....	D. A. Bullock.....	do.....	2	3	2 do.....	14 00
do do.....	do.....	do.....	2	3	3 do.....	19 50
Georgeville and Magog.....	C. A. Rexford.....	Vehicle.....	10	6	12 do.....	260 00
Georgeville and Magoon's Point.....	A. Magoon.....	Horse or vehicle.	5 $\frac{1}{2}$	2	12 do.....	52 00
Georgeville and Stanstead Junction.....	W. H. Rediker.....	do.....	13	6	12 do.....	335 00
Geraldine and Stockwell.....	C. Newman.....	do.....	3 $\frac{1}{2}$	2	12 do.....	26 00
Glengyle and Railway Station.....	G. Manion.....	On foot.....	50 yds.	6	4 do.....	3 33
Glen Iver and Sherbrooke.....	J. McIver.....	Vehicle.....	7 $\frac{1}{2}$	2	12 do.....	64 00
Glen Robertson and Mongenals.....	W. T. Robinson.....	do.....	8	6	12 do.....	218 00
Gould and North Hill.....	D. W. McDonald.....	do.....	4 $\frac{1}{2}$	2	12 do.....	42 00
Gould and Red Mountain.....	C. Smith.....	do.....	5	2	12 do.....	40 00
Gould and Scotstown.....	S. Labonne.....	do.....	7 $\frac{1}{2}$	6	12 do.....	220 00
Gould Station and Railway Station.....	R. H. Cowan.....	Optional.....	4	12	12 do.....	40 00
Granboro' and Granby.....	G. Vitte.....	Vehicle.....	6	3	12 do.....	114 00
Granby and Milton.....	E. Coraline.....	do.....	9	6	12 do.....	299 00
Granby and Railway Station.....	S. Page.....	Optional.....	1	12	12 do.....	75 00
Granby and Shefford Mountain.....	E. Desautiers.....	Horse or vehicle.	8	3	12 do.....	150 00
Grande Baie and L'Anse St. Jean.....	R. Gagnon.....	Optional.....	54	2	12 do.....	230 00
Grand Cascapedia and New Richmond.....	W. Robertson.....	Horse or vehicle.	4 $\frac{1}{2}$	2	12 do.....	80 00
Grandes Couéques and Jersey Mills.....	M. Cahill.....	do.....	14	3	12 do.....	180 00

<i>Grande Ligne and Mont St. Nicholas.</i>	M. Boissonneault.	Optional.	3	12	do	40 00
<i>Grand Métis and Métis Point.</i>	W. E. Page.	Vehicle	6	3	do	60 00
<i>Grand Mère and Lac à la Tortue.</i>	A. Scott.	do	6	2	do	10 00
<i>Grand Métis and St. Octave Station.</i>	do	do	3	12	do	150 00
<i>Grandes Piles and La Tuque.</i>	P. Chardonnet.	do	7	1	do	237 00
<i>Grandes Piles and Ste. Flore.</i>	T. Maheux.	do	6	12	do	138 00
<i>Grand River and Wharf.</i>	do	do	7	12	do	58 00
<i>Grand St. Esprit and Ste. Monique.</i>	T. A. Boudin.	Optional.	As req.	Season, 1887.	do	50 00
<i>Green River and St. Antonin.</i>	J. A. Pinard.	Vehicle	3	12 months	do	30 00
<i>do</i>	J. April.	Horse or vehicle.	6	6	do	30 00
<i>do</i>	L. April.	do	6	6	do	30 00
<i>do</i>	C. Chouinard.	do	6	12	do	115 00
<i>do</i>	T. Hodgins.	do	3	4	do	16 87
<i>do</i>	G. McDowell.	do	3	8	do	52 00
<i>do</i>	A. McPhee.	do	2	12	do	156 00
<i>Grenville and Lost River.</i>	J. A. Williamson.	Vehicle	6	12	do	48 00
<i>Grenville and Railway Station.</i>	L. Coté.	do	12	12	do	192 00
<i>Grondines and Railway Station.</i>	J. Hallé.	do	6	12	do	50 00
<i>Hallow Cove Road and St. David de Lévis.</i>	J. Kenney.	Optional.	1	12	do	75 00
<i>Hallerton and Hemmingford.</i>	F. Moore.	Vehicle	3	12	do	100 00
<i>Halverson and Masham Mills.</i>	J. Moore.	Horse or vehicle.	2	12	do	26 00
<i>Hardwood Flat and Robinson.</i>	S. W. Tracy.	Vehicle	2	12	do	4 33
<i>Harrington and Rivington.</i>	D. McIntosh.	do	1	2	do	10 00
<i>Harvey Hill Mines and West Broughton.</i>	M. Rousseau.	do	6	2	do	10 00
<i>Hathaway and Railway Station.</i>	W. Cosgrove.	do	6	5	do	20 83
<i>Hatley and Railway Station.</i>	R. Martin.	do	6	12	do	125 00
<i>Heathth. n and South Barnston.</i>	W. W. Heath.	do	6	12	do	40 00
<i>Healeyville and St. Roch de Québec.</i>	J. De Blois.	On foot.	12	12	do	62 60
<i>Helena and White's Station.</i>	P. Talton.	Vehicle	6	12	do	198 00
<i>Hemison and St. Malachie.</i>	T. Smith, jun.	Horse or vehicle.	1	12	do	25 00
<i>Hemmingford and Roxham.</i>	W. C. Kingsbury.	Vehicle	2	12	do	35 00
<i>Henrysburg and Lacolle.</i>	G. Giroux.	do	3	12	do	120 00
<i>Henryville and Stanbridge Station.</i>	P. Girard.	do	6	12	do	189 00
<i>Heyworth and Railway Station.</i>	H. McVeigh.	Optional.	6	5	do	25 00
<i>High Rock and Notre Dame du Laus.</i>	D. Vincent.	Horse or vehicle.	1	3	do	150 00
<i>do</i>	do	do	29	1	do	62 50
<i>High Rock and Portmore.</i>	J. H. Bousall.	Optional.	5	9	do	61 19
<i>Hochelaga and Longue Pointe.</i>	J. H. Brown.	Vehicle	6	13	do	169 00
<i>do</i>	A. Toupin.	do	6	1	do	19 56
<i>Hochelaga and Montreal.</i>	J. H. Brown.	do	18	12	do	350 00
<i>Holland's Mills and Chalifoux Point.</i>	A. Holland.	Optional.	3	6	do	27 50
<i>do</i>	G. Gowan.	do	3	6	do	34 00
<i>do</i>	C. B. Bergvin.	Vehicle	3	6	do	30 00
<i>Holton and Ste. Clothilde de Chateauguy.</i>	P. Turnbull.	Optional.	2	12	do	24 00
<i>House Harbor and Magdalen Islands.</i>	J. Marchand.	do	Season, 1887.	do	do	70 00
<i>Howick and Railway Station.</i>	T. Hebert.	do	12	12 months	do	49 00
<i>Howick and St. Chrysostôme.</i>	T. Hebert.	do	6	12	do	240 00
<i>Huntertown and Louiseville.</i>	T. Marineau.	do	6	12	do	370 00
<i>Huntington and Railway Station.</i>	J. Paulman.	do	12	12	do	70 00
<i>Inverness and Kinneear's Mills.</i>	J. Quan.	do	3	12	do	115 00
<i>Inverness and Leeds.</i>	H. McCutcheon.	Horse or vehicle.	6	3	do	98 50

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Inverness and Leeds	J. McKeage.....	Horse or vehicle	12	6	9 months (from July 1, 1887)	266 25
Inverness and New Ireland	J. Jamieson	Vehicle	17	3	do	178 00
Inverness and Ste. Julie de Somerset	W. Johnson	do	9½	6	do	264 00
Iron Hill and Sweetsburg	W. Moffat	do	8	3	do	120 00
Island Brook and New Mexico	W. H. Taylor	do	4	3	do (from May 1, 1887)	47 66
Isle aux Coudres and St. Paul's Bay	J. Dufour	Optional	9	2	do	340 00
Isle aux Coudres and Wharf	T. A. Pelletier	do	6	As req.	Season, 1887	46 50
Isle aux Grues and Montigny	N. Lebel	do	6	2	12 months	225 00
Isle Bizard and Ste. Genevieve	A. Barbeau	Vehicle	½	6	do	50 00
Isle Perrot and Ste. Anne de Bellevue	J. Monreuil	Horse or vehicle.	7	6	do	156 00
Isle Verte and Notre Dame de L'Isle Verte	T. Fraser	Optional	6	1	do	50 00
Isle Verte and Railway Station	L. A. Bertrand	do	1	12	do	80 00
Isle Verte and St. Paul de la Croix	A. Boucher	Horse or vehicle.	10	12	do	100 00
Jersey Mills and Marlow	M. Cahill	do	13	3	do	230 00
Johnville and Railway Station	C. Smith	Optional	¼	6	do	28 00
Joliette and Railway Station	J. Mireault	Vehicle	8	12	do	544 00
Joliette and St. Liguori	O. Robichaud	do	9	6	do	147 00
Joliette and Ste. Melanie	L. Belleville	do	14	6	do	285 00
Joliette and St. Paul d'Industrie	F. Perreault	do	4	6	do	72 00
Joynt and North Wakefield	R. Joynt	Horse or vehicle.	9	2	do	105 00
Kamouraska and Railway Station	J. B. Pelletier	Vehicle	5	12	do	300 00
do do	N. Pelletier	do	5	12	do	150 00
Kamouraska and St. Germain de Kamouraska	J. A. Moreau	do	7	1	do (to June 30, 1887)	10 00
Katevale and Railway Station	E. Lemay	Horse or vehicle.	1½	6	do	56 00
Kazubazua and Lake St. Mary	X. Leveille	Optional	5	1	do	50 00
Kazubazua and Venosta	J. McCaffrey	Horse or vehicle.	7	1	do	50 00
Keith and Robinson	J. McLennan	do	8½	3	do	96 00
Keiso and Trout River Railway Station	J. Morison	Optional	3½	6	do (to Sept. 30, 1887)	65 00
do do	D. A. McFarlane	do	3	6	do from do	72 00
Kildare and St. Alphonse	T. Jenson	Vehicle	12	3	do (to June 30, 1887)	39 00
do do	G. Trudeau	do	12	3	do from do	117 00
Kingsey Falls and Lorne	M. Morin	Horse or vehicle.	4	12	do	230 00
Kingsey Falls and Robson	H. Gagnon	Vehicle	7	2	do	60 00

Kinner's Mills and Leeds Knowlton and Railway Station	H. F. Goff	do	9	3 13	do	160 00
Knowlton and St. Etienne de Bolton	S. N. Courtney	do	1	24 12	do	72 00
	L. Poulin	Horse or vehicle.	9	3 12	do	135 00
La Baie and Nicolet	R. Larivière	Vehicle	9	6 12	do	249 00
La Baie and St. Zéphirin	T. Vigneau	do	8	6 12	do	220 00
La Baie and Yamaska	do	do	24 1/2	6 12	do	750 00
La Barre and Metabetchouan	G. Hébert	do	30	6 12	do	780 00
La Beauce and Railway Station	J. B. Grégoire	Foot or vehicle	1	12 10	do	42 44
La Beauce and St. Euzar	L. Racine	Horse or vehicle.	3	6 12	do	80 00
L'Acadie and St. Jacques le Mineur	E. F. Poirier	Vehicle	5	6 12	do	160 00
Lachenais and Terrebonne	A. Lapierre	Horse or vehicle.	4 1/2	6 12	do	144 00
Lachevrotière and Railway Station	V. Portelance	Optional.	4	6 12	do	12 00
Lachine and Lachine Rapids	D. Dunberry	Vehicle	3 1/2	6 12	do	130 00
Lachine Locks and Railway Station	F. X. Gariépy	do	2	12 10	do	50 00
Lachine Station and Letter Box	J. O'Flaherty	On foot.	1	12 10	do	25 00
Lachute and Lachute Mills	J. Fish	Optional.	1	12 12	do	63 00
Lachute and Lakefield	A. McKnight	Horse or vehicle.	9	2 6	do	52 00
do	F. Rogers	do	9	2 6	do	37 00
Lachute and Railway Station	G. L. Meikle	Optional.	1	12 12	do	36 00
Lachute and Shrewsbury	J. Armstrong	do	1 1/2	2 12	do	133 00
Lac Masson and St. Jérôme	T. Legault	Vehicle	22	3 12	do	195 00
Lac Masson and Ste. Lucie de Doncaster	N. Forget	do	10	3 12	do	156 00
Lacolle and Odeltown	W. D. McCallum	do	3	3 12	do	48 00
Lacolle and St. Bernard, Sud	J. B. Bédard	do	2	3 12	do	30 00
Lac Rond and Namur	B. Corbeil	Optional.	1	1 12	do	40 00
La Décharge de la Rivière à l'Ours and La Fourche des Chemins	J. Sheehy	Vehicle	6	1 12	do	36 00
Lake Aylmer and Lake Weedon	A. Gagnon	do	12	6 12	do	179 00
Lake Beauport and Quebec	P. Brown	do	13	2 12	do	150 00
Lake Etchemin and Langevin	L. Mercier	Horse or vehicle.	12	6 12	do	290 00
Lake Etchemin and Ste. Rose de Watford	A. Chabot	do	12	1 12	do	50 00
Lake Etchemin and Standon	J. Fortin	do	12	6 12	do	270 00
Lake St. Joseph and Railway Station	R. Sisson	do	1 1/2	12 9	do	18 00
Lake Temiscamingue and Matlawa	E. J. Smith	do	136 1/40 w.	1 12	do	1,363 64
Lake Temiscamingue and North Temiscamingue	A. McBride	Optional	26	1 12	do	200 00
Lake Weedon and Railway Station	F. Briève	Vehicle	60 yds.	6 12	do	24 00
Lamartine and Railway Station	P. Clouder	Optional.	3	4 12	do	50 00
Lambton and Railway Station	L. Langlois	do	14	6 12	do	375 00
Lamb O and Stornoway	E. Bélanger	do	9	6 12	do	212 00
Lambton and Valletort	A. Blouin	Horse or vehicle.	8	6 9	do	187 50
do	N. Boutin	do	8	6 3	do	48 62
Landreville and Ormstown	V. Brault	Vehicle	4	2 12	do	50 00
Land Villa and Railway Station	C. Lavalle	do	2	6 6	do	20 00
do	do	do	2	6 6	do	24 00
L'Annonciation and Nominque	V. Martineau	do	12	1 14	do	93 34
Lanoraie and Railway Station	P. Delisle	do	6	6 12	do	89 50
L'Anse à Giles and Railway Station	J. F. Giasson	Horse or vehicle.	2	6 12	do	65 00

REPORT No. 2, B—Continued.
 DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
L'Anse au Foin and Tremblay.....	E. Harvey.....	Vehicle.....	8	2	4 months (to July 31, 1887).....	26 00
do do.....	do.....	do.....	8	4	do from do.....	12 00
L'Anse à la Cabane and Magdalen Islands.....	W. Cormier.....	Optional.....	8½	.....	Season, 1887.....	104 00
La Patrie and Notre Dame des Bois.....	L. Framont.....	do.....	10	3	3 months (to June 30, 1887).....	21 25
La Petite Rivière Quebec and Railway Station.....	A. Roy.....	On foot.....	1	6	do.....	35 00
La Petite Rivière St. François and St. Cassien des Caps.....	P. Bouchard.....	Horse or vehicle.....	7	6	12 do.....	260 00
La Plaine and Railway Station.....	C. Gauthier.....	Vehicle.....	11	12	12 do.....	12 00
Laprade and St. Philippe.....	G. S. Alexander.....	do.....	6	6	11 do (to Feb. 29, 1888).....	124 65
La Présentation and St. Hyacinthe.....	E. Provencal.....	do.....	6	6	9 do (to Dec. 31, 1887).....	150 00
do do.....	H. Ager.....	do.....	6	6	3 do.....	50 00
L'Assomption and Railway Station.....	E. Archambault.....	do.....	4½	12	2 do (to May 31, 1887).....	41 66
do do.....	do.....	do.....	4½	6	6 do (13 days, to Dec. 13, '87).....	80 16
do do.....	do.....	do.....	4½	6	3 do (18 days from do.....	74 72
L'Assomption and St. Sulpice.....	J. Royal.....	do.....	5	6	12 do.....	175 00
Laurentides and Railway Station.....	J. M. Latour.....	Optional.....	1½	12	12 do.....	75 00
Laurentides and St. Calixte de Kilkenny.....	D. Thoin.....	Vehicle.....	10	3	12 do.....	150 00
Laurel and Lost River.....	M. McCluskey.....	do.....	6	1	12 do.....	36 00
Lauzon and Lévis.....	H. Martin.....	Horse or vehicle.....	2	12	12 do.....	100 00
Lauzon and St. Joseph de Lévis.....	E. Ruel.....	Optional.....	1½	12	12 do.....	140 00
Laval and Quebec.....	T. Keough.....	Vehicle.....	17	2	12 do.....	100 00
Lavaltrie and Railway Station.....	A. Lavolette.....	do.....	8	6	12 do.....	192 00
Lawrenceville and North Stukely.....	C. Gendron.....	Optional.....	4	3	12 do.....	100 00
Lazy Bogan and New Richmond.....	R. Brash.....	do.....	45	6	1 mo. 24 days (to Aug. 20, 1887).....	312 00
Leeds and St. Sylvester.....	J. Craigie.....	Vehicle.....	9	3	12 months.....	100 00
Lennoxville and Wilby.....	A. Aldrich.....	Optional.....	5	6	12 do.....	124 00
Lennoxville and Railway Station.....	E. W. Abbott.....	On foot.....	11	24	12 do.....	101 00
Leopold and Shrewsbury.....	J. Thompson.....	Vehicle.....	6	2	12 do.....	60 00
L'Épiphanie and Railway Station.....	E. Leblanc.....	do.....	3	12	12 do.....	100 00
L'Épiphanie and St. Jacques.....	G. Forest.....	do.....	12½	6	12 do.....	325 00
L'Épiphanie and Ste. Julienne.....	L. Bertrand.....	do.....	18	6	3 do (to June 30, 1887).....	87 50
do do.....	T. Belle.....	do.....	18	6	9 do from do.....	360 00
Les Éboulements and Settrington.....	T. Lapointe.....	Horse or vehicle.....	8	2	12 do.....	55 00
Les Éboulements and Wharf.....	J. Tremblay.....	Optional.....	3	3	Part of season, 1887.....	254 00
do do.....	J. Dufour.....	do.....	3	3	Balance of season, 1887.....	26 50

	35	3	12 months	675 00
<i>J. Boissonneault</i>	27	4	do	480 00
<i>F. Brisson</i>	1	12	do	25 00
<i>H. Martin</i>	1	18	do	262 50
do	1	4	do	100 00
do		do	do	18 00
<i>E. Guay</i>		do	Special service	36 00
<i>A. Vézina</i>		do	Special trips	4 00
<i>F. Bégin</i>		do	do	18 40
<i>J. Rouleau</i>		do	do	9 00
<i>C. Hough</i>		do	do	24 00
<i>H. Marth</i>		do	do	90 00
<i>F. Bégin</i>	15	12	do	38 20
<i>N. Guay</i>	15	6	do	63 75
do	15	9	do	183 75
<i>M. Gagnon</i>	21	18	do	313 00
<i>E. Bédard</i>	92	12	do	200 00
<i>P. Genest</i>	92	6	do	2,580 00
<i>J. Wood</i>	131	12	do	16 00
<i>J. Morin</i>	24	12	do	97 00
<i>M. E. Ballantyne</i>	24	12	do	140 00
do	24	12	do	126 61
<i>L'Islet Station and St. Cyrille</i>	7	2	do	104 00
<i>Longueuil and Railway Station</i>	7	18	do	91 66
do	7	2	do	23 33
<i>Lorette and Railway Station</i>	2	12	do	200 00
<i>Lorne and Railway Station</i>	200 yds.	6	do	40 00
<i>Lotbinière and Rivière Boisclair</i>	6	12	do	75 00
<i>Louisville and Railway Station</i>	1	12	do	99 00
<i>Louisville and Ste. Ursule</i>	51	6	do	220 00
<i>Lourdes and Somerset</i>	8	1	do	50 00
<i>Low and Maniwaki</i>	54	3	do	1,700 00
<i>Low, Maniwaki and North Wakefield</i>	54 & 11	6	do	1,900 00
<i>Lucerne and Potmore</i>	4	2	do	7 37
<i>Luskville and Railway Station</i>	1	12	do	20 83
<i>Maddington Falls and Railway Station</i>	4 1/2	6	do	80 00
<i>Magog and Railway Station</i>	1	12	do	100 00
<i>Malmaison and Notre Dame de Stanbridge</i>	3	12	do	120 00
<i>Maniwaki and Montceuf</i>	15	1	do	95 00
<i>Maniwaki and River Joseph</i>	8	1	do	54 00
<i>Mansonville and Railway Station</i>	2 1/2	6	do	125 00
<i>Mansonville and Vale Perkins</i>	5 1/2	3	do	60 00
<i>Mansonville Railway Station and West Potton</i>	3	12	do	60 00
<i>Maple Grove and Richardville</i>	7	3	do	96 00
<i>Maple Grove, Ste. Sophie de Mégantic and Somerset</i>	27	3	do	250 00
<i>Maple Grove and Wolfstown via Gosford Road</i>	6 1/2	2	do	75 00
<i>Maple Leaf and Sawyerville</i>	3 1/2	3	do	60 00
<i>Maple Ridge and Railway Station</i>	1	12	do	31 25

REPORT No. 2, B—Continued.
 DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Marbleton and Railway Station.....	O. Côté.....	Vehicle.....	3½	12	3 months (to June 30, 1887).....	50 50
do do.....	do.....	do.....	3½	12	do from do.....	187 50
Marie and Maria East.....	J. Brizard.....	do.....	5	3	do (from Oct. 1, 1887).....	37 50
Marlow and U. S. Boundary Line.....	D. M. Cathcart.....	Horse or vehicle.....	14½	3	do.....	150 00
Marsden and Notre Dame des Bois.....	C. Demers.....	do.....	14	3	do.....	168 75
Marsden and Railway Station.....	J. D. Morrison.....	Vehicle.....	3	12	do (from July 1, 1887).....	24 00
Marsden and Whitwick.....	J. R. McDonald.....	do.....	3	2	do.....	36 00
Masouche and Masouche Rapids.....	G. Alexander.....	do.....	3½	3	do.....	75 00
Masouche and Railway Station.....	P. Robert.....	do.....	1½	6	do.....	79 00
Masham Mills and Wakefield.....	P. Bertrand.....	Horse or vehicle.....	7	1	do.....	50 00
Matigouche and St. Gabriel de Brandon.....	J. O. Héault.....	Vehicle.....	9	1	do.....	36 00
Matane and Railway Station.....	W. Pelletier.....	Optional.....	28	6	do.....	494 50
Matane and Ste. Anne des Monts.....	S. Letourneau.....	do.....	57	3	do (to Dec. 31, 1887).....	448 50
do do.....	J. Labrie.....	do.....	57	3	do from do.....	197 50
Matapédia and Railway Station.....	D. Fraser.....	On foot.....	200 yds.	12	do.....	45 00
Matapédia and Runnymede.....	J. Lawlor.....	Optional.....	12	1	do.....	70 00
Mayo and Thurso.....	C. Conroy.....	do.....	8	2	do (to June 30, 1887).....	18 75
Melbourne and New Rockland.....	A. Torrance.....	do.....	7	6	do (to May 31, 1887).....	41 67
do do.....	J. Broderick.....	do.....	7	10	do from do.....	208 33
Melbourne and Richmond Station.....	J. Largie.....	do.....	2	12	do (to Feb. 29, 1888).....	45 83
do do.....	do.....	do.....	2	1	do from do.....	8 34
Melbourne and Upper Melbourne.....	N. Coburn.....	do.....	4	13	do.....	100 00
Melbourne and Waterloo.....	S. Jameson.....	Horse or vehicle.....	33	3	do.....	500 00
Metabeochan and Roberval.....	A. G. Matte.....	Vehicle.....	18	6	do.....	472 00
Méthot's Mills and Ste. Agathe.....	J. Fournier.....	Horse or vehicle.....	8	6	do.....	180 00
Méthot's Mills and St. Flavien.....	do.....	do.....	4	6	do.....	125 00
Mille Isle and St. Jérôme.....	T. Campbell.....	Vehicle.....	12	2	do (less fine).....	119 00
Millstream and Railway Station.....	J. P. Lavoie.....	Optional.....	10 yds.	12	do.....	18 00
Minton and North Hatley.....	A. E. Fish.....	Vehicle.....	2½	3	do.....	52 00
Mont Carmel and Railway Station.....	R. Lavoie.....	Horse or vehicle.....	3	4	do.....	65 00
Montebello and Railway Station.....	C. Major.....	Foot or vehicle.....	1	6	do.....	40 00
Montfort and Morin Flats.....	M. Boudriau.....	Vehicle.....	6	2	do.....	52 00
Montmagny and Railway Station.....	L. P. Gendreau.....	do.....	1	12	do.....	120 00
do do.....	C. Larcher.....	do.....	1	12	do.....	100 00
Montmorency Falls and Quebec.....	L. Lapointe.....	Horse or vehicle.....	8	6	do.....	280 00

Location	Name	Vehicle	As req'd.	Special trips, snow blockade on railway	Amount
Montreal and Notre Dame de Grâce	C. F. Tilly	Vehicle	3 1/2	12 months	238 50
Montreal and Outremont	B. T. Cook	do	3 1/2	12 months	180 00
Montreal and Canadian Pacific Railway Station	A. Dumaine	do	3 1/2	do	40 00
Montreal receiving Houses and Street Letter Boxes	P. Kennedy	do	4	do and extra trips	1,928 25
do	do	do	49	(to Aug. 31, 1887)	1,611 67
do	do	do	41	from do	2,291 33
do	G. LaMothe (to pay)	do		Special trips	3 25
Montreal and St. Eustache	H. Meunier	Vehicle	21	12 months	1,000 00
Montreal and St. Gabriel de Montreal	P. Doyle	do	2	do	250 00
Montreal and Sault au Recollet	F. St. Vincent	do	7	do	150 00
Montreal and Varennes	H. Dubois	do	15	do (to Jan. 31, 1888)	500 00
Montreal and Wharf	C. A. Dumaine	do	12	Season, 1887	113 40
Moore's Station and Railway Station	P. C. Moore	do	12	12 months	12 00
Morehead and Railway Station	W. Clarke	do	1	do	4 17
Morin Flats and St. Adolphe de Howard	H. Paquet	do	9	5 do (from Nov. 1, 1887)	45 00
Mount Johnson and Versailles	F. X. Lafontaine	Horse or vehicle	4	6 do	62 50
do	T. Maguire	do	4	do	75 00
Murray Bay and Ste. Agnès	J. Savard	do	9	6 do from do	65 00
Murray Bay and St. Paul's Bay	A. Bouchard	Vehicle	30	12 do	69 72
Murray Bay and Tadousac	J. Gaudreault	Optional	42	do	1,170 00
Murray Bay and Wharf	F. Tremblay	do	3	do	650 00
Murray Bay River and St. Paul's Bay	A. Côté	Vehicle	37	As req'd. Season, 1887	146 00
do	do	do	6	12 months	730 00
Namur, Papineauville Station and St. André	D. Ranger	do	9 1/2	3 do (to June 30, 1887)	125 00
d'Arvelin	F. Hetier	do	7	do (to Dec. 31, 1887)	108 75
Napierville and Stottville	do	do	7	do	35 00
do	do	do	6 1/2	do	80 00
Neigette and Ste. Flavie Station	N. Beaulieu	Horse or vehicle	41	do	50 00
New Armagh and St. Sylvester	J. Orr	Optional	42	do	300 00
Newbois and Scott Junction	C. Genest	Vehicle	9	Season, 1887	56 00
New Carlisle and Wharf	T. J. Caldwell	Optional	3 1/2	12 months	52 00
New Glasgow and Railway Station	F. Langlois	do	36	7 do (from Sept. 1, 1887)	630 00
Newport and Paspebiac	W. Ramier	Horse or vehicle	32	do (to Nov. 30, 1887)	318 75
Newport and Percé	N. G. Tremblay	do	36	do	437 13
do	do	do	36	do	437 13
Newport and Wharf	J. Jessop, jun.	Optional	8	Season, 1887	110 00
Nicolet and St. Grégoire	J. Page	Vehicle	8	12 months	374 00
Nicolet and Ste. Monique	H. Beaudry	do	8	do	150 00
Normandin and St. Felicien	N. Picard	Horse or vehicle	20	do	195 00
North Georgetown and Railway Station	L. Turcot	Optional	6	do	40 00
North Hatley and Railway Station	B. LeBaron	Foot or vehicle	6	do	30 00
North Nation Mills and Railway Station	D. Landriau	Vehicle	3 1/2	do	100 00
North Onslow and O'Connell	C. Grier	Horse or vehicle	6	do	40 00
North Onslow and Quyon	C. O'Donnell	do	2	do (to Sept. 30, 1887)	95 00
North Sutton and West Brome	O. Sweet	Vehicle	2	do	50 00
North Wakefield and Ottawa	R. Hasty	do	20 1/2	do	509 61
North Wakefield and Rupert	R. Joynt	Horse or vehicle	5	do	81 48
Norton Creek and St. Remi	J. B. Boyer	Vehicle	9 1/2	do and arrears	250 00

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Notre Dame des Anges and St. Ubalde.....	X. Marcotte.....	Optional.....	11	3	12 months.....	94 00
Notre Dame De Rimouski and Railway Station.....	E. Drapeau.....	Vehicle.....	$\frac{1}{2}$	6	12 do.....	40 00
Notre Dame du Lac and St. Eusèbe de Cabano.....	J. F. Audet.....	Optional.....	7 $\frac{1}{2}$	1	12 do.....	80 00
Notre Dame du Lac and St. Gerard de Montarville.....	B. Grenier.....	do.....	37	2	12 do.....	240 00
Notre Dame du Portage and Railway Station.....	G. St. Pierre.....	Vehicle.....	7	6	10 do.....	200 00
do.....	A. Nadeau.....	do.....	7	6	2 do.....	23 16
Old Lake Road and Railway Station.....	P. Caron.....	On foot.....	$\frac{1}{2}$	6	12 do.....	25 00
Ormstown and Railway Station.....	T. H. Paling.....	Vehicle.....	$\frac{1}{2}$	12	12 do.....	49 00
Otter Lake and Shawville.....	C. R. Morrison.....	do.....	24	3	12 do.....	275 00
Otter Lake and Thornby.....	J. Hill.....	Horse or vehicle.....	7	2	12 do.....	87 00
Painchaud and Somerset.....	T. Dubois.....	Optional.....	4	3	6 do.....	17 50
do.....	J. O. Huard.....	do.....	4	3	6 do.....	37 50
Papineauville and St. Amédée.....	R. Robinson, jun.....	Horse or vehicle.....	7 $\frac{1}{2}$	2	12 do.....	52 00
Paquette and St. Malo.....	C. Breault.....	do.....	8	2	3 do.....	20 00
Paspébiac and Percé.....	W. Ramier.....	Vehicle.....	67	6	2 do.....	439 69
do.....	do.....	do.....	67	6	3 do.....	650 00
Paspébiac and Wharf.....	P. D. Loisel.....	Optional.....	$\frac{3}{4}$	As req'd.....	Season, 1887.....	55 50
Pauline and St. Césaire.....	A. Garceau.....	Vehicle.....	5	2	12 months.....	60 00
Percé and Wharf.....	J. E. Tuzo.....	Optional.....	2	2	Season, 1887.....	56 50
Pierreville and St. Elphège.....	A. Parent.....	Horse or vehicle.....	7	6	3 months.....	50 00
do.....	J. Boivin.....	do.....	7	6	9 do.....	142 50
Philipsburg and St. Armand Railway Station.....	E. Best.....	Vehicle.....	2	12	12 do.....	245 00
Pointe au Chêne and Railway Station.....	T. Mathews.....	do.....	33 yds.....	12	12 do.....	30 00
Pointe aux Orignaux and Rivière Ouelle.....	J. B. Hudon.....	Horse or vehicle.....	2 $\frac{1}{2}$	6	12 do.....	50 00
Pointe aux Trembles and Quebec.....	F. Voyer.....	Vehicle.....	22	6	12 do.....	598 00
Pointe aux Trembles and Rivière des Prairies.....	F. Roy.....	do.....	6	6	12 do.....	150 00
Pointe Bloue and Roberval.....	J. Launier.....	Horse or vehicle.....	5	3	9 do.....	48 75
do.....	L. E. Oris.....	do.....	5	3	9 do.....	21 25
Pointe Claire and Railway Station.....	F. Lanthier.....	Vehicle.....	1	6	12 do.....	38 61
Pointe du Lac and Railway Station.....	A. Biron.....	Optional.....	1	12	12 do.....	80 00
Pointe Gatineau and Railway Station.....	J. O'Hagan.....	do.....	1 $\frac{1}{2}$	12	3 do.....	20 94
do.....	M. Cousineau.....	do.....	1 $\frac{1}{2}$	12	2 do.....	20 92
do.....	T. Gagnon.....	do.....	1 $\frac{1}{2}$	12	6 do.....	60 00

	<i>T. Peltier</i>	Horse or vehicle.	<i>5 1/2</i>	<i>3</i>	<i>3</i>	<i>do</i>	<i>(to June 30, 1887)</i>	<i>20 00</i>
<i>Pointe Stêche and Ste. Héloène</i>	A. Desjardins.....	do	11	3	9	do	from	90 00
<i>Pointe Sâche and St. Paschal</i>	A. Lafrenière.....	Optional	1	12	12	do	do	50 00
<i>Pont de Maskinongé and Railway Station</i>	E. Chapdelaine.....	Vehicle	5	6	12	do	do	240 00
<i>Pont Rouge and Railway Station</i>	A. Bussière.....	Foot or Vehicle	3	12	12	do	do	100 00
<i>Pont Viati and Sault au Récollet</i>	T. Belanger.....	Optional	3	6	12	do	do	48 00
<i>Portage du Fort and Railway Station</i>	D. M. Rattray.....	Vehicle	7	18	12	do	do	312 00
<i>Port Daniel and Wharf</i>	J. Lawrence.....	Optional	1	As req'd	Season, 1887	do	do	66 00
<i>Port Lewis and St. Antecet</i>	S. Dupuis.....	Vehicle	5	3	12	do	do	74 00
<i>Portneuf and Railway Station</i>	E. Marcotte.....	Horse or vehicle	1	12	12	do	do	100 00
Quebec Division.....						Special trips (interruption of rail- way service)		624 02
Quebec and Railway Station.....	C. Hough.....	Vehicle	1	12 & 24	12 months	do	do	1,116 36
Quebec, St. François and St. Jean d'Orléans.....	A. Maranda.....	Boat or vehicle	27	6	12	do	do	495 00
Quebec and St. John Suburb.....	M. Martel.....	Optional	2	30	12	do	do	315 00
Quebec and St. Sanyeur de Québec.....	J. L. Saucier.....	do	11	31	12	do	do	646 36
Quebec and St. Tite des Caps.....	J. Tremblay.....	do	33	6	12	do	do	1,140 00
Quebec and Spencer Cove.....	A. Flanagan.....	do	5	12	12	do	do	220 00
Quebec and Wharf.....	C. Hough.....	do	3	24	12	do	do	733 32
do	do	do	1	12	Season, 1887	do	do	120 00
do	J. Chanbesten.....	do	17	2	12 months	do	do	145 00
Quebec and Stoneham.....	J. Corrigan.....	do	1	12	do	do	do	40 00
Quinville and Templeton.....	J. Gahagan.....	Horse or vehicle	6	12	5	do	(from Nov. 1, 1887)	31 25
Quyon and Railway Station.....	W. Richardson.....	Optional	1	12	5	do	do	11 25
Radford and Shawville.....	J. Dale.....	do	3	3	3	do	(to June 30, 1887)	37 50
do	J. A. Armstrong.....	do	3	3	9	do	do	40 00
Randboro' and Sawyerville.....	L. Munn.....	Vehicle	2	6	12	do	do	350 00
Rapides des Joachims and Rowanton.....	A. McDougall.....	Horse	20	3	12	do	do	199 00
Rawdon and St. Liguori.....	P. O. Morin.....	Vehicle	9	6	12	do	do	30 00
Reedham and Robertson Station.....	J. Savage.....	Horse or vehicle	4	1	12	do	do	80 00
Repentigny and St. Paul l'Ermitte.....	A. Perreault.....	Optional	2	6	12	do	do	30 00
Ricards and St. Herménégilde.....	L. Letourneau.....	do	1	2	12	do	(to Sept. 30, 1887)	187 50
Richmond East and Sydenham Place.....	D. Gregoire.....	Vehicle	15	6	6	do	do	187 50
do	J. Gregoire.....	do	15	6	6	do	do	84 00
Rigaud and St. Rétempteur.....	B. Lalonde.....	do	6	3	12	do	do	134 63
Rimouski and Railway Station.....	L. Lavoie.....	Optional	9	12	12	do	do	50 00
Rimouski and Ste. Blainde.....	B. Premont.....	do	9	1	12	do	do	300 00
Ripon and Thurso Railway Station.....	M. St. Pierre.....	Horse or vehicle	18	6	12	do	do	78 00
Rivière à L'Ours and Tremblay.....	J. B. Gaudin.....	Vehicle	18	1	12	do	do	20 00
Rivière à Pierre and Railway Station.....	F. St. Onge.....	do	120 yds	12	12	do	do	52 00
Rivière aux Pins and St. Gabriel Station.....	F. Armstrong.....	do	6	2	12	do	do	60 00
River David and Railway Station.....	O. Houde.....	Optional	3	12	12	do	do	3,000 00
Rivière du Loup and Edmundston.....	J. Turner.....	Vehicle	79	6	12	do	do	761 28
Rivière du Loup and Railway Station.....	M. L. Marchand.....	do	11	48	12	do	do	60 00
Rivière du Loup and Wharf.....	L. T. Pinyer.....	do	2	As req'd	Season, 1887	do	do	140 00
River Gilbert and River Gilbert Gold Mines.....	J. T. Lachance.....	Optional	3	6	12 months	do	do	20 00
Rivière Noire and Railway Station.....	A. E. Beauchemin.....	On foot.....	10 yds.	12	12	do	do	

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Rivière Noire and St. Valère de Rulstrode.....	A. E. Beauchemin.....	Vehicle.....	4½	6	12 months.....	160 00
Rivière Ouelle and Railway Station.....	J. Anctil.....	do.....	5	12	do (to June 30, 1887).....	35 00
do.....	N. Anctil.....	do.....	5	12	do from do.....	150 00
Rivière Ste. Marguerite and Tadoussac.....	L. Dechères.....	do.....	21	1	do.....	130 00
Rivière Trois Pistoles and Railway Station.....	J. G. Seton.....	do.....	240 yds.	12	do.....	40 00
Robertson Station and Railway Station.....	A. Talbot.....	Optional.....	60 yds.	12	do (to Sept. 30, 1887).....	10 00
do.....	do.....	do.....	60 yds.	12	do from do.....	12 50
Roberval and St. Prime.....	G. Laberge.....	Vehicle.....	10	6	do (to June 30, 1887).....	60 00
do.....	S. Maurice.....	do.....	10	6	do from do.....	170 00
do.....	P. Dunsmore.....	do.....	1	12	do (to Sept. 30, 1887).....	30 00
do.....	L. Pope.....	do.....	3	12	do from do.....	30 00
Rock Forest and Suffield.....	S. Simpson.....	do.....	13	3	do.....	52 00
Rougemont and Railway Station.....	J. Bachelard.....	do.....	1	12	do.....	52 00
Roxton Pond and South Roxton.....	A. Naiser.....	do.....	3½	6	do.....	90 00
Russeltown and Vicars.....	C. Struthers.....	Optional.....	2	6	do.....	60 00
St. Adélaïde de Pahos and Wharf.....	R. Manger.....	do.....	3	As req.	Season, 1887.....	56 00
St. Adèle and Ste. Agathe.....	R. Charbonneau.....	Vehicle.....	12	6	12 months.....	230 00
St. Adèle and St. Jérôme.....	E. Beauchamp.....	do.....	17	6	do.....	450 00
St. Adrien and Wotton.....	F. X. Charland.....	do.....	8	3	do.....	30 00
St. Agapit and Railway Station.....	J. Paquet.....	Optional.....	2	12	do.....	75 00
St. Agathe and St. Jovite.....	I. Robert.....	Vehicle.....	19	3	do.....	470 00
St. Agnès de Dundee and Railway Station.....	T. Rowley.....	Foot or vehicle.....	1	6	do.....	48 00
St. Aimé and St. Hyacinthe.....	P. Mathieu.....	Vehicle.....	23	6	do.....	500 00
St. Aimé and Yamaska.....	H. Salvas.....	do.....	6½	6	do.....	135 00
St. Alban and Railway Station.....	A. Frechette.....	do.....	5	6	do.....	104 00
St. Alexandre de Kamouraska and Railway Station.....	G. Brochu.....	do.....	400 yds.	12	do (to Sept. 30, 1887).....	20 00
do.....	R. Footh.....	do.....	400 yds.	12	do from do.....	20 00
St. Alexandre d'Iberville and Railway Station.....	E. Trépanier.....	do.....	1	12	do.....	45 00
do.....	D. Gagnon.....	do.....	1	12	do from do.....	18 00
St. Alexandre and St. Eléuthère.....	A. Gagné.....	Optional.....	24	1	do.....	96 00
St. Alexandre Station and Railway Station.....	E. Trépanier.....	do.....	2	12	do (to Dec. 31, 1887).....	9 00
St. Alexis des Monts and St. Paulin.....	J. B. Drolet.....	Vehicle.....	10	3	do.....	175 00
St. Alphonse and Ste. Beatrix.....	E. Riopel.....	Optional.....	4	3	do (from Oct. 1, 1887).....	31 50
St. Alphonse and St. Côme.....	A. Labine.....	do.....	12	2	do.....	112 00

St. Anaclet and Railway Station	O. Couture,	do	2 1/2	6 12	do	50 00
St. André and Railway Station	E. Michaud,	do	4 1/2	8 12	do	200 00
St. Angèle de Laval and Railway Station	M. B. Désilets,	do	4 1/2	12 12	do	24 00
St. Angèle de Monnoir and Railway Station	B. Loisele,	do	6	12 12	do	48 00
St. Anne de Bellevue and Railway Station	A. St. Denis	do	1	6 2	do	7 50
St. Anne de la Pérade and Railway Station	J. U. Marcotte	Foot or vehicle.	7	12 12	do	105 00
St. Anne de la Pérade and St. Prosper	J. A. Fignon	Vehicle	7	6 6	do	79 00
do	J. Cassette	do	7	6 6	do	54 00
St. Anne de la Pocatière and Railway Station	J. O. Onellet,	Optional.	1	12 12	do	120 00
do	do	do	1	12 12	do	35 00
St. Anne de la Pocatière and St. Onésime	C. Dubé	do	1	6 3	do	59 00
St. Anne des Plaines and Railway Station	D. D. Gaudette,	do	6	3 12	do	32 00
St. Anne de Sorel and Sorel	E. Latraverse	do	1 1/2	12 12	do	32 00
St. Anicet and Whirès Station	E. Choquette	Vehicle	10	6 12	do	75 00
St. Anselme and Railway Station	F. Lamontagne,	do	3	6 12	do	241 00
St. Anselme and St. Claire	do	do	1	12 10	do	71 43
St. Antoine and St. Apollinaire	J. H. Lambert	do	7	6 12	do	175 00
St. Antoine and St. Denis	A. Lacroix	do	5	3 12	do	75 00
St. Arsène and Viger	O. Gagnon	Horse or vehicle.	1	6 12	do	70 00
St. Athanas and Railway Station	P. Savaria	On foot.	6	6 12	do	150 00
St. Aubert and Railway Station	C. Dubé	Optional.	1 1/2	24 12	do	100 00
St. Aubert and St. Pamphile	A. Levey	Vehicle	3 1/2	6 12	do	59 00
St. Augustin and Railway Station	H. Rochon	do	3 1/2	2 12	do	180 00
St. Augustin Railway Station and Ste. Montque	D. Leonard	do	1 1/2	6 12	do	56 00
St. Barbe and St. Stanislas de Kostka	N. Lemieux	do	2	6 12	do	78 00
St. Barnabé and St. Elle	E. Lacerte	do	4 1/2	2 12	do	45 00
St. Barnabé and Yamachiche	F. Menanson	do	9	6 12	do	159 00
St. Barthélemi and Railway Station	J. B. Joinville	do	12	6 12	do	193 00
St. Bazile and Railway Station	P. Piquet	do	1 1/2	12 12	do	90 00
St. Bazile le Grand and Railway Station	E. Lalumière	Optional.	2 1/2	6 12	do	80 00
St. Basile Station and Railway Station	C. A. Delage	do	2 1/2	6 12	do	40 00
St. Béatrix and Ste. Mélanie	N. Ladouceur	Vehicle	1 1/2	6 12	do	12 00
St. Brigitte and Railway Station	J. Donnelly	do	9	2 6	do	37 50
St. Brigitte des Saults and Ste. Monique	H. St. Pierre	Horse or vehicle.	3	6 12	do	110 00
St. Bruno and Ste. Julie de Verchères	A. Hébert	do	13	3 12	do	150 00
St. Bruno and St. Paschal	P. Coté	do	7	6 12	do	140 00
St. Camille and Sherbrooke	O. Manseau	Optional.	5	1 12	do	50 00
do	Z. Manseau	Horse or vehicle.	26	1 3	do	37 50
do	L. Martin	do	26	1 9	do	57 75
St. Casimir and Railway Station	A. Pepin	Vehicle	4 1/2	12 12	do	216 00
St. Casimir and St. Ubalde	J. Soular	Horse or vehicle.	11	3 6	do	47 50
do	P. Julien	do	11	3 6	do	72 00
St. Catherine and Railway Station	C. E. Houde	Optional.	1	6 12	do	70 00
St. Césaire and Railway Station	F. Garceau	do	1 1/2	6 12	do	60 00
St. Charles and Railway Station	E. Bilodeau	do	1 1/2	12 12	do	50 00
St. Charles and St. Marc	H. Desjardins	do	1	6 12	do	25 00
St. Charles and St. Marie	P. Turgeon	Boat or vehicle.	1 1/2	7 12	do	60 00
St. Claire and St. Malachie	H. Aubert	Vehicle	10	6 12	do	190 00
St. Clément and St. Eloi	P. Lavigne	Horse or vehicle.	12	3 12	do	98 00
St. Clothilde and Victoriaville	do	Vehicle	18	6 12	do	214 00

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
St. Columbin and Ste Scholastique	M. Pichan	Vehicle	9	6	12 months	300 00
St. Constant and Railway Station	O. Robert	Optional	1 ¹ / ₂	12	do	24 48
Ste. Cunegonde and Railway Station	G. N. Ducharme	do	1	24	do (from Jan. 1, 1888)	75 00
Ste. Cunegonde and St. Henri de Montréal	do	Vehicle	3	12	do (to Dec. 31, 1887)	25 00
St. Cuthbert and Railway Station	D. Langevin	do	3	6	do 23 dys. (from Jan. 9, 88)	15 73
St. Cuthbert Station and Railway Station	J. Marchand	Optional	360 yds.	12	do	12 00
St. Cyr and Richmond Station	R. E. Dyson	do	6 ¹ / ₂	1	do	50 00
St. Damase and St. Hyacinthe	J. Vigneux	do	7 ¹ / ₂	6	do	230 00
St. Damase de Rimouski and Railway Station	A. Langlois	do	7	3	do	80 00
St. Damien de Brandon and St. Gabriel de Brandon	L. Peltier	do	6	4	do	150 00
St. Denis and Railway Station	S. Dionne	do	1	12	do	140 00
St. Didace and St. Norbert	E. Lauzon	do	16 ¹ / ₂	6	do	400 00
St. Dominique and St. Hyacinthe	J. Vigneux	Vehicle	7	3	do	200 00
St. Dominique des Cèdres and Railway Station	S. Trotter	Optional	2	6	do	36 00
St. Donat de Montcalm and St. Théodore de Chertsey	W. Aubin	do	27	1	do (to June 30, 1887)	43 75
do	do	do	27	9	do from do	101 25
St. Edouard and St. Michel	F. Goupat	do	4 ¹ / ₂	6	do	118 00
St. Eloi and Railway Station	P. Langelier	Vehicle	3	6	do	100 00
St. Ephrem d'Upton and Ste. Hélène de Bagot	N. Billette	do	7	6	do	145 00
St. Etienne du Saguenay and Tadoussac	H. P. Blair	Boat or vehicle	10	2	do	234 00
Ste. Eulalie and Railway Station	E. Prince	Optional	4	6	do	80 00
St. Eustache and Railway Station	J. M. Goulet	do	360 yds.	6	do	45 00
St. Eustache and St. Joseph du Lac	J. B. Saurin	Horse or vehicle	11	3	do	150 00
St. Evariste de Forsyth and Railway Station	F. St. Pierre	Vehicle	26	4	do (to Dec. 31, 1887)	52 72
St. Evariste de Forsyth and St. Honoré	R. Bellegarde	Horse or vehicle	7	9	do from do	25 00
do	do	do	7	6	do from do	36 75
St. Fabien and Railway Station	J. D'Anjou	Optional	1	12	do from do	12 00
do	do	do	1	3	do	120 00
St. Famille and St. Pierre d'Orléans	A. Maranda	Horse or vehicle	8	3	do (to June 30, 1887)	32 00
St. Félicien and St. Prime	T. Bouchard	do	9	3	do from do	88 50
do	P. Rousseau	do	9	3	do	60 00
St. Félicien and Ticonabe	O. Perrault	do	5	2	do	60 00
St. Félix de Valois and Railway Station	S. Tessier	Vehicle	13	6	do	480 00
St. Félix de Valois and St. Jean de Matha	E. Lessard	do	8	6	do (to June 30, 1887)	44 10
do	do	do	8	6	do from do	150 00

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
St. John's and St. Luc.	M. Marsan.....	Optional.....	6	3	12 months.....	80 00
St. John's and Sabrevois.....	A. M. White.....	do.....	8 ¹ / ₂	3	do.....	108 00
St. Joseph de Sorel.....	A. Bouvier.....	do.....	11	6	do.....	48 00
St. Louise and Railway Station.....	A. Ancil.....	do.....	1 ¹ / ₂	12	do.....	50 00
St. Luce and Railway Station.....	M. Gagnon.....	Horse or vehicle.....	2	12	9 do.....	112 50
do	L. St. Laurent.....	do.....	2	12	3 do.....	28 18
St. Madeleine and Railway Station.....	J. Rainville.....	Optional.....	1 ¹ / ₂	12	12 do.....	24 00
St. Malachie and Standon.....	C. Lantagne.....	Vehicle.....	13	6	9 do.....	145 50
do	N. Hébert.....	do.....	13	6	3 do.....	44 00
St. Marie de Monnoir and Railway Station.....	M. Bessette.....	Optional.....	1 ¹ / ₂	12	12 do.....	49 00
St. Marie and Vaudreuil.....	D. Rochon.....	Vehicle.....	15	6	12 do.....	540 00
St. Martine and Railway Station.....	G. Marchand.....	do.....	3	12	do.....	70 00
St. Martin Railway Station and St. Urbain.....	Z. Bergevin.....	do.....	4 ¹ / ₂	6	12 do.....	130 00
St. Mathias and Village Richelieu.....	O. Darche.....	do.....	3 ¹ / ₂	6	12 do.....	140 00
St. Mathieu and St. Simon.....	T. Levesque.....	Optional.....	6	3	12 do.....	44 00
St. Noise and Railway Station.....	J. Smith.....	Horse or vehicle.....	6	3	12 do.....	90 00
St. Noise Station and Railway Station.....	J. Vaillencourt.....	Optional.....	60 yds.	12	10 do.....	20 00
St. Narcisse and Railway Station.....	F. Nobert.....	Vehicle.....	19	6	12 do.....	440 00
St. Norbert and Railway Station.....	S. Carpentier.....	do.....	9	6	12 do.....	290 00
St. Ours and St. Roch de Richelieu.....	J. B. Paquette.....	do.....	7	6	12 do.....	20 00
St. Facôme and Railway Station.....	A. Hudon.....	Optional.....	11	12	12 do.....	112 00
St. Patrick and Railway Station.....	T. C. Picard.....	Vehicle.....	4	12	3 do.....	138 50
do	do.....	Optional.....			Special service.....	60 00
St. Paul du Buton and St. Pierre, Montmagny.....	A. Cloutier.....	Vehicle.....	17	3	12 months.....	100 00
St. Paul's Bay and St. Tite des Caps.....	F. Bouchard.....	do.....	26	6	12 do.....	1,248 00
St. Paul's Bay and St. Urbain.....	M. Gauthier.....	Horse or vehicle.....	9	3	5 do.....	65 00
St. Paul's Bay and Wharf.....	C. Bouchard.....	Vehicle.....	3	As req'd.	Season 1887.....	300 00
St. Philippe de Laprairie and Railway Station.....	F. C. Larose.....	On foot.....	1 ¹ / ₂	12	1 month (from March 1, 1888).....	3 91
St. Philippe de Nery and Railway Station.....	F. Deschêné.....	Vehicle.....	9	6	12 do.....	40 00
St. Philippe Railway Station and Stonefield.....	J. Fletcher.....	do.....	2 ¹ / ₂	6	12 do.....	280 00
St. Philomène and Railway Station.....	J. B. D'Amour.....	do.....	2	12	12 do.....	145 00
St. Pie and Railway Station.....	M. Drolette.....	Optional.....	12	12	do.....	38 00
St. Pierre les Becquets and Ste. Sophie de Lévrard.....	D. Fournier.....	do.....	2	3	12 do.....	125 00
St. Pierre Montmagny and Railway Station.....	N. Gamson.....	do.....	12	12	12 do.....	80 00
St. Placide and Ste. Scholastique.....	A. Gratton.....	do.....	13 ¹ / ₂	6	12 do.....	300 00

St. Polycarpe and Railway Station	F. Lavergne	Vehicle	12	12	do	52 00
do	L. Daoust	do	6	5	do	75 00
St. Polycarpe and St. Téléphone	F. Lavergne	do	5	7	do	105 00
do	P. Gauthier	do	6	12	do	72 00
St. Raphaël and Railway Station	P. A. H. Pelletier	do	12	12	do	40 00
St. Raymond and Railway Station	J. Isaac	Optional	2	12	do	60 00
St. Régnis and Cornwall	N. Champagne	Vehicle	6	12	do	396 00
St. Rémi de Tingwick and Warwick	L. Poirier	do	2	12	do	100 00
St. Robert and Railway Station	A. E. Léonard	do	12	12	do	72 00
St. Rose and Railway Station	L. Tanguay	Horse or vehicle	2	12	do	50 00
St. Samuel de Gayhurst and Valletort	J. L. Saucer	Optional	24	12	do	196 00
St. Sauveur de Quebec and Street Letter Boxes	J. Sauche	Vehicle	12	9	do	30 00
St. Scholastique and Railway Station	A. Fortier	do	12	3	do	10 00
do	A. T. Hunter	Horse or vehicle	2	12	do	48 00
St. Sébastien and Venice	J. B. Martin	Optional	1	12	do	48 00
St. Simon and Railway Station	C. Levesque	do	12	12	do	48 00
St. Sophie de Lacorne and Railway Station	E. Cardinal	Vehicle	6	12	do	250 00
St. Stanislas de Kosika and Valleyfield	J. B. Magnan	Horse or vehicle	3	6	do	72 50
St. Thécle and St. Tit	F. Konte	do	9	3	do	35 00
do	L. N. Handfield	Vehicle	3	12	do	78 00
St. Théodose and Verrières	F. Boisment	do	24	12	do	80 00
St. Therèse and Railway Station	G. Lahaye	do	6	12	do	139 00
St. Tite and Railway Station	A. Hétier	Optional	3	6	do	72 00
St. Valentin and Stottville	A. Bélanger	Horse or vehicle	3	12	do	96 00
St. Valier and Railway Station	H. Paulius	Vehicle	9	3	do	140 00
St. Victoire and Sorel	C. E. Germain	do	1	12	do	6 66
do	J. Vallière, jun	do	1	2	do	32 06
do	D. Wilson	Horse or vehicle	5	6	do	11 95
Sacré-Cœur de Marie and Railway Station	H. T. Lamblin	Foot or vehicle	6	9	do	85 74
Sand Point and Shawville	H. Boulay	On foot	6	7	do	182 58
Savage's Mills and Railway Station	G. Garon	Optional	12	10	do	48 00
Sayabec and Railway Station	R. B. Scott	do	12	12	do	18 00
Scott Junction and Railway Station	J. B. Brousseau	Vehicle	6	4	do	42 44
Scotstown and Railway Station	J. B. Lapolice	do	6	3	do	40 00
Scotstown and West Ditton	W. McGuire	Optional	6	8	do	60 00
Scotstown, La Patrie and West Ditton	A. Potvin	do	6	4	do	110 00
Shawenegan and Trois Pistoles	R. A. Biron	do	6	3	do	390 00
Shawville and Railway Station	J. J. Foss	do	12	5	do	31 25
Shelfington and West Shefford Railway Station	M. Biron	Vehicle	6	12	do	90 00
Sherbrooke and Post Office, Exhibition Building	R. A. Biron	do	36	2	Special trips	4 00
Sherbrooke and Railway Station	J. J. Foss	do	36	10	do	25 00
do	M. Biron	Vehicle	36	2	do	145 83
Sherbrooke and Stoke Centre	R. A. Biron	do	18	7	do	194 00
Sherbrooke, Sherbrooke East and Street Letter Boxes	B. Vautrin	do	6	12	do	350 00
Sherrington and Railway Station	J. Brown	Optional	6	12	do	100 00
Sillery Cove and Spencer Cove	C. Levier	do	6	6	do	21 00
do	W. T. Knight	do	6	6	do	21 00
Smith's Mills and Railway Station	P. Lavalie	Vehicle	12	12	do	16 00
Sorel and Railway Station	P. Lavalie	Vehicle	12	12	do	120 00

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
South Durham and Valcourt.....	T. A. Fee.....	Vehicle.....	15	3	12 months.....	187 20
South Ham and Railway Station.....	A. Vallée.....	do.....	9½	6	12 do.....	300 00
South Quebec and Railway Station.....	J. Ritchie.....	do.....	200 yds.	36	12 do.....	160 00
South Stakely and Railway Station.....	L. H. Knowlton.....	do.....	1	6	12 do.....	26 00
Spring Hill and Railway Station.....	M. McLean.....	Optional.....	1	12	12 do.....	40 00
Spring Hill and Stornoway.....	P. Legendre.....	Vehicle.....	9	6	(to June 30, 1887).....	78 25
do.....	E. Belanger.....	do.....	9	6	from do.....	225 00
Stanbridge East and Stanbridge Ridge.....	A. J. Mansfield, Ex.....	Optional.....	3	2	2 do.....	10 00
Stanford and Railway Station.....	P. Nadeau.....	do.....	240 yds.	12	9 do.....	18 75
Stanstead Junction and Railway Station.....	J. T. Jenkins.....	do.....	60 yds.	12	6 do.....	15 00
Staynerville and Railway Station.....	J. M. Dorion.....	do.....	240 yds.	12	12 do.....	12 00
Stoneham and Tewkesbury.....	X. Deschamps.....	Horse or vehicle.....	13	2	12 do.....	50 00
Stornoway and Tolsta.....	A. Morrison.....	Optional.....	4	2	3 do.....	40 00
Suffield and Railway Station.....	P. Fitzpatrick.....	On foot.....	1	6	12 do.....	20 00
Sutton and Railway Station.....	F. Jenne.....	Optional.....	10	12	12 do.....	44 00
Sutton Junction and Railway Station.....	A. W. Westover.....	do.....	11	12	12 do.....	30 00
Sweetsbury and Railway Station.....	G. T. Batchelder.....	Vehicle.....	11	12	12 do.....	64 00
Tadousac and Wharf.....	P. Marquis.....	Optional.....	1	As req.	Season, 1887.....	43 20
Terbonne and Railway Station.....	E. Brière.....	do.....	1	6	12 months.....	80 00
Therford Mines and Railway Station.....	S. Blondeau.....	On foot.....	150 yds.	12	12 do.....	30 00
Three Rivers and Railway Station.....	H. C. Godin.....	Vehicle.....	14	37	8 do.....	352 90
do.....	do.....	do.....	14	31	18 dys. from do.....	122 96
Three Rivers Division.....					Special trips; snow blockade on railway.....	7 50
Three Rivers and Street Letter Boxes.....	J. P. Marineau.....	Vehicle.....	2	18	12 months.....	300 00
Three Rivers and Valmont.....	H. Sigman.....	do.....	15	3	12 do.....	160 00
Trahan's Mills and Weedon Station.....	F. Pichot.....	Horse or vehicle.....	1	12	6 do.....	25 00
do.....	A. Trahan.....	do.....	1	12	3 do.....	12 50
do.....	do.....	do.....	1	12	3 do.....	18 75
Tring Station and Railway Station.....	E. Vallée.....	On foot.....	10 yds.	12	12 do.....	40 00
Trois Pistoles and Railway Station.....	T. P. Pelletier.....	Optional.....	1	12	12 do.....	40 00
do.....	do.....	do.....	1	12	3 do.....	10 56
Trois Saumons and Railway Station.....	B. Gaumond.....	do.....	2	6	3 do.....	14 00

REPORT No 2, B--Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.
 CONVEYANCE OF MAILS BY SEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Dis- tance in Miles.	No. of Trips per Week.	Period.	Amount.
Bagotville, Chicoutimi and Quebec.....	Richelieu and Ontario Navigation Co	235	As required.	Season, 1887.....	\$ 4,500 00
Carillon and Lachine.....	Ottawa River Navigation Co.....	44	6	do	534 60
Caughnawaga and Lachine.....	J. Delisle.....	13	12	12 months	314 00
Esquimaux Point and Rimouski.....	Fraser & Holliday	286	Fortnightly.	Season, 1887.....	2,500 00
Gaspé Basin and North Shore of River St. Lawrence.....	E. Adams	356	do ...	do	1,050 00
Georgeville and Knowlton Landing.....	J. B. Futvoye.....	3	6	Part of season, 1887.....	50 50
do	D. A. Bullock.....	3	6	Balance of do (see land service)	20 00
Laprairie and Montreal.....	Richelieu and Ontario Navigation Co	9	6	Season, 1887.....	200 00
Lévis and Quebec.....	Quebec and Lévis Ferry Co.....	1	24	12 months	416 64
do	do	1	12	12 do	180 00
Louides du Blanc Sablon and Natashquan.....	A. E. Joncas	260	.....	3 trips.....	90 00
Magdalen Islands, &c., and Pictou, N.S.....	J. Holliday	180, 405	3 & 1 per mo.	(In addition to subsidy).....	3,450 00
Montreal and Quebec.....	Richelieu and Ontario Navigation Co	180	6	Season, 1887.....	1,200 00
Rimouski Wharf and Ocean Steamers.....	Intercolonial Railway.....	.....	As required.	do	6,533 33
Canada and China.....	Canadian Pacific Railway and Steamship Co .....	.....	.....	Special service.....	45 37
				Total.....	\$21,081 44

J. C. STEWART,
 Financial Comptroller.

W. H. SMITHSON,
 Accountant.

REPORT No. 2, B—Continued.
DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1888.
CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
				\$ cts.
Boston and Maine Railway (Passumpsic Division)	35	12	12 months (to March 31, 1888)	1,978 20
Canada Atlantic Railway (main line within Quebec)	53	6	12 do (to May 31, 1888)	1,093 92
Canada Atlantic Railway (Montreal Inspector's Division)	20	6	12 do (to March 31, 1888)	315 52
Canadian Pacific Railway (within Quebec)	362	With varying frequency over different sections of the line	6 do (to Sept. 30, 1887)	11,829 53
do	725	do	6 do (to March 31, 1888)	17,670 85
*Canadian Pacific Railway (within Quebec)	107	6 and 12	12 do	6,527 84
Central Vermont Railway	405½	With such frequency as may be required by the Post Office from the trains run...	12 do	64,880 00
Grand Trunk Railway (main line within Quebec)	54	12	12 do	2,641 89
Grand Trunk Railway (Montreal Inspector's Division)	8	12	12 do	4,560 00
Grand Trunk Railway (within Quebec)	303	6	Special trips with British mails	141 12
Great Northern Railway	69	6	12 months (to March 31, 1888)	39,390 00
Intercolonial Railway (within Quebec)	48	6	do	3,113 28
International Railway	68	12	do	21 24
Montreal and Sorel Railway	43	6	(to Dec. 31, 1887)	50 94
do	68	6	(to March 31, 1888)	665 48
Pontiac and Pacific Junction Railway	58	6	do	6,950 40
Quebec Central Railway	58	6	do	2,845 82
Quebec and Lake St. John Railway	221	6	do	5,173 01
South-Eastern Railway		6	(to Sept. 30, 1887)	
			Total	\$ 169,849 04

* This includes the service between St. Polycarpe and Smith's Falls.

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT NO. 2, B—*Concluded*—DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Quebec, made within the Year ended 30th June, 1888.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge	Mail bags, labels and repairs, for Post Office Department...	2,788 10
E. S. Montgomery.....	Mail bags, rivet seals, &c. do ...	164 14
E. Chanteloup.....	Brass mail locks and keys for do ...	314 85
G. Bailey.....	Repairing brass mail locks for do ...	128 81
A. Thornton.....	Patent mail locks for do ...	43 25
Smith & Egge Manufactur- ing Company	Mail locks and keys for do ...	19 62
Miller Lock Company.....	do do do ...	12 81
Pritchard & Andrews.....	Mail bag labels for do ...	51 95
P. O'Donoghue.....	Repairing mail bags for Post Office Inspector, Montreal	5 07
T. J. Moore & Co	Mail bag stencil for do Quebec	3 00
P. C. Dupuis, P.M	To pay for repairing and washing mail bags at Ber- simis	10 45
P. O'Donoghue.	Repairing mail bags for Postmaster, Montreal	2,950 76
R. S. Montgomery.....	Mail bags for do do	343 50
E. Chanteloup.....	Brass mail locks for do Quebec	66 25
R. Quintal.....	Repairing mail bags for do St. Remi	2 50
H. S. Hunter	do do Stanstead	2 00
	Total.....	6,907 06

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF NOVA SCOTIA.

REPORT No. 2, C.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Abercrombie and New Glasgow	R. Dunbar	Horse or vehicle.	5	2	12 months	68 00
Acadia Mines and Bass River	J. W. Davison	do	14	3	12 do	197 46
Acadia Mines and Londonderry Station	J. M. Bigry	do	23	24	12 do	210 00
Adington Forks and Keppoch	D. Campbell	Vehicle	7	1	12 do	60 00
Advocate Harbor and Apple River	J. W. Ward	do	10	6	12 do	345 00
Afton and Bayfield	T. W. Taylor	Optional.	2 1/2	6	12 do	97 00
Afton and Bayfield Road Railway Station	M. Connor	do	1	12	12 do	65 00
Afton and Guysboro' Intervale	A. Ghisholm	Vehicle	15	1	12 do	65 00
Albert Bridge and Horn's Road	H. Horn	Optional.	4	1	12 do	20 00
Alderney and Petit de Grat	W. Landry	Horse or vehicle	2	3	12 do	50 00
Alder Point and Little Bras D'Or	S. Plant	do	6	1	12 do	35 00
Alder River and Main Post Road	J. Ghisholm	Optional.	4	12	3 do	3 00
Alton and Railway Station	T. Lindsay	On foot.	75 yds.	6	12 do	20 00
Amherst and Amherst Point	I. B. Stewart	Optional.	4 1/2	3	12 do	67 00
Amherst and Fenwick	W. Pipes	Horse or vehicle.	6	1	12 do	32 00
Amherst and Hastings	E. Chapman	Vehicle	6	1	12 do	40 00
Amherst and Linden	K. Hunter	Horse or vehicle.	20	3	12 do	210 00
Amherst and Little River	D. M. Quigley	do	22 1/2	2	12 do	145 00
Amherst and Railway Station	Mrs. M. Hillson	On foot	4	As req'd.	12 do	401 92
Annapolis and Digby	R. H. Hardwick	Horse or vehicle.	21	6	12 do	396 00
Annapolis and Granville Ferry	H. M. Irvine	Optional.	1	6	9 do	93 75
do	W. H. Weathers-	do				
do	poon	do				
Annapolis and Liverpool	G. & E. Stailing	Vehicle	1	6	3 do	62 50
Annapolis and Perrott Settlement	N. Dargie	Horse or vehicle.	67	6	12 do	2,399 00
Annapolis and Railway Station	A. W. Corbitt	On foot	9	1	12 do	45 00
Annapolis Post Office and Postmaster's residence	do	do	8	12	12 do	112 00
Annapolis and Saw Mill Creek	B. Harris	Optional.	3 1/2	3	12 months	10 40
Annapolis and Stoddart's	J. Gormley	Horse or vehicle.	31	1	12 do	70 00
Anthony's Line and Scotch Village	S. Cochrane	do	11 r. t.	2	12 do	140 00
Antigonishe and Arisaig	J. Gillis	Vehicle	17	1	3 do	55 00
do	do	do	17	2 & 1	9 do	28 00
do	McDonald & Gillis	do			do	108 75

REPORT No. 2, C--Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Antigonishe and Brophy's.....	H. Dunn.....	Horse or vehicle.	14	2	12 months.....	160 00
Antigonishe and Cloverville.....	J. Thompson.....	do	5	1	12 do	40 00
Antigonishe and Cross Roads Ohio.....	T. McAnis.....	do	13	2	12 do	114 04
Antigonishe and Georgeville.....	R. McDonald.....	Vehicle	44 r. t.	4	12 do	398 00
Antigonishe and Glen Uig, Pleasant Valley.....	do	Horse or vehicle.	7	1	3 do	7 50
Antigonishe and Railway Station.....	W. G. Cunningham	Vehicle	3	12	12 do	95 00
Antigonishe and Sherbrooke.....	M. McGrath.....	do	40	3	12 do	1,119 28
Antigonishe and William's Point.....	D. McDonald.....	do	2 1/2	2	12 do	40 00
Antigonishe Harbor (South Side) and Lower Settlement, South River.....	J. Kiely.....	Horse or vehicle.	4 1/2	2	12 do	100 00
Antrim and Gay's River.....	J. H. Taylor.....	Vehicle	16 r. t.	2	12 do	55 00
Apple River and East Apple River.....	T. H. Copp.....	Optional.....	3	6	5 do	20 83
Arcadia and East Chebogue.....	W. W. Coffin.....	Horse or vehicle.	4	2	12 do	40 00
Ardness and Lismore.....	A. McDonald.....	Optional.....	3	3	12 do	50 00
Ardoise Hill and Newport Station.....	M. Harvey.....	Vehicle	22 r. t.	3	2 do	95 00
Argyle and Argyle Head.....	A. J. Nickerson.....	do	2	3	12 do	40 00
Argyle Sound and Lower Argyle.....	E. Murphy.....	do	3 1/2	1	12 do	19 00
Aricbat and Grandique Ferry.....	F. & D. Fennelly.....	Horse or vehicle.	5	1	Season, 1887.....	50 00
Aricbat and Petit de Grat.....	A. McDonald.....	Vehicle	3	3	12 months.....	50 00
Aricbat and Robins.....	C. LeNoir.....	Optional.....	4	6	12 do	70 00
Aricbat and West Aricbat.....	A. McDonald.....	Horse or vehicle.	3	6	Season, 1887.....	25 00
Ashfield and Whycomagh.....	H. McDonald.....	do	6	1	9 months (from July 1, 1887).....	18 00
Athol and Railway Station.....	E. Donkin.....	Optional.....	1	12	1 do (to April 30, 1887).....	5 41
do do	do	do	1/2	12	11 do from do	68 75
Auburn and Greenwood.....	G. W. Eaton.....	do	6 1/2 r. t.	1	12 do	30 00
Auburn and Railway Station.....	J. M. Smith.....	On foot.	1	12	12 do	43 00
Auld's Cove and Railway Station.....	H. McMullan.....	do	1 1/2	6	12 do	50 00
Avondale Station and Railway Station.....	A. F. Robertson.....	do	1	12	12 do	25 00
Avonport and Avonport Station.....	J. E. Newcomb.....	Optional.....	1 1/2	6	12 do	100 00
Avonport Station and Railway Station.....	do	do	12	12	12 do	30 00
Aylesford and Bridgewater.....	J. Franey.....	Vehicle.....	60	1	3 do	73 68
do do	M. N. Graves.....	do	60	1	9 do from do	168 00
Aylesford and Harmony.....	A. D. Nichols.....	do	20 r. t.	2	12 do	57 00
Aylesford and Norden.....	J. Redgate.....	do	22 r. t.	1	12 do	130 00
Aylesford and Railway Station.....	C. A. Williamson.....	do	1	12	12 do	60 00

	3	9	2	12	do	39
Baccaro and Port La Tour.....	Optional.	do	2	12	do	39 00
Back Meadows and Poplar Hill.....	G. Clark.....	do	2	12	do	40 00
Baddeck and Big Bras d'Or.....	G. Fraser.....	Horse or vehicle.	3	3	(to June 30, 1887)	137 25
do	W. McDonald.....	do	3	9	from do	396 75
Baddeck and Grand Narrows.....	F. H. S. McNeill.....	Vehicle	1	6	(to Sept. 30, 1887)	28 68
do	do	do	1	6	from do	32 86
Baddeck and New Campbellton.....	P. McDonald.....	do	3	3	(to June 30, 1887)	149 25
do	M. D. McInnis.....	do	3	9	from do	299 25
Baddeck and Rear Baddeck Bay.....	J. McKay.....	Horse or vehicle.	1	12	do	48 00
Baddeck and Upper Settlement Baddeck River.....	J. McLeod.....	do	2	9	(to June 30, 1887)	18 50
do	A. L. McLean.....	do	2	9	from do	47 25
do	C. Ingraham.....	do	2	6	(to Sept. 30, 1887)	47 50
do	A. G. Growfus.....	do	2	6	from do	71 50
Baddeck Bay and Plaister Mines.....	H. Fraser.....	Optional.	2	12	do	27 00
Baddeck River, North Branch, and Forks Baddeck.....	M. M. McInnes.....	On foot.....	2	9	(to June 30, 1887)	7 50
do	A. H. Buchanan.....	do	2	9	from do	21 00
do	S. Moore.....	Optional	3 & 2	12	do	160 00
do	A. McLean.....	do	6	3	(to June 30, 1887)	26 25
do	D. McLean.....	do	6	9	from do	93 93
Baker Settlement and Greenfield.....	A. Turner.....	Horse or vehicle.	3 & 1	12	do	126 24
Balmoral Mills and The Falls.....	A. McKay.....	do	1	12	do	40 00
Bank's Broad Cove and Strathorne.....	L. McDougall.....	do	1	12	do	15 00
Barney's River and Marsh.....	G. Campbell.....	do	1	12	do	38 96
Barney's River and Railway Station.....	D. R. McKenzie.....	do	6	5	(to Aug. 31, 1887)	49 58
do	do	do	6	7	from do	78 10
Barrington and Port Clyde.....	O. L. Davison.....	Vehicle.....	6	12	do	260 00
Barrington and Pubnico Beach.....	J. McComisky.....	Horse or vehicle	6	12	do	456 00
Barrington Passage and Cape Sable Island.....	T. Robertson.....	Optional.....	6	12	do	275 00
Barr Settlement and Shubenacadie.....	J. W. Densmore.....	do	1	3	(to June 30, 1887)	17 30
do	do	do	1	9	from do	72 75
Barro's Beach and Big Tracadie.....	B. Boudrot.....	do	3	12	do	50 00
Barro's Corner and Chesley's Corner.....	A. Tretheway.....	Horse or vehicle.	2 & 1	12	do	70 00
Bass' Corner and Mahone Bay.....	I. De Long.....	Vehicle.....	1	12	do	79 00
Barton and Railway Station.....	Wm. Gavel.....	do	12	12	do	115 00
Basin River Inhabitants and Lower River Inhabitants.....	J. A. McCarthy.....	Horse or vehicle.	2	12	do	28 00
Basin River Inhabitants and McNamara's Island.....	E. McNamara.....	Optional.....	2	12	do	45 00
Battery Hill and New Garlock.....	R. McLeod.....	Horse or vehicle.	3	12	do	120 00
Battery Hill and Railway Station.....	P. A. Grant.....	On foot.....	12	12	do	55 00
do	F. H. Matheson.....	do	12	3	(from Jan. 1, 1888)	5 00
Baxter's Harbor and Sheffield Mills.....	W. B. Harris.....	Vehicle.....	1	12	do	43 60
Bay St. Lawrence and Ingonishe.....	A. S. McDonald.....	do	2	6	(to Sept. 30, 1887)	247 50
do	Donald McLeod.....	do	2	6	from do	215 00
do	John McIntosh.....	do	2	12	do	55 00
Bay St. Lawrence and Meat Cove.....	J. H. McClelland.....	Horse or vehicle.	10 & 2	12	do	230 00
Bear River, West Side, and Deep Brook.....	do	do	6, 3 & 2	12	do	160 00
Bear River, West Side, and Digby.....	Colin Grant.....	Optional.....	2 1/2	12	do	15 00
Beaulieu and Black River.....	do	do	6 & 3	12	do	294 48
Beaver Bank and Middle Sackville.....	L. L. Hamilton.....	Horse or vehicle.	13rt			

REPORT No. 2, C—Continued.
DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Beaver Bank and North Beaver Bank.....	Wm. Lively.....	Horse or vehicle.	8	2	3 months (to June 30, 1887).....	23 75
do do.....	do do.....	do do.....	8	2	do do.....	60 00
Beaver Bank and Railway Station.....	D. Hallisay.....	On foot.....	12 yds.	12	do do.....	53 00
Beaver River Corner and Cedar Lake.....	A. Porter.....	Vehicle.....	18 f. t.	1	do do.....	40 00
Bedford Basin and English Corner.....	N. Melvin.....	Horse or vehicle.	97	3	do do.....	154 00
Bedford Basin and Railway Station.....	W. McKenzie.....	On foot.....	100 yds.	42	(to Dec. 31, 1887).....	75 00
do do.....	do do.....	do do.....	100 yds.	42	do do.....	32 50
Beechmont and North-West Arm.....	G. K. Ball.....	Horse or vehicle.	4	2	do do.....	38 00
Belmont and Debert Station.....	C. McDormond.....	do do.....	15 f. t.	2	20 dys.(from July 12, '87).....	74 89
Belmont and Railway Station.....	T. Lindsay.....	Optional.....	1	12	do do.....	120 00
Berwick and Buckley's.....	J. C. Power.....	Horse or vehicle.	22 1/2	2	do do.....	37 25
do do.....	S. C. Parker.....	do do.....	22 1/2	2	do do.....	82 50
Berwick and Morristown.....	E. Nicholas.....	do do.....	14 f. t.	1	do do.....	40 00
Berwick and Railway Station.....	E. C. Foster.....	Vehicle.....	3	6	do do.....	50 00
Berwick Railway Station and Harborville.....	George Collins.....	Horse or vehicle.	11 1/2	2	do do.....	100 00
Berwick Railway Station and Somerset.....	G. W. Kinsman.....	do do.....	2 1/2	4	do do.....	70 00
Big Intervale, Mar-ree and Margaree Forks.....	Thos. Coady.....	do do.....	17	3	do do.....	195 00
Big Island and Merigonishe.....	D. L. McLean.....	do do.....	16	2	do do.....	55 00
Big Lorraine and Sydney.....	R. Martin.....	Optional.....	31	12	do do.....	349 00
Big Marsh and Lower Hollowell Grant.....	J. McGillivray.....	Vehicle.....	3	1	(to July 31, 1887).....	5 00
Big Marsh and Maryvale.....	D. J. McDonald.....	Optional.....	3	1	do do.....	16 00
Big Pond and Rear Ben Eoin.....	A. Gillis.....	Horse or vehicle.	6	1	do do.....	25 00
Big Pond and Salem Road.....	N. A. Munro.....	do do.....	12	2	do do.....	68 00
Big Port Le Bear and Sable River.....	G. Harding.....	Optional.....	12	1	do do.....	90 00
Big Tracadie and Mattie.....	E. Cofy.....	Vehicle.....	8	1	do do.....	30 00
Big Tracadie and Railway Station.....	W. Gerroir.....	On foot.....	100 yds.	12	(from July 1, 1887).....	40 00
Big Tracadie and Upper Big Tracadie.....	E. Cofy.....	do do.....	4	1	do do.....	5 00
Birchtown and Church Over.....	R. E. Bishop.....	Optional.....	4	1	(to June 30, 1887).....	24 00
Bishopville and Hautsport.....	M. Phinney.....	do do.....	6	2	do do.....	60 00
Black Rock and Parsboro'.....	D. Fraser.....	Vehicle.....	6	1	(from July 1, 1887).....	42 00
Blanchard Road and New Glasgow.....	T. O. G. Thomas.....	Vehicle.....	14	2	do do.....	160 00
Blanche and Cape Negro.....	J. Zink.....	Horse or vehicle.	4	4	do do.....	40 00
Blandford and Hubbard's Cove.....	J. Pearl.....	Vehicle.....	17	3	do do.....	280 00
Blandford and Tancook Island.....	E. J. Loomer.....	do do.....	4	1	do do.....	38 00
Blomidon and Canning.....	E. J. Loomer.....	Horse or vehicle.	7 1/2	6	do do.....	199 04

Bloomfield and Main Post Road	do	2	12	do	25 00
Blue Rock and Lunenburg	do	12	12	do	25 00
do	do	1	2	(to May 31, 1887)	6 66
do	do	2	4	(to Sept. 30, 1887)	26 66
do	do	1	6	from do	20 00
Room and Lower Washabuck	do	2	12	do	298 00
Room and Why-ocomagh	do	2	12	do	51 00
Boulardie and Little Bras d'Or	Vehicle	2	12	do	289 00
Boulardie and Point Clear	do	3	12	do	76 36
Boylston and Pirate Harbor	do	3	12	do	395 00
Brazil Lake and Railway Station	do	6	12	do	20 00
Brenton and South Ohio	Optional	1	12	do	20 00
Bridgetown and Granville Ferry	Vehicle	3	12	do	194 00
Bridgetown and Granville Ferry (via Chutes Cove)	do	1	3	(to June 30, 1887)	47 00
Bridgetown and Lawrencetown	do	2	12	do	75 00
Bridgetown and Middleton	do	2	12	do	147 00
Bridgetown and Parker's Cove	do	2	12	do	112 11
Bridgetown and Railway Station	do	2	12	(from July 1, 1887)	100 00
Bridgetown and Halifax	do	6	3	(to June 30, 1887)	1,137 50
do	do	9	9	from do	3,412 50
Bridgewater and Lawrencetown	do	2	12	do	396 00
Bridgewater and Lunenburg	do	3	3 months	(to June 30, 1887)	2 00
Bridgewater and Mill Village	do	3	9	from do	99 75
do	do	1	12	do	352 50
Bridgewater and New Canada	do	3	12	do	70 00
Bridgewater and Pleasant River	do	3	12	do	239 00
Bridgewater and Shelburne	do	6	12	do	4,840 40
Brighton and Railway Station	do	12	12	do	150 00
Brighton and Railway Station	do	6	3	(to June 30, 1887)	5 00
do	do	6	9	from do	30 00
Brookfield and Forest Glen	Horse or vehicle	2	1	(from Mar. 1, 1888)	5 41
Brookfield and Pleasant River	Vehicle	3	12	do	116 00
Brookfield and Railway Station	do	12	12	do	120 00
Brookfield and Upper Stewiacke	do	6	12	do	524 72
Brookland and Salt Springs	Horse or vehicle	1	12	do	24 00
Brooklyn and Yarmouth	Vehicle	2	3	(to June 30, 1887)	10 00
do	do	2	9	from do	30 00
Brown's Brook and Halfway River Station	do	1	12	do	40 00
Brown's Mountain and Marshy Hope	do	5	12	do	25 00
Brulé and Forbes	Optional	2	12	do	30 00
Buckley's and Kentville	do	5	12	do	500 00
Burlington and Victoria Harbor	do	1	12	do	37 00
Butncoat and Noel	do	3	12	do	52 00
Cain's Mountain and McKinnon's Harbor	do	1	7	(from Sept. 1, 1887)	11 66
Caledonia Corner and West Caledonia	do	3	12	do	85 00
Caledonia Corner and Whitburn Mines	do	3	2	(from Feb. 1, 1888)	12 50
Caledonia, St. Mary's and Upper Caledonia	do	1	12	do	32 00
Cambridge Station and Condon Settlement	Vehicle	1	12	do	45 00
do	do	10	12	r.t.	45 00

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Cambridge Station and Railway Station.....	A. Nelly.....	Vehicle	50 yds.	12	12 months.....	26 00
Camden and Truro.....	E. Logan.....	do	9	2	9 do (from July 1, 1887).....	60 00
Canaan and Kentville.....	A. Bishop.....	Horse or vehicle.	6	6	12 do	164 00
Canaan and Tusket.....	A. Hurlbut.....	do	26 r. t.	1	12 do	70 00
Canada Creek and Waterville.....	Silas Thomas.....	Vehicle.....	9½	2	9 do (to Dec. 31, 1887).....	50 25
do do	Mrs. E. Thomas.....	do	9½	2	3 do from do	16 75
Canard and Lower Canard.....	F. H. Lockwood.....	Optional.....	2	12	12 do	125 00
Cannes and River Bourgeois.....	C. Sampson.....	Horse or vehicle.	2½	3	12 do	54 60
Canning and Kentville.....	A. C. Reid.....	do	12	6	12 do	280 00
Canning and Medford.....	W. m. West.....	Vehicle	5	6	12 do	180 00
Canning and North Medford.....	B. Weaver.....	do	4	1	12 do	20 00
Canning and Port William Station.....	J. L. Bishop.....	Horse or vehicle.	7	6	12 do	247 00
Canning and Scott's Bay.....	W. H. Jess.....	Vehicle	16	3	12 do	176 00
Canoe Lake and Gaberoune.....	A. Munro.....	Optional.....	4	1	12 do	20 00
Canso and Guysboro.....	G. W. Scott.....	Horse or vehicle.	32	6	12 do	1,090 00
Cape George and Georgeville.....	L. Melsaac.....	Horse or vehicle.	20 r. t.	1	12 do	40 00
Cape Le Ronde and Rocky Bay.....	C. Doyle.....	Optional.....	3	2	12 do	30 00
Cape Negro Island and North East Harbor.....	J. R. King.....	Horse or vehicle.	3	2	12 do	55 00
Cape North and Dingwall.....	J. McPherson.....	Optional.....	4½	2	12 do	38 00
Cape Sable Island and Clark's Harbor.....	T. W. Corert.....	do	20 r. t.	6	12 do	392 00
Carriboo Gold Mines and Upper Musquodoboit.....	Alex. Burnett.....	Vehicle	8	3	12 do	156 00
Carroll's Corner and Elmsdale.....	John Carroll.....	do	19½	2	12 do	64 00
Catalone and Catalone Gut.....	A. McDougall.....	Optional.....	3½	1	12 do	24 00
do do	H. McIntyre.....	do	12	3	9 do (to June 30, 1887).....	50 00
Catalone and Little Lorraine.....	do	do	12	3	9 do from do	111 75
do do	do	do	12	2	12 do	29 00
Catalone and New Boston.....	J. McDonald.....	do	4	1	12 do	110 00
Centreville and Hall's Harbor.....	B. A. Kirby.....	Horse or vehicle.	18 r. t.	1	12 do	20 00
Chance Harbor and Pietou Landing.....	D. Cameron.....	Optional.....	4	1	12 do	25 00
Chapman Settlement and Head of Amherst.....	John Gecno.....	Horse or vehicle.	6	1	12 do	117 00
Chebogue Point and Yarmouth.....	Win. Cain.....	do	12 r. t.	3	12 do	40 00
Cheelsea and Pleasant River.....	H. Dexter.....	do	9	1	12 do	650 00
Chester and Kentville.....	J. L. Bishop.....	do	46	2	6 do	185 00
Chester and Windsor.....	R. Robinson.....	do	35	2	6 do (to Sept. 30, 1887).....	185 00
do do	Jos. Keizer.....	do	35	2	6 do from do	185 00
Cheverie and Kennetcook.....	Jno. A. Sanford.....	do	9	1	3 do (to June 30, 1887).....	11 00

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Descouse and Lennox Ferry.....	N. McDonald.....	Vehicle.....	3	6	12 months.....	140 00
Descouse and Rocky Bay.....	do.....	do.....	3	2	12 do.....	30 00
Devon and Goff's.....	Thos. Cox.....	do.....	5½	1	10 do (from June 1, 1887).....	25 00
Digby and Railway Station.....	G. R. Burton.....	Optional.....	200 yds.	12	12 do.....	100 00
Digby and Thorneville.....	H. Sederquist.....	Vehicle.....	8	2	12 do.....	100 00
Digby and Westport.....	G. & E. Staling.....	do.....	43	6	12 do.....	1,199 00
Digby Wharf and Railway Station.....	G. R. Burton.....	Optional.....	200 yds.	3	12 do.....	57 00
Doberty Creek and Street's Bridge.....	Thos. Wilkinson.....	Vehicle.....	10	6	12 do.....	119 00
Dover East and Peggy's Cove.....	Wm. Baker.....	Optional.....	4	2	12 do.....	60 00
Dufferin Mines and Salmon River.....	Mrs. A. Gallagher.....	Horse or vehicle.....	3½	3	12 do.....	60 00
Dunmaglass and McARA's Brook.....	A. McGillivray.....	Optional.....	3	3	12 do.....	50 00
East Bay and McAdam's Lake.....	R. McDonald.....	Horse or vehicle.....	6½	2	12 do.....	75 00
East Bay and Sydney.....	J. McKinnon.....	Optional.....	14	6	6 do.....	221 40
East Bay and Sydney Mines.....	J. W. Peppitt.....	Horse or vehicle.....	19	6	12 do.....	696 00
East Chezzetcook and Head of Chezzetcook.....	J. Smith.....	Optional.....	3	1	12 do.....	25 00
Eastern Harbor and Pleasant Bay.....	J. G. McIntosh.....	Horse or vehicle.....	24	1	12 do.....	160 00
Eastern Harbor and Port Hastings, &c.....	W. P. Fynn.....	Vehicle.....	101	6	12 do.....	7,100 00
East Jeddore and Head of Jeddore.....	D. Wournell.....	do.....	6	1	3 do (to June 30, 1887).....	10 00
East Jeddore and Jeddore Oyster Ponds.....	D. Mitchell.....	do.....	3½	2	9 do from do.....	54 00
East Jeddore and East Southampton.....	E. Brown.....	do.....	6	2	3 do (from Jan. 1, 1888).....	25 00
East Mapleton and Mapleton.....	W. W. O'Brien.....	do.....	4	1	9 do (to Dec. 31, 1887).....	18 75
East Mapleton and Post Road.....	J. LeBlanc.....	do.....	2	3	6 do (to Sept. 30, 1887).....	35 00
East Margaree and Post Road.....	D. McInnis.....	do.....	2	6	6 do from do.....	32 50
do do do.....	D. L. Urquhart.....	Horse or vehicle.....	4½	12	3 do (to June 30, 1887).....	50 00
do do do.....	do.....	do.....	4½	12	9 do from do.....	168 75
do do do.....	C. Morrison.....	On foot.....	20 yds.	6	12 do.....	50 00
do do do.....	M. Green.....	Horse or vehicle.....	5½	1	12 do.....	20 00
East Mines Station and Railway Station.....	J. H. Dimock.....	Optional.....	4	3	2 do (from Feb. 1, 1888).....	16 66
East River, St. Mary's and Green's Brook.....	J. McComisky.....	Vehicle.....	10½	3	12 do.....	183 00
East River, Sheet Harbor, and West River, Sheet Harbor.....	G. Craig.....	Optional.....	6	1	12 do.....	60 00
East Side Pubnico Harbor and Forbes' Point.....	W. F. Lewis.....	do.....	10	12	12 do.....	40 00
East Side Bagged Island and Lewis Head.....	S. Ellis.....	do.....	10	6	12 do.....	400 00
East Southampton and Railway Station.....	J. F. Vance.....	Vehicle.....	1	6	9 do (to Dec. 31, 1887).....	45 00
Eastville and Upper Stewiacke.....		Horse or vehicle.....				
Acorny Point and Main Post Road.....		Horse or vehicle.....				

REPORT No. 2, C—Continued.
 DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Gaspéaux and Wolfville	E. Eagles	Optional	2½	3	12 months	38 25
do	W. A. Benjamin	do	2½	3	do (from Jan. 1, 1888)	12 75
George's River and Little Bras d'Or	Luke Day	Vehicle	5	1	do	32 00
Gilbert Cove and Railway Station	L. N. Thibeau	Optional	3½	12	do	144 00
Gillander's Mountain and Middle River	C. McLennan	do	4	1	do	20 00
Glen Bard and Railway Station	J. McLean	Vehicle	1½	2	do	30 00
Glenberrie and Stewiacke Cross Roads	S. Deyarmond	do	5	2	do	7 50
Glendale and Mabou	A. Boyd	Horse or vehicle	24	2	16 dys. (to May 16, '87)	393 00
Glendale and River Inhabitants Bridge	do	do	14	3	do	147 00
Glendyer and Mabou	W. McDonald	do	3	3	do	40 00
Glenselg and Upper Cross Roads, St. Mary's	A. Kirk	do	4	3	do	10 62
do	John McGrath	do	4	3	(to June 30, 1887)	31 85
Glengarry and Port Hood	K. McKenzie	do	4	3	do	20 00
Glengarry Station and Pleasant Valley	S. Campbell	do	8	1	do	48 73
do	A. McKay	Optional	25 r. t.	3	do (to June 30, 1887)	54 50
do	do	do	27 r. t.	3	do	176 88
do	David Graham	do	100 yds.	9	do	50 00
Glengarry Station and Railway Station	G. Dauphine	Vehicle	12	6	do	340 00
Glen Margaret and Head of St. Margaret's Bay	Wm. Pace	do	9	6	do	202 48
Glen Margaret and Peggy's Cove	D. Campbell	Horse or vehicle	11	2	do	75 00
Glenshee and Merigonishe	J. E. McDonald	do	2½	6	do	135 00
Goffs and Waverley	M. McGrath	Vehicle	20	3	do	375 00
Goldenville and Sherbrooke	M. Tucker	Optional	27	3	do	350 00
Gore and Maitland	J. Trider	Horse or vehicle	20	3	do	79 25
Gore and Mount Umacke	B. Dimock	Optional	41 r. t.	3	(to June 30, 1887)	268 60
Gore and Newport	J. W. Hennessy	do	41 r. t.	3	do	74 25
do	Jas. Murphy	do	40 r. t.	3	do	22 00
Gore and Shubenacadie (via Blois Road)	A. Deansmore	do	40 r. t.	1	(to June 30, 1887)	89 25
do	do	do	40 r. t.	1	do	23 00
Gore and Shubenacadie (via North Salem)	do	do	42 r. t.	1	(to June 30, 1887)	95 25
do	do	do	42 r. t.	1	do	40 00
Goshen and North End Lochaber	A. Manson	Horse or vehicle	7	1	do	59 88
Goshen and St. Andrew's	A. McPherson	do	17	3	do (to Aug. 31, 1887)	86 30
do	do	do	17½	3	do	97 00
Grand Anse Stables and Grandique Ferry	A. McDonald	Optional	3	6	do	

Grandique Ferry and Lennox Ferry.....	Geo. M. Shaw.....	do		6	12	do	600 00
Grandique Ferry and West Arichat.....	N. McDonald.....	Vehicle	10	6	12	do	490 00
Grand Lake Station and Railway Station.....	Geo. Nichols.....	On foot.....	100 yds.	12	12	do	29 00
Grand Narrows and Grand Narrows Rear.....	A. McDonald.....	Optional.....	5	1	12	do	25 00
Grand Pré and Long Island.....	A. Fullerton.....	Horse or vehicle.....	2½	3	12	do	80 00
Grand Pré and Railway Station.....	A. Borden.....	On foot.....	½	12	12	do	100 00
Grand Pré and Wallbrook.....	A. Mitchell.....	Optional.....	2	1	12	do	20 00
Grand River and St. Peter's.....	A. Morrison.....	Vehicle.....	17	6	12	do	600 00
Granton and Westville.....	A. Hood.....	do	7	2	3	do	110 00
Granville Ferry and Victoria Beach.....	J. Morrison.....	do	17	6	9	do	275 31
do	W. A. Piggott.....	do	17	6	9	do	from do
do	D. M. Kent.....	do	4	12	12	do	300 00
Great Village and Londererry Station.....	J. W. Davison.....	do	29½	6	12	do	620 00
Green Cove and Ingonishe.....	D. Smith.....	Optional.....	6	1	12	do	50 00
Green s Creek and Lower Stewacke.....	A. Bigelow.....	Horse or vehicle.....	30 r. t.	1	12	do	80 00
Greendale and Malignant Cove.....	J. W. Chisholm.....	do	5	2	6	do	20 00
Greenfield and Middlefield.....	H. G. Freeman.....	Vehicle.....	5	2	6	do	37 50
do	S. H. Tibert.....	do	5	2	5	do	24 00
do	R. McKenzie.....	do	5½	2	7	do	20 83
Greenfield and Valley Station.....	do	do	5	2	7	do	50 61
do	S. A. Purdy.....	do	16 r. t.	2	12	do	110 00
Greenville and Westchester.....	do	do					
Greenville Station and Head of Wallace Bay, North Side.....	J. Dotten.....	do	17	3	12	do	188 00
Greenville Station and North Greenville.....	Geo. Rushton.....	Horse or vehicle.....	5	1	12	do	26 00
Greenville Station and Railway Station.....	J. S. Forshner.....	Optional.....	50 yds.	12	9	do	45 00
Greenville Station and Wallace.....	B. Betts, Jr.....	Vehicle.....	17	6	12	do	280 00
Grosses Coques and Railway Station.....	A. C. Melanson.....	Horse or vehicle.....	4	12	12	do	240 00
Grosvenor and Railway Station.....	S. O'Neill.....	Vehicle.....	4	3	5	do	33 33
do	do	do	5	3	7	do	58 33
Guyshoro' and Heatherton.....	D. D. Harrington.....	Optional.....	26	6	12	do	1,378 00
Guyshoro' and Port Mulgrave.....	W. H. McKeeough.....	Horse or vehicle.....	24	3	14	do	522 66
Guyshoro', Tor Bay and New Harbor.....	Joseph Tory.....	do	20 & 7	4 & 2	12	do	496 00
Hainsville and North Range Corner.....	W. H. Hains.....	Optional.....	2	2	12	do	31 00
Half Island Cove and Port Felix.....	A. F. Ehler.....	Horse or vehicle.....	26 r. t.	2	12	do	115 00
Halfway River Station and Harrison Settlement.....	W. Harrison.....	do	7	2	12	do	82 48
Halfway River Station and Railway Station.....	John Davison.....	On foot.....	1	12	12	do	60 00
Halifax and Lower Prospect.....	H. Purcell.....	Horse or vehicle.....	22½	1	9	do	63 75
do	G. H. Slaughenwhite.....	do	22½	1	1	do	9 00
do	do	do	22½	1	2	do	14 00
do	C. Purcell.....	do	21	2	12	do	190 00
Halifax and Prospect.....	B. Fishwick.....	Vehicle.....	18	As req.	12	do	1,000 00
Halifax and Railway Station.....	P. Scallion.....	Optional.....	21½	2	12	do	1,165 00
Halifax and Sambro.....	H. W. Quinn.....	Horse or vehicle.....	80	3	12	do	1,387 60
Halifax and West River Sheet Harbor.....	S. Cunard & Co.....	Vehicle.....	2	As req.	Season, 1887.	do	1,973 00
Halifax Post Office and Wharf.....	A. Conlon.....	do	2	As req.	do	do	27 50
do	Sundry Persons.....	do	2	do	do	do	1 00
do	W. J. Conlon.....	do	2	do	do	do	7 50

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Hansford and West Hansford.....	Wm. Sutherland.....	Vehicle.....	17 1/2	2	9 months (to Dec. 31, 1887).....	11 25
do do.....	do do.....	do do.....	17 1/2	2	3 do from do.....	6 25
Hansford and Streets Ridge.....	A. D. Lockhart.....	Optional.....	14 r. t.	6	12 months.....	200 00
Hansport and Lochartville.....	B. Nason.....	do do.....	3	3	12 do.....	74 00
Hantsport and Railway Station.....	O. M. Taylor & J. A. Mumford (Executors).....	On foot.....	18 1/2	24	3 do (to June 30, 1887).....	17 00
do do.....	S. H. Witchner.....	do do.....	2	12	9 do from do.....	51 00
Harbor au Bouche and Railway Station.....	V. Levangie.....	Optional.....	4	1	12 do.....	78 00
Harmony Mills and Westfield.....	R. Johnson.....	do do.....	39 r. t.	3	10 do (to Jan. 31, 1888).....	25 00
Head of Indian Harbor Lake and Sherbrooke.....	M. McGrath.....	Horse or vehicle.....	41 r. t.	3	2 do from do.....	178 06
do do.....	A. W. Day.....	Optional.....	6	2	12 do.....	37 44
Head of Jeddore and West Jeddore.....	B. Baird.....	Horse or vehicle.....	5	3	12 do.....	75 00
Head of River Hebert and River Hebert.....	H. Kenney.....	Vehicle.....	15	1	12 do.....	120 00
Head of South River Lake and Salmon River Lake Settlement.....	W. Dobson.....	do do.....	5	3	12 do.....	37 80
Head of Tatamagouche Bay and Tatamagouche.....	A. Fraser.....	do do.....	3	12	12 do.....	117 00
Heatherton and Railway Station.....	D. Boudroit.....	Optional.....	3 1/2	1	12 do.....	140 00
Heatherton and Summerside.....	C. Cahon.....	do do.....	1 1/2	1	12 do.....	27 72
Hebron and Railway Station.....	D. D. McQuarrie.....	On foot.....	50 yds.	12	12 do.....	50 00
Hectanooga and Railway Station.....	Hugh Holmes.....	Optional.....	1	2	12 do (from Oct. 1, 1887).....	20 00
Hedgeville and Main Post Road.....	James Venot.....	do do.....	7	1	12 do.....	21 00
Hemford and Pleasant Point.....	G. Flick.....	do do.....	3	3	12 do.....	30 00
Holland Harbor and Port Hillford.....	J. McDaniel.....	Horse or vehicle.....	34	6	1 do.....	40 00
Hopewell and Melrose.....	do do.....	do do.....	32 1/2	6	11 do from do.....	704 84
do do.....	John Gunn.....	On foot.....	4	12	12 do.....	65 66
Hopewell and Railway Station.....	Jno. McDonald.....	Optional.....	18	3	12 do.....	85 00
Hopewell and Trafalgar.....	F. G. Curry.....	On foot.....	4	12	12 do.....	140 00
Horton Landing and Railway Station.....	James Ernst.....	Optional.....	5	1	12 do.....	75 00
Indian Point and Mahone Bay.....	J. McDonald.....	do do.....	4	1	12 do.....	30 00
Iron Ore and Sunnybrae.....	S. McMillan.....	do do.....	4	3	12 do.....	25 00
Isaac's Harbor and Isaac's Harbor, East Side.....	M. H. Grant.....	Vehicle.....	28	3	12 do.....	26 48
Isaac's Harbor and Melrose.....	A. McDonald.....	Optional.....	12	1	12 do.....	238 00
Isaac's Harbor, East Side and New Harbor.....	do do.....	do do.....	12	1	12 do.....	74 88

	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Jackson's and West Branch River Philip	M. Chapman	Optional	100 yds.	3	12	do	do	do	do	do	do	do	do	do
James River and James River Station	J. O'Connell	do	100 yds.	12	6	do	(to Sept. 30, 1887)	do	do	do	do	do	do	do
James River Station and Railway Station	J. McDonald	do	100 yds.	12	6	do	from do	do	do	do	do	do	do	do
Jauvrin's Harbor and West Arichat	Peter Dorey	Boat	7	2	6	do	(to Sept. 30, 1887)	do	do	do	do	do	do	do
do	do	do	7	2	6	do	from do	do	do	do	do	do	do	do
Johnson's Crossing and Railway Station	George Riess	On foot	1	12	12	do	do	do	do	do	do	do	do	do
Jordan Bay and Shelburne	A. R. Morrison	Optional	22 r. t.	3	12	do	do	do	do	do	do	do	do	do
Judique and Upper Settlement West Mabou	D. McDonell	Horse or vehicle	11	1	12	do	do	do	do	do	do	do	do	do
Kempt and New Grafton	R. Kathrens	Optional	3	1	12	do	(and arrears)	do	do	do	do	do	do	do
Kennetcook Corner and Noel	C. W. Hadley	do	20 r. t.	2	12	do	do	do	do	do	do	do	do	do
Kensington Cove and Louisburg	John McLean	do	6	1	12	do	do	do	do	do	do	do	do	do
Kerogare and Sunnybrae	D. K. McDonald	do	4	2	12	do	do	do	do	do	do	do	do	do
Kentville and Railway Station	J. E. Eaton	do	200 yds.	24	12	do	do	do	do	do	do	do	do	do
Kewstoke and Whycomagh	A. McQueen	Horse or vehicle	7 1/2	1	12	do	do	do	do	do	do	do	do	do
Kingsbury and Lunenburg	J. E. Hunt	Vehicle	31 r. t.	2	12	do	do	do	do	do	do	do	do	do
Kingston Station and Melvern Square	W. Gates	do	2 1/2	6	12	do	do	do	do	do	do	do	do	do
Kingston Station and Railway Station	A. C. Vanbuskirk	Horse or vehicle	100 yds.	12	12	do	do	do	do	do	do	do	do	do
Kingston Station and Rhodes	F. Walker & J. Randall	do	14 r. t.	2	12	do	do	do	do	do	do	do	do	do
Kingston Station and Tremont	A. C. Vanbuskirk	do	16 r. t.	1	12	do	do	do	do	do	do	do	do	do
Kolbeck and Oxford	T. R. Smith	do	16 r. t.	2	12	do	do	do	do	do	do	do	do	do
La Hare Island and West Dublin	J. Rembey	Optional	5	1	12	do	do	do	do	do	do	do	do	do
Lake Amslie, South Side and Lewis Mountain	Neil Martin	do	4	1	12	do	do	do	do	do	do	do	do	do
Lake Annis and Railway Station	A. Whitman	On foot	40 yds.	6	12	do	do	do	do	do	do	do	do	do
Lakelands and Railway Station	J. E. Brown	Optional	1	6	12	do	do	do	do	do	do	do	do	do
Lake Ramsay and New Ross	Geo. Ross	Horse or vehicle	5	2	12	do	do	do	do	do	do	do	do	do
Lakevate and West Lakevate	A. J. McHilvray	Optional	3	4	12	do	do	do	do	do	do	do	do	do
Lanesville and Lower Steviacke	R. J. Pollock	Optional	16 r. t.	1	2	do	(from Feb. 1, 1888)	do	do	do	do	do	do	do
Lapland and Newcombe	A. C. Deyoung	Horse or vehicle	18 r. t.	1	12	do	do	do	do	do	do	do	do	do
Larry's River and Port Felix	C. Demoying	do	11	2	12	do	do	do	do	do	do	do	do	do
Lawrencetown and Mineville	S. J. Hiltz	Optional	5	1	3	do	(to June 30, 1887)	do	do	do	do	do	do	do
do	J. Conrad	do	5	1	9	do	from do	do	do	do	do	do	do	do
Lawrencetown and Mount Hanly, &c.	J. Balcom	Horse or vehicle	38	1	12	do	do	do	do	do	do	do	do	do
Lawrencetown and Railway Station	H. T. James	On foot	1	12	12	do	do	do	do	do	do	do	do	do
Lawrencetown and Torbrooke	J. Balcom	Horse or vehicle	33 r. t.	2	12	do	do	do	do	do	do	do	do	do
Lawrencetown and West Inglesville	G. C. Banks	do	8 r. t.	1	12	do	do	do	do	do	do	do	do	do
Lawrencetown and West Lawrencetown	M. Hiltz	Optional	4	1	12	do	do	do	do	do	do	do	do	do
Leamington and Spring Hill Mines	Geo. Nelson	do	4	1	12	do	do	do	do	do	do	do	do	do
Leiche's Creek and Upper Leiche's Creek	M. Beaton	Horse or vehicle	5	3	12	do	do	do	do	do	do	do	do	do
Lewis Bay and Marion Bridge	P. McDougald	do	3 1/2 r. t.	2	12	do	do	do	do	do	do	do	do	do
Lewis Head and Sable River	W. Herkins	Vehicle	8	2	15	do	(to June 30, 1887)	do	do	do	do	do	do	do
Lewis Mills and Mount Uniacke	C. G. Oland	do	22 r. t.	6	12	do	do	do	do	do	do	do	do	do
Lingau and Sydney	J. O'Callaghan	do	36 r. t.	6	12	do	do	do	do	do	do	do	do	do
Linyood and Railway Station	T. W. Kinney	Optional	2	6	12	do	do	do	do	do	do	do	do	do
Little Bass River and Pleasant Hills	R. B. Elliot	Horse or vehicle	5	2	12	do	do	do	do	do	do	do	do	do
Little Bras d'Or and Long Island Main	N. O'Handley	Optional	8	1	12	do	do	do	do	do	do	do	do	do

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Little Bras d'Or and Point Aconi.....	D. J. Walker.....	Horse or vehicle.	7	1	12 months.....	50 00
Little Brook Station and Railway Station.....	A. Comeau.....	On foot.....	7	12	do (to Sept. 30, 1887).....	20 00
Little Harbor and New Glasgow.....	P. Grant.....	Optional.....	6	3	do.....	74 00
Little Harbor and Reidway.....	J. R. Reid.....	do.....	4	1	do.....	20 00
Little Judique and Bear of Little Judique.....	D. McMillan.....	Horse or vehicle.	4	1	do.....	20 00
Little River and Oxford.....	H. S. Smith.....	Vehicle.....	4	2	do.....	47 00
Liverpool and Milton.....	J. F. Putnam.....	do.....	3	12	do.....	100 00
Liverpool and Port Medway.....	S. Cohoon.....	do.....	13	8	do.....	384 00
Liverpool and Western Head.....	A. A. Shand.....	Horse or vehicle.	7	3	do.....	149 00
Loch Lomond and Red Islands.....	M. McKenzie.....	Vehicle.....	15	1	do.....	98 80
Loch Lomond and Sterling.....	J. Patterson.....	Optional.....	7	12	do.....	29 00
Logan and Truro.....	E. Logan.....	do.....	9	2	do.....	20 00
Loganville and West Branch River John.....	S. Williamson.....	do.....	2	6	do.....	60 00
Louisburg and South Louisburg.....	M. McRury.....	Horse or vehicle.	2½	3	do.....	50 00
Lovat and West River.....	J. W. Fraser.....	do.....	5	3	do.....	44 50
do.....	do.....	do.....	5	6	do.....	54 50
Lower Caledonia and Pictou Road.....	J. D. McDonald.....	do.....	20	2	do.....	50 00
Lower Caledonia, South side and Pictou Road.....	H. Chisholm.....	do.....	21½	2	do.....	18 75
Lower Cove and Maccan.....	W. Higgins.....	Vehicle.....	10	6	do.....	450 00
Lower Five Islands and Lynn.....	G. H. Lewis.....	Horse or vehicle.	6	2	do.....	40 00
Lower Five Islands and Parrshoro'.....	J. W. Broderick.....	do.....	13	6	do.....	340 00
Lower L'Ardoise and Point Michaud.....	T. McGrath.....	do.....	4	1	do.....	19 00
Lower Meagher's Grant and Meagher's Grant.....	W. McCurdy.....	do.....	2½	3	do.....	39 00
Lower Meagher's Grant and Musquodoboit Harbor.....	C. Rowlings.....	do.....	1½	1	do.....	70 00
Lower Onslow and Truro.....	C. R. Pearson.....	do.....	22 r. t.	3	do.....	110 00
do.....	A. Doggett.....	do.....	22 r. t.	3	do.....	110 00
do.....	C. Carter.....	do.....	9½	3	do.....	110 00
Lower River Hebert and Maccan.....	A. Blais.....	Optional.....	13	3	do.....	141 08
Lower River Inhabitants and Port Hawkesbury.....	D. J. McDonald.....	do.....	12	6	do.....	165 00
Lower South River Station and St. Andrews.....	W. J. Boomer.....	On foot.....	8	3	do.....	195 00
Lower Stewiacke and Railway Station.....	D. J. Boomer.....	Horse or vehicle.	5	12	do.....	50 00
Lower Stewiacke and Ramsay.....	J. Ramsay.....	do.....	6	2	do.....	25 00
Lower Stewiacke and Whittenburg.....	I. Crawford.....	do.....	8	1	do.....	60 00
Lower Wentworth and Wentworth Station.....	B. Stevens.....	Vehicle.....	8	3	do.....	69 00
Lower West Jeddore and West Jeddore.....	L. Blakeney.....	Optional.....	3	1	do.....	10 00
Lower West Pubnico and Pubnico Harbor.....	N. D'Entremont.....	Vehicle.....	7	3	do.....	124 00

REPORT No. 27C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Mountain Road and River John.....	R. Holt.....	Optional.....	3	2	12 months.....	28 00
Mount Cuseck and Sydney.....	H. Cuseck.....	Horse or vehicle.....	7	1	do.....	35 00
Mount Denison and Railway Station.....	Mary J. Shaw.....	On foot.....	4	6	do.....	80 00
Mount Thom Settlement and Salt Springs.....	Alex. McKay.....	Vehicle.....	6	2	do.....	70 00
Mount Uniacke and Mount Uniacke Gold Mines.....	Wm. Allen.....	Optional.....	4	3	do.....	60 00
Mount Uniacke and Oland.....	C. G. Oland.....	do.....	22 r. t.	2	do (from July 1, 1887).....	90 00
Mount Uniacke and Railway Station.....	J. McLearn.....	do.....	135 yds.	12	do.....	50 00
Musquodoboit Harbor and Petpeswick Harbor.....	B. Young.....	do.....	6	2	do.....	27 08
do.....	do.....	do.....	6	3	do.....	29 78
Musquodoboit Harbor and Pleasant Point.....	R. J. Stevens.....	do.....	11	2	do (from Oct. 1, 1887).....	55 00
Nappan Station and Railway Station.....	A. C. Barry.....	On foot.....	75 yds.	12	do.....	80 00
New Campbelltown and New Harris.....	D. Morrison.....	Horse or vehicle.....	5	1	do.....	30 00
New Campbelltown and North Sydney.....	W. McLeod.....	do.....	20	3	do (to June 30, 1887).....	89 47
do.....	L. Kehoe.....	do.....	20	3	do.....	255 00
New Cumberland and West La Have Ferry.....	H. Corkum.....	do.....	9½ r. t.	1	do.....	38 48
New Edinburgh and Weymouth Bridge.....	A. Devaux.....	do.....	5½	2	do.....	55 00
New Glasgow and Pictou Landing.....	J. W. Church.....	Optional.....	9	2	do.....	7 50
do.....	do.....	do.....	9	6	Special trips.....	78 00
New Glasgow and Railway Station.....	do.....	do.....	4	3	do (from Jan. 1, 1888).....	206 33
do.....	do.....	do.....	4	7	do 28 days (to Nov. 28, 87).....	148 60
New Glasgow and Thornburn.....	F. Love.....	do.....	4	42	do 2 days from do.....	200 00
New Glasgow and Trenton.....	A. M. Fraser.....	Horse or vehicle.....	5	6	do.....	121 00
New Glasgow and Upper Cross Roads, St. Mary's.....	John Fraser.....	Optional.....	1½	6	do.....	694 00
Newport and Newport Landing.....	P. Chambers.....	Vehicle.....	43	3	do.....	112 50
do.....	do.....	do.....	17 r. t.	4	do (to Sept. 30, 1887).....	112 50
Newport and Newport Station.....	John Weir.....	do.....	17 r. t.	4	do.....	190 00
Newport and South Rawdon.....	W. Gibson.....	do.....	5	6	do.....	73 00
Newport and Upper Newport.....	J. W. Hennessy.....	do.....	24 r. t.	1	do.....	35 00
Newport and Walton.....	do.....	do.....	10½ r. t.	1	do.....	778 64
Newport Station and Railway Station.....	E. A. Bancroft.....	do.....	20	6	do.....	50 00
New Ross and Stoddarts.....	L. H. Sweet.....	On foot.....	12 yds.	23	do.....	40 75
do.....	E. Boylan.....	Vehicle.....	26	2	do (to June 30, 1887).....	129 75
New Ross and Vaughans.....	Geo. Ross.....	do.....	26	2	do.....	74 76
do.....	R. Boylan.....	do.....	15	2	do (to Dec. 31, 1887).....	34 75
do.....	do.....	do.....	15	2	do.....	

Location	Person	Mode	Time	Days	Cost
Newville and Railway Station	C. W. Young	do	12	do	10 00
Noel and Shubenacadie	J. Woodworth	do	1	do	56 00
do	J. W. Singer	do	6	do	76 50
do	Jno. Murray	do	3	do	186 00
do	do	do	9	do	71 00
do	do	do	3	do	50 00
do	do	do	12	do	60 00
North End Lochaber and West Side Lochaber	J. A. Stewart	Horse or vehicle	3	do	40 00
North Range Corner and Railway Station	C. B. McNeil	Optional	2	do	400 00
North Range Corner and South Range	J. E. Marshall	do	12	do	5,005 04
North Side Grand Narrows and South Side Grand Narrows	H. A. Archibald	Horse or vehicle	6	do	13 00
North Sydney and Port Hastings	do	do	12	do	30 00
North-West Arm and Rear of Ball's Creek	G. K. Ball	do	6	do	
Norwood and Railway Station	D. A. Saunders	Optional	1	do	
Oakfield and Railway Station	J. Ferguson	On foot	6	do	
Oban and St. Peter's	J. Morrison	Horse or vehicle	2	do	40 00
do	do	do	3	do	8 00
Odin and Stewiacke Cross Roads	R. Morrison	do	2	do	52 50
Old Bridgeport Mines and Main Post Road	S. Deyarmond	do	2	do	97 21
Onslow Station and Railway Station	F. J. Mitchell	On foot	1	do	40 00
Outer Island of Port Hood and Port Hood	A. McCurdy	do	6	do	40 00
Oxford and Railway Station	W. D. Smith	Boat	3	do	30 00
Oxford and Rocky	N. S. Thompson	Vehicle	12	do	400 00
do	J. A. Fraser	Horse or vehicle	1	do	45 00
do	A. Cameron	do	1	do	40 00
Paradise Lane and Railway Station	W. F. Morse	Optional	12	do	60 00
Paradise Lane and Roxbury	W. Gormley	Horse or vehicle	1	do	35 00
Parrsboro' and Partridge Island	J. W. Jenks	Optional	6	do	100 00
Parrsboro' and Railway Station	do	do	12	do	50 00
Parrsboro' and Three Sisters	E. D. Fullerton	Vehicle	6	do	1,166 64
Parrsboro' and Two Islands	T. W. McKay	Horse or vehicle	2	do	65 00
Pictou and Pictou Island	J. Currie	Boat	1	do	245 00
Pictou and Railway Wharf	W. McDonald	Optional	24	do	99 05
do	do	do	36	do	73 04
Pictou and River John	W. Gammon	Vehicle	6	do	475 00
do	D. M. Geldert	do	2	do	350 00
Pictou and Truro	W. Gammon	Horse or vehicle	3	do	895 00
Pictou and West River Station	T. G. Anderson	Vehicle	3	do	309 50
Pictou Landing and Railway Station	E. McLeod	On foot	18	do	60 00
Piedmont Valley and Railway Station	J. McDonald	Optional	3	do	15 00
Pine Tree and Railway Station	R. Mitchell	do	3	do	60 00
Pirate Harbor and Railway Station	R. Peebles	do	12	do	80 00
Pleasant Point and West Jeddore	F. Mosher	do	6	do	19 00
Pleasant Valley and Railway Station	L. Craig	do	2	do	50 00
Plympton and Railway Station	J. L. Warner	do	12	do	140 00
Point Edward and Sydney	D. Beaton	Vehicle	8	do	140 00
Pomquet Chapel and Railway Station	C. Duong	Optional	1	do	40 00
Port Acadia and Railway Station	V. Thibodeau	do	6	do	70 00
Port Beckerton and Port Hillford	G. S. Taylor	do	1	do	150 00

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. \$ cts.
Porter's Lake and West Chezetcook	G. E. Ormon	Optional.	3	3	12 months	40 00
Port Hastings and Port Hawkesbury	A. McDonald	Horse or vehicle.	34	12	do	220 00
do	H. A. Archibald	do	34	As reqd.	16 dys. (to Apr. 11, '88)	105 00
Port Hastings and Railway Wharf	do	do	34	12	do	157 00
Port Hastings Railway Wharf and Port Hawkesbury	A. McDonald	do	34	As reqd.	187 trips	187 00
Port Hawkesbury and Railway Station	do	do	34	12	do	157 00
Port Hawkesbury Post Office and Railway Wharf	A. A. Beaton	do	34	As reqd.	Season, 1887	25 00
Port Hawkesbury and Sydney	J. Morrison	Optional.	100	6	12 months	5,724 88
Port Hood and Port Hood Island	J. Smith	Vehicle	12	2	do	24 00
Port Joli and St. Catharines River	L. Robertson	Optional.	6	1	do	40 00
Port Matoon and South-West Port Matoon	C. Therien	Horse or vehicle	4	1	do	14 58
Port Mulgrave and Railway Wharf	R. Trites	do	4	12	(from Sept. 1, 1887)	80 00
Port Philip and Pugwash	G. King	Optional.	4	3	do	60 00
Port Royal and West Arichat	A. McDonald	Horse or vehicle.	3	3	do	100 00
Port Williams and Port Williams Station	J. L. Bishop	Optional.	1	6	do	70 56
Port Williams and Town Plot	E. Burbridge	Vehicle	2	3	do	55 00
Port Williams Station and Railway Station	F. E. Forsyth	do	2	3	do	62 60
Port Williams Station and White Rock Mills	J. L. Bishop	do	12 yds.	24	do	22 50
do	do	do	4	3	do	60 00
do	do	do	4	9	do	50 25
Preston and Main Post Road	W. O. Bishop	do	4	3	do	60 00
Princeport and Turro	D. Delonguey	On foot	8	6	do	272 08
Pugwash and Thomson's Mills	J. Yuill	Optional.	15	6	do	461 88
Purlbrook and Salt Springs	J. R. Lamy	do	15	6	do	5 00
do	A. C. Cameron	do	3	1	do	90 00
Quinan and Tusket	L. Porter	Horse or vehicle.	12	2	do	38 48
Rear Black River and West Bay	M. Morrison	Vehicle	16 r.	1	do	12 50
Rear Lands, Sporting Mountain and St. Peter's	J. Morrison	do	8	2	do	67 50
River Bourgeois and River Tear	J. R. L. McLean	do	2	6	do	89 25
do	J. Murphy	do	3	6	do	40 00
do	J. H. Sabine	do	10	1	do	273 00
Riverdale and Weymouth Bridge	B. Baird	Horse or vehicle.	14	3	do	37 50
River Hebert and Shuttle	M. McKinnon	Vehicle	5	6	do	108 75
River Inhabitants Bridge and West Bay	P. McFarlane	Optional	5	6	do	
do	do	do	5	6	do	

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Spring Hill Mines and Windham Hill	C. Bragg	Optional	7	2	3 months (to June 30, 1887)	20 00
do	A. A. Scurman	do	7	2	do	60 00
Stellarton and Railway Station	J. Bartley	On foot	4	24	28 dys. (to Nov. 28, '87)	99 05
do	do	do	4	36	4 do 2 dys. from do	76 42
Stellarton and Westville	A. Hood	Vehicle	3	12	9 do (to Dec. 31, 1887)	180 00
do	do	do	3	12	9 do	40 00
Strathlorne and Whyocomagh	N. McMillan	Horse or vehicle.	49 r. t.	2	12 do	250 00
Sutherland's River and Railway Station	W. Sutherland	Optional	2	3	1 do (to April 30, 1887)	3 75
Tatamagouche and Waugh's River	J. Lombard	Vehicle	12 r. t.	3	12 do	140 00
do	A. Purdy	do	20	6	12 do	440 00
The Falls and West New Annan	D. C. Byers	do	9	3	12 do	163 00
Thomson's Mills and Westchester	E. J. Purdy	do	13	2	12 do	150 00
Thorburn and Merigouische Station	H. McDonald	Optional	5	6	12 do	180 00
Torbrook and Tremont	W. Brown	Horse or vehicle.	5	1	12 do	50 00
Tracadie and Railway Station	P. Delorey	do	2	12	12 do	60 00
Trafalgar P. O. (old site) and Trafalgar P. O. (new site)	J. McDonald	Optional	2	3	12 do	26 25
Truro and Railway Station	C. B. Archibald	do	1	30	12 do	300 00
Truro and Street Letter Box	C. Blair	do	1	12	6 do (from Oct. 1, 1887)	46 46
Tupperville and Railway Station	D. S. Chipman	do	1	12	12 do	50 00
Tusket Wedge and Yarmouth	B. LeBlanc	Vehicle	12	3	12 do	187 48
Upper Musquodoboit and West River Sheet Harbor	J. A. Logan	do	26	3	12 do	398 00
Upper Newport and Woodville	E. Sweet	Optional	1½	1	12 do	11 68
Valley Station and Railway Station	W. Christie	do	600 yds.	12	5 do (to Aug. 31, 1887)	16 66
do	M. Johnson	do	600 yds.	12	7 do	23 33
Waterville and Railway Station	J. S. Pineo	do	70 yds.	12	12 do	50 00
Waterville and South Waterville	F. Parrish	do	11 r. t.	1	12 do	32 00
Wayley and Windsor Junction	J. Otto	Vehicle	3	6	12 do	130 00
Wentworth Creek and Windsor	J. Trider, sen	do	2½	3	12 do	70 00
Wentworth Station and Railway Station	A. Barclay	On foot	136 yds.	12	7 do (from Sept. 1, 1887)	35 00
Westbrook and Railway Station	J. C. Taylor	Vehicle	1	12	12 do	104 00

	S. Roscoe	Optional Vehicle	50 yds.	do	and arrears	
Westbrook Mills and Railway Station	J. R. McDonald	do	1	12	do	117 50
West Merigonish and Railway Station	J. Munro	do	1	6	do	40 00
West River Station and Westville	D. Graham	On foot	9	3	do	180 00
Westville and Railway Station	J. Maxwell	Optional	75 yds.	12	do	40 00
Weymouth and Railway Station	C. D. Jones	do	1	24	do	10 00
do	do	do	1	12	do	25 00
Weymouth Bridge and Railway Station	G. J. Hoyt	On foot	1	3	do	40 00
Wlyoccomagh and Whyoccomagh Rear	H. McDonald	Optional	6	12	do	6 00
Wilmot and Railway Station	E. Cumming	do	1	12	do	95 00
Windsor and Railway Station	P. Burnham	On foot	1	12	do	100 00
do	do	do	1	24	do	100 00
Windsor Junction and Railway Station	P. Hessian	do	1	6	do	140 00
Windsor Junction—I. C. Ry. and W. & A. Ry	A. G. Herbert	do	1	24	do	80 00
do	do	do	1	36	do	15 00
do	do	do	1	6	do	45 00
Wolfville and Railway Station	W. Herbert	do	20 yds.	6	do	60 00
do	P. Hessian	do	20 yds.	6	do	60 00
Woodbourne and Railway Station	G. V. Rand	do	20 yds.	24	do	100 00
do	T. J. Christison	Optional	1	2	do	50 00
Yarmouth and Railway Station	A. Bain	Horse or vehicle	1	12	do	48 00
					Total	\$120,903 42

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.
 CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Annapolis and Digby.....	G. E. Corbitt.....	17	6	12 months (to Mar. 31, 1888) and extra trips.....	\$ 4,270 00
Barrington Passage and Yarmouth.....	W. H. Cook.....	53	2	Season, 1887.....	300 00
Halifax and Boston, U.S. (half of postage collected).....	J. F. Phelan & Son.....	400	1	do.....	400 00
Halifax and Magdalen Islands.....	F. W. Bullock.....	.....	.....	Special trip.....	60 00
Halifax and Newfoundland.....	F. D. Corbett & Co.....	520	.....	Season, 1887.....	550 00
North Sydney and Sydney.....	W. A. Macomber.....	5	6	do.....	100 00
Port Mulgrave, East Bay and North Sydney.....	Bras D'Or Steam Navigation Co.	75 & 108	6 & 3	Part of season, 1887..	1,000 00
Yarmouth and Boston, U.S. (portion of postage collected).....	Yarmouth Steamship Co.....	240	2	Season, 1887.....	500 10
				Total.....	\$7,180 10

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1888.
 CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Cumberland Railway and Coal Co.....	32	6	12 months (to 31st March, 1888).....	\$ 898 04
Eastern Extension Railway (including ferrage).....	80	6	do do	5,819 20
Intercolonial Railway (within Nova Scotia).....	196	With varying frequency over different sections of the line.....	do do	25,480 00
Western Counties Railway.....	67	6	do do	3,366 08
Windsor and Annapolis Railway.....	130	6	do do	8,314 72
			Total	\$43,878 04

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J. C. STEWART,
Financial Comptroller

W. H. SMITHSON,
Accountant.

REPORT No. 2, C.—*Concluded.*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Nova Scotia, made within the Year ended 30th June, 1888.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge	Mail bags, labels and repairs for Post Office Department	469	89
A. Thornton.....	Patent mail locks for Post Office Department.....	15	42
E. Chanteloup.....	Brass mail locks for do	12	25
Smith & Egge Manufacturing Co.	Mail locks and keys for do	7	00
Miller Lock Co	do do do	4	55
H. B. Fidler	Repairing mail bags for Post Office Inspector, Halifax..	3	00
A. V. Allen	do Postmaster do ...	39	89
H. B. Fidler	do do do ...	12	60
T. Forhan & Co.....	do do do ...	4	56
	Total	\$569	67

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF NEW BRUNSWICK.

REPORT No. 2, D.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Acadie, Acadie Siding and Railway Station.....	J. McDonald.....	Vehicle.....	8½	2	3 months (to June 30, 1887).....	\$ 33 39
do do	S. Legère.....	do	10	2	9 do from do	74 25
Adamsville and Railway Station.....	J. M. Kennedy.....	On foot.....	18	12	do do	40 00
Albert and Elgin.....	F. Doherty.....	Vehicle.....	28	1	(less fines).....	130 58
do do	J. Garland.....	do	26	1	do do	32 00
Albert and Lumsden.....	B. W. Fillmore.....	Optional.....	7	1	20 dys. (from Feb. 10, '88)	25 00
Albert and Point Wolf.....	W. J. Anderson.....	Vehicle.....	20	6	do do	467 00
do do	J. S. Fullerton.....	do	1	12	do do	28 00
do do	R. C. Atkinson.....	do	1	7	(to Aug. 31, 1887).....	43 75
do do	G. Woodworth.....	do	1	12	do do	30 00
Albert Mines and Railway Station.....	P. Richard.....	do	8	2	do do	46 48
Aldouane and Richibucto.....	C. Vibert.....	do	26	2	do do	285 00
Alexander's Point and Miscou Lighthouse.....	R. Dugue.....	do	3	3	do do	150 00
Alexander's Point and Shippigan.....	T. Stephenson.....	do	4	1	do do	20 80
Alexandrina and Scovill's Mills.....	L. Wilson.....	Horse or vehicle.....	10	1	do do	13 00
Alison and Moncton.....	W. T. Jones.....	Vehicle.....	9	1	(to June 30, 1887).....	41 25
do do	D. Connelly.....	do	6	1	do do	35 00
Allandale and Poquiock.....	J. E. McQuaid.....	Horse or vehicle.....	4	1	do do	26 00
Alma and Hastings.....	S. L. Stockton.....	Vehicle.....	6	2	do do	68 00
Anagance and Corn Hill.....	E. A. Robinson.....	do	18	2	do do	144 00
Anagance and Elgin.....	J. Stoot.....	do	7	2	do do	96 00
Andover and Fort Fairfield, U.S.....	J. C. McCluskey.....	do	1	12	do do	50 00
Andover and Railway Station.....	W. Joslin.....	Optional.....	4	2	do do	6 25
Annidale and English Settlement.....	J. H. Langly.....	do	4	2	do do	35 25
do do	G. Z. Parice.....	Horse or vehicle.....	10	1	do do	50 00
Apoahqui and Case Settlement.....	J. Miles.....	do	11, 14 & 17	2 & 3	do do	177 12
Apoahqui, Collina and Pearson's.....	H. E. Sinnott.....	do	4	1	do do	44 20
Apoahqui and Erb Settlement.....	J. Gray.....	Vehicle.....	8	1	do do	45 72
Armstrong and Waterford.....	W. Barclay.....	Optional.....	1	12	do do	50 00
Armstrong's Brook and Jacquet River Station.....	do do	do	3	6	do do	175 00
Armstrong's Brook and River Louisa.....	R. Corbett.....	do	1	2	do do	230 00
Armstrong's Corner and Round Hill.....	D. B. Hopkins.....	Horse or vehicle.....	20	2	do do	137 50
Aroostook Junction and Railway Station.....	do do	Optional.....	4	12	do do	
				2	2 years, 9 mos. (from July 1, '85)	

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Aroostook Portage and California.....	D. Murchison.....	Horse or vehicle.	2	1	12 months.....	25 00
Back Bay and St. George.....	A. J. Seely.....	Vehicle.....	11	3	12 do.....	224 88
Bardville and Beaconsfield.....	H. Baird.....	Horse or vehicle.	11	1	12 do.....	55 00
Barachois and Lower Abouggogin.....	H. Galland.....	Vehicle.....	11	1	12 do.....	44 48
Barnaby River and Railway Station.....	M. McDonald.....	do.....	16	12	12 do.....	30 00
Bartlog and Chatham.....	J. Doyle.....	do.....	12	1	12 do.....	40 00
Bartlett's Mills and Railway Station.....	J. Bartlett.....	On foot.....	4	6	12 do.....	90 00
Bass River and South Branch.....	J. H. Campbell.....	Vehicle.....	16	3	12 do.....	269 00
Bath and Railway Station.....	T. Bohan.....	On foot.....	4	12	12 do.....	60 00
Bath, Johnville and Kilfoil.....	G. Giberson.....	Vehicle.....	8 & 3 1/2	2 & 1	12 do.....	85 00
Bathurst and Caraquet.....	J. Foley.....	do.....	42	6	12 do.....	975 00
Bathurst and Railway Station.....	S. P. Melanson.....	do.....	2	18	12 do.....	119 32
do.....	do.....	do.....	2	3	12 do.....	39 00
Bathurst Village and Dumfries.....	J. Nicol.....	Horse or vehicle.	6	1	12 do.....	31 00
Bathurst Village and Tête à Gouche River (South Side).....	A. Branch.....	Vehicle.....	10 & 8	1	12 do.....	39 48
Bathurst Village and Youghall.....	R. Anderson.....	do.....	5	3	6 do.....	25 00
Bay du Vin and Cbatham.....	H. Sinclair.....	Horse or vehicle.	23	2	5 do.....	83 83
do.....	do.....	do.....	23	2	7 do.....	129 34
Bay du Vin and Point Escuminac.....	E. Nowlan.....	do.....	21	2	12 do.....	220 00
Bay du Vin Mills and Upper Bay du Vin.....	W. Dickins.....	Vehicle.....	5	1	12 do.....	40 00
Bayfield and Port Elgin.....	E. D. Silliker.....	do.....	15 & 20	3	12 do.....	156 00
Bayfield, Port Elgin and Spence.....	J. H. Trenholm.....	Optional.....	24 & 7	2 & 1	12 do.....	170 00
Bayside and St. Andrew's.....	J. Richardson.....	Vehicle.....	4	2	12 do.....	100 00
Beaumont and Scotch Lake.....	J. Sinnett.....	Horse or vehicle.	9	1	12 do.....	27 00
Beaufort and Highlands.....	J. Gray.....	do.....	5	3	12 do.....	110 00
Beaver Dam and Rusagornis.....	W. Haining.....	do.....	5	1	12 do.....	26 00
Beaver Harbor and Black's Harbor.....	G. W. Cross.....	do.....	3	1	12 do.....	35 00
Beaver Harbor and Pennfield Ridge.....	F. Ashe.....	do.....	4	3	9 do.....	75 00
do.....	do.....	do.....	4	3	3 do.....	37 37
Belledune and Belledune River.....	D. McCurdy.....	Optional.....	4	3	12 do.....	75 00
Belledune and Railway Station.....	S. Chalmers.....	do.....	1	12	12 do.....	57 00
Belleisle Creek and Norton Station.....	J. M. Huggard.....	Vehicle.....	7	2	12 do.....	80 00
Belliveau Village and St. Joseph.....	S. Bourgeois.....	do.....	7	2	12 do.....	70 00

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1888

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Caledonia, Turtle Creek and Railway Station.....	G. D. Reid.....	Horse or vehicle.	17 & 1/2	2	12 months.....	\$ 97 96
Calhoun and Railway Station.....	J. B. Calhoun.....	On foot.....	10	12	12 do.....	95 00
Carleton's Mills and St. Louis de Kent.....	A. Babineau.....	Vehicle.....	6	2	12 do.....	25 00
Campbell Settlement and Lower Southampton.....	J. C. Munro.....	do.....	6	2	12 do.....	45 48
Campbellton and Railway Station.....	A. McLean.....	do.....	1	13	12 do (and extra trips).....	210 15
Campo Bello and Wilson's Beach.....	J. Brown.....	do.....	7	1	12 do.....	75 00
Canaan Station and Railway Station.....	J. J. Bernard.....	On foot.....	8 & 1/2	12	12 do.....	20 00
Canaan Station and Sweeneyville.....	J. P. Bernard.....	Horse or vehicle.	3	2	12 do.....	80 00
Canobie and Clifton.....	W. Glendinning.....	do.....	3	1	12 do.....	30 00
Canterbury and Woodstock.....	J. W. Scott.....	Vehicle.....	12	2	12 do.....	148 00
Canterbury Station and North Lake.....	M. Dickinson.....	do.....	22	2	12 do.....	250 00
Canterbury Station and Railway Station.....	W. Main.....	On foot.....	100 yds.	12	12 do.....	50 00
Canterbury Station and Raigan.....	T. Raigan.....	Horse or vehicle.	8	1	12 do.....	50 00
Cape de Moselle Creek and Railway Station.....	J. Wilson.....	Vehicle.....	16	12	12 do.....	25 00
Caraget and Lower Caraget.....	A. Lantigne.....	do.....	4	3	12 do.....	34 00
Caraget and St. Simon.....	J. R. LeBoutellier.....	do.....	9	1	12 do.....	30 00
Caraget and Shippigan.....	J. Duke.....	do.....	20	6 & 3	12 do.....	270 00
Caraget and Tracadie.....	P. Theriault.....	do.....	22	6	12 do.....	344 00
Carleton and St. John.....	D. O'Connell.....	Optional.....	1	18	3 do (to June 30, 1887).....	34 50
do.....	do.....	do.....	1	30	3 do 22 dys. (to Oct. 22, '87).....	35 62
do.....	do.....	do.....	1	36	5 do 9 dys from do.....	60 75
do.....	do.....	do.....	1	12	12 do.....	78 00
Carleton and Street Letter Boxes.....	W. Lane.....	do.....	1	2	12 do.....	48 68
Carlisle and Lower Windsor.....	A. Albright.....	do.....	2	3	12 do.....	53 32
Central Blissville and Frederick Junction.....	J. Sheban.....	Horse or vehicle.	4	2	12 do.....	40 00
Central Hampstead and Hibernia.....	D. Gardner.....	do.....	3	2	12 do.....	40 00
Central Waterville and Temperance Vale.....	G. T. Pinder.....	do.....	5	1	5 do (from Nov. 1, 1887).....	12 50
Centreville, Florenceville, Tracey's Mills and Greenfield.....	W. A. Taylor.....	Vehicle.....	2, 4, 6 & 12	2, 3 & 6	8 do (to Nov. 30, 1887).....	199 17
do.....	W. Jewett.....	do.....	2, 4, 6 & 12	2, 3 & 6	4 do from do.....	101 33
Chambers' Settlement and Foster's Croft.....	J. McShane.....	Horse or vehicle.	5	1	12 do.....	28 00
Chambord and Grand Falls.....	I. Michaud.....	do.....	4 & 6	1	12 do.....	50 00
Chance Harbor, Lepreaux and Little Lepreaux.....	U. J. Hope.....	do.....	19 & 4	2 & 6	7 do (to Oct. 31, 1887).....	116 67
do.....	do.....	do.....	19 & 4	2 & 6	5 do from do.....	100 67
Charleston and Middle Simonds.....	M. Mulheron.....	do.....	11	1	12 do.....	50 00
Charleston Station and Upper Charlo.....	J. Goullat.....	Vehicle.....	2 1/2	6	4 do (from Dec. 1, 1887).....	19 67

	1	3	do	(to June 30, 1887)	6 26
<i>Chatham and Douglasfield</i>	1	9	do	from	15 00
do	2	9	do	(to Dec. 31, 1887)	208 25
<i>Chatham and Kouchibouguac</i>	2	3	do	from	64 50
do	1	trip	do		1 50
<i>Chatham and Newcastle</i>	24	12	months		200 00
<i>Chatham and Railway Station</i>	6	12	do		1,280 00
<i>Chatham and Tracadie</i>	2 & 1	12	do		50 00
Chelmsford and Doyle's Brook.....	2 & 1	12	do		99 00
Chelmsford and South Nelson.....	1	12	do		35 00
Chipman and Harley Road.....	5	12	do		58 00
Chipman and Weldford.....	1	3	do	(to June 30, 1887)	174 00
do	40	1	do	from	3 64
do	40	1	do	20 days (from Feb. 10, 88)	59 00
Church Hill and River View.....	2	12	do		40 00
Clarendon and Gaspereaux Station.....	6	12	do		40 00
Clarendon Station and Railway Station.....	7	12	do		244 00
Clifton and Grey's Mills.....	10	6	do		272 80
Clifton and Grey's Mills.....	22	2	do		65 00
Clifton and Land's End.....	4	12	do		30 00
Clinch's Mills and Gooseberry Cove.....	5	1	do		15 00
Clinch's Mills and Little Musquash.....	12	12	do		156 00
Clinch's Mills and Railway Crossing.....	15	2	do		142 50
Clover Hill and Sussex Vale.....	100 yds.	12	do	and arrears	44 00
Coal Branch Station and Railway Station.....	4	12	do		25 00
Coal Creek and Coal Mines.....	4	1	do		17 88
Coal Creek and Upper Coal Creek.....	4	1	do		70 00
Cocagne and Cocagne Cape.....	6	2	do		155 00
Cocagne and Notre Dame.....	12	3	do		100 00
Cole's Island and Narrows.....	23	1	do		50 00
Cole's Island and New Canada.....	14 & 10	1	do		42 00
College Bridge and Railway Station.....	2	7	do	(from Sept. 1, 1887)	11 67
Collina and Springfield.....	15 & 17	1	do	(to April 30, 1887)	5 29
Cornier's Cove and St. Joseph.....	11 & 7	1	do	from	47 67
Corn Hill and Petitcodiac.....	5	1	do		20 80
do	2	1	do		30 00
Cox's Point and Cumberland Bay.....	4	12	do		30 00
Cross Creek and Stanley.....	2	12	do		
Curryville and Railway Station.....	12	12	do		
Dalhousie and Dalhousie Junction.....	Special trips				18 00
Dalhousie and Point La Nim.....	3	12	months		45 00
Dalhousie and Railway Station.....	24	12	do		251 20
Dalhousie and Wharf.....	12	12	do	Season, 1887	33 00
Dalhousie Junction and Railway Station.....	12	12	months		25 00
Dawson Settlement and Hillsborough.....	2	12	do		83 00
Debeck and Railway Station.....	12	12	do		30 00
Doaktown and Shinnickburn.....	1	12	do		100 00
Don-gal, Waterford and Sussex Vale.....	2 & 1	4	do	(to July 31, 1887)	58 33
do	2 & 1	8	do	from	126 37
Dorchester and Fairview.....	1	12	do		20 00

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ ct.
Dorchester and Middleton.....	R. A. Colpitts.....	Optional Vehicle.....	2	6	5 months (from Nov. 1, 1887).....	27 08
Dorchester and Railway Station.....	S. W. Tingley.....	Vehicle.....	12	24	do do and extra trips.....	438 36
Dorchester and Rockport.....	J. Read.....	do.....	12	3 & 2	do do.....	169 00
Dorchester and Woodhurst.....	B. Card.....	do.....	6	1	do (from March 1, 1888).....	1 67
Dorchester Crossing and Railway Station.....	P. L. Belliveau.....	On foot.....	12	2	do do.....	8 00
Dorn Ridge and Mouth of Keswick.....	W. H. Pugh.....	Horse or vehicle.....	14	2	do do.....	87 00
Douglasstown and Newcastle.....	J. Fisher.....	Vehicle.....	5	12	do do.....	250 00
Dover and Moncton.....	J. McFarlane.....	do.....	18	2	do (to Dec. 31, 1887).....	102 75
do do.....	W. McFarlane.....	do.....	18	2	do from do.....	31 00
Downeyville and Springfield.....	W. Kehler.....	Horse or vehicle.....	11	2	do do.....	80 00
Downeyville and Tootleton.....	V. Vanwart.....	do.....	11 & 3	4	do do.....	71 00
Dovle Settlement and River Louisa.....	T. Hayes, jun.....	Vehicle.....	3	1	do do.....	12 00
Dumbarton Station and Rolling Dam.....	T. Irwin.....	Optional.....	20 & 5	2	do do.....	102 96
Dumbarton Station and Railway Station.....	do.....	do.....	30 yds.	12	do do.....	40 00
Dundee and Shannon Vale.....	W. Wright.....	Vehicle.....	5	1	do do.....	25 00
Dungiven and Memramcook.....	E. Toole.....	do.....	4	1	do do.....	25 00
Dupee's Corner and St. André de Shediac.....	R. Hébert.....	Horse or vehicle.....	3 1/2	1	do do.....	18 00
Edgett's Landing and Hillsborough.....	T. Bick.....	Optional.....	2	6	do do (from Oct. 1, 1887).....	45 00
Edmundston and Grand Falls.....	M. Hartt.....	Vehicle.....	37	6	do do.....	1,395 00
Edmundston and Mouth of St. Francis.....	I. Lévéque.....	do.....	36	3	do do.....	500 00
Edmundston and Upper Madawaska.....	D. Sirois.....	do.....	3	6	do do.....	24 00
El River and River Charlo.....	J. Goulett.....	do.....	4	3	do (to June 3, 1887).....	14 75
El River Crossing and Railway Station.....	W. McNair.....	On foot.....	12	12	do do.....	40 00
Elgin and Meadow.....	W. P. Robinson.....	Horse or vehicle.....	18	1	do (to Dec. 31, 1887).....	72 15
Elgin and Pleasant Vale.....	R. A. Colpitts.....	Optional.....	7	1	do do.....	22 50
Elgin and Prosser Brook.....	W. P. Robinson.....	do.....	13	2	do from do.....	48 00
Elgin and Railway Station.....	G. M. Killam.....	Vehicle.....	3	6	do do.....	39 88
Elmsville and Railway Station.....	J. H. Dyer.....	On foot.....	17 1/2	6	do do.....	40 00
Enniskillen and Grand Falls.....	G. O. Regan.....	Optional.....	3 1/2	1	do (from Dec. 1, 1887).....	10 00
Enniskillen Station and Railway Station.....	B. McAloon.....	do.....	4	6	do do.....	25 00
Fairhaven and Lord's Cove.....	T. McLaughlin.....	Vehicle.....	10	3 & 2	do do.....	195 00
Fairhaven and Steamer.....	do.....	Boat.....	1	3 & 2	do do.....	100 00
Fairville and Railway Station.....	C. J. Tilton.....	Optional.....	1 1/2	18	do do.....	75 00

Location	Person	Horse or vehicle	Days	Amount
Fenwick and McKnight	G. E. McKnight	Horse or vehicle	2	16 00
Ferguson and Sheba	T. Simpson	do	2	33 00
Ferguson's Point and Intersection of Caraque and Chatham Route	W. Ferguson	On foot	6	31 20
Flatauds and Railway Station	J. Steves	do	6	50 00
Florenceville and Kilburn's Landing	W. McMullin	Optional	6	4 00
Florenceville and Rail way Station	do	do	Special trip	185 00
Florenceville East and Riverbank	W. W. Boyer	Horse or vehicle	3	56 00
Flume Ridge and Magsuadavic	M. Noonan	Optional	1	15 00
Forks and Ida	E. Kierstead	do	6	25 00
Four Falls and Ortonville	P. G. Fraser	Horse or vehicle	1	50 00
Frederickton and Hanwell	P. Lucy	Optional	2	59 48
Frederickton and Lower St. Mary's	T. B. Dunphy	do	2	72 00
Frederickton and Marysville	do	do	12	320 00
Frederickton and Nasonworth	S. K. Nason	Horse or vehi le.	1	52 00
Frederickton and Newcastle	R. Swim	Optional	3	1,145 00
Frederickton and Railway Station	P. D. McKenzie	do	18	175 48
Frederickton and St. Mary's Ferry (No. 1)	do	do	6	55 00
Frederickton and St. Mary's Ferry (No. 2)	M. W. Ryan	do	6	15 89
Frederickton and Stanley	T. B. Dunphy	do	2	165 00
Frederickton and Woodstock East	J. Phillips	do	1	550 00
Frederickton and Woodstock West	R. H. Rainsford	do	3	175 00
do	do	do	3	600 00
Frederickton Junction and Railway Station	J. Shehan	On foot	24	40 00
French Village and St. John	D. O'Connell	Vehicle	1	136 00
Gagetown and Month of Nerepis	S. Cameron	do	3	695 00
Gagetown and Narrows	F. E. Wilson	Optional	3	81 25
do	do	do	3	202 50
Gagetown and Upper Gagetown	G. W. Allingham	do	3	41 67
Gagetown and Wels'ord	H. Johnston	Vehicle	3	470 00
Gagetown and Whie's Cove	W. Hamilton	do	3	250 00
Gailey and Thomas Galland's	J. Whittle	Optional	2	30 00
Gaspareaux Station and Railway Station	P. W. Mooney	Vehicle	6	40 00
Gaythorne and Tabusintac	E. McCullum	do	1	30 00
Gillespie and Grand Falls Portage	J. McCallan	Optional	1	25 00
Gladstone and Kintore	T. Watt	Horse or vehicle	3	120 00
Glassville and Ruther Glen	E. D. Martin	do	1	15 00
Golden Ridge and Knowlesville	G. Campbell	Vehicle	1	34 00
Goose Creek and Shepody Road	J. Prescott	do	6	60 00
Grafton and Woodstock	A. D. Shea	do	1	48 00
Grainfield and Rensou River	M. Hayes	Horse or vehicle	4	30 00
Grand Anse and Mizonette	S. Theriault	do	2 & 1	75 00
Grand Bay and Railway Station	D. Hamm	On foot	6	20 00
Grand Falls and Railway Station	P. McMillan	do	12	75 00
Grand Falls and Undine	F. Petit	Vehicle	2	128 00
Grand Falls and Woodstock	J. A. Perley	do	6	2,700 00
Grand Harbor and Whitehead	C. Guptill	Optional	2 & 1	62 50
do	do	do	6	47 00

REPORT No. 2, D.—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Grand Manan and Seal Cove.....	T. A. Kendrick.....	Optional.....	13	2	10 days (to April 10, 1887).....	3 09
do do.....	do.....	do.....	13	3	5 mos. 20 days (to Sept. 30, '87).....	79 86
do do.....	G. E. Tatton.....	do.....	12	2	do from do.....	59 50
Great Schemogue and Little Cape.....	J. S. Leger.....	Vehicle.....	4	1	do do.....	25 00
Great Schemogue and Upper Sackville.....	D. Wheaton.....	do.....	20 & 27	1	do do.....	93 00
Green Point and Petit Kocher.....	J. Morrison.....	Horse or vehicle.....	3½	1	do do.....	35 00
Halcomb and Lyttleton.....	J. Somers.....	do.....	5	1	do do (to Dec. 31, 1887).....	30 00
do do.....	E. Somers.....	do.....	5	1	do from do.....	9 75
Hammond Vale and Shepody Road.....	W. Fowler.....	Vehicle.....	12	1	do do.....	104 00
Hampstead and Wickham.....	W. H. Lawrence.....	do.....	2	2	do do (to Oct. 31, 1887).....	23 33
do do.....	J. S. Van Wart.....	do.....	2	2	do from do.....	16 67
do do.....	F. Williams.....	do.....	1	6	do do.....	40 00
Hampton and Ossekeeg.....	J. McLaughlin.....	do.....	13	2	do do.....	130 00
Hampton and Urquhart's.....	F. J. Johnston.....	do.....	4	1	do do.....	29 00
Hardingville and Quaco Road.....	J. C. Perry.....	do.....	13	1	do do.....	48 00
Harcwood and Salisbury.....	W. Craig.....	do.....	20	3	do do.....	274 00
Harland and Knowlesville.....	J. H. Shaw.....	do.....	13	12	do do.....	40 00
Hartland and Railway Station.....	I. R. Tupper.....	Optional.....	13	12	do do.....	6 00
Harland and Woodstock.....	R. Smith.....	Horse or vehicle.....	3½	1	Special trips.....	37 00
Harvey and Midway.....	do.....	do.....	11	3	12 months.....	120 00
Harvey and Waterside.....	do.....	Vehicle.....	1	6	do do.....	70 00
Harvey, Harvey Bank and Railway Station.....	do.....	Optional.....	24	6	do do.....	200 00
Harvey Bank and Hillsboro'.....	C. Peck.....	do.....	18	6	Special service.....	34 00
Harvey Bank and Railway Station.....	W. B. Wells.....	do.....	18 & 6	2	12 months.....	34 50
Harvey Station and Magaguadavic.....	W. Messer, junr.....	Horse or vehicle.....	50 yds.	2	do (to June 30, 1887).....	41 00
Harvey Station, Flume Ridge and Magaguadavic.....	do.....	do.....	50 yds.	2 & 1	do (to Sept. 30, 1887).....	74 50
Harvey Station and Magaguadavic.....	T. Craig.....	do.....	18	6	do from do.....	10 00
Harvey Station and Railway Station.....	J. Rutherford.....	Optional.....	50 yds.	12	do do (to Sept. 30, 1887).....	15 00
do do.....	D. Glendinning.....	do.....	12	6	do from do.....	28 76
Harvey Station and Yoho.....	R. McLaughlin.....	Vehicle.....	4	1	do do.....	23 00
Halford Point and West Scotch Settlement.....	F. D. Ganong.....	do.....	5	1	do do.....	30 00
Head of Mill Stream and Perry Settlement.....	G. Hayes.....	Horse or vehicle.....	19	2	do do.....	131 25
Head of Mill Stream and Sussex Vale.....	do.....	do.....	19	2	do (to Dec. 31, 1887).....	43 75
do do.....	B. B. Hayes.....	do.....	19	3	do from do.....	50 00
Head of Tide and Railway Station.....	J. Gillis.....	On foot.....	19	6	do do.....	50 00

Location	Person	Vehicle	Foot	Yds.	1887	1	12	do	1887	1889
Head of Tide and Robinsonville	D. Duncan	Horse or vehicle			1	12	do	85 00		
Heron Island and New Mills	J. McNair	Vehicle			1	12	do	27 00		
Hillsboro' and Lower Cape	J. Bray	Horse or vehicle			3			100 00		
Hillsboro' and Moncton	J. A. Beatty	Optional			6	6	do	4 00		
do	R. L. Blake	do			15			140 00		
Hillsboro' and Railway Station	J. Bray	Horse or vehicle			12	12	do	78 00		
Hillsboro' and Rosevale	H. J. Stevens	Vehicle			3	12	do	140 00		
Hillsdale and Mackville	B. Houlahan	Horse or vehicle			3	1	do	14 82		
do	J. McIntyre	do			3	1	do	5 92		
Hillsdale and Sussex Vale	R. Brewing	do			17	3	do	240 00		
Hopewell Cape and Railway Station	J. Bray	do			34	12	do	100 00		
Hopewell Hill, Hopewell and Railway Station	J. Deegan	do			14	6	do	60 00		
do	C. L. Peck	do			11	6 & 12	do	20 00		
Hopewell Hill and Memel	W. Hunt	do			7 & 5	1	do	50 00		
Hopper and Salsbury	J. McGee	do			18	1	do	82 00		
Hoyt Station and Juvenile Settlement	J. E. Patterson	do			12 & 9	2	do	75 88		
Hoyt Station and Railway Station	A. W. Mesereau	On foot			100 yds.	12	do	18 75		
do	do	do			3	3	do	12 50		
Indian Mountain and Moncton	A. M. Bonnell	Vehicle			14	1	do	78 00		
Indian town and St. John	W. McLaughlin	do			2	12	do	156 00		
Inkerman and Pockmouche	V. Lozier	do			3	6	do	15 00		
do	W. Gibb	do			3	6	do	13 50		
Irishtown and Shediac	C. Sullivan	do			20	1	do	126 00		
Jenkins and Thornewton	M. B. Perry	Optional			4	3	do	38 00		
Jo. dan Mountain and Newtown	S. H. Snider	Horse or vehicle			2	1	do	38 00		
Keats and Petite diac	W. W. Price	do			7	1	do	2 83		
do	R. F. Keith	do			7	3	do	107 25		
Kerry and New Ireland Road	F. Doherty	do			5	1	do	25 00		
Keswick Ridge and Millville	J. Harrigan	Vehicle			27 & 29	2	do	73 50		
do	do	do			27 & 30	2	do	221 37		
Kilburn and Kintore	D. Watt	Optional			6	3	do	18 75		
do	do	do			6	3	do	60 00		
Kilburn and Railway Station	B. Kilburn	On foot			5	12	do	25 00		
Kingslear and New Market	R. Murphy	Horse or vehicle			3	1	do	18 00		
Kingston (Kent) and Railway Station	E. Harnett	do			5	12	do	100 00		
Kingston (Kent) and Richibucto Village	P. McCare	Vehicle			7	2	do	60 00		
Kingston (King's) and Perry's Point	J. Hill	Horse or vehicle			24	12	do	35 00		
Kingston (King's) and Rothsay	S. Cosman	Vehicle			10	6	do	449 00		
Knoxford and Upper Knoxford	J. McLaggan	do			4	1	do	26 00		
Kouchibouguac and Kouchibouguac Beach	J. P. Potter	Horse or vehicle			9	2	do	60 00		
Kouchibouguac and Point Sapin	do	do			20	1	do	65 00		
Kouchibouguac and Richibucto	P. Woods	Vehicle			12	6	do	265 60		
do	do	do			12	2	do	190 80		
Lake George and Prince William Station	W. Nichol	do			22	3	do	60 00		
Lakeview and Narrows	R. Black	Optional			3	12	do	60 00		
Lakeville Corner and Newcastle Creek	T. L. Simons	Vehicle			28	2	do	172 00		

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Landry and Peckmonche.....	M. Landry.....	Horse or vehicle.	5	1	12 months.....	23 00
Lawrence Station and Railway Station.....	J. Taylor.....	On foot.....	200 yds.	12	do.....	62 00
Ledge and St. Stephen.....	J. Green.....	Vehicle.....	4	2	do.....	75 00
Legère and Portage River.....	L. Mauzerall.....	Optional.....	2	3	do.....	30 00
Lepreaux and Railway Station.....	H. P. Reynolds.....	On foot.....	17 & 13	12	do.....	25 00
Lewis Mountain and Petitcodiac.....	W. W. Price.....	Vehicle.....	12 & 13	1	(to April 30, 1887).....	7 28
do	do	do		11	do	66 73
Lime Hill and Junction Spring Hill Road.....	T. Scribner.....	Optional.....	2	1	do	15 00
Lincoln and Oromocto.....	A. E. Bulley.....	Vehicle.....	4	3	do	65 00
Little Lake and Tracey Station.....	J. Steen.....	do.....	11	1	do	33 83
Little River (Elgin) and Prosser Brook.....	F. Beaman.....	Optional.....	4	1	(from Sept. 1, 1887).....	19 50
Loch Lomond and St. Martin's.....	G. J. Vaughan.....	do	8	1	(to Dec. 31, 1887).....	80 00
Long Point and Springfield.....	A. E. Malbery.....	Horse or vehicle.	20	1	do	100 00
Long Settlement and Woodstock.....	W. K. Miller.....	do	7 & 10	1	do	197 00
Lower Bright n and Woodstock.....	J. R. Tupper.....	Vehicle.....	25	2	do	100 00
Lower Nappan and Point au Car.....	J. Downey.....	do	8	2	do	54 00
Lower Southampton and Norton Dale.....	D. Loggie.....	Horse or vehicle.	5	2	do	88 48
Lower Turtle Creek and Turtle Creek.....	J. C. Munro.....	Vehicle.....	10	1	do	15 00
do	G. A. Fillmore.....	do	3	1	do	16 17
do	D. W. Clapham.....	do	4	1	(to Aug. 31, 1887).....	4 85
do	A. W. Hay.....	do	6	1	(to Sept. 30, 1887).....	29 10
do	E. H. Tozer.....	Horse or vehicle.	5	3	do	80 00
Lytleton and Red Bank.....	do	do				
McGinley and Memramcook.....	S. C. Charters.....	Optional.....	1½	3	(to Dec. 31, 1887).....	67 50
do	do	do	1½	3	do	10 00
McNaughton and Willstream.....	G. D. Fenwick.....	do	5	1	(to Sept. 30, 1887).....	20 54
Maple Green and Railway Station.....	J. Fraser.....	On foot.....	1	3	do	40 00
Maplehurst, Upper Kent and Railway Station.....	A. A. Hawthorne.....	Vehicle.....	3 & ½	1 & 12	do	50 00
Maple Ridge and Millville.....	G. Russell.....	Horse or vehicle.		3	do	20 00
Maplewood and Millville.....	H. Palmer.....	do	5	1	do	24 00
Martin's Head and Salmon River.....	W. J. Davidson.....	do	15	1	do	100 00
Marysville and Peniac.....	T. B. Dunphy.....	do	4	2	do	60 00
Maugerville and Upper Maugerville.....	P. McGlusky.....	Optional.....	5	3	do	68 00
Meadows and Railway Station.....	G. F. Beach.....	On foot.....	20 yds.	12	do	5 00

Location	Person	Vehicle	Age	Days	Start Date	Amount
Memramcook and Railway Station	S. C. Charters	Optional	1	24	do	100 00
Milford and Railway Station	J. Irvine	Vehicle	15	12	do	75 00
Milledgeville and St. John	D. O'Connell	do	4	12	do	65 00
Millsiream and Mountain Dale	W. E. Fenwick	do	6 & 7	1	do	9 00
do	do	do	6 & 7	3	(to June 30, 1887)	34 71
Millstream and Mount Hebron	G. Fenwick	do	5	9	do	20 54
Milltown and St. Stephen	J. & E. Keys	do	2	6	(from Oct. 1, 1887)	148 48
Milltown and Upper Mills	G. E. Lovjoy	Optional	3	12	do	26 00
do	J. M. Macdonald	do	3	6	(to Sept. 30, 1887)	25 00
Misco Harbor and Wilson's Point	J. A. Wilson	do	6	1	do	60 36
Mispec and St. John	D. O'Connell	do	9	1	do	59 76
Moncton and O'Neill	J. McQuade	do	15	1	do	59 00
Moncton and Railway Station	G. McSweeney	do	1	30	do	212 50
do	do	do	1	36	do	105 00
Moncton and Stony Creek	J. B. Scott	do	8	1	do	52 00
Moncton and Street Letter Boxes	J. Gallagher	do	1	12	do	87 50
Moncton and Upper Coverdale	E. L. Goodall	Horse or vehicle	14	7	(from Sept. 1, 1887)	105 00
Moncton Road and Shediac	W. G. Bateman	do	6	2	do	40 00
Monument Settlement and Richmond Corner	J. Kennedy	do	27 & 20	2	do	156 00
Moore's Mills and Railway Station	A. Connick	On foot	100 yrs	12	do	52 00
Mount Pisgah and Newtown	J. L. McCrossin	Optional	3	10	do	21 67
Mount View and Upper Sackville	J. Wheaton	Horse or vehicle	3	1	(from June 1, 1887)	20 00
Mountville and Railway Station	J. Wilbur	Horse or vehicle	100 yrs	12	do	20 00
Mouth of Nerepis and Railway Station	J. M. Nase	Optional	1	12	do	50 00
Musquash and Railway Crossing	L. D. Carman	do	1	12	do	26 00
Narrows and Norton Station	W. Linden	do	21	3	do	425 00
Narrows and Upper Gaspereux	J. B. Wiggins	Vehicle	50	3	do	595 00
Narrows and Wickham	M. Ducey	do	24	3	do	388 00
Nashuaak and Stanley	J. A. Young	Horse or vehicle	10	1	do	52 00
Nauwigewank and Railway Station	W. W. Dodge	On foot	1	12	do	25 00
Nerepis Station and Railway Station	D. McKenzie	do	1	12	do	20 01
Nerepis Station and Round Hill	D. W. McKenzie	Horse or vehicle	12	1	do	70 00
Newcastle and Railway Station	J. Fisher	Vehicle	15	3	do	196 84
Newcastle and Red Bank	J. C. Millar	Horse or vehicle	15	2	do	233 00
Newcastle and Savogle	A. Cain	Vehicle	25	1	do	184 00
Newcastle and South Nelson	J. Doolan	do	2	6	do	189 00
Newcastle Letter Box and Railway Station	J. Fisher	Optional	1	6	do	22 16
New Mills and Railway Station	A. McNair	do	1	8	(from July 15, 87)	49 88
Newtown and Sussex Vale	A. McLean	Vehicle	12, 10 & 14	3	do	140 00
Nictau and Riley Brook	E. P. Ross	do	6	1	do	17 50
Nixon and Turtle Creek	G. Wilson	Optional	4	1	(from Sept. 1, 1887)	20 00
North Forks of Salmon Creek and Salmon Creek	S. P. Fowler	Vehicle	4	1	do	37 40
North Renous and Renous Bridge	J. Singleton	Foot or vehicle	5	2	do	10 50
North River Platform and Railway Station	T. Jones	On foot	1	12	(to June 10, 1887)	25 00
Oak Bay and Railway Station	R. W. Wilson	do	1	12	do	65 00
Oakham and Thorne town	M. Perry	Vehicle	3	2	do	30 00
Oak Hill and St. Stephen	J. & E. Keys	do	23	1	do	189 00

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Oak Point and Round Hill.....	T. Harrison.....	Horse or vehicle.	3	6	Season, 1887.....	30 00
Oakville and Richmond Corner.....	L. P. Purinton.....	do	10	1	12 months.....	80 00
Oromocto and Wapisis Station.....	J. S. Hubble.....	do	6	6	12 do.....	190 00
Oromocto and Woodside.....	W. Rutledge.....	do	12	2	12 do.....	79 00
Oromocto, Shefield, Upper Georgetown and Swan Creek.....	J. W. Currier.....	do	10, 21 & 12	6 & 3	12 do.....	344 28
Ossekeag and Upperton.....	N. W. Barnes.....	Vehicle.....	19½	2	(to Dec. 31, 1887).....	146 25
do	do	do	19½	2	from do.....	45 00
Painsec Settlement and Railway Station.....	E. Babin.....	do	1	2	do.....	27 00
Paquetville and Pockshaw.....	R. Cushing.....	do	13½	3	do.....	75 00
Passkeag and Railway Station.....	W. Deniston.....	On foot.....	15½ yds.	12	3 do.....	12 50
do	G. R. Campbell.....	do	150 yds.	12	9 do.....	37 50
Passkeag and Shellock.....	J. McVey.....	Horse or vehicle.	4½	1	do.....	30 00
Pearson's and Starks's.....	J. H. McLeod.....	do	9 & 12	2	12 do.....	150 00
Pennfield Ridge and Pennfield.....	S. McKay.....	Optional.....	12	3	9 do.....	129 33
Pennfield Ridge and Railway Station.....	do	Horse or vehicle.	• 2	6	do.....	60 00
Penobscquis and Roxburgh.....	W. Haslam.....	Vehicle.....	19	2	(to Feb. 29, 1888).....	152 53
do	do	do	21	2	from do.....	16 03
do	do	do	6	2	do.....	238 72
Perth Centre and Perth.....	W. Inman.....	Optional.....	6	2	do.....	50 00
Perth Centre and Railway Station.....	G. W. Larlee.....	do	64 & 8	12	do.....	601 20
Perth Centre and Riley Brook.....	W. Inman.....	Vehicle.....	15	2 & 1	do.....	17 33
Perth Centre and Tilley (No. 1).....	C. Craig.....	do	15	1	(to July 31, 1887).....	25 00
Perth Centre and Tilley (No. 2).....	C. Goslin.....	Horse or vehicle.	15	4	do.....	78 67
Perth Centre and Tilley.....	A. H. Larlee.....	do	15	2	from do.....	100 00
Petersville and Welsford.....	J. Burton.....	Vehicle.....	10	2	do.....	30 00
Petit Rocher and Railway Station.....	J. Chittick, sen.....	Optional.....	4	1	do.....	75 00
Pioneer and Woodstock.....	J. Morrison.....	do	1½	12	do.....	297 00
Pisarinco and Spruce Lake.....	J. R. Tupper.....	Vehicle.....	25	3	do.....	39 48
Pocologan and New River Railway Station.....	S. Maguire.....	do	6	2	do.....	50 00
Point du Chêne and Railway Station.....	J. Knight.....	Horse or vehicle.	6	2	do.....	25 00
Poirier and Scovill's Mills.....	E. McDonald.....	Optional.....	• ½	12	do.....	30 00
Pollett River and Railway Station.....	F. Cyr.....	Horse or vehicle	6	1	do.....	10 00
do	A. E. Killam.....	On foot.....	100 yds.	3	(to Sept. 30, 1887).....	9 74
do	T. W. Colpitts.....	do	100 yds.	6	from do.....	9 74

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Sackville and Second Westcock	C. Doe	Vehicle	8	1	12 months	49 00
Sackville and Upper Sackville	G. Snowden	do	4	6	9 do (to Dec. 31, 1887)	71 25
do	J. J. Wheaton	do	5	6	12 do and arrears	75 20
Sackville and Wood Point	E. Snowden	do	6	1	12 do	24 48
Salisbury and Railway Station	G. W. Gaynor	Optional	1	24	5 do (from Nov. 1, 1887)	62 50
Salisbury and Turtle Creek	P. Gray	do	10	2	Special trips	25 00
Salt Springs and Inusville	H. O'Brien	Horse or vehicle	6	2	12 months	56 00
Sargent and Junction of Chatham and Point Escuminac Route	H. Sargent	Optional	1	2	12 do	20 00
Shediac and Railway Station	C. W. Smith	do	1 1/2	42	12 do	219 80
Shediac Road and Railway Station	G. Rodgerson	Horse or vehicle	1 1/2	3	12 do	33 00
Shippigan and Shippigan Island	J. Goodin	Vehicle	12	2 & 1	12 do	60 00
South Bay and Railway Station	W. Roxborough	On foot	100 yds.	12	12 do	30 00
Spruce Lake and Railway Crossing	J. Robinson	do	1/2	6	12 do	30 00
Spruce Lake Station and Railway Station	E. McCarthy	do	1 1/2	6	12 do	20 00
Starkey and Young's Cove	S. J. Thorne	Vehicle	11	1	12 do	36 00
Stymast Settlement and Upper Neguac	P. Gratton	do	5	2	12 do	57 48
Summerfield and Upper Wicklow	A. Gee	Optional	3	2	12 do	25 00
Sussex Corner and Sussex Vale	J. Rogers	Vehicle	2	6	12 do	43 68
Sussex Vale and Railway Station	R. D. Boal	Optional	250 yds.	30	12 do	130 00
The Range and Wiggins	J. L. Barton	do	2 1/2	1	6 do (to Sept. 30, 1887)	10 00
do	A. F. Barton	do	2 1/2	1	6 do from do	14 00
Three Mile House and Railway Station	P. O'Neill	On foot	1 1/2	12	12 do	30 00
Three Tree Creek and Railway Station	J. McQuestion	do	1 1/2	6	12 do	15 00
Tower Hill and Railway Station	J. Irons	Horse or vehicle	2	2	12 do	35 00
Tracy Station and Railway Station	D. S. Duphsea	do	50 yds.	12	12 do	30 00
Tracy Station and Traceyville	W. E. Morgan	do	5	1	6 do (to Sept. 30, 1887)	17 50
do	D. S. Duphsea	do	4	1	6 do from do	15 00
Waveig and Railway Station	M. J. Greenlaw	On foot	1 1/2	6	12 do	40 00
Weldford and Railway Station	B. B. Bailey	Optional	1 1/2	24	6 do (to Sept. 30, 1887)	82 00
do	L. J. Wathen	do	1 1/2	24	6 do from do	82 00
Welsford and Railway Station	H. W. Wood	On foot	1 1/2	12	12 do	75 00
Whitler's Ridge and Dumbarton Mail Route	J. Hill	Optional	1 1/2	3	4 do (from Dec. 1, 1887)	4 33

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1888.
CONVEYANCE OF MAILS BY STEAMBOAT AND SAILING VESSELS

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Campello and Indian Island.....	W. O. Sulis.....	3	2	9 months (to Dec. 31, 1887).....	\$ 75 00
Fredericton and Indian town.....	R. R. Humphrey, Agent..	84	6	Season, 1887.....	1,000 00
Grand Manan and Eastport, U. S.....	W. E. Sulis.....	21	2	10 days (to April 10, 1887).....	27 47
do do	do	21	3	7 mos., 3 days (to Nov. 13, 1887)	710 36
do do	do	21	2	4 do 17 do (to March 31, 1888)	380 55
St. John, Digby, N. S., and Annapolis, N. S.....	Nova Scotia Steamship Co	45 & 16	3	12 do do	10,000 00
St. John and Eastport, U. S.....	International do	45	2 & 3	9 do (to Dec. 31, 1887).....	900 00
St. Stephen and Eastport, U. S.....	J. Murchie.....	30	2 & 3	12 do (to March 31, 1888).....	300 00
				Total.....	\$13,393 38

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1888.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Albert County Railway.....	48	6	11 months 15 days (to March 15, 1888).....	\$ cts. 2,311 68
Chatham Branch Railway.....	9	24	12 do (to March 31, 1888).....	896 00
Elgin, Petitcodiac and Havelock Railway.....	27	6	12 do do	678 24
Grand Southern Railway.....	82½	6	12 do do	2,036 76
Intercolonial Railway (within New Brunswick).....	344	With varying frequency over different sections of the line.....	12 do do	44,720 00
Kent Northern Railway.....	27	6	10 do 11 days (to Feb. 11, 1888).....	600 48
New Brunswick Railway.....	306	With varying frequency over different sections of the line.....	12 do (to March 31, 1888).....	24,110 72
New Brunswick and Prince Edward Island Railway.....	36	6	From Jan. 11 to May 3, 1888, with P.E.I. Mails.....	1,308 00
St. John Bridge and Railway Extension Co.....	1½	As required.....	12 months (to March 31, 1888).....	500 00
			Total.....	\$77,221 88

J. C. STEWART,
Financial Comptroller.

W. H. SMYTHSON,
Accountant.

REPORT No. 2, D—Concluded—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in New Brunswick, made within the Year ended 30th June, 1888.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for Post Office Department.....	630 00
R. S. Montgomery.....	Lead rivet seals for Post Office Department.....	209 00
Pritchard & Andrews.....	Mail bag labels for do	59 95
E. Chanteloup.....	Brass mail locks and keys for do	17 35
A. Thornton.....	Patent mail locks for do	11 11
Smith & Egge Manufacturing Co...	Mail locks and keys for do	5 04
Miller Lock Co.....	do do	3 28
G. Bailey.....	Repairing mail locks for do	20 03
D. Brown.....	Repairing mail bags for Post Office Inspector, St. John.....	49 56
J. Allingham.....	Repairing mail bags for Post Office Inspector, St. John.....	1 10
"Sun" Publishing Co.....	Stencilling mail bags for Post Office Inspector, St. John.....	39 80
D. Brown.....	Repairing mail bags for Postmaster, St. John.....	4 10
	Total.....	\$1,050 32

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF MANITOBA, &c.

REPORT No. 2, E.

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1888

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Adelphi and Killarney	C. Bate	Vehicle	20	2	9 months (to Dec. 31, 1887).....	\$ 225 00
do do	H. Mason	do	23	2	do from do	60 00
Alkenside and Chater	W. Cuntz	do	12½	1	do (to Dec. 31, 1887)	35 75
do do	do	do	12½	1	do from do	33 30
Alexander Station and Railway Station	C. T. Weatherley	On foot	1	12	do do	5 00
do do	J. F. Walker	do	1	10	do from do	25 00
Allanburn and Railway Station	H. M. Porteous	do	1	8	do do	8 75
Allanburn and Rossburn	R. R. Ross	Vehicle	16	2	do do	50 00
Almasippi and Campbellville	G. Gray	do	8	1	do do	75 00
Anthracte and Arching Post	A. Morgan	Optional	1	12	do do	31 45
Archibald and Beconsfield	G. Saunders	do	48½	2	17 dys. (to Dec. 31, '87)	690 00
Archibald and Mowbray	W. Shields	Vehicle	26	2	do	555 00
Archibald and Musselboro'	do	do	17½	1	do	145 00
Archibald and Railway Station	Maxwell & Beggs	do	1	12	do from do	112 50
do do	W. C. Kennedy	do	1	8	do	60 00
Arden Station and Railway Station	M. E. Boughron	On foot	30	12	do	110 00
Arpatrick and Assesippi	R. H. Marshall	Horse or vehicle	9	1	do	120 00
Argyle and Stonewall	A. Guthrie	do	9	3	do	56 25
Arnand and Railway Station	A. Haddow	Foot or vehicle	21	3	do	18 75
do do	J. M. Martineau	do	22	3	do from do	32 00
Arrochar and Railway Station	R. McDonald	do	22	1	do	195 00
Arrow River and Beulah	W. Elliott	Optional	22	1	do from do	45 00
do do	J. Evans	do	15	2	do	300 00
Assesippi and Shell River	R. Dunkin	Vehicle	5	1	do	52 00
Ash Creek and Moropano	R. Johnston	do	4	2	do	50 00
Assiniboine and Poplar Point	H. Armstrong	Horse or vehicle	4	6	do from do	50 00
do do	G. M. Jackson	do	7	2	do	125 00
Aubigny and St. Agathe	F. Roy	do	1	12	do	30 00
Austin and Railway Station	E. Broadfoot	Optional	1	12	do	60 00
Aweme and Two Rivers	C. Bellhouse	Vehicle	5	1	do	60 00

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Bate St. Paul and Fortier.....	J. H. Lavote.....	Vehicle.....	7	1	12 months.....	\$ cts.
Bate St. Paul and Railway Station.....	F. Chénier.....	On foot.....	7	12	(to June 30, 1887).....	80 00
do	E. L. Fairbank.....	do	7	12	from do.....	15 65
Falcarres and Indian Head.....	J. Morrison.....	Vehicle.....	30	1	do	60 00
Balgonie and Loon Creek.....	B. Woolhouse.....	do	30	1	(from June 1, 1887).....	345 00
Balgonie and Railway Station.....	A. R. Dickson.....	Optional.....	7	12	do	216 66
Balmorago and Binscarth.....	A. Fletcher.....	Horse or vehicle.....	6½	2	do	60 00
do	do	do	4	2	14 dys. (to June 14, '87)	25 86
Balmoral and Pleasant Home.....	R. Rutherford.....	Vehicle.....	18	2	do	63 51
Balfour and Stonewall.....	do	do	7	1	do	200 00
Banff and Railway Station.....	F. Woodworth.....	Foot or vehicle.....	19 & ½	2	do	140 00
Barnsley, Lintathen and Railway Station.....	J. P. Parsons.....	Vehicle.....	19 & ½	12	(to Dec. 31, 1887).....	75 00
Baswood and Fairmount.....	J. Bloomer.....	do	4	2 & 4	do	377 00
Batoche and Boucher.....	P. Parenteau.....	do	23	1	do	30 62
Batoche and Saskatoon.....	F. Clark.....	do	65	1	15 dys. (to Nov. 15, '87)	20 83
do	J. Caron.....	do	55	1	do	17 30
Battleford and Fort Pitt, &c., also Calgary and Fort Saskatchewan.....	Leeson & Scott.....	do	90, 198 & 218	Fortn'tly. & weekly	12 months.....	230 00
do	do	do	90, 198 & 218	do	(to Oct. 31, 1887).....	9369 40
Battleford and Swift Current.....	E. A. Dugard.....	Foot or vehicle.....	198	5	do	8359 10
Beauséjour and Brokenhead.....	W. J. Thompson.....	Horse or vehicle.....	14	7	from do	2333 33
Beaver Creek and Railway Station.....	J. Mooney.....	Optional.....	5½	1	(to Oct. 31, 1887).....	130 00
Belleview and Virden.....	A. Mooney.....	do	35	1	do	41 60
do	D. Miller.....	Vehicle.....	35	1	do	191 25
Benbulca and Wapella.....	G. N. Rowsell.....	Horse or vehicle.....	25	2	do	74 50
Beulah and Elkhorn.....	J. Lawther.....	do	9	4	do	40 00
Binscarth and Millwood.....	A. P. W. Goldsmid.....	Optional.....	27	1	(from Dec. 1, 1887).....	468 00
Binscarth and Railway Station.....	do	Horse or vehicle.....	12½	1	do	8 66
Binscarth and Shellmouth.....	T. S. Rutherford.....	do	4	4	17 dys. (from June 1, '87)	20 71
Binscarth and Snake Creek.....	O. D. Inman.....	do	4	2	16 dys. (from June 1, '87)	330 28
Binscarth and Upton.....	T. S. Rutherford.....	do	4	1	(to April 30, 1887).....	13 02
Binscarth Farm and Snake Creek.....	T. S. Rutherford.....	do	4	1	do	19 00
do	do	do	4	1	11 dys. (to Feb. 11, '88)	19 00
do	do	do	4	1	(from May 1, 1887).....	143 32

Bird's Hill and Cook's Creek.....	17 1/2	2	12	do	360 00
Bird's Hill and Railway Station.....	3	6	12	do	125 60
Birtle and Moosomin.....	37	6	12	do	570 00
Birtle and Railway Station.....	1	6	12	do	97 48
Birtle and Seaburn.....	20	1	3	do	77 00
do do.....	20	1	3	do	32 50
Birtle and Shellmouth.....	45	2	2	do	130 28
Birtle and Warleigh.....	8	1	12	do	100 25
Blythfield and Headingly.....	13	1	9	do	20 00
Blythfield and Starbuck.....	9	1	3	do	156 00
Boissevain and Besford.....	24	2	3	do	31 25
do do.....	24	2	3	do	284 00
Boissevain and Heaslip.....	18 1/2	2	9	do	75 00
do do.....	18 1/2	2	3	do	234 00
Boissevain and Langrale.....	23	2	3	do	68 75
do do.....	1	6	12	do	57 00
Boissevain and Railway Station.....	12	1	12	do	126 64
Boissevain and Wapaha.....	117	1	12	do	890 00
Boscawis and Moosomin.....	14	1	9	do	108 75
Bradwardine and Logoch.....	14	1	3	do	22 50
do do.....	14	2	12	do	520 00
Brandon and Minnewawa.....	27	1	3	do	130 00
Brandon and Pendenis.....	17	1	12	do	151 41
Brandon and Railway Station.....	17	12	4	do	150 01
do do.....	1	14	4	do	83 70
do do.....	1	14	3	do	1200 00
Brandon and Rapid City.....	20	6	12	do	468 00
Brandon and Souris.....	24	3	9	do	162 50
do do.....	25 1/2	3	3	do	680 00
Brandon and Two Rivers.....	33 1/2	2	12	do	117 00
Bridge Creek and Railway Station.....	3	1	12	do	50 00
Brierwood and Roden.....	6	12	12	do	115 00
Broadview and Railway Station.....	1	1	3	do	37 50
Brookdale and Carbery.....	20	2	12	do	180 00
Burnside and Railway Station.....	5 1/2	1	12	do	175 00
Butterfield and Workman.....	22	2	12	do	156 00
Cadurcis and Minnedosa.....	6	2	12	do	62 50
Calf Mountain and Darlingford.....	4	2	6	do	65 00
Calf Mountain and Thornhill.....	6	2	6	do	245 09
Calgary and High River.....	40	1	3	do	810 27
Calgary and Mosquito Creek.....	56	1	9	do	300 00
Calgary and Railway Station.....	8	12	12	do	83 20
Camille and Treherne.....	8	2	6	do	124 80
Camille and Railway Station.....	10	2	6	do	45 00
Canmore and Railway Station.....	12	9	4	do	12 41
Carbery and Railway Station.....	12	4	4	do	22 00
do do.....	14	7		do	

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Carberry and Wellwood.....	J. W. Newton.....	Vehicle.....	16½	2	12 months.....	250 00
Carlingville and Oak River.....	S. C. Dinsmore.....	Optional.....	17	1	do.....	240 00
Carlyle and Clare.....	T. Hislop.....	Horse or vehicle.....	13	1	do.....	150 00
Carlyle and Dennington.....	W. D. Kiskey.....	do.....	8	1	do.....	83 20
Carman and Pomeroy.....	J. Sutton.....	do.....	8	1	do.....	80 00
Carman and Salterville.....	R. Squires.....	Vehicle.....	4	2	do.....	104 00
Carnduff and Sourisford.....	D. Elliott.....	do.....	40	1	do.....	312 00
do.....	J. D. Bride.....	do.....	40	1	do.....	99 00
Caron and Railway Station.....	J. G. McDonald.....	On foot.....	½	6	do.....	30 00
Carson and Railway Station.....	G. C. Battiscombe.....	do.....	½	3	do.....	32 00
Carsdale and Regina.....	E. Cars.....	Optional.....	22	1	do.....	170 00
Cartwright and Railway Station.....	T. S. Menary.....	Foot or vehicle.....	6	12	do.....	52 00
Castleberry and Shellmouth.....	J. Dugan, jun.....	Horse or vehicle.....	14	1	do.....	117 00
Chater and Elton.....	D. Black.....	do.....	6	1	do.....	54 60
Chater and Railway Station.....	P. Dickson.....	Optional.....	8	12	do.....	62 60
Clandeboye and Selkirk.....	A. M. Muckle.....	Horse or vehicle.....	8	2	do.....	160 00
Clarkeigh and Lundyville.....	J. Clark.....	Vehicle.....	18	1	do.....	119 17
Clarkeigh and Minnewakan.....	do.....	do.....	10	1	do.....	7 08
Clarkeigh and Reburn.....	do.....	do.....	40	2	do.....	328 20
Clarkeigh and Seamo.....	do.....	do.....	5	1	do.....	29 25
Clearwater and Railway Station.....	T. Seaman.....	do.....	5	1	do.....	78 00
Cochrane and Railway Station.....	R. Rogers.....	Foot or vehicle.....	6	6	do.....	15 00
Craiglea and Roseberry.....	J. Johnson.....	do.....	12	7	do.....	77 70
do.....	J. Harover.....	Vehicle.....	12	1	do.....	19 33
do.....	A. Kelso.....	do.....	12	1	do.....	91 25
Creelford and Neepawa.....	W. R. Dunlop.....	do.....	22	2	do.....	120 00
Crew and Fort Ellice.....	J. Ellis.....	do.....	6	2	do.....	60 00
Crystal City and Railway Station.....	E. Rollins.....	Foot or vehicle.....	½	6	do.....	26 00
Cypress River and Railway Station.....	A. Creighton.....	do.....	½	4	do.....	174 00
Cypress River and St. Alphonse.....	do.....	Vehicle.....	8	2	do.....	30 00
Dalton and Catching Post.....	J. Parke.....	On foot.....	½	12	do.....	18 75
Daly and Virden.....	W. McDermaid.....	Vehicle.....	11	1	do.....	67 50
Deledford and Railway Station.....	D. Brown.....	Optional.....	½	6	do.....	74 00
Deolare and Weyna.....	V. Scott.....	Vehicle.....	½	1	do.....	

Deloraine and Napiaka.....	S. Leach.....	do	23	1	9	do	(from July 1, 1887).....	175 50
Deloraine and Railway Station.....	R. D. Martin.....	Foot or vehicle.....	16	6	12	do	(to Dec. 31, 1887).....	50 00
Deloraine and Sourisford.....	M. McTavish.....	Vehicle.....	28	2	9	do	from do.....	390 00
do	A. Cachlan.....	do	28	2	3	do	(from March 1, 1888).....	117 00
Deloraine and Waneche.....	A. Stewart.....	do	20	1	1	do		13 00
Dominion City and Railway Station.....	R. Taylor.....	Foot or vehicle.....	1	12	12	do		80 00
Donore and Railway Station.....	J. McGurdy.....	do	3	2	12	do		75 00
Douglas Station and Railway Station.....	T. E. Greenwood.....	Optional.....	1	6	12	do		39 00
Drumconner and Railway Station.....	E. Brown.....	On foot.....	2	4	12	do		52 25
Dunbow and Okotoks.....	R. A. Begg.....	Horse or vehicle.....	10	1	12	do		104 00
Dunmore Junction and Railway Station.....	W. B. Higginson.....	On foot.....	1	24	12	do		108 00
East Selkirk and Railway Station.....	A. Purdy.....	Horse or vehicle.....	2	6	12	do		100 00
East Selkirk and Selkirk.....	R. Comber.....	Optional.....	2	3	12	do		75 00
Edgeley Farm and Qu'Appelle Station.....	W. C. Cameron.....	Horse or vehicle.....	6 1/2	2	12	do		200 00
Edmonton and St. Albert.....	F. Osborne.....	Vehicle.....	9	Fortn'tly.	1	do	(to April 30, 1887).....	10 41
do	S. Moran.....	do	9	1	11	do	from do.....	183 33
Elkhorn and Kola.....	C. W. Wainwright.....	Optional.....	12	1	1	do	(to April 30, 1887).....	16 67
do	do	do	18	1	11	do	from do.....	79 16
Elkhorn and Railway Station.....	J. McLeod.....	Foot or vehicle.....	1	12	12	do		78 00
Elphinstone and Strathclair Station.....	P. Butchart.....	Vehicle.....	9 1/2	2	8	do	(from Aug. 1, 1887).....	130 67
Emerson and Gauthier.....	J. H. Van Whort.....	Horse or vehicle.....	19	2	12	do		335 00
Emerson and Green Ridge.....	do	do	18	1	12	do		282 00
Emerson and Railway Station.....	C. Whitman.....	do	24	12	12	do		282 08
Emerson and West Lynne.....	A. J. Simpson.....	Vehicle.....	1	12	3	do	(to June 30, 1887).....	46 95
do	E. H. McCrea.....	do	1	12	6	do	(to Dec. 31, 1887).....	93 90
do	Hudson Bay Co.....	do	1	12	1	do	(to Jan. 31, 1888).....	15 65
do	W. D. Hamilton.....	do	1	12	2	do	from do.....	31 30
Erinview and Stonewall.....	A. J. Bell.....	do	25	1	12	do		166 64
Esterbaz and Ohlen.....	N. Johanson.....	do	7	1	5	do	(from Nov. 1, 1887).....	20 00
Fairmede and Wapella.....	A. H. Salmon.....	do	16	1	12	do		182 00
Ferndale and Hilburn.....	W. Moran.....	do	7	1	6	do	(from Oct. 1, 1887).....	28 00
Fleming and Railway Station.....	M. Morrison.....	On foot.....	1	12	12	do		60 00
Fort Alexander and Peguis.....	L. Lebert.....	Optional.....	50	Fortn'tly.	12	do		182 00
Fort Francis and Rat Portage.....	C. Lewis.....	do	160	Fortn'tly.	12	do		960 00
Fort McLeod and Fort Conrad, U.S.....	I. G. Baker & Co.....	Vehicle.....	170	Fortn'tly.	7	do	(to Oct. 31, 1887).....	1,050 00
do	Stewart Ranche Co.....	do	30	3	9	do	(to Dec. 31, 1887).....	562 50
do	F. Strong.....	do	30	3	3	do	from do.....	187 50
Fort McLeod and New Oxley.....	Stewart Ranche Co.....	do	28	1	12	do		686 24
Fort McLeod and Pincher Creek.....	G. C. Ives.....	do	32	1	12	do		570 00
Fort Saskatchewan and Pakan.....	Borwick & Erasimus.....	do	55	Fortn'tly.	10	do	(from June 1, 1887).....	641 66
Giroux and Winnipeg.....	R. Ramsay.....	do	50	2	4	do	(to July 31, 1887).....	300 00
Gladstone and Golden Stream.....	D. McGonnell.....	do	8	1	12	do		78 00
Gladstone and Mekiwin.....	J. McGregor.....	Horse or vehicle.....	15	2	12	do		225 00
Gladstone and Railway Station.....	J. Logie.....	Foot or vehicle.....	1	12	9	do	(to Dec. 31, 1887).....	135 00
do	do	do	1	8	3	do	from do.....	25 00
Gladstone and Richmond.....	L. A. Dunning.....	Vehicle.....	20	1	12	do		160 00

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Gleichen and Railway Station.....	V. J. Beaupré.....	On foot.....	$\frac{1}{2}$	12	12 months.....	60 00
Glenboro' and Grund.....	S. Christopherson.....	Vehicle.....	5	2	do.....	100 00
Glenboro' and Railway Station.....	J. Duncan.....	Foot or vehicle.....	$\frac{1}{2}$	4	do.....	30 00
Glenboro' and Sittakaw.....	F. W. Lipssett.....	Vehicle.....	4	2	do.....	104 00
Glenboro' and Stockton.....	A. F. Andrews.....	do.....	9	2	do.....	104 00
Glendale and Sewell.....	W. J. Litster.....	do.....	80	1	do.....	312 00
Glendinning, Pilot Mound and Roseberry.....	J. M. Fraser.....	do.....	29 $\frac{1}{2}$ & 22	1	(to Dec. 31, 1887).....	107 25
do.....	do.....	do.....	29 $\frac{1}{2}$ & 22	1	from do.....	337 50
Gonor and Railway Station.....	J. Gunn.....	On foot.....	3	2	do.....	100 00
Green Ridge and Stuarthurn.....	L. G. Ramsay.....	Vehicle.....	11 $\frac{1}{2}$	1	do.....	125 00
Grenfell and Railway Station.....	R. Routh.....	do.....	12	12	do.....	78 00
Gretna and Railway Station.....	J. R. Hoffman.....	Foot or vehicle.....	$\frac{1}{2}$	18	do.....	141 30
Gretna and Keinland.....	W. Esaw.....	Vehicle.....	17	2	do.....	165 00
Griswold Station and Railway Station.....	G. Lindsay.....	do.....	1	12	do.....	80 00
Griswold Station and Viola Dale.....	J. Bangs.....	do.....	42 $\frac{1}{2}$	1	(to June 30, 1887).....	145 00
do.....	W. Buchanan.....	do.....	42 $\frac{1}{2}$	1	from do.....	435 00
Halero and Prince Albert.....	R. Pritchard.....	do.....	21 $\frac{1}{2}$	1	do.....	121 33
Hanlan and Meadow Lea.....	C. Stewart.....	Optional.....	6 $\frac{1}{2}$	1	(to Dec. 31, 1887).....	13 00
do.....	J. Macdonald.....	do.....	6 $\frac{1}{2}$	1	(to June 30, 1887).....	39 00
Hayward and Qu'Appelle.....	H. H. Hayward.....	Vehicle.....	12	1	do.....	130 00
High Bluff and Railway Station.....	J. A. Drummond.....	do.....	$\frac{1}{2}$	12	do.....	23 80
do.....	do.....	do.....	$\frac{1}{2}$	4	23 dys. (to Aug. 23, '87).....	42 22
Holland and Railway Station.....	J. Barr.....	Foot or vehicle.....	$\frac{1}{2}$	14	8 dys. from do.....	8 33
do.....	J. F. Holland.....	do.....	$\frac{1}{2}$	4	(to April 30, 1887).....	36 67
Holmfeld and Railway Station.....	T. S. Young.....	do.....	$\frac{1}{2}$	6	do.....	60 00
Hun's Valley and Minnedosa.....	J. Murchison.....	Vehicle.....	16	1	do.....	156 00
Icelandic River and Peguis.....	S. Jonasson.....	Foot or vehicle.....	65	Fortn'tly.....	do.....	375 00
Ignace and Railway Station.....	W. H. Cobb.....	Vehicle.....	$\frac{1}{2}$	6	do.....	18 75
do.....	do.....	do.....	$\frac{1}{2}$	12	(to Dec. 31, 1887).....	20 00
Indianford and Treherne.....	H. Hamilton.....	do.....	10	1	from do.....	52 00
Indian Head and Railway Station.....	R. Crawford.....	do.....	$\frac{1}{2}$	12	do.....	156 00
Joly and Oxburme.....	E. Vinette.....	Horse or vehicle.....	6	8	do.....	132 00

<i>Joly and Steinbach</i>	<i>do</i>	<i>Vehicle</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>
Keewatin Mills and Railway Station	A. Torrance	Optional	1	12	12	175 00			
Kelloc Station and Railway Station	J. Higham	do	1	4	8	314 00			
Kennay and Railway Station	E. Scott	do	1	6	9	20 80			
Killarney and Railway Station	C. Bate	do	1	6	12	22 50			
Killarney and Rowland	J. Bate	Vehicle	10	2	1	52 00			
do	do	do	13	2	8	17 33			
do (vid Fairhall)	J. Russell	do	16	2	3	168 13			
Kinistino and Puckahn	R. Pritchard	Horse or vehicle	25	Fortn'tly	12	58 50			
Kinosota and Westbourne	C. Anderson	do	65	do	12	252 00			
La Broquerie and Winnipeg	J. B. Desautels	Vehicle	47	2	8	248 00			
Laugenburg and Railway Station	P. Ulrich	Optional	4	2	2	382 66			
Lansburn and Seeburn	C. E. Miller	Vehicle	9	1	3	4			
Lariviere and Railway Station	W. H. Swalls	On foot	1	6	12	13 75			
Lebret and Qu'Appelle	J. P. Magnan	Foot or vehicle	4	2	12	52 00			
Lennox and Montefiore	H. Huycke	Vehicle	14	1	9	104 00			
do	do	do	14	1	3	98 00			
Lethbridge and Railway Station	H. Montz	do	14	12	12	26 00			
Lintrathen and Roseisle	H. F. Greenwood	Foot or vehicle	12	1	2	260 00			
Loon Creek and Qu'Appelle	A. Begg	Horse or vehicle	27	1	2	88 40			
Lowestoft and Morden	B. Woolhouse	Vehicle	18	1	12	34 67			
do	W. H. Lowe	do	18	1	12	160 00			
McGregor Station and Railway Station	T. R. Vardon	Optional	1	6	3	7 80			
do	do	do	1	6	9	30 00			
McGregor Station and Wellington	W. J. Thompson	Vehicle	8	1	12	72 80			
McLean and Railway Station	J. B. Davis	On foot	1	12	6	150 00			
Maple Creek and Railway Station	J. Dixon	Optional	1	12	12	156 00			
Marleton and Regina	S. Beach	Vehicle	40	1	9	331 50			
do	do	do	41	1	3	113 26			
Marleton and Strassburg	A. Schneff	do	16	1	9	97 50			
do	A. Christoph	do	16	1	3	31 25			
Marlborough and Moose Jaw	J. G. Beesley	do	14	1	12	104 00			
Marney and Newdale	S. B. Baxter	do	7	1	1	3 90			
Marney and Railway Station	P. Burchart	do	5	4	6	78 00			
Marney and Strathclair Station	do	do	5	2	2	15 68			
Marringhurst and Otenaw	W. Playfair	Horse or vehicle	15	1	12	124 80			
Medicine Hat and Railway Station	T. Tweed	Optional	12	12	12	188 40			
Melbourne and Railway Station	W. G. Alcock	do	4	3	3	3 39			
Melnaud and Souris	W. A. Dolmage	Vehicle	20	2	12	400 00			
Melita and Sourisford	R. M. Graham	do	10	1	9	87 75			
Miami and Nelson	J. G. Blair	do	10	2	4	52 00			
Miami and Morden	do	do	19	2	8	143 33			
do	J. W. Driver	do	19	1	3	2 00			
Millford and Ninette	F. Alfrod	Optional	13	1	9	26 00			
do	F. W. Jackson	do	13	1	3	78 00			
Millward and Railway Station	J. McDougall	On foot	3	2	9	75 00			

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Minnedosa and Railway Station	T. Boyd	Foot or vehicle.	1 1/2	8	12 months	104 00
Minnedosa and Scandinavia	C. Johanson	Vehicle	20	1	12 do	200 00
Moffatt and Wolseley	E. A. Barnbury	do	9	2	12 do	124 00
Moline and Rapid City	D. McNaught	do	8	1	12 do	130 00
Montgomery and Whitehead Station	T. B. O'Donohue	Optional	20	1	12 do	182 00
Moose Jaw and Railway Station	J. A. Whitmore	do	4	12	12 do	200 00
Moosomin and Railway Station	J. Daniel	Horse or vehicle.	4	12	9 do	117 00
do	do	do	4	12	3 do	31 25
do	do	do	4	1	12 do	249 00
Moosomin and Redpath	J. Deavitt	do	4	6	4 do	20 80
Morden and Railway Station	J. W. Driver	Foot or vehicle.	1 1/2	12	8 do	84 00
do	J. M. Grover	do	1 1/2	12	12 do	176 80
Morden and Stodderville	J. Stodders	Vehicle	10	2	12 do	40 00
Morris and Railway Station	W. A. Russell	do	1 1/2	12	12 do	40 00
Morris and St. Jean Baptiste	F. Bernier	do	6	3	12 do	195 00
Napinka and Sourisford	D. Elliott	do	22	2	3 do	91 00
National Park and Railway Station	R. G. Brett	Optional	2 1/2	12	5 do	108 33
Neepawa and Oberon	J. McIntyre	do	13	2	12 do	312 00
Neepawa and Orange Ridge	P. Winter	do	12	1	12 do	189 00
Neepawa and Railway Station	J. McIntyre	do	4	8	12 do	104 00
Neepawa and Salisbury	do	Vehicle	7 1/2	2	12 do	156 00
Nelson	R. Semple	Optional	8 1/2	1	9 do	68 25
do	P. Angers	do	8 1/2	1	3 do	18 85
do	J. Linn	do	9	3	4 do	156 00
Nelson and Railway Station	J. L. Cook	Vehicle	7 1/2	8	12 do	67 00
Newdale and Railway Station	C. A. Rea	Foot or vehicle.	7 1/2	1	12 do	52 00
Newdale and Raven's Glen	E. Penner	Vehicle	4	12	12 do	25 00
Niverville and Railway Station	H. Macaulay	Optional	100 yds.	12	6 do	50 00
Norman and Railway Station	J. Desilet	On foot	100 yds	12	6 do	50 00
do	do	do	100 yds	12	6 do	50 00
Oakburn and Shoal Lake	J. A. Hamilton	Vehicle	9	2	12 do	156 00
Oak Lake and Railway Station	G. D. Miller	Foot or vehicle.	1 1/2	12	12 do	78 00
Oakland and Portage la Prairie	T. Huddleston	Horse or vehicle.	17	1	12 do	135 00
Oak River and Tatonka	J. Reid	do	8	1	12 do	104 00
Ortwald and Raven Lake	J. Brownridge	do	12	1	12 do	104 00

Item	7	12	13	do	159 00
<i>Osawa and Poplar Point</i>				do	25 00
<i>Orterburne and Railway Station</i>				do	25 00
<i>Parkin and Wapelle</i>					
do					
Parklands and Qu'Appelle	12			do	25 00
Pasqua and Railway Station	12			do	56 25
Peguis and Poplar Park	11			do	75 00
Peguis and Selkirk	8			do	72 00
Pens and Viriden	64			do	14 30
Pense and Railway Station	15			do	150 00
Pheasant Forks and Wolsley	30			do	166 64
do	394			do	78 00
do	394			do	260 58
do	25			do	93 30
Pigeon Lake and Winnipeg				do	545 00
Pilot Mound and Railway Station				do	13 00
do				do	45 00
Poplar Point and Railway Station				do	84 00
Portage la Prairie and C. P. Railway Station				do	89 26
do				do	158 34
Portage la Prairie and M. & N.-W. Railway Station	1			do	225 00
Prince Albert and Puckahn	15			do	24 67
do	237			do	56 83
do	253			do	7,900 00
Prince Albert and Qu'Appelle Station				do	
Qu'Appelle and Qu'Appelle Station	18			do	156 67
do	18			do	313 33
Qu'Appelle Station and Railway Station				do	96 67
do				do	46 80
Rat Portage and Railway Station				do	250 00
Raven Lake and Shoal Lake	47			do	117 00
do	47			do	32 50
Reburn and Railway Station	13			do	157 00
Reburn and Woodlands				do	98 48
Regina and Railway Station	9			do	312 00
Remland and Schauenfeldt	37			do	70 00
Richard and Winnipeg	373			do	147 50
do	404			do	300 00
do	16			do	161 92
Rossburn and Solsgrth.				do	150 00
Rosser and Railway Station				do	30 00
Rounthwaite and Stratherne				do	100 00
St. Agathe and Winnipeg	257			do	480 00
St. Boniface and Winnipeg	1			do	350 00
Selkirk and Winnipeg	227			do	720 00
Sewell and Railway Station				do	12 50
do				do	6 66
do	13	4		do	

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Shadeland and Thornhill.....	R. Sweet.....	Horse or vehicle	34	2	3 months (to June 30, 1887)	45 50
do do	H. C. Sweet.....	do	34	2	do from do	120 00
Shoal Lake and Railway Station.....	M. W. Thompson.....	Foot or vehicle..	7	8	(to Sept. 30, 1887)	32 50
do do	do	do	7	6	from do	22 50
Sidney and Railway Station.....	T. Babb.....	Optional.....	7	2	do	52 00
Silver Spring and Railway Station.....	R. Armstrong.....	Vehicle.....	34	2	do	130 00
Solsgrith and Railway Station.....	J. C. Anderson.....	On foot.....	7	8	(to Dec. 31, 1887)	17 50
do do	do	do	7	8	from do	12 50
Souris and West Hall.....	J. J. Weightman.....	Vehicle.....	20	1	(to Feb. 29, 1888)	143 00
Starbuck and Railway Station.....	J. Powers.....	Optional.....	4	4	(from Aug. 1, 1887)	20 00
Stonewall and Railway Station.....	C. V. Tottle.....	do	6	12	do	47 10
Stonewall and Wavy Bank.....	J. Graham.....	do	8	1	do	75 00
Stony Mountain and Railway Station.....	A. Perry.....	Vehicle.....	1	12	do	100 00
Strathclair and Railway Station.....	P. Butchart.....	do	6	2	(to July 31, 1887)	52 00
Strathclair Station and Railway Station.....	H. M. Clark.....	Foot or vehicle..	6	4	(to June 30, 1887)	10 00
do do	W. L. McInnes.....	do	6	8	(from Aug. 1, 1887)	26 67
Summerberry and Railway Station.....	J. H. Love.....	On foot.....	6	6	do	60 00
Swift Current and Railway Station.....	W. G. Knight.....	do	8	12	do	96 00
Thornhill and Railway Station.....	W. Bradley.....	Foot or vehicle..	4	12	do	39 00
Touchwood Hills and Wishart.....	J. H. Putnam.....	Optional.....	10	1	(to July 31, 1887)	26 67
do do	J. Hall.....	do	10	4	from do	53 33
Treherne and Railway Station.....	W. H. Smith.....	Vehicle.....	4	4	(to Sept. 30, 1887)	26 00
Turtle Mountain and Railway Station.....	J. A. Brondgeest.....	do	2 1/2	2	(to Dec. 31, 1887)	78 01
do do	R. Scott.....	do	2 1/2	3	from do	26 00
Vermillion Bay and Railway Station.....	W. McLaughlin.....	Optional.....	1 1/2	12	(from Nov. 1, 1887)	10 00
Viriden and Railway Station.....	W. F. Search.....	do	1 1/2	12	do	78 00
Wallace and Whitewood Station.....	T. G. Lyons.....	Vehicle.....	100	1	(to Sept. 30, 1887)	342 00
do do	do	do	103	6	from do	352 26
Wapella and Railway Station.....	E. P. Benoit.....	Optional.....	12	12	do	60 00
Westbourne and Railway Station.....	A. E. Smalley.....	Foot or vehicle..	12	9	(to Dec. 31, 1887)	56 25
do do	Smalley & Chantler.....	do	12	3	from do	25 00
Whitemouth and Railway Station.....	J. S. Corrigan.....	Optional.....	12	12	(and arrears)	243 33

Whitehead Station and Railway Station.....	T. G. Lyons.....	Foot or vehicle.....	12	12	do	78 00
Winnipeg and Railway Station.....	J. Sheppard.....	Vehicle.....	74	12	do	995 40
Winnipeg—Transferring mails at Railway Station.....	do	Vehicle.....	12	do	do	300 00
Winnipeg and Street Letter Boxes.....	Powell & Bliss.....	Vehicle.....	12	do	(to May 31, 1887).....	120 00
do	do	do	2	do	from do	608 33
Wolsley and Railway Station.....	J. P. Dill.....	Optional.....	21	10	do	200 00
Wood Bay and Railway Station.....	M. Campbell.....	do	12	12	do	200 00
Woodlands and Woonona.....	J. Hallett.....	do	3	12	do	65 00
Woodside and Railway Station.....	N. Morrison.....	do	1	12	do	52 00
		do	4	1	do	30 00
					Total.....	\$ 81,164 35

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba and the North-West Territories, made within the Year ended 30th June, 1888.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Canadian Pacific Railway (within Manitoba)	1,388½	With varying frequency over different sections of the line.....	12 months (to March 31, 1888).....	\$ 63,606 64
Manitoba and North-Western Railway.....	155	4	do	4,884 64
North-West Coal and Navigation Co.....	109	6	do	1,873 40
			Total.....	\$70,364 68

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

REPORT No. 2, E—Concluded—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Manitoba and the North-West Territories, made within the Year ended 30th June, 1888.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for Post Office Department.,.....	221 72
R. S. Montgomery.....	Mail bags, rivet seals and repairs for do	110 68
A. Thornton.....	Patent mail locks for do	11 26
Smith & Egge, Manufac- turing Co	Mail locks and keys for do	5 10
Miller Lock Co.....	do do do	3 50
E. Chanteloup.....	Mail lock keys for do	5 00
Fritchard & Andrews....	Mail bag labels, for do	3 00
G. Bailey.....	Repairing mail locks, &c., for do	1 30
	Total.....	\$361 56

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

REPORT No. 2, F.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Alberni and Nanaimo	W. Watt	Optional	68	1 & fort'y	6 months (to Sept. 30, '87, less fine)	290 00
do	W. Armstrong	do	54	1	from do & extra trip	319 50
Aldergrove and Mount Lehman	G. Stroebel	do	9	6	(to Dec. 31, 1887)	75 00
do	P. Jackman	do	9	1	from do	25 00
Alkali Lake and Clinton	N. Hanlon	do	80	1 & fort'y	12 do	1,000 00
Antracite and Catching Post	A. Morgan	do	2 ¹⁶	2	(from Jan. 1, 1888)	12 50
Ashcroft and Railway Station	H. P. Cornwall	do	2	12	do	104 00
Ashcroft Station and Barkerville	B. C. Express Co.	Horse or vehicle.	279	1	(to May 31, 1888)	18,540 00
Ashcroft Station and Lillooet	do	do	77	1	do	5,460 00
Ashcroft Station and Railway Station	T. G. Kirkpatrick	Optional	300 yds.	12	do	180 00
Barkerville and Harvey Creek	F. Littler	do	50	1 & fort'y	12 do	790 00
Banff and Railway Station	F. Woodworth	do	70 yds.	12	do	25 00
Beaver Point and Burgoyne Bay	A. McLennan	do	10	1	(from Jan. 1, 1888)	150 00
Boston Bar and Railway Station	P. Fink	do	100 yds.	6	do	6 00
Burgoyne Bay and Wharf	S. Maxwell	do	200 yds.	As req'd	(to June 30, 1887)	37 50
Burrard Inlet and Railway Station	G. Black	do	200 yds.	12	(from July 1, 1887)	45 00
Canmore and Railway Station	J. Chenier	do	1	12	do	15 00
Chemains and Railway Station	H. Croft	do	1	6	(from Jan. 1, 1888)	120 00
Chilcoten and Soda Creek	J. Salmon	do	40	F'tly & mo.	do	250 00
Chilliwack and Railway Station	J. F. Harrison	do	5	9	(to Dec. 31, '87 & arrears)	315 53
do	do	do	6 ¹	5	from do	159 36
Cobble Hill and Railway Station	H. F. Porter	Foot or vehicle	40 yds.	6	(from Oct. 1, 1887)	12 00
Corfield and Railway Station	G. T. Corfield	Optional	1 ¹	6	(and arrears)	185 00
Cochrane and Railway Station	J. Johnson	do	7	3	(from Jan. 1, 1888)	30 00
Cranbrook and Donald	E. Bray	do	200	F'tly & mo.	11 do	1,650 00
Donald and Railway Station	G. H. Presswell	do	1	12	(and extra trips)	268 12
Duck and Pringle and Railway Station	J. Duck	do	300 yds.	6	do	60 00
East Wellington and Nanaimo	W. Badcock	Horse or vehicle.	3	6	(from Jan. 1, 1888)	45 00

Origin and New Westminster.	W. C. McDougall.	Optional.	12	1	6	do	(to Sept. 30, 1887)	60 00
do	D. Stewart	do	12	1	6	do	from do	60 00
Enroy and Yale	F. W. Geisler	do	5	1	3	do	(to Dec. 31, 1887)	80 00
do	do	do	5	1	3	do	from do	12 50
Endery and Sicamous	A. Schubert	Horse or vehicle.	36	2 & 1	5	do	(from Nov. 1, 1887)	75 00
Esquimault and Victoria.	W. G. Bowman	Vehicle	3	24	12	do		400 00
Ferrey Coombe and Railway Station.	L. A. Agassiz	Optional.	3	5	12	do		60 00
Gabriola Island and Wharf	A. Shaw	do	2 1/2	2	12	do		60 00
Goldens and Railway Station	R. Lang	do	400 yds.	12	12	do		120 00
Goldstream and Railway Station.	J. Phair	do	3	6	12	do		120 00
Granite Creek and Hope	J. Wardle	do	80	1	6	do	(to Sept. 30, 1887)	520 00
Hall's Prairie and New Westminster.	H. T. Thrift	do	23	1	7	do	(to Oct. 31, 1887)	131 25
do	do	do	23	1	5	do	from do	114 58
Harrison River and Railway Station.	J. Barker	do	1 1/2	4	12	do		60 00
Hope and Railway Station	J. Wardle	do	2	5	12	do		135 00
Illicilewaet and Railway Station.	W. T. Atherton	Foot or vehicle.	1 1/2	12	8	do	(from Aug. 1, 1887)	26 67
Johnson's Landing and Matsqui	R. C. Garner	Optional.	5 1/2	2	12	do		180 00
Kamloops and Okanagan Mission.	A. Schubert	Horse or vehicle.	120	1	12	do		1,200 00
Kamloops and Railway Station.	A. J. Venn	Optional.	1	12	12	do		1,364 00
Kamloops and Spence's Bridge	J. Clark	Horse or vehicle.	100	1	12	do		1,800 00
Koksilah and Railway Station.	C. Crosier	Optional.	30 yds.	6	12	do		40 00
Ladner's Landing, Lulu Island and New Westminster	T. McNeely	do				Special trips.	47 50	
Langley and Railway Station.	O. J. J. Wilkie	do	4	5	12	months	258 39	
Lytton and Railway Station.	L. Cuvreau	do	3	3	12	do		60 00
McPherson's Station and Railway Station.	G. Jones	do	70 yds.	6	12	do		40 00
Maple Bay and Railway Station.	J. Kier	do	6	3	12	do		180 00
Matsqui and Railway Station.	J. Trethney	do	4	12	12	do	(and arrears)	220 00
Metehosin and Victoria.	J. Parker	Vehicle	25	1	12	do		250 00
Millward and Railway Station.	J. McDougall	Horse or vehicle	3	2	3	do	(from Jan. 1, 1888)	25 00
Mount Lehman and Railway Station.	E. J. Thompson	Optional	5	4	6	do	(to Sept. 30, 1887)	206 00
do	do	do	5	3	6	do	from do	122 50
Nanaimo and Railway Station.	J. Ganner	do	1 1/2	12	2	do	(to May 31, 1887)	30 00
do	do	do	1 1/2	24	10	do	from do	250 00
Nanaimo and Wellington.	do	Stage	7	7	2	do	(to May 31, 1887)	40 00
National Park and Railway Station.	R. G. Brett	Optional	2 1/2	12	3	do	(from Jan. 1, 1888)	65 00
New Westminster and Port Moody	W. R. Austin	Horse or vehicle.	6	12	3	do		600 00
do	J. M. Wise	do		6	12	do		10 00
New Westminster and Railway Station.	J. O'Halloran	Optional	1 1/2	12	1	months	(to Oct. 31, 1887)	105 00
do	A. Heffren	do	1 1/2	12	5	do	from do	75 00
New Westminster and Vancouver.	G. P. Raymond	Stage.	12	6	12	do		1,104 00

REPORT No. 2, F—Continued.

—DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
North Saanich and Victoria.....	H. Simpson.....	Stage.....	24	2	12 months.....	445 00
North Bend and Railway Station.....	P. Fink.....	Optional.....	100 yds.	6	do (from July 1, 1887).....	18 00
Okanagon Mission and Osoyoos.....	E. Lequime.....	Horseback.....	70	Monthly.....	do (to May 31, 1887).....	50 00
do do.....	J. Brent.....	Optional.....	85	Monthly.....	from do.....	345 00
Otter Point and Victoria.....	T. Tugwell.....	Horse or vehicle.....	30	1	do.....	200 00
Port Hammond and Port Harvey.....	D. Docksteader.....	Optional.....	2	3	do (to June 30, 1887).....	39 00
Port Hammond and Railway Station.....	W. J. Harris.....	do.....	100 yds.	3	do.....	60 00
Port Harvey and Railway Station.....	D. Docksteader.....	do.....	60 yds.	12	do (from July 1, 1887).....	45 00
Port Moody and Catching Post.....	J. Tays.....	do.....	3	12	do (from Oct. 1, 1887).....	30 00
Port Moody and Railway Station.....	D. B. Grant.....	do.....	1	12	do (to Sept. 30, 1887).....	120 00
Quadra and Wharf.....	R. T. Swan.....	do.....	1 1/4	1	do (from July 1, 1887).....	24 00
Quamichan and Railway Station.....	W. P. Jaynes.....	do.....	1 1/4	6	do.....	180 00
Revelstoke and Railway Station.....	A. McIntyre.....	do.....	3	12	do (to Sept. 30, 1887).....	183 00
do do.....	G. Dennstedt.....	do.....	3	3	do (to Dec. 31, 1887).....	92 00
do do.....	E. Harrop.....	do.....	3	12	from do.....	90 00
Roger's Pass and Railway Station.....	J. M. Carroll.....	do.....	150 yds.	12	do (from Nov. 1, 1887).....	16 66
Salt Spring Island and Wharf.....	J. Broadwell.....	do.....	3	2	do (to June 30, 1887).....	25 00
do do.....	do.....	do.....	3	As req. 9	from do.....	112 50
Savona's Ferry and Railway Station.....	J. H. Macnab.....	do.....	30 yds.	12	do.....	-40 00
Shuswap and Railway Station.....	A. McBryan.....	do.....	200 yds.	6	do.....	60 00
Sicamous and Railway Station.....	E. Forrester.....	do.....	400 yds.	12	do (to Feb. 29, 1888).....	13 32
do do.....	S. Appleby.....	do.....	400 yds.	12	from do.....	10 00
Somenos and Railway Station.....	J. Kier.....	do.....	1 1/2	6	do.....	180 00
Spence's Bridge and Railway Station.....	J. Murray.....	do.....	4	12	do.....	100 00
Sumas and Railway Station.....	D. W. Miller.....	Horse or vehicle.....	4	5	do.....	409 60
Sumas and Upper Sumas.....	H. Barker.....	do.....	14	1	do (to Sept. 30, 1887).....	100 00
do do.....	E. J. Hall.....	do.....	14	6	from do.....	62 40
Vancouver and Railway Station.....	H. A. Berry.....	Optional.....	1 1/4	12	do 9 days (from May 28, '87).....	154 35
Vancouver and Wharf.....	do.....	do.....	1 1/4	12	do (and extra trips).....	329 00

Victoria and Railway Station.....	W. G. Bowman.....	do	1½	12 12	do	314 00
Victoria and Wharf.....	Victoria Transfer Co.....	do	½	12 12	do	366 00
Wellington and Railway Station.....	J. Hill.....	do	¼	1 10	do	100 00
Whonock and Railway Station.....	N. Oliver.....	do	¼	12 12	do	60 00
Yale and Railway Station.....	W. Teague.....	do	100 yds.	12 12	do	60 00
					Total.....	\$43,910 73

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant

REPORT No. 2, F—Continued.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1888.
 CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Burrard Inlet and Vancouver	B. I. Steam Ferry and Nav. Co.	8 r. t.	6	3 months (to June 30, 1887).....	\$ cts. 125 00
Comox, Nanaimo and New Westminster.....	W. Rogers.....	100	1	12 do (to March 31, 1888).....	3,000 00
Fort Simpson and Victoria.....	J. D. Warren.....	600	1 p. month	12 do	2,000 00
Moodyville and Vancouver	D. McPhaiden	3½	9	9 do	375 00
Nanaimo and Victoria.....	J. H. Turner.....	75	2 s., 1 w.	12 do	1,800 00
New Westminster and Sea Island.....	W. F. Stewart.....	15	1	12 do	245 00
New Westminster and Victoria.....	C. P. Navigation Co.....	75	3	12 do do	7,941 89
Port Moody and Victoria.....	C. P. Railway Co.....	.....	.....	9 months (to December 31, 1887).....	12,000 00
Victoria and Port Townsend, U.S.....	Oregon Railway and Nav. Co.....	40	6	12 do (to March 31, 1888).....	8,000 00
Canada and China.....	C. P. Ry. and Steamship Co.....	.....	.....	Special service.....	55 35
					\$35,542 24

J. C. STEWART,
 Financial Comptroller.

W. H. SMITHSON,
 Accountant.

REPORT No. 2, F.—Continued.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1888.
 CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Canadian Pacific Railway (within British Columbia).....	650½	6	12 months (to March 31, 1888).....	\$ 31,274 12
Esquimalt and Nanaimo Railway.....	73	6	12 do	3,864 64
			Total.....	\$35,138 76

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

REPORT No. 2, F—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in British Columbia, made within the Year ended 30th June, 1888.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
S. & H. Borbridge	Mail bags, labels and repairs for Post Office Department.....	\$ cts. 58 85
E. Chanteloup.....	Brass mail locks and keys for do	10 25
A. Thornton	Patent mail locks for do	3 74
Smith & Egge Manufacturing Co	Mail locks and keys for do	1 70
Miller Lock Co	do do	1 26
G. Bailey.....	Repairing mail locks, &c., for do	7 25
	Total	83 05

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

REPORT NO. 2, G.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Albany and North Tryon	C. Crawford	Vehicle	6	3	12 months	100 00
Alberton and Kildare	R. Tupin	Optional	10	2	12 do	60 00
Alberton and Lot 6	W. Hardy	Horse or vehicle	6	2	12 do	50 00
Alberton and Railway Station	T. Keefe	Optional	1	12	12 do	60 00
Alma and Railway Station	J. Mountain	On foot	4	2	12 do	20 80
Appin Road and Bonshaw	J. W. Smith	Horse or vehicle	4	1	12 do	22 48
Argyle Shore and Bonshaw	C. Morrow	do	3	2	6 do	13 00
do	A. Morrow	do	3	2	6 do	15 00
Armadale and Railway Station	H. A. McPhee	On foot	1	3	12 do	20 00
Baldwin's Road and Perth Station	D. Reid	Optional	1 1/2	2	12 do	20 80
Bangor and Morell Station	W. Jardine	do	4	2	12 do	39 00
Bay Fortune and Souris East	J. McKie	do	10 1/2	2	12 do	88 00
Beach Point and Montague Bridge	A. Martin	Horse or vehicle	23	3	12 do	460 00
Bear River and Clear Springs	C. McDonald	Vehicle	8	3	6 do	54 00
do	do	do	8	3	6 do	60 00
Bear River and Railway Station	D. Costello	On foot	1	3	12 do	15 60
Bedeque and Charlottetown	A. M. Foy	Vehicle	41	3	12 do	719 00
Bedeque and Sea Cow Head	W. A. Noonan	Horse or vehicle	4 1/2	2	12 do	46 80
Bedeque and Summerside	T. Glover	Vehicle	11	3	9 do	86 25
do	G. M. Price	do	11	3	3 do	30 00
Belfast and Charlottetown	G. W. O'Neill	do	24	3	6 do	475 00
Belfast and Garfield	A. A. Martin	Optional	3	2	12 do	30 00
Belfast and High Bank	E. W. Martin	Horse or vehicle	21	3	6 do	187 50
Belfast and Point Prim	M. Martin	do	6 1/2	2	12 do	49 96
Belfast and Vernon River	G. W. O'Neill	Vehicle	9	3	6 do	60 00
Big Marsh and Head of St. Peter's Bay	A. D. Cummings	Optional	8 1/2	2	6 do	31 20
do	J. McInnis	do	8 1/2	2	6 do	30 50
Bloomfield and Railway Station	J. O'Halloran	Horse or vehicle	2	3	12 do	55 00
Bloomfield Station and Railway Station	F. Peters	On foot	1	6	12 do	25 00
Bloomfield Station and Tracadie Cross	J. B. McDonald	Optional	4 1/2	2	12 do	34 72

REPORT No. 2, G—Continued.
 DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Bonshaw and Nine Mile Creek.....	A. McDougall.....	Horse or vehicle.	12	2	12 months.....	64 00
Brown's Creek and Whim Road Cross.....	J. McDonald.....	Optional.....	1½	2	12 do.....	26 00
Caledonia and Isis.....	A. Beaton.....	do.....	\$	2	12 do.....	32 00
Caledonia and Orwell.....	M. Martin.....	Vehicle.....	10	3	12 do.....	154 00
Caledonia and Ross.....	J. McLeod.....	Horse or vehicle.	4	2	12 do.....	32 00
Cape Egmont and Fifteen Point.....	L. D. Gallant.....	Optional.....	5	2	12 do.....	41 60
Cape Traverse and County Line.....	A. Strang.....	do.....	12	2	Special trips.....	9 00
Cape Traverse Railway Station and Ice-boat House.	do.....	do.....	15	As req'd.....	Season, 1887.....	79 35
Cape Traverse and Summerside.....	M. Muttart.....	do.....	15	do.....	Part of season, 1887-88.....	9 80
do.....	do.....	do.....	15	do.....	Balance of do.....	156 40
Cape Wolfe and Lot 4.....	A. Strang.....	Horse or vehicle.	6	2	12 months.....	62 00
Cardigan Bridge and Corraville.....	J. J. Fish.....	Optional.....	6	2	12 do.....	52 00
Cardigan Bridge and Head of Cardigan.....	J. J. Sigsworth.....	do.....	4	2	12 do.....	41 60
Cardigan Bridge and Lot 56.....	M. McAuley.....	do.....	13½	3	12 do.....	285 56
Cardigan Bridge and Mitchell River.....	J. J. Campbell.....	Vehicle.....	3	2	12 do.....	49 00
Cardigan Bridge and Railway Station.....	H. McPhee.....	Optional.....	3	2	12 do.....	18 72
Cardigan Road and Railway Station.....	J. McVean.....	On foot.....	1	3	12 do.....	18 72
Cavendish and Hunter's River.....	J. Smith.....	do.....	31 r. t.	3	9 do.....	121 86
do.....	J. White.....	Vehicle.....	31 r. t.	3	do.....	37 00
do.....	J. Crew.....	do.....	31 r. t.	As req. do.....	(to Dec. 31, 1887).....	27 76
Charlottetown and Railway Station.....	T. L. Chappelle.....	do.....	4	9	do.....	56 69
do.....	G. Weldon.....	do.....	4	3	do.....	42 64
Charlottetown and Rocky Point.....	J. Smith.....	Optional.....	2½	2	12 do.....	237 50
Charlottetown and Vernon River.....	G. Silliphant.....	Vehicle.....	14½	6	do.....	30 00
Cherry Valley and China Point.....	M. Gleason.....	Optional.....	2	2	12 do.....	33 00
Clermont and Kensington.....	A. C. McLellan.....	do.....	3	2	12 do.....	28 00
Clinton and New London.....	G. McKay.....	do.....	2½	2	12 do.....	14 00
Clyde Station and Railway Station.....	E. Crabbe.....	do.....	1½	3	do.....	3 75
Coleman and Railway Station.....	A. McKinnon.....	do.....	1½	6	9 do.....	22 50
do.....	do.....	do.....	1½	2	12 do.....	25 00
Coleman and Western Road.....	P. Reid.....	Horse or vehicle.	2½	2	do.....	15 00
Commercial Road and Peter's Road.....	A. Johnston (Administrator).....	Optional.....	2½	2	(to Sept. 30, 1887).....	15 00
do.....	W. Johnston.....	do.....	2½	2	do.....	15 00

County Line and Graham's Road. County Line and Railway Station.	A. Cash. M. S. Hughes.	Horse or vehicle. Optional.	7	3	6	do	(to Sept. 30, 1887). to do and extra trips)	48 00
County Line and Somerset. Covehead Road and Grand Tracadie. do	J. T. Murphy S. McDonald F. Kelly	Vehicle Horse or vehicle. do	16 r. t. 5 5	2 2 2	6 6 6	do do do	(to Sept. 30, 1887). to do and extra trips)	31 02 51 50 32 50 24 70
Darlington and Kelly's Cross. Darlington and New Wiltshire. do	J. Keegan J. T. McLeod D. L. McLeod	Vehicle Optional do	11 1 1	3 2 2	12 9 9	do do do	(to Dec. 31, 1887). from do	115 00 12 00 4 25
Darlington and Princetown Road. Darlington and Railway Station. Darlington and Rose Valley. do	do do do do	do do do do	3 4 8 8	6 3 3 3	12 9 9 12	do do do do	(to Dec. 31, 1887). from do	18 00 35 00 67 50 21 25
Darley and Kensington. DeBlois Station and Railway Station. Dromore and Railway Station. Dundas and Upton.	J. Glover C. Perry J. McCahe F. McDonald.	Vehicle Optional do do	12 4 2 3	3 2 2 2	12 9 12 12	do do do do	(from July 1, 1887).	190 00 15 00 26 00 38 00
East Baltic and Red Point. East Point and Souris East. do	D. McEachern J. Kennedy do	Horse or vehicle. Vehicle	4 15 15	2 2 3	12 6 12	do do do	(to Sept. 30, 1887). from do	30 00 54 00 65 00
Elliott's Mills and Railway Station. Elliottvale and Peake's Station. Elmira and South Lake. Elmsdale and Railway Station. Emerald and Graham's Road. do	R. Elliott J. Edmunds L. McDonald J. Adams A. Cash R. McDonald.	On foot. Optional do On foot. Optional do	3 ^{1/2} 2 2 7 ^{1/2} 7	2 2 3 3 2	12 12 12 3 3	do do do do do	(to Dec. 31, 1887). from do	15 60 27 00 23 92 11 00 24 00 25 00
Emerald and Kinkora. do do do	J. T. Murphy W. Clarke M. S. Hughes P. A. Hughes.	do do do do	16 r. t. 16 r. t. 1 1	2 2 12 12	3 3 3 3	do do do do	(to Dec. 31, 1887). from do (and extra trips)	20 30 18 75 13 75 20 30
Farmington and Head St. Peter's Bay. Farmington and Mansfield. Fifteen Point and Miscouche. do	E. Power T. Bolan G. Des Roches do	Vehicle. Optional. Vehicle. do	5 3 ^{1/2} 9 9	2 2 2 2	12 12 9 12	do do do do	(to Dec. 31, 1887). from do	50 00 26 00 71 25 16 75
Flat River and Selkirk Road. Forrest Hill and Head St. Peter's Bay. Freetown and Railway Station. Freetown and Lower Freetown. Freetown and Railway Station. French Village and Mount Stewart.	J. Callaghan R. Mathewson J. Weeks T. Taylor R. B. Auld. C. McIntyre.	Optional. do On foot. Horse or vehicle. Optional. Vehicle.	6 ^{1/2} 4 2 ^{1/2} 2 5	2 3 2 6 2	12 12 12 12 12	do do do do do		40 00 48 00 18 00 29 00 46 96 64 00
Gaspereaux and Mink River Road. Georgetown and Murray Harbor, North. Georgetown and Newport. Georgetown and Railway Station.	H. Young do P. McIntyre R. R. Jenkins.	Optional. Vehicle. Optional. do	3 12 2 ^{1/2} 4	3 3 12 12	12 12 12 12	do do do do	and extra trips.	16 00 200 00 68 00 107 68

REPORT No. 2, G—Continued.
 DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Georgetown and Steamer "Northern Light"	P. McIntyre.....	Optional.....	1	As req.	Special trips.....	10 80
Glencorradale and 'Priest Pond'.....	N. McDonald.....	do.....	3 1/2	2	9 months (to Dec. 31, 1887).....	19 50
do.....	J. McPhee.....	do.....	3 1/2	2	do from do.....	5 98
Gleffman and Johnson's River.....	W. J. Brazel.....	do.....	2 1/2	2	do do.....	26 00
Glen William and Murray River.....	J. Martin.....	do.....	3 1/2	2	do do.....	33 28
Gowan Brae and Souris, East.....	J. E. Manning.....	do.....	3	2	do do.....	30 16
Greenwich and Head St. Peter's Bay.....	F. W. McEwan.....	do.....	3 1/2	2	do do.....	30 00
Harrington and Winsloe Road.....	R. Lawson.....	do.....	1 1/2	2	do do.....	32 00
Hazel Green and Peake's Station.....	J. Mooney.....	do.....	5	2	do do.....	57 20
Head of Hillsboro' and Mount Stewart.....	D. D. Coffin.....	do.....	4 1/2	2	do do.....	10 40
do do.....	do.....	do.....	4 1/2	2	do do.....	35 10
Head St. Peter's Bay and Railway Station.....	J. Curran.....	Horse or vehicle.....	4 1/2	12	do do.....	58 50
do do.....	do.....	do.....	4 1/2	12	do do.....	25 00
Higgin's Road and Wellington Station.....	D. McNeill.....	do.....	13	3	do do.....	90 00
do do.....	do.....	do.....	13	3	do do.....	39 00
High Bank and Little Sands.....	J. D. Livingstone.....	Optional.....	2	3	do do.....	10 00
Holmes Mills and New London.....	J. McDonald.....	Horse or vehicle.....	12	6	(to Sept. 30, 1887).....	294 25
do do.....	G. W. Bell.....	do.....	12	6	(to Dec. 31, 1887).....	99 50
Hopefield and Murray River.....	A. McPhee.....	Optional.....	12	2	do do.....	40 00
Hunter's River and North Rustico.....	M. White.....	Vehicle.....	16	3	do do.....	112 50
do do.....	J. Crew.....	do.....	16	3	do do.....	36 50
Hunter's River and Railway Station.....	P. McGrath.....	On foot.....	16	12	do do and extra trips.....	65 97
Inverness and Railway Station.....	L. Hughes.....	Optional.....	2	2	do do.....	41 00
Johnston's River and Southport.....	A. Beagan.....	Vehicle.....	11	2	do do.....	93 60
Kensington and Park Corner.....	G. Mayhew.....	do.....	16 1/2	3	do do.....	194 00
Kensington and Railway Station.....	G. Glover.....	On foot.....	7	12	do do and extra trips.....	65 97
Kildare Capes and Tignish.....	M. Dillon.....	Optional.....	4	2	do do.....	41 60
Kildare Station and Railway Station.....	H. Gaudet.....	do.....	1 1/2	2	do do.....	12 48
Launching and Newport.....	A. Morrison.....	do.....	8	2	do do.....	65 00

Property	Class	Area	Notes	Rate	Assessment	Year	Amount
Little Sands and Wood Islands.....		6		3	do	(to Sept. 30, 1887).....	39 50
Little Tignish and Tignish.....	Optional.....	4		2	do	.....	25 00
Little York and Marshfield.....	do	1 1/2		2	do	.....	35 00
Little York and Railway Station.....	Foot or vehicle.....	1 1/2		12	do	.....	62 40
Little York and Union Road.....	Vehicle.....	1 1/2		12	do	.....	78 00
do	do	22 r. t.		3	do	(to Sept. 30, 1887).....	90 00
Lot 4 and Miminegash.....	do	22 r. t.		3	do	from do	16 90
Lot 4 and Railway Station.....	Optional.....	4		2	do	(from Jan. 1, 1888).....	36 40
do	do	4		4	do	(to Dec. 31, 1887).....	31 20
Lot 10 and Railway Station.....	do	1 1/2		6	do	from do	26 00
Lot 11 and Railway Station.....	Horse or vehicle.....	5 1/2		3	do	(to Dec. 31, 1887; and arrears).....	69 60
do	do	5 1/2		3	do	from do	14 50
Lot 12 and Railway Station.....	do	2		12	do	.....	87 64
Lot 14 and Railway Station.....	do	5		3	do	(to Dec. 31, 1887).....	52 50
do	do	5		3	do	from do	15 99
do	do	6		3	do	.....	33 28
Lot 35 and Railway Station.....	Optional.....	1 1/2		2	do	(to Dec. 31, 1887).....	24 96
Lot 40 and Railway Station.....	do	1		6	do	from do	12 12
do	do	1		2	do	.....	45 00
Lot 56 and Sailor's Hope.....	do	5 1/2		2	do	.....	20 00
Marie and Millburn.....	do	3 1/2		2	do	.....	45 00
Midgell and Morell Station.....	Vehicle.....	5		3	do	.....	20 00
Mill Cove and Railway Station.....	Optional.....	2		2	do	.....	15 00
Mill River and Railway Station.....	do	2		6	do	.....	76 00
Mill View and Vernon River Bridge.....	Horse or vehicle.....	2		2	do	.....	26 00
Milton Station and North Milton.....	Optional.....	2		3	do	.....	31 00
Milton Station and Railway Station.....	do	10		2	do	(to Dec. 31, 1887).....	55 50
Miminegash and Railway Station.....	Horse or vehicle.....	4		12	do	(to Dec. 31, 1887).....	42 90
Miscouche and Railway Station.....	On foot.....	6 1/2		2	do	from do	13 00
Miscouche and South-West Lot 16.....	Vehicle.....	6 1/2		2	do	.....	95 00
do	do	6 1/2		2	do	.....	132 88
Monaghan and Pownal.....	Horse or vehicle.....	8 1/2		6	do	(to Dec. 31, 1887).....	81 25
do	Vehicle.....	5 1/2		3	do	.....	75 00
Montague Bridge and Railway Station.....	do	4		3	do	.....	26 40
do	Optional.....	3		3	do	(to June 30, 1887).....	12 48
Montague Bridge and Valleyfield.....	do	3		2	do	.....	37 00
Montague Bridge and Victoria Cross.....	do	3		12	do	.....	15 60
Montague Cross and Murray Harbor Road.....	do	2 1/2		12	do	.....	41 60
Morell and Morell Station.....	do	1		6	do	(to Dec. 31, 1887).....	23 40
Morell Rear and Morell Station.....	do	4 1/2		12	do	from do	5 00
Morell Station and Morell Station.....	On foot.....	1 1/2		3	do	.....	46 00
Morell Station and Railway Station.....	Optional.....	3 1/2		2	do	.....	36 00
Mount Pleasant and Railway Station.....	On foot.....	4		2	do	.....	26 00
do	do	4		3	do	.....	15 60
Murray Harbor South and White Sands.....	Optional.....	3		2	do	.....	36 00
New Haven and Riverdale.....	do	3 1/2		2	do	.....	26 00
Newton Cross and Orwell.....	do	2		12	do	.....	15 60
New Zealand and Railway Station.....	On foot.....	1		3	do	.....

REPORT No. 2, G—Continued.
 DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1888.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Norham and Railway Station.....	H. J. Folland.....	Vehicle.....	$\frac{1}{2}$	12	12 months.....	20 00
North Lake and Souris East.....	W. McLaren.....	do.....	24	3	12 do.....	213 00
North River and South Wiltshire.....	T. Yeo.....	Optional.....	4	3	12 do.....	50 00
O'Leary Station and Railway Station.....	J. Frost.....	On foot.....	$\frac{1}{2}$	6	12 do.....	15 64
O'Leary Station and West Cape.....	R. Ellis.....	Vehicle.....	9	2	12 do.....	88 00
Orwell and Orwell Cove.....	A. Loughran.....	Horse or vehicle.....	2	3	12 do.....	49 00
Palmer Road and Railway Station.....	W. Kinch.....	Optional.....	3	2	12 do.....	35 00
Palmer Road and Waterford.....	do.....	do.....	4	2	12 do.....	20 00
Peake's Station and Railway Station.....	A. McDonald.....	On foot.....	$\frac{1}{2}$	3	12 do.....	7 80
Pinsville and Railway Station.....	A. Wedge.....	Optional.....	2	2	12 do.....	26 00
Pisquid and Railway Station.....	A. McDonald.....	do.....	1 $\frac{1}{2}$	2	12 do.....	33 28
Pisquid and Webster's Corner.....	P. McNally.....	do.....	6	2	12 do.....	52 00
Pisquid Road and Vernon River.....	E. O'Keefe.....	Horse or vehicle.....	3	2	12 do.....	46 00
Port Hill and Railway Station.....	L. Yeo.....	Vehicle.....	4	12	9 do.....	107 64
do.....	do.....	do.....	4	12	3 do.....	46 95
St. Andrew's and Railway Station.....	J. McDonald.....	Optional.....	$\frac{1}{2}$	3	12 do.....	25 00
St. Eleanor's and Summerside.....	H. Mills.....	Horse or vehicle.....	2 $\frac{1}{2}$	6	12 do.....	74 00
Scotchfort and Railway Station.....	J. McDonald.....	Optional.....	$\frac{1}{2}$	2	12 do.....	12 48
Sea Cow Pond and Tignish.....	J. Mansfield.....	Vehicle.....	7 $\frac{1}{2}$	2	6 do.....	24 00
do.....	T. Bernard.....	do.....	7 $\frac{1}{2}$	2	6 do.....	25 00
Skinner's Pond and Tignish.....	P. Ayliard.....	Horse or vehicle.....	16	2	12 do.....	68 00
Souris East and Railway Station.....	L. Cheverie.....	On foot.....	$\frac{1}{2}$	12	12 do.....	71 55
Suffolk Station and Railway Station.....	J. A. Ferguson.....	Optional.....	$\frac{1}{2}$	2	12 do.....	8 32
Summerside and Railway Station.....	R. Glover.....	Vehicle.....	$\frac{1}{2}$	2	12 do.....	167 76
Summersville and Vernon River.....	D. Fraser.....	Horse or vehicle.....	4 $\frac{1}{2}$	As req.	3 12 do.....	54 00
Ten Mile House and Railway Station.....	J. Fitzpatrick.....	Optional.....	$\frac{1}{2}$	2	12 do.....	20 00
Tignish and Railway Station.....	D. Villard.....	On foot.....	$\frac{1}{2}$	12	12 do.....	40 00
Tracadie Cross and Railway Station.....	A. Johnston.....	Optional.....	$\frac{1}{2}$	3	12 do.....	28 08
Traveller's Rest and Railway Station.....	T. Townsend.....	Horse or vehicle.....	1	3	12 do.....	39 00

	24	3	6	do	(to Sept 30, 1887)	191 50
Vernon River and Wood Islands.....	...	2	12	do	.....	21 48
Wellington and Wellington Station.....	14	12	12	do	.....	20 00
Wellington Station and Railway Station.....	16	2	12	do	.....	104 00
West Point and Railway Station.....	13	2	12	do	.....	25 00
West St. Peter's and Railway Station.....	24	2	12	do	.....	52 00
Wilmot Valley and Railway Station.....	34	2	12	do	.....	11 25
Winsloe Station and Railway Station.....	16	3	9	do	(from July 1, 1887).....	
J. McDonald.....	do				Total.....	\$12,287 82
J. A. Arsenault.....	do					
F. J. Arsenault.....	do					
F. McPhee.....	do					
J. McDonald.....	Optional.....					
W. B. Brownness.....	do.....					
J. Burrows.....	do.....					

J. O. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 2, G—Continued—DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1888.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Prince Edward Island Railway.....	201½	With varying frequency over different sections of the line.	12 months (to March 31, 1888), including special service during April and May, 1887.....	\$ cts. 10,652 00
			Total.....	\$10,652 00

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

REPORT No. 2, G—Concluded—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Prince Edward Island, made within the year ended 30th June, 1888.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge.....	Mail bags and repairs for Post Office Department.....	17 84
B. S. Montgomery.....	Mail bags, rivet seals and repairs for do	1,077 60
E. Chanteloup.....	Brass mail lock and keys for do	30 50
A. Thornton.....	Patent mail locks for do	2 34
Smith & Egge Manufacturing Co.....	Mail locks and keys for do	1 07
Miller Lock Co.....	do do	0 72
	Total.....	\$1,130 07

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PART II.

PROVINCE OF ONTARIO.

A, IN REPORT No. 3, A,

DETAIL of all payments made for Salaries, &c., in Ontario; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
CHIEF INSPECTOR'S OFFICE.					
J. Dewe.....	Chief Inspector.....	2,800 00			
W. E. Bennett.....	Assistant Inspector.....	1,212 50		4,012 50	
L. F. A. Maingy.....	1st Class Clerk.....	1,400 00		1,400 00	
A. N. Payne.....	3rd do.....	460 00		460 00	
	Total, Chief Inspector's Office.....				5,872 50
RAILWAY MAIL SERVICE.					
F. P. Bent.....	1st Class Railway Mail Clerk, from 1st January, 1888 (transferred from Ocean Mail Service).....	400 00	119 18		
J. C. Strange.....	do from 1st January to 30th April, 1888 (transferred to Kingston Division).....	200 00	121 36		
	Total, Chief Inspector's Railway Mail Service.....	600 00	240 54	840 54	
BARRIE DIVISION.					
D. Spry.....	Post Office Inspector.....	2,200 00			
J. Henderson.....	Assistant Inspector.....	1,350 00			
					3,550 00

<i>J. Forsyth</i>	1st Class Clerk, to 7th January, 1888 (superannuated)	674 46		674 46
G. J. Mason	2nd do (less fine)	1,199 50		1,199 50
J. Ward	do	640 00		
J. Powell	do	600 00		
T. R. Boys	do	480 00		1,720 00
J. Harris	Messenger	550 00		550 00
Total, Barrie Division				7,693 96
RAILWAY MAIL SERVICE.				
A. McCatilly	Chief Railway Mail Clerk	1,500 00		1,500 00
P. Hynes	do	960 00	165 99	
W. Stokes	do	880 00	187 20	
M. E. Kelly	do	800 00	164 10	
J. S. Leslie	do	466 67	75 30	
R. Murray	do	800 00	188 43	
J. O'Connor	do	719 00	127 45	
E. J. Skelly	do	720 00	157 16	
T. Martin	do	720 00	162 71	
T. Mason	do	720 00	192 06	
J. H. Beaufitt	do	720 00	183 85	
T. Dunn	do	720 00	112 40	
M. Maloney	do	720 00	184 48	
J. Legate	do	720 00		
J. D. Cunningham	do	559 00	180 31	
C. Pierser	do	273 32	79 30	
J. J. Golden	do			
T. J. Atkins	do	276 68	75 60	
P. J. Duffy	do	519 00	165 03	
W. Leathley	do	560 00	169 91	
W. H. Swan	do	520 00	154 51	
J. McL. Hartley	do	520 00	170 93	
A. C. McKenzie	do	478 50	179 96	
R. Johnson	do	480 00	189 26	
	Temporary	240 00	79 70	
Total, Barrie Railway Mail Service		15,692 15	3,285 64	

18,977 79

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
KINGSTON DIVISION.					
G. E. Griffin.....	Post Office Inspector.....	2,400 00			
A. Jones.....	Assistant Inspector.....	1,350 00		3,750 00	
J. Meagher.....	2nd Class Clerk, to 31st January, 1888 (deceased).....	700 00			
J. E. Hopkirk.....	do.....	1,200 00			
P. H. Macarow.....	do.....	1,165 00			
J. C. Strange.....	do from 1st May, 1888 (transferred from Chief Inspector's Office).....	175 00		3,240 00	
H. F. Wilmot.....	Temporary Clerk.....	400 00		400 00	
Total, Kingston Inspector's Office.....					7,390 00
RAILWAY MAIL SERVICE					
H. F. Ketcheson.....	2nd Class Railway Mail Clerk.....	640 00	152 18		
J. A. Renton.....	do.....	600 00	131 29		
J. H. P. Brown.....	do to 31st July, 1887 (transferred to Ottawa Division).....	53 33	7 20	1,584 00	
J. Hoyland.....	do.....	560 00	146 80		
D. J. Walker.....	do.....	520 00	146 29		
W. J. Doller.....	do.....	520 00	125 55		
J. R. Sayers.....	do.....	510 00	164 50		
M. McKinnon.....	do.....	480 00	144 96		
A. Gillies.....	do.....	456 70	104 91	3,879 71	
Total, Kingston Railway Mail Service.....		4,340 03	1,123 68		5,463 71
LONDON DIVISION.					
R. W. Barker.....	Post Office Inspector.....	2,400 00			

Assistant Inspector		1,650 00	3,860 00
A. Thompson	1st Class Clerk	1,400 00	1,400 00
W. Blair	2nd do	1,050 00	2,050 00
F. W. Mathews	do	1,000 00	
R. G. Mercer	3rd do	800 00	
J. Hampton	do	800 00	
J. Johnson	do	580 00	
R. McNeil	Messenger, to 31st August, 1887 (transferred to London Post Office)	91 66	2,180 00
W. G. McKenna	do	300 00	391 66
Total, London Inspector s Office			9,971 66
RAILWAY MAIL SERVICE.			
A. G. McWhinney	Chief Railway Mail Clerk	1,500 00	1,500 00
P. Purdon	1st Class Railway Mail Clerk	980 00	182 40
J. Wynn	do	980 00	177 17
B. D. D. Ronson	do	980 00	69 40
W. Mathews	do	980 00	174 29
J. G. Wright	do	980 00	190 24
H. Cousins	do	980 00	175 09
T. J. Essex	do	980 00	158 95
W. Mitchell	do	980 00	216 48
J. Yorick	do		
W. Edgar	do	560 00	43 20
T. J. O'Meara	do	980 00	165 00
	do	980 00	175 30
R. P. Wright	2nd do	800 00	228 67
J. Flynn	do	800 00	180 24
F. A. Gemmill	do	800 00	92 36
J. Mitchell	do	800 00	169 65
J. W. McLaren	do	800 00	174 10
J. J. Doyle	do	786 66	157 25
W. D. Tye	do	720 00	176 40
W. Cousins	do	720 00	132 40
E. O. B. Rogers	do	720 00	250 52
J. L. G. Elliott	do		
J. F. Scanlan	do		
W. A. Cleary	do	176 13	68 40
J. Farrow	do	720 00	113 03
	do	685 17	196 98
to 31st January, 1888 (transferred to Stratford Division)			
to 14th October, 1887 (suspended from 3rd to 17th August, 1887; services dispensed with)			
(less fine; suspended from 4th to 20th May, 1888)			

REPORT No. 8, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.		Night Duty and Mileage.		Total of Classes.		Grand Total.
		\$	cts.	\$	cts.	\$	cts.	
LONDON DIVISION—RAILWAY MAIL SERVICE—Concluded.								
A. F. Couler.....	2nd Class Railway Mail Clerk.....	860 00		185 09				
D. J. McLean.....	do.....	660 00		242 86				
J. G. L. Dawson.....	do.....	840 00		159 48				
J. P. Casgrain.....	(including arrears).....	726 66		171 60				
W. J. McMillan.....	do.....	580 00		186 00				
	promoted from 3rd Class, 1st January, 1888.....					15,422 76		
H. Elliott.....	do.....	558 44		159 48				
W. H. Arland.....	do.....	563 32		127 68				
A. Northwood.....	(including arrears).....	520 00		177 80				
C. McL. Sinclair.....	do.....	520 00		103 73				
G. W. Young.....	do.....	520 00		167 70				
W. L. McNeal.....	do.....	520 00		177 10				
T. W. Crawford.....	do.....	510 00		184 10				
C. C. Fox.....	do.....	510 00		163 88				
C. Lee.....	(less fine).....	478 00		119 87				
R. W. S. Johnson.....	do.....	480 00		123 01				
J. J. O'Parrell.....	do.....	260 00		63 30				
W. W. McVicar.....	do.....	216 67		77 54		7,301 02		
F. R. Dougall.....	Temporary Railway Mail Clerk, from 6th to 31st December, 1887 (transferred to British Columbia Division).....	33 55				33 55		
R. Dagg.....	do.....	520 00				520 00		
	Mail Transfer Agent.....	36,437 93		6,216 92				
	Total, London Railway Mail Service.....							36,654 85
	OTTAWA DIVISION.							
T. P. French.....	Post Office Inspector.....	2,400 00						

<i>C. Marsan</i>	Assistant Inspector, from 1st October, 1887 (transferred from P. O. Department)	900 00		
<i>O. P. LeSueur</i>	1st Class Clerk.....	1,400 00		3,300 00
<i>D. Maloney</i>	do	1,050 00		1,400 00
<i>J. F. O'Connor</i>	do	1,000 00		2,050 00
<i>D. A. Bruce</i>	do	206 66		
<i>W. M. Brophy</i>	do	7 9 48		
<i>H. Carroll</i>	do	720 00		
<i>P. B. Dunne</i>	do	400 00		
<i>W. C. Cochran</i>	do	300 00		
<i>C. Duggan</i>	do	405 00		2,346 14
	Messenger.....			405 00
	Total, Ottawa Inspector's Office.....			9,501 14
RAILWAY MAIL SERVICE.				
<i>J. D. Thompson</i>	Acting Chief Railway Mail Clerk.....	1,500 00		1,500 00
<i>E. Gordon</i>	do	960 00		356 85
<i>W. F. Burnham</i>	do	960 00		123 43
<i>G. T. Gorrell</i>	do	960 00		135 17
<i>R. Peden</i>	do	960 00		415 06
<i>J. A. Chervier</i>	do	800 00		303 80
<i>D. J. Skelly</i>	do	880 00		442 74
	do			442 98
<i>J. B. Z Legendre</i>	do	733 33		125 29
<i>A. Leclair</i>	do	800 00		278 92
<i>P. A. Manly</i>	do	750 00		291 36
<i>J. B. Gillespie</i>	do	726 66		267 34
<i>C. Plumb</i>	do	726 66		190 15
<i>F. H. Smith</i>	do	640 00		398 71
<i>H. Macdonald</i>	do	640 00		436 48
<i>C. W. Macdonald</i>	do	640 00		447 42
<i>N. F. Elliott</i>	do	720 00		
<i>J. H. P. Brown</i>	do			153 12
<i>S. Houston</i>	do	586 67		399 88
<i>R. Montgomery</i>	do	580 00		186 98
	do	300 00		
	do	280 00		96 00
<i>P. H. P. Gillies</i>	do	520 00		170 25
<i>J. Griffith</i>	do	520 00		387 90
<i>W. H. Gass</i>	do	520 00		360 64
<i>J. Lagleson</i>	do	520 00		
	do			11,471 93

REPORT No. 8, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
OTTAWA DIVISION—RAILWAY MAIL SERVICE—Concluded.					
J. J. Nevens.....	3rd Class Railway Mail Clerk.....	520 00	375 67		
J. J. Lally.....	do.....	520 00	364 87		
A. H. J. Coburn.....	do.....	520 00	373 08		
J. E. Heherington.....	do.....	520 00	406 42		
T. J. M. Skelly.....	do to 22nd June, 1888 (suspended from 15th August to 6th October, 1887).....	428 11	263 45		
W. W. McVicar.....	do to 31st January, 1888 (transferred to London Division).....	293 33	215 50		
J. Corcoran.....	do (less fine).....	519 00	197 95		
R. McLaren.....	do.....	480 00	273 80		
E. H. Hayes.....	do.....	480 00	167 24		
G. Catellier.....	do (less fines).....	476 42	161 67		
J. G. Armstrong.....	do from and temporary to 1st December, 1887.....	480 00	178 13		
S. L. Hollingsworth.....	do Probationary, from 16th January, 1888.....	220 64	60 03		
J. A. Lynch.....	Temporary Railway Mail Clerk (from 1st to 12th, also from 20th to 31st July, 1887; dismissed).....	30 97	26 30		
	Total, Ottawa Railway Mail Service.....	22,181 79	9,474 02		
				11,329 56	
				67 27	
					31,655 81
STRATFORD DIVISION.					
H. G. Hopkirk.....	Post Office Inspector.....	2,200 00			
D. A. Bruce.....	3rd Class Clerk, from 1st December, 1887 (transferred from Ottawa Division).....	303 34			
C. B. Lawrence.....	do from 11th July, 1887.....	389 24			
W. S. Watson.....	do from 9th April, 1888.....	91 12			
A. B. Orr.....	Messenger, from 1st January, 1888; also temporary from 7th July, 1887.....	354 19			
	Total, Stratford Inspector's Office.....			2,200 00	
					783 70
					354 19
					3,337 89

REPORT No. 3, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.		Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$	cts.			
TORONTO DIVISION—RAILWAY MAIL SERVICE.						
C. J. H. Winstanley.....	Chief Railway Mail Clerk.....	1,500 00				
J. Sauter.....	1st Class Railway Mail Clerk.....	960 00	382 22			
T. McCormick.....	do.....	960 00	93 47			
J. O. Bennett.....	do.....	960 00	206 67			
W. Beatty.....	do.....	960 00	390 28			
W. C. Ashdown.....	do.....	960 00	156 71			
F. Tyner.....	do.....	960 00	389 79			
G. F. Burns.....	do.....	960 00	207 17			
G. A. Shaw.....	(less fine).....	488 00				
T. S. Birchall.....	to 31st December, 1887 (superannuated).....	960 00	477 48			
L. V. Byrne.....	do.....	960 00	480 22		11,903 07	
W. Noble.....	2nd.....	800 00	347 16			
J. Egan.....	do.....	800 00	450 98			
A. Thompson.....	do.....	800 00	176 68			
J. Dundas.....	do.....					
	to 31st December, 1887 (transferred to Stratford Division).....	400 00	80 00			
P. J. Costello.....	do.....	800 00	358 76			
J. E. McLeod.....	do.....	800 00	355 86			
A. Findlay.....	do.....	800 00	391 09			
C. T. Bell.....	do.....	540 00	111 78			
G. Mathews.....	do.....	800 00				
F. C. Higgins.....	do.....	720 00	317 19			
A. Beatty.....	do.....	720 00	322 16			
E. O. Boyle.....	do.....	720 00	143 98			
W. M. Platt.....	do.....	716 00	202 70			
W. O'Connor.....	(less fines).....	720 00	324 87			
W. B. Smith.....	do.....	720 00	424 72			
J. Little.....	do.....	720 00	179 19			
G. W. Griffin.....	do.....	720 00	208 13			
L. Savel.....	do.....	800 00	200 72			
A. Jones.....	to 31st December, 1887 (transferred to Stratford Division).....	400 00	98 00			

REPORT No. 8, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
Brought forward				
BELLEVILLE POST OFFICE.				
J. H. Meacham.....	Postmaster.....	1,400 00		
T. Duncan.....	Acting Assistant Postmaster	1,100 00	2,500 00	
3rd Class Clerk.....				
A. Gillen.....	do.....	600 00		
S. W. Lazier.....	do.....	520 00		
W. B. Walker.....	do.....	520 00		
I. M. Newbery.....	do.....	510 00		
W. J. Embury.....	do.....	600 00		
J. J. Lynch.....	do.....	460 00	3,110 00	
E. Doyle.....	Temporary Clerk.....	400 00	400 00	
Total, Belleville Post Office.....				
HAMILTON POST OFFICE.				
H. N. Case.....	Postmaster.....	2,400 00		
H. Colbeck.....	Assistant Postmaster.....	1,800 00	4,200 00	
1st Class Clerk.....				
H. A. Eager.....	do.....	1,300 00	1,300 00	
2nd.....				
T. Burns.....	do.....	1,200 00		
G. H. Bull.....	do.....	1,025 00		
G. Ross.....	do.....	1,025 00		
A. O. Crisp.....	do.....	975 00	4,225 00	
(including arrears).....				
J. S. Mathews.....	do.....	800 00		
E. H. Dunnett.....	do.....	800 00		
E. F. Barber.....	do.....	800 00		
W. B. Ecclestone.....	do.....	760 00		
H. Dinwiddie.....	do.....	760 00		
Total, Hamilton Post Office.....				
				6,010 00

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REPORT No. 8, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
HAMILTON POST OFFICE—Concluded.				
J. R. Thomas.....	Letter Carrier.....	367 50		
A. Thomas.....	do. from 19th September, 1887, to 29th February, 1888.....	162 00	14,278 50	
R. M. McDonald.....	Temporary Letter Carrier.....	360 00		
W. Nunn.....	do. from 6th July, 1887.....	360 00		
W. McFarland.....	do. from 14th February, 1888.....	355 15		
A. Griffin.....	do. from 14th February, 1888.....	139 65	1,214 80	
D. Walsh.....	Messenger.....	600 00		
J. Strous.....	do.....	382 50		
A. Vincent.....	Postmaster, James Street, from 1st August, 1887, to 31st May, 1888.....	200 00	982 50	
			200 00	
				40,390 80
KINGSTON POST OFFICE.				
J. Shannon.....	Postmaster.....	2,000 00		
W. Shannon.....	Assistant Postmaster, to 29th February, 1888 (absconded).....	933 34	2,933 34	
J. Kelly.....	1st Class Clerk.....	1,300 00		
R. T. Burns.....	2nd do. to 31st May, 1888 (deceased).....	1,200 00	1,300 00	
J. G. Strachan.....	do. to 31st May, 1888 (deceased).....	845 00	2,025 00	
W. S. Smyth.....	3rd do.....	800 00		
J. McBride.....	do.....	700 00		
J. P. Pette.....	do.....	760 00		
F. MacDonald.....	do.....	799 00		
R. I. D'Arcy.....	do.....	530 00		
T. Moberg.....	do.....	490 00		
W. J. O'Reilly.....	do.....	440 00		
A. J. Chamberlain.....	do.....	400 00		
				40,390 80

W. Wells.....	do	from 17th May, 1888	49 47
G. G. Mesinger.....	do	do from 14th June, 1888; also Temporary Letter Carrier from 9th February, 1888	4,358 47
A. H. Miller.....	Letter Carrier.....		143 61
J. Collins.....	do		585 00
R. Lewers.....	do		545 00
P. J. Howland.....	do		450 00
R. Gilmour.....	do		435 00
B. Kearns.....	do	(less fine)	411 50
W. Neill.....	do		397 50
			390 00
G. W. Comer	Temporary Letter Carrier, from 24th October, 1887, to 9th May, 1888 (resigned).....		196 45
H. Dunbar	Messenger, to 31st October, 1887 (suspended from 1st to 6th September, 1887; superannuated)		190 00
E. Abraham.....	Temporary Messenger, from 2nd November to 31st December, 1887.....		60 00
J. Morrissey.....	Messenger, from 1st January, 1888.....		180 00
			430 00
	Total, Kingston Post Office.....		15,200 87
	LONDON POST OFFICE.		
15 R. J. C. Dawson.....	Postmaster		2,200 00
J. D. Sharnan.....	Assistant Postmaster		1,600 00
			325 00
H. D. Dalton	1st Class Clerk, to 30th September, 1887 (superannuated).....		1,200 00
J. Hunter.....	2nd do		1,199 00
R. F. Matthews	do	(less fine)	1,037 50
C. Hevey.....	do		799 00
		(less fine).....	800 00
C. J. N. Shanly.....	3rd do		800 00
J. Ward.....	do		800 00
A. E. Ashton.....	do		674 52
N. McNeil.....	do		690 00
L. Lawless.....	do		680 00
F. C. Wheeler.....	do		549 24
W. Nichols.....	do	on leave without salary, from 15th August to 15th September, 1887	546 67
W. H. Skinner.....	do	to 31st May, 1888 (less fine; deceased)	535 26
R. A. Gunn	do	(less fine; suspended from 14th to 26th September, 1887).....	550 00
J. O'Meara.....	do		540 00
J. P. Murray.....	do		510 00
A. Carrothers.....	do		480 00
F. J. Devlinney.....	do		
J. H. Percival.....	do		
			9,884 69

REPORT No. 8, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
LONDON POST OFFICE—Concluded.				
G. E. Elliott.....	Temporary Clerk, from 17th April, 1888.....	82 22		
J. A. Macdonald.....	do from 11th May, 1888.....	55 92	189 14	
M. Haystead.....	Superintendent Letter Carrier.....	730 00		
J. Kennedy.....	Letter Carrier.....	600 00		
J. Denahy.....	do.....	600 00		
J. N. Beattie.....	do.....	600 00		
G. Hilton.....	do.....	600 00		
J. A. Scration.....	do.....	600 00		
G. Evans.....	do.....	560 00		
W. S. Short.....	do.....	537 50		
J. Ward.....	do.....	497 50		
F. W. Bermingham.....	do.....	478 71		
W. P. Burns.....	do.....	450 00		
T. Brennan.....	do.....	450 00		
P. Phillips.....	do.....	433 87		
J. Wilson.....	do.....	450 00		
T. Phair.....	do.....	450 00		
F. Pontey.....	do.....	450 00		
R. Walsh.....	do.....	450 00		
M. J. Maitland.....	do.....	450 00		
John Cushing.....	do.....	441 29		
W. T. Southcote.....	do.....	442 50		
James Cushing.....	do.....	420 00		
J. Nicholson.....	do.....	420 00		
W. C. Hiscott.....	do.....	390 00		
J. Wood.....	do.....	360 00		
C. C. Reed.....	do.....	360 00		
W. Pate.....	Temporary Letter Carrier, from 7th May, 1888.....	54 20	12,363 87	
J. W. Kern.....	Letter Collector, to 30th September, 1887 (superaunated).....	180 00	54 20	
B. Wright.....	do.....	600 00		

	do	from 1st September, 1887 (transferred from London Division)	458 34	-1,208 34
M. O'Meara	Messenger		600 00	600 00
Total, London Post Office.....				
OTTAWA POST OFFICE.				
J. A. Gouin	Postmaster		2,400 00	
F. Hawken	Assistant Postmaster		1,900 00	4,300 00
F. French	1st Class Clerk		1,400 00	1,400 00
E. B. Bates	2nd		1,200 00	
E. J. O'Connor	do		1,200 00	
C. Shaw	do	(less fine)	1,174 00	
W. H. Fennock	do		1,000 00	
M. J. Whitty	do		912 50	5,486 50
J. G. Poston	3rd	do to 31st May, 1888 (suspended from 2nd to 22nd December, 1887; services dispensed with)	688 13	
D. B. Gordon	do		800 00	
W. O. Mercer	do		800 00	
A. A. Smith	do		800 00	
H. O'Neill	do		800 00	
J. H. Bartlett	do		720 00	
N. E. Landriau	do	(less fine)	593 54	
H. Poole	do		780 00	
S. J. Bradbury	do		600 00	
A. York	do	(less fine)	799 00	
E. L. Chevrier	do		570 00	
G. R. MacQueen	do		570 00	
L. Garrett	do	do to 29th February, 1888 (less fine) suspended	412 34	
A. H. Gallup	do		540 00	
L. E. Noel	do		520 00	
E. H. Matthewman	do		530 00	
F. L. Myers	do		510 00	
L. Ballantine	do	do to 30th April, 1888 (transferred to Post Office Department)	390 00	
J. Binks	do		430 00	
L. M. Farrell	do		430 00	
F. G. Allen	do		430 00	
B. H. Bell	do		410 00	
G. W. Willis	do		400 00	13,503 06
A. E. Smith	Temporary Clerk		400 00	
M. D'Arcy	do		400 00	
E. Landriau	do		400 00	

30,810 74

REPORT NO. 8, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.
OTTAWA POST OFFICE—Concluded.							
M. Patrick	Temporary Clerk	400	00				
B. Blanchet	do to 31st July, 1887 (resigned)	33	33				
O. E. Traversy	do	400	00				
S. A. Webber	do	400	00				
V. Parent	do	400	00				
J. R. Clewes	do (suspended from 13th to 19th October, 1887; also from 9th to 19th Mar., 1888 (less fines))	380	62				
A. H. Powell	do to 13th September, 1887 (less fine; suspended from 23rd July to 14th August; abandoned the service)	398	50				
A. T. Duhamel	do	54	36				
J. P. Ohlton	do (less fines)	388	00				
S. A. Gosselin	do from 9th August, 1887	368	07				
L. D. Chevrier	do from 12th September, 1887	321	11				
M. J. Duhamel	do from 20th September, 1887	312	22				
E. Faulkner	do from 21st November, 1887 (less fines)	242	45				
W. A. Bangs	do from 3rd February, 1888	164	37				
S. H. Bartlett	do do (less fine)	163	87				
W. S. Warwick	do do	164	37				
M. A. Coughlin	do from 9th April, 1888	91	11				
P. Archambault	do from 5th May, 1888	62	37				
L. Fraser	do from 21st June, 1888	11	11				
						5,955	86
F. S. Warwick	Superintendent Letter Carrier	800	00				
J. Brown	do Letter Carrier	600	00				
P. Larue	do	600	00				
M. Dolan	do (suspended from 6th September to 16th October, 1887)	532	52				
P. Robert	do	600	00				
A. Dupuis	do	600	00				
F. J. George	do	600	00				
T. Cudde	do	520	00				
W. Lamb	do	465	00				
M. J. Egan	do	465	00				
J. N. Larue	do	450	00				
J. T. Bechar	do (less fine)	446	37				

<i>M. Fagan</i>	do	.....	450 00
<i>J. Barrow</i>	do	to 30th September, 1887 (resigned).....	112 50
<i>N. Marion</i>	do	.....	442 50
<i>H. H. Duggan</i>	do	(suspended from 12th to 20th June, 1888).....	473 75
<i>E. T. Edwards</i>	do	.....	412 50
<i>R. W. Fair</i>	do	.....	405 00
<i>W. H. Murphy</i>	do	(less fine).....	388 00
<i>W. J. H. Pearce</i>	do	to 18th May, 1888 (transferred to Post Office Department).....	327 83
Temporary Letter Carrier			
<i>F. X. Giroux</i>	do	.....	360 00
<i>J. O. Noel</i>	do	.....	360 00
<i>J. C. Bell</i>	do	.....	360 00
<i>J. J. Fair</i>	do	.....	360 00
<i>F. A. Schultz</i>	do	.....	360 00
<i>W. Rusk</i>	do	.....	360 00
<i>O. Legault</i>	do	from 10th November, 1887.....	241 00
<i>C. Cooch</i>	do	from 4th February, 1888.....	146 89
<i>H. Chamberlain</i>	do	from 18th April 1888.....	73 00
<i>W. D'Arcy</i>	Letter Collector	.....	600 00
<i>W. Goodwin</i>	do	.....	600 00
<i>H. Duggan</i>	Messenger	.....	600 00
<i>T. A. Pirrie</i>	do	.....	390 00
Total, Ottawa Post Office			
			2,610 89
			1,200 00
			990 00
		
			45,087 28
TORONTO POST OFFICE.			
<i>T. C. Patteson</i>	Postmaster	.....	3,000 00
<i>J. Carruthers</i>	Assistant Postmaster	.....	2,000 00
1st Class Clerk.			
<i>J. H. Davis</i>	do	.....	1,400 00
<i>A. Cooper</i>	do	.....	1,200 00
<i>J. Moerschfelder</i>	do	.....	1,500 00
<i>A. G. Thompson</i>	do	.....	1,200 00
<i>R. W. Riddell</i>	do	.....	1,200 00
2nd			
<i>A. Harstone</i>	do	.....	1,200 00
<i>H. F. Falkiner</i>	do	.....	1,200 00
<i>W. Loudon</i>	do	.....	1,200 00
<i>B. M. Armstrong</i>	do	.....	1,200 00
<i>J. Monaghan</i>	do	.....	1,200 00
<i>H. B. Langley</i>	do	.....	1,200 00
<i>B. Bascom</i>	do	.....	1,200 00
<i>R. E. Chadd</i>	do	.....	1,200 00
<i>A. Beatty</i>	do	.....	1,050 00
			5,000 00
			6,500 00

REPORT No. 8, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.		Total of Classes.	Grand Total.
		\$	cts.		
TORONTO POST OFFICE—Continued.					
R. Heward.....	2nd Class Clerk.....	1,050	00	13,650 00	\$ cts.
A. T. Middleton.....	do.....	1,000	00		
W. Macpherson.....	do.....	950	00		
J. Gorman.....	3rd.....	800	00		
A. Curran.....	do.....	800	00		
W. H. Douglas.....	do.....	800	00		
J. Dunbar.....	do.....	800	00		
H. S. Allen.....	do.....	800	00		
J. Callaghan.....	do.....	800	00		
J. H. Scott.....	do.....	800	00		
H. Boulter.....	do.....	800	00		
W. Bonnick.....	do.....	760	00		
R. Thompson.....	do.....	710	00		
R. A. Aymong.....	do.....	660	00		
G. A. Thomas.....	do.....	630	00		
M. E. Hynes.....	do.....	620	00		
J. Wright.....	do.....	600	00		
W. J. Newall.....	do.....	600	00		
J. R. Fraser.....	do.....	600	00		
J. Atkins.....	do.....	600	00		
A. E. Beatty.....	do.....	600	00		
W. E. Lemon.....	do.....	560	00		
J. Grandfield.....	do.....	560	00		
J. Kirkpatrick.....	do.....	560	00		
M. Macdonald.....	do.....	550	00		
M. Boyd.....	do.....	550	00		
R. A. Pridham.....	(including arrears).....	580	00		
W. Riddle.....	do.....	550	00		
A. McIntyre.....	do.....	550	00		
J. Rutherford.....	do.....	550	00		
R. Pridham.....	do.....	800	00		
J. K. Johnstone.....	do.....	33	55		
J. S. Boddy.....	to 24th July, 1887; transferred to Inland Revenue.....	540	00		
O. E. Smith.....	do.....	570	00		

R. F. Durham	520 00
H. A. Dwyer	520 00
J. R. Briggs	520 00
W. Sparks	520 00
E. Spencer	40 00
T. H. M. Candless	500 00
W. A. Hynes	490 00
T. Gill	480 00
J. A. Whiteside	680 00
J. Stoddart	680 00
J. L. Watkins	408 82
J. Huggard	470 00
W. G. Milligan	460 00
W. A. McCague	450 00
S. Herst	430 00
E. Westman	460 00
J. Anderson	460 00
G. Pollock	428 94
G. Booth	431 89
C. Lockyer	420 00
R. Sparks	510 00
L. J. Sauter	410 00
J. McCandless	400 00
W. H. Caniff	400 00
A. S. Martin	400 00
T. D. Gould	400 00
C. W. James	378 49
A. E. Crate	378 49
J. Gaibraith	390 00
33,181 69	
Temporary Clerk	
A. McGee	400 00
T. H. Bills	378 49
T. Baird	33 34
J. A. Robb	33 34
R. J. Gault	33 34
J. F. Furlong	33 34
W. B. Over	33 34
R. Dill	33 34
978 83	
Letter Carrier, to 30th April, 1888 (deceased)	
J. Cloie	500 00
W. Foster	600 00
A. Packman	600 00
C. Reeves	600 00
W. Kenny	600 00
J. Barnes	600 00
M. Coffey	600 00
T. Curley	600 00
J. H. Weatherbee	600 00
G. Yates	600 00

REPORT No. 3, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Total of Classes	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
TORONTO POST OFFICE—Continued.				
J. Williams.....	Letter Carrier.....	600 00		
J. Stewart.....	do.....	600 00		
W. Sargent.....	do.....	600 00		
C. N. Moore.....	do.....	600 00		
C. Culross.....	do.....	600 00		
J. R. Cuthbertson.....	do.....	600 00		
E. Murphy.....	do.....	560 00		
T. Beale.....	do.....	562 50		
J. Marks.....	do.....	585 00		
J. Crawford.....	do.....	545 00		
T. Berney.....	do.....	537 50		
R. Hodgins.....	do.....	537 50		
R. Jamieson.....	do.....	520 00		
J. Askin.....	do.....	505 00		
Y. Gordon.....	do.....	497 50		
W. Kimber.....	do.....	497 50		
R. Gardiner.....	do.....	457 50		
D. Flack.....	do.....	457 50		
R. Durstian.....	do.....	450 00		
W. S. Parry.....	do.....	450 00		
A. C. Jackson.....	do.....	450 00		
R. Loudon.....	do.....	450 00		
R. Kirkpatrick.....	do.....	450 00		
C. Kennedy.....	do.....	450 00		
B. Bowell.....	do.....	450 00		
J. H. Watson.....	do.....	450 00		
F. Kirk.....	do.....	450 00		
W. H. Langstone.....	do.....	450 00		
C. E. Swat.....	do.....	450 00		
S. Reid.....	do.....	450 00		
A. H. Meadows.....	do.....	450 00		
W. R. Woodcock.....	do.....	450 00		
T. Heycock.....	do.....	450 00		

REPORT No. 3, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.
TORONTO POST OFFICE—Conclud'd.							
J. S. Courtney.....	Temporary Letter Carrier from 25th April, 1888.....	66	00				
C. F. Clark.....	do from 15th December, 1887, to 14th January, 1888.....	30	00				
R. A. McIntyre.....	do from 15th do to 14th do.....	30	00				
A. A. Weir.....	do from 15th do to 14th do.....	30	00				
W. W. Wiggins.....	do from 17th do to 16th do.....	30	00				
G. Kew.....	do from 22nd February to 3rd March, 1888, resigned.....	11	18				
A. Dey.....	do from 3rd August to 1st September, 1887.....	29	03				
J. McKay.....	do from 11th to 20th August, 1887.....	9	67				
W. D. Moore.....	do from 13th to 22nd do.....	7	74				
C. Parsons.....	do from 15th to 22nd do.....			1,149	62		
N							
R. Kirk.....	Porter.....	550	00				
R. H. J. Hutton.....	do.....	450	00				
J. Parrett.....	do.....	450	00				
J. W. Reynolds.....	Caretaker.....	550	00				
BRANCH POST OFFICES.							
T. Johnston.....	Postmaster, Bathurst Street.....	360	00				
T. Newton.....	do Blecker do.....	240	00				
A. Jeffrey.....	do Carlton do.....	360	00				
A. Hudgin.....	do Dundas do.....	240	00				
W. Price.....	do Queen do East.....	240	00				
J. Reading.....	do Spadina Avenue.....	240	00				
1,680 00							
Total, Toronto Post Office.....							
101,324 29							
WINDSOR POST OFFICE.							
A. Wigle.....	Postmaster.....	1,400	00				
F. X. Meloche.....	Assistant Postmaster.....	1,100	00				
2,500 00							

	1,000 00	1,000 00
W. A. Conway, 2nd Class Clerk	666 68	1,000 00
A. C. Langlois do to 31st May, 1888 (suspended from 1st to 31st December, 1887; resigned).....	800 00	
E. O'Connor do	630 00	
E. R. Wagner do	630 00	
M. A. Wagner do	600 00	
M. W. Nesbitt do	600 00	
A. Ruthven do	560 00	
P. J. McHugh do	560 00	
C. Bengtlet do	610 00	
P. Egan do	480 00	
P. Belleperche do		6,136 68
W. Rockford, Temporary Clerk	400 00	
J. F. Askin do	400 00	
R. Mitchell, Porter	450 00	
J. Jeffers, Messenger	450 00	
Total, Windsor Post Office		11,836 68
OCEAN MAIL SERVICE.		
1st Class Clerk, to 31st March, 1888 (superannuated).....	750 00	
do do	750 00	
J. Ferguson do	750 00	
J. O'Hara do	750 00	
F. H. Mickleburgh do	601 00	
J. C. Strange do to 31st Dec, 1887; transferred to Chief Inspector's Office.....	300 00	
F. P. Bent do	400 00	
Total, Ocean Mail Service		4,300 00
Balance of Salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement)		36,728 30
Less—Proportion of Salaries transferred to Quebec— Of Ottawa Inspector, Staff and Railway Mail Clerk.....		490,045 24
Of Ocean Mail Clerks.....		3,808 16
Total		1,185 10
		4,991 26
		\$485,053 98

A, IN REPORT No. 3, A.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
99 15	Aberarder	40 00		
69 02	Aberdeen	24 00		
76 02	Aberdour	28 00		
67 45	Aberfeldy	20 00		
161 37	Aberfoyle	60 00		
75 56	Abingdon	26 00		
34 14	Aboyne	16 00		
1,933 71	Acton	560 00		80 00
19 56	Adare (closed, 30th Nov., 1887)	10 66		
151 00	Addison	40 00		
146 82	Adelaide	56 00		
61 53	Admaston	36 00		
145 01	Adolphustown	60 00	16 00	
188 59	Agincourt	60 00		
31 44	Ahmic Harbor	12 00		
12 00	Ahmic Lake	12 00		
1,086 42	Ailsa Craig	458 00		40 00
34 01	Airlie	16 00		
41 06	Air Line Junction	16 00		
17 18	Albert	12 00		
64 21	Alberton	28 00		
1,209 25	Albion	360 00	36 00	40 00
22 41	Albuna	12 00		
22 00	Albury	12 00		
82 00	Aldboro'	34 00		
110 39	Aldershot	36 00		
2,059 88	Alexandria (*including arrears)	560 00	*130 00	80 00
463 54	Alfred	195 00		
541 24	Algoma Mills	55 00		
99 95	Algonquin	36 00		
164 82	Allanburg	80 00		
628 52	Allandale	240 00	10 00	
173 18	Allan Park	70 00	12 00	
59 99	Allan's Mills	32 00		
124 08	Allansville	50 00		
415 64	Allenford	150 00	12 00	
63 32	Allenwood	36 00		
40 02	Allisonville	30 00		
2,269 67	Alliston	720 00	8 00	120 00
19 46	Allou	14 00		
19 46	Allsaw	12 00		
321 06	Alma	120 00		
140 98	Almira	80 00		
4,563 71	Almonte	1,250 00	60 00	200 00
129 87	Alport	56 00		
19 07	Alsace	12 00		
93 00	Alsfeldt	32 00		
16 00	Althorpe	12 00		
630 44	Alton	210 00		
88 18	Altona	42 00		
21 19	Alvanley	12 00		
1,405 46	Alvinston	500 00		60 00
41 97	Amaranth Station	19 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
207 42	Amberley	90 00	12 00	.....
234 51	Ameliastburg	100 00	.....	.....
1,836 76	Amherstburg	700 00	80 00	.....
21 78	Amiens	12 00	.....	.....
283 92	Amigari	80 00	.....	.....
120 04	Amulree	36 00	.....	.....
482 03	Ancaster	280 00	.....	.....
67 96½	Anderson	32 00	.....	.....
616 01	Angus	240 00	.....	.....
203 73	Annan	87 50	.....	.....
8 25	Anson (from 1st Jan., 1888)	2 50	.....	.....
23 68	Ansonia	12 00	.....	.....
87 52	Anten Mills	30 00	.....	.....
19 40	Antioch	12 00	.....	.....
83 10	Antrim	32 00	.....	.....
419 68	Appin	150 00	12 00	.....
43 18	Appleby (3 Quarters)	18 00	.....	.....
70 50	Appledore	20 00	.....	.....
163 06	Apple Hill	35 00	.....	.....
200 76	Appleton	80 00	.....	.....
280 49	Apsley	100 00	24 00	.....
54 52	Apto	19 50	.....	.....
27 84	Archer	12 00	.....	.....
87 58	Archville	48 00	.....	.....
20 20	Ardagh	12 00	.....	.....
255 21	Arden	100 00	.....	.....
104 25	Ardoch	29 50	.....	.....
22 67	Ardrae	18 00	.....	.....
151 27	Argyle (*including arrears)	*48 00	.....	.....
91 49	Arkell	28 00	.....	.....
954 89	Arkona	360 00	.....	40 00
181 40	Arkwright	80 00	4 00	.....
24 88	Arlington	20 00	.....	.....
57 58	Armadales	20 00	.....	.....
142 19	Armow	50 00	.....	.....
20 05	Armstein	11 50	.....	.....
23 78	Armstrong's Mills	12 00	.....	.....
20 81	Arner	12 00	.....	.....
115 27	Arnot	40 00	.....	.....
3,536 82	Arnprior	1,000 00	120 00	140 00
1,710 65	Arthur	520 00	.....	80 00
157 27	Arva	87 50	28 00	.....
64 34	Ash	20 00	.....	.....
151 82	Ashburn	80 00	.....	.....
41 60	Ashdad	12 00	.....	.....
153 21	Ashdown	80 00	4 00	.....
58 30	Ashgrove	34 00	.....	.....
51 73	Ashley	20 00	.....	.....
219 53	Ashton	97 50	16 00	.....
102 53	Ashworth	11 50	.....	.....
258 23	Askin	100 00	.....	.....
118 29	Aspdin	43 00	.....	.....
30 12	Atha	20 00	.....	.....
125 62	Atherley	50 00	.....	.....
25 12	Atherton	12 00	.....	.....
79 43	Athlone	40 00	.....	.....
144 18	Athol	60 00	8 00	.....

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Pos Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
115 42	Attercliffe	48 00		
164 00	Attercliffe Station	48 00	8 00	
544 84	Atwood	200 00	16 00	
450 27	Auburn	120 00		
27 10	Audley (closed 30th Nov., 1887).....	16 00		
60 27	Aughrim	36 00		
33 39	Auguston	11 50		
582 66	Aultsville	240 00	8 00	
2,452 07	Aurora	640 00	36 00	100 00
295 55	Avening	140 00		
99 22	Avon	42 00		
56 11	Avonbank	18 00		
362 42	Avonmore	110 00		
16 49	Avonroy	12 00		
194 41	Avonton	44 00		
25 15	Axe Lake.....	12 00		
3,822 82	Aylmer, West.....	920 00	40 00	160 00
2,058 13	Ayr	640 00		100 00
868 20	Ayton	280 00		
7 95	Baby's Point.....	12 00		
39 17	Baddow.....	16 00		
875 57	Baden	200 00	40 00	
161 25	Badjeros	50 00		
38 28	Bagot.....	30 00		
298 29	Baillieboro'	100 00		
108 52	Bainsville	28 50		
40 22	Bala.....	35 00	6 00	
130 27	Balderson.....	48 00		
65 43	Baldoon	17 50		
86 79	Baldwin	31 50		
19 25	Balfour.....	12 00		
113 00	Ballantrae	40 00		
25 22	Ballantyne's Station	12 00		
173 53	Ballinafad	64 00		
12 28	Ballinvilla	16 00		
153 16	Ballycroy	43 00		
86 00	Ballyduff	40 00		
22 80	Ballymote	16 00		
83 49	Balmoral	30 00		
89 37	Balsam	30 00		
16 89	Balsam Grove.....	11 50		
22 19	Balsam Hill.....	10 00		
17 35	Balsam Lake	12 00		
241 29	Baltimore	100 00		
43 00	Bamberg	19 50		
15 00	Banbury	12 00		
257 66	Bancroft.....	80 00	10 50	
101 26	Banda (*including arrears).....	50 00	*12 50	
23 12	Bandon.....	12 00		
75 41	Banks	18 00		
113 11	Bannockburn	40 00		
59 50	Barb	34 50		
19 62	Bardolph	11 50		
24 14	Bardsville	12 00		
127 43	Barkerton (from 1st June, 1887).....	8 33		
134 10	Bark Lake.....	57 50		

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$	cts.	
18	54	Barkway	12	00			
39	06	Barnett.....	19	00			
29	40	Barrett.....	20	00			
10,069	57	Barrie.....	2,380	00	160	00	
93	33	Barriefield.....	40	00			
26	62	Barrie Island.....	16	00			
37	59	Bar River.....	12	00			
99	03	Barry's Bay.....	36	00			
68	82	Bartonville.....	30	00			
79	09	Basin Depot.....	24	00			
27	34	Basingstoke.....	16	00			
745	06	Bath.....	220	00	50	00	
81	47	Batteau.....	40	00			
123	39	Battersea.....	43	50			
43	67	Battie's Corners.....	16	00			
11	50	Battle Hall.....	10	00			
386	58	Bayfield.....	220	00			
115	00	Bayham.....	50	00			
32	57	Bayside.....	20	00			
273	60	Baysville.....	120	00	12	00	
77	99	Bayview.....	24	00	12	00	
484	12	Beachburg.....	180	00	16	00	
340	22	Beachville.....	150	00			
63	03	Beaconsfield.....	23	00			
79	45	Bealton.....	17	50			
1,041	22	Beamsville.....	380	00	48	00	40 00
202	54	Bear Brook.....	80	00	16	00	
11	89	Bear Cove (from 1st Oct., 1887).....	5	00			
55	00	Beatrice.....	24	00	10	00	
164	80	Beaumaris.....	39	00			
1,749	85	Beaverton.....	480	00			60 00
46	00	Becher.....	19	00			
13	43	Beckstead.....	12	00			
113	65	Bedford Mills.....	50	00			
42	00	Beech Lane.....	16	00			
25	45	Beechmount.....	11	50			
57	46	Beechwood.....	30	00			
1,151	80	Beeton.....	400	00			40 00
21	35	Beggsboro'.....	20	00			
153	58	Belfast.....	60	00	30	00	
21	50	Belford.....	16	00			
132	00	Belfountain.....	46	00			
612	71	Belgrave (5 Quarters).....	195	00	15	00	
220	80	Belhaven.....	80	00			
420	51	Belle River.....	150	00			
14,572	47	Belleville (salaries and expenses entered elsewhere).....					
431	04	Belleville Station.....	75	00			
104	37	Bell Ewart.....	50	00			
62	87	Bellrock.....	23	00			
143	41	Bell's Corners.....	60	00			
587	65	Belmont.....	180	00			
242	29	Belmore.....	96	00			
61	43	Belton.....	24	00			
483	55	Belwood.....	195	00	16	00	
28	42	Bendale.....	16	00			
151	25	Benmiller.....	36	00			

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
50	93	Bennie's Corners.....	21	50	
46	34	Bennington.....	20	00	
50	29	Bensfort.....	24	00	
26	50	Bentpath.....	10	00	
120	50	Berkeley.....	48	00	6 00
7,265	04	Berlin.....	1,700	00	400 00
40	74	Berriedale.....	36	00	
27	06	Berryton.....	12	00	
455	11	Bervie.....	150	00	
195	42	Berwick.....	63	00	
450	65	Bethany.....	260	00	
95	82	Bethel.....	29	50	
75	40	Bethesda.....	31	00	
117	96	Bewdley.....	36	00	
43	31	Bexley.....	18	00	
28	00	Big Forks.....	16	00	
58	00	Big Lake.....	15	00	
37	98	Big Point.....	12	00	
101	79	Big Springs.....	24	00	
190	01	Billing's Bridge.....	72	00	
251	60	Binbrook.....	100	00	
25	48	Bingham Road.....	16	00	
51	10	Binkham.....	16	00	
44	26	Birdsalls.....	20	00	
42	99	Bird's Creek.....	19	00	
28	12	Birmingham (3 Quarters).....	15	00	
69	80	Birnam.....	20	00	
107	42	Birr.....	50	00	16 00
957	81	Biscotasing.....	382	52	
211	03	Bishop's Mill's.....	60	00	
74	43	Bismarck.....	19	00	
180	32	Bissett's Creek.....	69	00	
371	89	Black Bank.....	60	00	
10	03	Blackburn.....	10	00	
96	03	Black Creek.....	40	00	
54	00	Black Heath.....	19	00	
64	72	Black River Bridge.....	18	00	
15	72	Black's Corner.....	12	00	
394	57	Blackstock.....	160	00	
84	82	Blackwater.....	10	67	
6	14	Blackwell Station (from 1st Jan. 1888).....	2	50	
284	16	Blair.....	120	00	
17	33	Blairhampton.....	12	00	
116	50	Blairton.....	50	00	
138	70	Blake.....	60	00	
120	09	Blakeney.....	36	00	
198	53	Blandford Station.....	27	50	
118	48	Blantyre.....	28	00	
1,927	86	Blenheim.....	660	00	100 00
46	19	Blessington.....	11	50	
254	41	Blind River.....	47	50	
526	52	Bloomfield.....	175	00	
163	65	Bloomington.....	64	00	
84	09	Bloomington.....	36	00	
79	24	Bloomsburg.....	32	00	
2	45	Blount (from 1st Dec., 1887).....	3	34	
492	31	Bluevale.....	175	00	

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
1,505 35	Blyth.....	460 00	36 00	60 00
117 60	Blytheswood.....	36 00		
1,591 09	Bobcaygeon.....	440 00	48 00	60 00
42 46	Bogart.....	20 00		
153 74	Bognor.....	50 00		
16 50	Bolingbroke.....	12 00		
133 50	Bolsover.....	50 00		
39 96	Bomanton.....	20 00		
424 05	Bondhead.....	160 00		
189 96	Bongard's Corners.....	48 00		
14 27	Bonnechère.....	12 00		
93 68	Bookton.....	36 00		
161 33	Bornholm.....	70 00		
32 36	Bornish.....	20 00		
10 07	Boromé.....	12 00		
30 81	Boskung.....	12 00		
98 89	Boston.....	46 00		
55 85	Boston Mills.....	32 00		
97 20	Bosworth.....	24 00	12 00	
42 00	Botany.....	16 00		
1,754 87	Bothwell.....	600 00	70 00	80 00
114 00	Bouck's Hill.....	30 00	6 00	
78 15	Boulter.....	30 00	8 00	
16 50	Bourdeau.....	15 00		
50 33	Bowesville.....	28 00		
34 89	Bowling Green.....	16 00		
4,921 30	Bowmanville.....	1,360 00	160 00	240 00
56 64	Boxgrove.....	28 00		
1 55	Boyle (from 1st March, 1888).....	0 83		
69 05	Boyne.....	30 00		
2,778 87	Bracebridge.....	900 00	150 00	160 00
35 40	Brackenrig.....	16 00		
112 62	Bracondale.....	27 00		
1,844 13	Bradford.....	560 00		80 00
33 31	Bradley.....	12 00		
54 48	Bradshaw.....	16 00		
8 43	Brae Lake.....	12 00		
81 07	Braemar.....	32 00		
277 05	Braeside.....	63 00		
36 27	Bramley.....	28 50		
4,954 09	Brampton.....	1,380 00	20 00	200 00
172 47	Branchton.....	80 00		
35 64	Brandy Creek.....	22 00		
21,429 89	Brantford.....	4,000 00	400 00	
17 39	Bray's Crossing.....	12 00		
21 84	Breadalbane.....	16 00		
420 48	Brechin (*including arrears).....	160 00	*17 50	
106 36	Brentwood.....	40 00		
262 00	Breslau.....	80 00	20 00	
62 99	Brewer's Mills.....	30 00	6 00	
38 75	Brewster.....	18 00		
103 03	Brickley.....	24 00		
81 00	Bridge End.....	36 00		
92 22	Bridgenorth.....	35 00		
310 65	Bridgeport.....	80 00		
322 76	Bridgewater.....	132 00	24 00	
1,084 43	Brigden.....	400 00	4 00	40 00

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
469 25	Bright.....	200 00	80 00	
2,070 87	Brighton.....	640 00	150 00	80 00
16 69	Brightside.....	12 00		
115 60	Brinsley.....	40 00		
155 50	Briston's Corners.....	60 00		
33 98	Brisbane.....	24 00	4 00	
50 51	Britannia.....	30 00		
94 06	Briton.....	36 00		
47 31	Broadbent.....	20 00		
819 50	Brockton.....	107 50		
12,130 38	Brockville.....	3,400 00	480 00	
88 86	Brodhagen.....	20 00		
60 67	Brodie.....	29 00		
50 00	Bronson.....	20 00		
242 37	Bronte.....	94 00		
10 26	Brooke.....	11 50		
166 03	Brookfield Station.....	36 00		
73 42	Brookholm.....	30 00	4 00	
600 22	Brooklin.....	260 00		
122 24	Brooksdale.....	60 00		
30 84	Brotherston.....	12 00		
515 79	Brougham.....	132 00	24 00	
31 03	Brouseville.....	16 00		
61 14	Brown Hill.....	15 00		
349 05	Brownsville.....	130 00		
339 49	Brucefield.....	140 00	12 00	
604 22	Bruce Mines.....	200 00	20 00	
295 50	Brudenell.....	80 00		
53 78	Brunner (*including arrears).....	*23 00		
10 53	Brunswick.....	12 00		
2,548 25	Brussels.....	800 00	24 00	120 00
74 41	Bryanston.....	36 00		
29 25	Bulger.....	12 00		
106 36	Bullock's Corners.....	48 00		
54 05	Bunessan.....	24 00		
35 78	Bunyan.....	24 50		
538 30	Burford.....	200 00	24 00	
293 80	Burgessville.....	120 00	20 00	
167 71	Burgoyne.....	60 00		
134 75	Burketon Station.....	33 00		
916 64	Burk's Falls.....	100 00	40 00	
23 12	Burleigh.....	12 00		
121 54	Burleigh Falls.....	70 00		
1,061 71	Burlington.....	360 00	12 00	40 00
565 37	Burlington Beach.....	60 00		
74 36	Burnaby.....	12 00		
61 14	Burnbrae.....	24 00	6 00	
128 50	Burnhamthorpe.....	50 00		
50 77	Burnley.....	20 00		
55 11	Burns.....	28 00		
106 20	Burnstown.....	48 00		
84 55	Burnt River.....	24 00		
350 35	Burritt's Rapids.....	128 00		
35 26	Burtch (*including arrears).....	*13 50		
30 01	Burton.....	16 00		
19 03	Bury's Green.....	12 00		
37 76	Bushfield.....	16 00		

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
20 59	Bush Glen.....	12 00		
120 81	Buttonville.....	40 00		
138 03	Buxton.....	64 00		
99 12	Byng.....	36 00		
143 86	Byng Inlet.....	75 00		
139 48	Byng Inlet, North.....	55 00		
10 67	Byrnedale.....	12 00		
91 08	Byron.....	40 00		
98 71	Cadmus.....	36 00		
76 33	Cæsarea.....	24 00		
13 31	Cahore.....	10 00		
219 95	Cainsville (*including arrears).....	*78 00		
192 05	Caintown.....	50 00		
60 14	Cairngorm.....	24 00		
23 47	Caistor Centre.....	12 00		
123 49	Caistorville.....	54 50		
311 16	Calabogie.....	75 00		
32 81	Calder.....	12 00		
98 00	Calderwood.....	32 00		
32 29	Caldwell.....	20 00		
162 10	Caldwell's Mills (*including arrears).....	*75 00		
363 49	Caledon.....	126 09		
502 71	Caledon, East (*discontinued 31st Dec., 1887).....	160 00	*12 00	
1,393 32	Caledonia.....	460 00	50 00	60 00
163 93	Caledonia Springs.....	120 00		
223 02	Callender (*including arrears).....	115 00	*12 50	
83 54	Calton (*including arrears).....	*27 00		
59 05	Camborne.....	24 09		
406 18	Cambray.....	160 09		
443 58	Camden East.....	140 00	40 00	
106 49	Cameron.....	46 00		
205 20	Camerontown.....	70 00	12 00	
146 71	Camilla.....	50 00	6 00	
381 63	Camlachie.....	160 00		
84 50	Campbellcroft.....	25 50		
3,204 25	Campbellford.....	800 00		120 00
158 86	Campbell's Cross.....	60 00		
41 50	Campbellton.....	30 00		
263 67	Campbellville.....	92 00		
223 03	Campden.....	90 00	8 00	
27 80	Comperdown (*from 1st Nov., 1887).....	4 17		
41 60	Canaan.....	16 00		
7 06	Canard River.....	16 00		
152 77	Canboro'.....	72 00		
54 49	Candasville.....	28 00		
301 24	Canfield.....	112 00	16 00	
103 00	Cannamore.....	36 00		
134 45	Cannifton.....	60 00		
142 94	Canning.....	60 00		
1,721 10	Cannington.....	500 00	48 00	60 00
104 94	Canton.....	44 00		
33 54	Cape Chin.....	16 00		
58 00	Cape Croker.....	20 00		
37 27	Cape Rich.....	18 00		
7 05	Carden.....	11 59		
1,041 96	Cardinal.....	360 00	12 00	40 00

A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
42 24	Cardwell	40 00	.....	.....
418 60	Cargill	115 00	.....	.....
75 04	Carholm	24 00	.....	.....
4,072 25	Carleton Place.....	1,100 00	.....	160 00
36 93	Carling.....	12 00	.....	.....
84 98	Carlingford	40 00	.....	.....
141 00	Carlisle (3 Quarters)	55 50	.....	.....
149 06	Carlow	50 00	.....	.....
198 29	Carlsruhe.....	50 00	.....	.....
186 40	Carlton, West.....	40 00	.....	.....
117 49	Carluke	40 00	.....	.....
21 36	Carmanville.....	11 50	.....	.....
23 00	Carmuncock.....	14 00	.....	.....
15 52	Carnarvon.....	12 00	.....	.....
388 55	Carp.....	120 00	16 00	.....
60 63	Carrville.....	30 00	.....	.....
28 95	Carsonby	12 00	.....	.....
30 50	Carswell	12 00	.....	.....
15 43	Carterton.....	12 00	.....	.....
131 72	Carthage	43 00	6 00	.....
164 60	Cartier.....	57 50	.....	.....
61 87	Cashel.....	24 00	.....	.....
51 67	Cashion's Glen.....	20 00	.....	.....
91 23	Cashmere.....	35 00	.....	.....
39 05	Cashtown.....	30 00	.....	.....
84 56	Cass Bridge.....	34 50	.....	.....
71 71	Cassburn	24 00	.....	.....
102 28	Cassel	28 00	.....	.....
408 34	Casselman	150 00	.....	.....
10 21	Castile (*previously over-credited).....	*10 00	.....	.....
72 00	Castleberg.....	28 00	.....	.....
60 64	Castleford	20 00	.....	.....
58 13	Castlemore.....	20 00	.....	.....
370 68	Castleton.....	160 00	.....	.....
165 68	Cataract.....	78 00	.....	.....
270 63	Cataraqui	94 50	.....	.....
128 68	Cathcart	57 50	.....	.....
142 75	Cavan.....	60 00	.....	.....
776 07	Cayuga.....	400 00	50 00	40 00
15 67	Cécébé	12 00	.....	.....
476 58	Cedar Dale.....	200 00	.....	.....
94 48	Cedar Grove	50 00	.....	.....
29 05	Cedar Hill	16 00	.....	.....
8 30	Cedar Mills	12 00	.....	.....
285 44	Cedar Springs.....	100 00	.....	.....
243 44	Cedarville	50 00	.....	.....
293 86	Centralia.....	100 00	16 00	.....
22 17	Centre Augusta.....	12 00	.....	.....
61 95	Centreton	24 00	.....	.....
286 28	Centreville.....	100 00	20 00	.....
23 59	Chaffey Locks.....	12 00	.....	.....
222 51	Chalk River.....	90 00	.....	.....
36 42	Chambers.....	16 00	.....	.....
18 72	Chandos	12 00	.....	.....
59 05	Chantry	20 00	.....	.....
886 71	Chapleau (*including arrears).....	*380 00	.....	.....
58 25	Chapman	24 00	8 00	.....

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.				
58	02	Chard	20	00	
508	22	Charing Cross	147	50	120 00
36	17	Charlecote	12	00	
23	29	Charleston	12	00	
16	75	Charleville	12	00	
65	00	Charlinch	43	50	4 00
12,722	62	Chatham	3,200	00	240 00
741	42	Chatsworth	240	00	56 00
20	68	Chatterton	12	00	
356	86	Cheapside	140	00	
66	39	Cheddar	32	00	
27	60	Chelmsford (from 1st Nov., 1887)	4	17	
221	33	Cheltenham	100	00	
10	74	Cheney (from 1st Jan., 1888)	2	50	
206	00	Chepstowe	70	00	
23	35	Cherry Grove	16	00	
170	52	Cherry Valley	60	00	
71	64	Cherrywood	32	00	
2,282	22	Chesley	580	00	80 00
148	33	Chesterfield	80	00	
1,214	48	Chesterville	320	00	4 00
15	43	Chetwynd	12	00	
195	42	Chevalier	70	00	
1	99	Cheviot	16	00	
714	04	Chippewa	360	00	40 00
118	90	Chippewa Hill	50	00	
61	94	Chiselhurst	22	00	
47	55	Chisholm	16	00	
35	91	Christie	11	50	
17	07	Christie's Corners	12	00	
47	06	Christina	16	00	
250	22	Churchill	77	50	
86	08	Churchville	36	00	
168	13	Chute à Blondeau	50	00	
146	34	Clachan	40	00	
110	69	Clanbrassil	30	00	
260	77	Clandeboye	96	00	16 00
24	16	Clanricarde	12	00	
629	92	Claremont	160	00	
332	80	Clarence	104	00	24 00
384	88	Clarence Creek	123	00	
77	52	Clarendon Station	27	00	
12	88	Clareview	12	00	
337	00	Clarke	140	00	
664	97	Clarksburg	250	00	48 00
84	50	Clarkson	28	00	
174	33	Claude	80	00	
177	45	Clavering	47	50	
156	36	Clayton	70	00	
248	55	Clear Creek	100	00	9 00
156	50	Clearville	80	00	
61	02	Cleavelands	20	00	
1,032	97	Clifford	400	00	90 00
4,482	04	Clinton	1,200	00	80 00
155	44	Clontarf	12	00	
66	71	Clover Hill (*previously over-credited)	*20	00	
16	50	Cloverport (from 1st May to 30th Sept., 1887)	4	17	

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
253 02	Cloyne.....	76 00	12 00	.....
68 50	Clyde.....	43 00	.....	.....
31 51	Clydesdale.....	20 00	.....	.....
61 29	Cobble Hill.....	20 00	.....	.....
851 27	Cobden.....	240 00	.....	.....
314 00	Coboconk.....	120 00	24 00	.....
6,905 63½	Cobourg.....	1,880 00	240 00	.....
155 97	Cockburn Island.....	100 00	.....	.....
173 43	Codrington.....	70 00	.....	.....
278 07	Coe Hill Mines.....	120 00	.....	.....
102 57	Colbeck.....	27 00	.....	.....
2,326 24	Colborne.....	620 00	240 00	80 00
114 64	Colchester.....	46 00	.....	.....
139 63	Cold Springs.....	54 00	.....	.....
119 25	Coldstream.....	47 00	.....	.....
803 54	Coldwater.....	242 50	.....	.....
215 47	Colebrook.....	57 50	20 00	.....
49 68	Cole Lake.....	16 00	.....	.....
336 66	Coleman.....	55 00	.....	.....
23 30	Colenso.....	16 00	.....	.....
55 05	Coleraine.....	24 09	.....	.....
20 75	Cole's Corners.....	18 00	.....	.....
46 63	Colgan.....	28 00	.....	.....
45 61	Collinville.....	26 00	.....	.....
5,649 53	Collingwood.....	1,420 00	280 00	240 00
150 93	Collin's Bay.....	56 00	.....	.....
82 91	Collin's Inlet.....	28 00	.....	.....
139 38	Colpoy's Bay.....	60 00	30 00	.....
35 00	Colquhoun.....	12 00	.....	.....
309 29	Columbus.....	120 00	.....	.....
34 50	Colwell.....	16 00	.....	.....
915 23	Comber.....	355 00	32 00	40 00
282 12	Combermere.....	90 00	6 00	.....
66 14	Comet.....	30 00	.....	.....
169 24	Commanda (*including arrears).....	60 00	*9 00	.....
22 24	Conboyville.....	16 00	.....	.....
88 94	Concord.....	40 00	.....	.....
216 32	Conestogo.....	80 00	.....	.....
19 18	Coningsby.....	12 00	.....	.....
77 15	Conn.....	31 00	.....	.....
26 45	Connaught.....	14 00	.....	.....
80 79	Connor.....	28 00	.....	.....
21 06	Conroy.....	20 00	.....	.....
502 91	Consecon.....	170 00	12 00	.....
277 30	Constance.....	64 00	.....	.....
69 60	Conway.....	30 00	.....	.....
922 83	Cookstown.....	360 00	12 00	40 00
325 32	Cooksville.....	114 00	.....	.....
45 12	Cooper.....	16 00	.....	.....
103 53	Cooper's Falls (*including arrears).....	30 00	*11 50	.....
51 90	Copenhagen.....	28 00	.....	.....
217 74	Copetown.....	80 00	.....	.....
175 86	Copleston.....	79 00	.....	.....
73 15	Corbett.....	24 00	.....	.....
180 29	Corbetton.....	47 50	.....	.....
228 85	Corbyville.....	50 00	.....	.....
269 08	Corinth.....	87 50	.....	.....

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
131 23	Cornell.....	60 00		
7,516 98	Cornwall.....	1,800 00	120 00	
34 38	Cornwall Centre.....	16 00		
427 95	Corson's Siding.....	47 50	10 00	
207 18	Corunna.....	80 00		
26 55	Corwhin.....	12 00		
46 10	Cotswold.....	20 00		
323 43	Cottam.....	126 00	6 00	
20 15	Cottesloe.....	12 00		
52 50	Coulson.....	18 00		
62 02	Courtice.....	30 00		
529 93	Courtland.....	140 00		
610 34	Courtright.....	225 00	21 00	
45 91	Coventry.....	30 00		
18 89	Coverley.....	12 00		
72 43	Cowal.....	30 00		
178 20	Craighurst.....	60 00		
46 71	Craigie Lea.....	15 00		
61 00	Craigleith.....	30 00		
27 89	Craigsholm.....	18 00		
250 97	Craigvale.....	90 00		
34 62	Crampton.....	16 00		
367 05	Cranbrook.....	120 00		
52 45	Cranston.....	16 00		
24 84	Cranworth.....	12 00		
17 22	Crathie.....	10 00		
69 78	Crawford.....	24 00		
265 10	Credit.....	80 00		
219 12	Credit Forks.....	60 00		
622 21	Crediton.....	180 00		
76 14	Creek Bank.....	36 00		
959 50	Creemore.....	335 00		40 00
43 00	Creighton.....	16 00		
119 72	Cressy.....	24 00		
188 00	Creswell.....	60 00		
12 41	Crewe.....	11 50		
51 21	Crieff.....	24 00		
97 58	Crinan.....	32 00		
42 70	Crofton.....	24 00		
209 17	Cromarty.....	100 00		
111 86	Crosshill.....	52 00		
47 64	Crossland.....	24 00		
58 06	Croton.....	24 00		
13 16	Crow Bay (closed 31st Dec., 1887).....	9 00		
70 06	Crowland.....	24 00		
89 00	Crown Hill.....	35 00		
54 72	Croydon.....	24 00		
36 03	Cruickshank.....	16 00		
110 78	Crumlin.....	34 00		
331 84	Crysler.....	137 50		
197 15	Culloden.....	80 00		
10 45	Culton.....	10 00		
145 34	Cultus.....	36 00		
427 25	Cumberland.....	150 00		
117 60	Cummings' Bridge.....	40 00		
146 10	Cumminsville.....	46 00		
78 69	Cumnock.....	42 00		

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
238 45	Curran	90 00		
14 80	Curry Hill (closed 30th Sept., 1887).....	10 00		
85 07	Curry's Crossing.....	32 00		
37 60	Cushendall	14 50		
63 96	Cypress.....	50 00		
190 76	Dacre	60 00		
31 25	Dale.....	15 50		
119 72	Dalhousie Mills.....	48 00		
114 56	Dalkeith.....	40 00		
47 04	Dalmeny.....	12 00		
63 66	Dalrymple.....	20 00		
126 62	Dalston	60 00		
70 52	Damascus.....	20 00		
33 43	Danforth.....	12 00		
60 53	Dante.....	24 00		
3 96	D'Arcy.....	12 00		
157 37	Darling Road.....	50 00		
34 00	Darrell	14 00		
144 63	Dartford.....	40 00		
9 04	Dartmoor (3 Quarters).....	9 00		
338 57	Dashwood	100 00		
91 65	Davenport	44 00	10 00	
6 61	Davis' Mills.....	10 00		
146 56	Davisville.....	50 00		
109 03	Dawn Mills.....	50 00		
25 00	Dawson	12 00		
95 41	Day Mills.....	24 00		
22 00	Deacon	12 00		
42 31	Dealtown.....	20 00		
118 45	Deans	60 00		
195 61	De Cewsville	69 00		
33 50	Deebank	18 00		
90 65	Deemerton.....	40 00		
41 18	Deerhurst.....	20 00		
50 72	Deer Lake	30 00		
234 67	Deer Park	57 50		
491 48	Delaware	175 00		
336 67	Delhi (*from 1st July, 1887).....	315 00	32 00	*30 00
97 17	Delmer	40 00		
62 62	Deloro	80 00		
635 08	Delta.....	200 00		
228 45	Demorestville.....	110 00		
120 51	Denbigh.....	40 00		
166 00	Denfield.....	80 00		
34 00	Denville.....	34 50	36 00	
73 66	Dereham Centre.....	24 00		
12 00	Derrynane	12 00		
39 00	Derryville	20 00		
34 81	Derry, West.....	16 00		
20 00	Derwent.....	20 00		
194 55	Desboro'.....	66 50		
3,864 74	Deseronto.....	900 00		140 00
38 01	Desert	16 00		
12 44	Desert Lake	12 00		
16 76	Desmond	16 00		
606 85	Deux Rivières.....	185 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.					\$
56	74	Devizes	30	00		
26	73	Dewe	10	00		
28	07	Dexter	24	00		
36	04	Diamond	18	00		
44	43	Dickinson	24	00		
349	72	Dickinson's Landing	120	00		
27	25	Dirleton	12	00		
64	96	Dixie	30	00		
87	84	Dixon's Corners	24	00		
62	06	Dixson	23	00		
168	89	Dobbinton	57	50		
81	96	Doe Lake	28	00		
31	71	Dollar	12	00		
32	85	Dolson	12	00		
211	00	Dominionville	80	00		
59	32	Domville	28	00		
51	04	Don	20	00		
46	58	Doncaster (3 Quarters)	27	00		
75	06	Donegal	32	00		
418	27	Doon	180	00		
468	49	Dorchester Station (broken period)	154	95	68	86
72	69	Dorking	30	00		
78	26	Dorland	20	00		
103	11	Dornoch	34	50		
144	84	Dorset	40	00		
411	21	Douglas	140	00		
130	76	Dovercourt	26	50		
87	64	Dover, South	36	00		
60	27	Downeyville	30	00		
38	55	Downsview	31	50		
44	85	Doyles	11	50		
16	67	Dracon	12	00		
1,545	31	Drayton	440	00	16	00
2,211	52	Dresden (*including arrears)	660	00	*108	00
35	85	Drew	15	00		
203	38	Dromore	68	00		
31	95	Drum	12	00		
715	80	Drumbo (*including arrears)	250	00	*17	00
57	26	Drumquia	28	00		
104	63	Drysdale	34	00		
320	99	Duart	160	00		
414	25	Dublin	260	00	32	00
43	51	Dufferin (from 1st July, 1887)	7	50		
80	05	Dufferin Bridge	20	00	6	00
263	25	Dunbar	80	00		
187	69	Dunbarton	69	00		
49	26	Dunblane	20	00		
62	03	Dunboyne	24	00		
32	36	Duncan	12	00		
247	49	Dunchurch	69	00	10	00
38	25	Duncrief	22	00		
1,327	29	Dundalk	420	00	16	00
4,060	53	Dundas	1,200	00	120	00
52	33	Dundela	16	00		
90	08	Dundonald	36	00		
90	53	Dunedin	39	00		
436	35	Dungannon	170	00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
75	26	Dunkeld.....	36	00				
62	41	Dunkerron.....	24	00				
70	75	Dunlop.....	28	00				
10	26	Dunmore (from 1st Aug., 1887).....	6	67				
101	00	Dunrobin.....	37	50				
133	08	Dunsford.....	32	00				
259	06	Dunroon.....	120	00				
256	55	Dunvegan.....	106	00				
3,903	24	Dunville.....	800	00	72	00	120	00
2,096	55	Durham.....	600	00	110	00	100	00
1,180	71	Dutton.....	385	00			40	00
98	49	Dwight.....	38	00				
47	36	Dwyer Hill.....	24	00				
66	42	Dyer's Bay.....	16	00				
35	72	Eady.....	16	00				
196	50	Eagle.....	80	00				
278	30	Ealing.....	87	50				
28	98	Eamer's Corners.....	14	00				
19	95	East Linton.....	16	00				
138	72	Eastman's Springs.....	43	00	8	00		
308	87	Easton's Corners.....	127	50				
169	55	East Oro.....	36	00				
21	13	East Williamsburg.....	14	00				
231	52	Eastwood.....	100	00				
153	23	Eau Claire.....	56	00				
80	39	Eberts.....	29	50				
155	11	Echo Place.....	40	00				
38	23	Echo River.....	12	00				
49	16	Eddystone.....	16	00				
229	27	Eden.....	80	00				
241	21	Eden Grove.....	100	00				
141	12	Eden Mills.....	60	00				
21	25	Eden Valley (from 1st Oct., 1887).....	5	00				
227	58	Edgar.....	100	00				
58	09	Edgar's Mills.....	50	00				
14	95	Edgerton (from 1st Aug., 1887).....	6	67				
40	38	Edge Hill.....	20	00				
83	07	Edgeley.....	32	00				
9	04	Edgeworth.....	16	00				
37	01	Edgington.....	16	00				
99	50	Edmonton.....	60	00	32	00		
19	12	Edwardsville.....	12	00				
50	54	Efingham.....	24	00				
0	92	Egan Creek (from 1st March, 1888).....	0	83				
1,287	31	Eganville.....	495	00	60	00	40	00
90	26	Egbert.....	30	00				
61	10	Egerton.....	24	00	4	00		
236	25	Eglington.....	100	00				
177	48	Egmondville.....	115	00				
35	50	Egremont.....	30	00				
16	41	Elba.....	12	00				
52	65	Elb Mills.....	28	00				
51	00	Elcho.....	15	00				
21	43	Elder.....	12	00				
67	92	Elder's Mills.....	27	00				
46	98	Eldon Station.....	16	00				

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
105 09	Eldorado.....	28 50		
21 05	Elford.....	12 00		
57 06	Elfrida.....	20 00		
362 31	Elgin.....	120 00	6 00	
68 85	Elginburg.....	28 00		
53 76	Elginfield.....	23 00		
45 15	Elia.....	16 00		
70 36	Elimville.....	36 00		
91 03	Elizabethville.....	36 00		
27 35	Ellaton.....	16 00		
71 17	Ellengowan.....	24 00		
102 45	Ellesmere.....	39 00		
50 04	Elliott.....	16 00		
87 93	Ellisville.....	32 00		
11 05	Elm.....	12 00		
56 50	Elma.....	19 00		
49 62	Elmbank.....	16 00		
39 26	Elm Grove.....	30 00		
19 51	Elmhedge.....	16 00		
887 51	Elmira.....	320 00		40 00
790 11	Elmvale.....	200 00		
578 42	Elmwood.....	180 00	20 00	
2,134 41	Elora.....	660 00	100 00	100 00
48 95	Elphin.....	16 00		
11 88	Elsie (from 1st May, 1887).....	9 17		
145 00	Elsinore.....	60 00		
14 40	Emberson.....	12 00		
772 50	Embro.....	280 00	50 00	
226 08	Embrun.....	80 00		
85 05	Emerald.....	29 50		
114 16	Emery.....	28 00		
22 00	Emmett.....	16 00		
27 33	Eno River (from 1st June, 1887).....	8 34		
421 00	Emsdale.....	77 50	16 00	
64 92	Enfield.....	24 00		
22 93	Ennis.....	12 00		
320 59	Enniskillen.....	140 00		
91 18	Ennismore (3 Quarters).....	30 00	6 00	
460 33	Enterprise.....	120 00		
84 13	Epping (* including arrears).....	30 00	*32 50	
120 49	Epsom.....	60 00		
109 71	Eramosa.....	48 00		
13 90	Erbsville.....	12 00		
3 77	Erie (from 1st Nov., 1887).....	4 17		
32 47	Erie.....	16 00		
976 09	Erin.....	335 00	12 00	40 00
129 74	Erinsville.....	50 00	6 00	
123 99	Ernestown Station.....	40 00	24 00	
16 17	Erskine (from 1st Sept., 1887).....	5 83		
121 08	Escott.....	60 00		
30 20	Eskdale.....	24 00		
13 50	Esmonde (from 1st Jan., 1888).....	2 50		
113 16	Esquesing.....	47 50		
26 56	Essa Centre (from 1st May, 1887).....	9 16		
3,228 82	Essex Centre.....	760 00	160 00	120 00
24 11	Essonville.....	12 00		
499 25	Ethel.....	160 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
7 44	Ettrick	12 00		
256 68	Eugenia	70 00		
55 62	Evansvale	20 00		
29 04	Evansville	15 00		
93 67	Evelyn	36 00		
253 90	Everett	90 00		
83 16	Eversley	28 00		
147 34	Everton	60 00		
2,429 21	Exeter	680 00	84 00	120 00
46 87	Fairbank	16 00		
41 27	Fairfield, East	18 00		
69 59	Fairfield Plain	24 00		
27 12	Fairholm	12 00		
47 41	Fairmount	32 00		
28 81	Fair Valley	12 00		
33 54	Fairview	16 00		
18 86	Falding	12 00		
95 26	Falkenburg	60 00	16 00	
100 53	Falkirk	38 00		
19 36	Falkland (from 1st Dec., 1887)	10 00		
117 29	Fallbrook	36 00		
173 47	Fallowfield	60 00		
158 55	Fall's View	10 00		
15 82	Faraday	16 00		
67 09	Farewell	20 00	6 00	
169 63	Fargo	32 00		
1,553 30	Farmersville	420 00		40 00
195 18	Farquhar	40 00	4 00	
275 50	Farran's Point	94 50		
62 54	Fassifern	32 00		
91 94	Fawkham	35 00		
43 18	Fawn	16 00		
25 33	Fellows	12 00		
27 83	Felton	16 00		
27 41	Fenaghvale	15 00	4 00	
129 00	Fenella	40 00		
1,822 29	Fenelon Falls	500 00	6 00	60 00
31 35	Fennell's	20 00		
249 50	Fenwick	82 50		
2,909 42	Fergus	780 00	180 00	120 00
52 29	Ferguson	24 00		
41 50	Ferguson's Falls (3 Quarters)	27 00		
105 00	Ferguson Vale	36 00		
70 01	Fermoy	24 00		
37 59	Ferndale House (from 1st June, 1887)	8 33		
26 89	Fern Glen	12 00		
100 30	Fern Hill	40 00		
182 19	Fesserton	50 00		
23 79	Fetherston	16 00		
204 50	Feversham	80 00		
796 76	Fingal (*from 1st July, 1887)	315 00		*30 00
38 78	Finger Board	16 00		
24 00	Fintona	20 00		
69 23	Fish Creek	32 00		
200 49	Fisherville	72 00		
120 34	Fish Lake	23 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
294 29	Fitzroy Harbor.....	120 00	6 00	.....
35 57	Flamboro' Centre.....	16 00	.....	.....
54 10	Fleetwood.....	16 00	.....	.....
1,166 88	Flesherton.....	400 00	70 00	40 00
228 12	Flesherton Station.....	60 00	.....	.....
406 21	Fletcher.....	160 00	.....	.....
194 43	Flinton.....	70 00	.....	.....
80 00	Floradale.....	23 00	.....	.....
667 61	Florence.....	300 00	.....	.....
102 73	Flower Station.....	27 50	.....	.....
20 81	Foley.....	14 00	.....	.....
537 50	Font Hill.....	203 00	.....	.....
546 29	Fordwich.....	210 00	16 00	.....
33 95	Fordyce.....	16 00	.....	.....
2,475 30	Forest.....	720 00	16 00	120 00
316 49	Forester's Falls.....	100 00	16 00	.....
25 21	Forest Mills.....	14 00	.....	.....
87 23	Forestville.....	54 50	.....	.....
79 56	Forfar.....	28 00	.....	.....
95 00	Fork's Road.....	31 00	.....	.....
300 63	Formosa.....	120 00	.....	.....
788 83	Fort Erie.....	368 00	.....	40 00
68 13	Fort Francis (3 Quarters).....	45 00	.....	.....
226 34	Fort William.....	240 00	.....	.....
841 40	Fort William, West.....	200 00	.....	.....
323 30	Fournier.....	120 00	16 00	.....
23 51	Fowler's Corners.....	12 00	.....	.....
209 49	Foxboro' (3 Quarters).....	60 00	.....	.....
93 08	Foxmead.....	38 00	.....	.....
35 50	Foymount.....	20 00	.....	.....
84 19	Franconia.....	24 00	.....	.....
590 27	Frankford.....	210 00	.....	.....
10 43½	Frank Hill.....	11 50	.....	.....
91 34	Franklin.....	40 00	12 00	.....
84 06	Frank's Bay.....	11 50	.....	.....
137 58	Franktown.....	70 00	.....	.....
248 89	Frankville.....	90 00	.....	.....
7 44	Fraserburg.....	12 00	.....	.....
70 48	Fraserville.....	40 00	.....	.....
78 12	Freeborn.....	22 00	.....	.....
13 60	Freeland.....	12 00	.....	.....
205 47	Freelton.....	83 00	8 00	.....
309 57	Freeman.....	110 00	.....	.....
41 83	Freeport.....	20 00	.....	.....
12 00	French Bay.....	12 00	.....	.....
141 83	French River (6 Quarters).....	32 50	.....	.....
36 20	Frogmore.....	17 50	.....	.....
71 87	Frome.....	24 00	.....	.....
200 17	Fullarton.....	80 00	.....	.....
18 64	Fuller.....	14 00	.....	.....
73 00	Fulton.....	40 00	.....	.....
15 86	Furnace Falls.....	20 00	.....	.....
36 00	Fyfield.....	20 00
107 14	Gad's Hill.....	40 00
22 70	Galbraith.....	12 00
119 56	Galetta.....	50 00

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
34 74	Gallingertown	12 00		
10,683 74	Galt	2,700 00	60 00	
171 51	Gamebridge	60 00		
4,851 06	Gananoque (*from 1st Aug., 1887)	1,150 00	*22 00	200 00
140 17	Garden Hill	70 00		
179 15	Garden Island	100 00		
143 80	Garden River	40 00	4 00	
72 00	Garnet	40 00		
34 96	Garretton	15 00		
14 67	Garrison Road	12 00		
23 18	Garryowen	12 00		
292 13	Gelert	68 00		
2,945 49	Georgetown	720 00	108 00	120 00
12 20	Georgina Island	11 00		
89 44	Germany	30 00		
72 80	German Mills	36 00		
212 47	Gesto	80 00		
56 42	Gibraltar	20 00		
35 36	Gibson	12 00		
17 00	Gilbert's Mills	12 00		
136 00	Gilford	70 00	12 00	
33 42	Gill	14 00		
96 82	Gillie's Hill	48 00		
228 21	Gilmour	11 50		
76 60	Gladstone	30 00		
331 40	Glamis	107 50		
13 76	Glamorgan	12 00		
94 50	Glandine	12 00		
188 95	Glanford	57 50		
42 79	Glanford Station	24 00		
11 29	Glanmire (*including arrears)	*13 50		
172 06	Glanworth	57 50		
26 43	Glascot	12 00		
54 50	Glasgow	19 50		
11 73	Glastonbury	12 00		
30 35	Glen Alda	12 00		
395 00	Glen Allan	160 00		
62 00	Glenannan	30 00		
156 22	Glenarm	60 00		
22 10	Glen Becker	12 00		
195 50	Glen Buell	60 00		
65 82	Glenburnie	22 00		
181 19	Glencairn	72 00		
2,361 42	Glencoe	720 00	18 00	120 00
71 31	Glen Colin	24 00		
14 25	Glencross (from 1st May, 1887)	9 16		
50 56	Glendale	17 50		
32 27	Glen Donald	12 00		
46 72	Glenedin	20 00		
59 28	Glen Farrow	20 00		
88 97	Glen Huron	40 00		
21 65	Glenilla	16 00	6 00	
188 00	Glen Major (7 Quarters)	51 00		
108 76	Glen Meyer	30 00		
108 92	Glen Miller	27 00		
29 77	Glenmore	12 00		
209 99	Glenmorris	84 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
131 40	Glennevis.....	54 50		
47 68	Glen Norman	22 00		
23 50	Glen Oak	16 00		
37 73	Glen Orchard.....	20 00		
83 79	Glen Rae (from 1st June, 1887)	8 33		
387 86	Glen Robertson	115 00	120 00	
52 12	Glen Ross	16 00		
134 09	Glenroy	45 50		
98 48	Glen Sandfield.....	32 00		
45 83	Glen Shee	24 00		
79 70	Glen Smail	24 00		
38 90	Glen Stewart	20 00		
125 72	Glen Tay	40 00		
48 90	Glen Vale	22 00		
81 88	Glen Walter	36 00		
253 05	Glen William's.....	140 00		
19 92	Glen Willow	10 00		
215 00	Goble's Corners.....	90 00		
5,035 89	Goderich.....	1,700 00	160 00	280 00
142 06	Godfrey	60 00		
8 54	Godolphin	11 50		
70 23	Golden Lake.....	34 50		
8 64	Golden Valley (from 1st Sept., 1887).....	5 83		
93 06	Goldfield	35 00		
41 26	Goldsmith	20 00		
115 53	Goldstone	36 00		
105 51	Gooderham (*previously over-credited).....	36 00	*5 50	
18 75	Goodstown	12 00		
404 78	Goodwood	160 00		
340 14	Gordon.....	150 00		
57 60	Gordonville.....	20 00		
679 68	Gore Bay	180 00		
175 51	Gore's Landing	70 00		
67 00	Goring	20 00		
79 64	Gormley.....	32 00		
721 15	Gorrie	260 00		
10 26	Gosport.....	12 00		
13 87	Goulais' Bay.....	11 50		
22 01	Gourie	12 00		
102 87	Gourock	26 00		
101 75	Gowanstown (*including arrears)	36 00	*21 00	
56 54	Gower Point.....	26 00		
741 73	Grafton.....	240 00	30 00	
58 08	Grahamsville.....	24 00		
123 84	Grand Bend	50 00		
1,040 42	Grand Valley.....	300 00	16 00	
17 00	Granger.....	12 00		
34 83	Granite Hill	12 00		
26 05	Grant	12 00		
112 50	Grantley.....	39 00		
564 85	Granton (*including arrears).....	200 00	*29 00	
76 46	Grassmere	44 00	8 00	
39 80	Grassey's Corners.....	16 00		
22 00	Gratton	16 00		
64 00	Gravel Hill (6 Quarters)	24 00		
2,727 32	Gravenhurst	750 00	32 00	120 00
20 40	Graystock	16 00		

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Gross Revenue from sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
42 25	Greely.....	15 00		
183 13	Green Bank.....	70 00		
26 51	Green Bay.....	16 00		
66 00½	Greenbush.....	40 00		
228 09	Greenfield.....	80 00	12 00	
77 19	Greenock.....	50 00		
10 50	Green Point.....	12 00		
102 15	Green River.....	40 00		
17 00	Greenside.....	12 00		
119 79	Greensville.....	48 00		
106 03	Green Valley.....	34 00		
17 95	Greenview.....	12 00		
121 00	Greenway.....	36 00		
252 00	Greenwood.....	97 50		
26 05	Grenfell.....	16 00		
39 91	Gregory.....	16 00		
52 98	Gresham.....	24 00		
6 69	Gretna.....	12 00		
13 66	Grey Eagle.....	12 00		
24 94	Greystead.....	12 00		
58 13	Gribbin.....	24 00		
79 42	Griersville.....	34 50		
72 17	Griffin's Corners.....	30 00		
79 17	Griffith.....	28 00		
1,929 25	Grimsby.....	540 00	60 00	80 00
21 45	Grimston.....	12 00		
11 00	Grove Mills.....	16 00		
64 80	Grovesend.....	31 50		
16 04	Groveton.....	12 00		
17,253 10	Guelph.....	4,400 00	400 00	
124 79	Guilfs.....	50 00		
22 19	Gull Creek (*including arrears).....	*13 50		
39 94	Gunter.....	16 00		
16 36	Guthrie.....	12 00		
75 25	Guysboro'.....	40 00		
110 88	Gypsum Mines.....	40 00		
67 01	Hagerman's Corners.....	24 00		
1,477 56	Hagersville.....	500 00		60 00
45 75	Hainsville.....	20 00		
52 00	Haldane Hill.....	28 00		
103 83	Haley Station.....	44 00		
706 53	Haliburton.....	300 00	12 00	
112 37	Halloway.....	36 00		
148 85	Hall's Bridge.....	72 00		
15 82	Hall's Glen.....	16 00		
34 24	Hall's Mills.....	12 00		
160 30	Hallville.....	60 00		
16 06	Halston.....	10 00		
69,103 38	Hamilton (salaries and expenses entered elsewhere).....			
18 46	Hammond.....	14 00		
51 23	Hampden.....	24 00		
173 08	Hampshire Mills.....	24 00		
302 20	Hampstead.....	24 00		
333 62	Hampton.....	126 00		
28 55	Hanlan.....	16 00		
44 18	Hannon.....	24 00		

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.				
1,668	69	Hanover.....	500 00	40 00	60 00
5	24	Harcourt (closed 31st Dec., 1887).....	9 50		
32	00	Hardinge.....	12 00		
19	44	Harkaway.....	10 00		
73	88	Harlem.....	30 00		
104	22	Harley.....	50 00	8 00	
96	00	Harlock.....	22 00		
16	03	Harlowe.....	16 00		
26	38	Harmony.....	20 00		
73	95	Harold.....	40 00		
79	32	Harper.....	24 00		
17	82	Harpley.....	14 00		
202	08	Harrietsville.....	72 00		
196	06	Harrington.....	60 00		
247	10	Harrisburg.....	84 00	20 00	
71	23	Harrison's Corners.....	29 50		
3,189	25	Harriston.....	940 00	60 00	160 00
358	68	Harrow.....	115 00		
349	06	Harrowsmith.....	120 00		
17	50	Hartfell.....	10 00		
125	64	Hartford.....	50 00		
97	27	Hartington.....	31 50		
101	80	Hartley.....	29 00		
50	25	Hartsmere.....	16 00		
17	23	Harty's Station.....	11 50		
148	23	Harwich.....	57 50		
221	32	Harwood.....	190 00		
1,641	50	Hastings.....	480 00	20 00	60 00
115	43	Hatchley Station.....	36 00		
32	30	Haultain.....	16 00		
416	18	Havelock.....	83 50	28 00	
37	58	Havergal.....	20 00		
1,236	70	Hawkesbury.....	420 00		40 00
215	72	Hawkestone.....	60 00		
389	23	Hawkesville.....	150 00	20 00	
33	71	Hawley.....	16 00		
27	00	Hawthorne.....	16 00		
184	52	Hawtrey.....	60 00	40 00	
186	81	Hay.....	50 00		
24	69	Hay Bay.....	16 00		
14	10	Hayburn.....	11 50		
58	95	Haydon.....	30 00		
33	65	Hayesland.....	20 00		
235	55	Haysville.....	70 00		
121	88	Hazeldean.....	54 50		
41	04	Headford.....	18 00		
31	06	Head Lake.....	12 00		
251	17	Heathcote.....	100 00		
9	24	Heather.....	12 00		
101	03	Heckston.....	44 00		
300	82	Heidelberg.....	90 00		
7	42	Hekkla (from 1st Nov., 1887).....	4 16		
57	16	Hemlock.....	27 00		
16	51	Hendrick (closed 30th June, 1887).....	5 00		
93	65	Henfry.....	44 00		
23	21	Henry.....	14 00		
679	69	Hensall.....	235 00	16 00	

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
613	48	Hepworth.....	150	4	
17	94	Hepworth Station (from 1st March, 1888).....	0	85	
56	47	Hereward.....	24	00	
82	00	Hermon.....	26	50	
1,948	95	Hespeler.....	540	00	60
39	89	Hesson.....	12	00	
59	73	Hewitt.....	16	00	
25	68	Hiawatha.....	12	00	
222	01	Hickson.....	50	00	
8	19	High Falls.....	16	00	
51	51	Highfield.....	12	00	
612	98	Highgate.....	150	00	
112	84	Highland Creek.....	50	00	
149	59	Hillier.....	70	00	8
14	25	Hillman.....	12	00	
13	00	Hillsboro'.....	12	00	
545	70	Hillsburg.....	220	00	
549	04	Hillsdale.....	200	00	10
74	33	Hill's Green.....	30	00	
59	00	Hilly Grove.....	32	00	
91	86	Hilton.....	34	50	
9	24	Hinch.....	12	00	
129	07	Hintonburg.....	57	00	
83	12	Hoard's Station.....	35	00	
4	77	Hoasic.....	12	00	
55	52	Hoath Head.....	20	00	
69	58	Hobart.....	24	00	
86	97	Hockley.....	36	00	
109	62	Holbrook (*including arrears).....	*35	58	
330	75	Holland Centre.....	120	00	
237	32	Holland Landing.....	100	00	
237	75	Hollen.....	130	00	
38	29	Holly.....	16	00	
12	50	Holly Park.....	12	00	
181	58	Holmesville.....	72	00	
455	33	Holstein.....	120	00	60
70	36	Holt.....	24	00	
137	00	Holyrood.....	60	00	
94	81	Homer.....	39	00	
113	71	Honeywood.....	40	00	
45	94	Hoodstown.....	32	00	
19	45	Hope Bay.....	12	00	
15	50	Hopefield.....	12	00	
26	18	Hopeness.....	12	00	
102	35	Hopetown.....	31	00	
157	58	Hopeville (*including arrears).....	69	00	*14
147	00	Hornby.....	64	00	
19	00	Horncastle.....	12	00	
470	96	Horning's Mills.....	160	00	
20	41	Hotspur.....	12	00	
156	95	Houghton.....	60	00	
118	03	Housey's Rapids.....	30	00	
11	12	Howe Island.....	12	00	
93	70	Humber.....	40	00	
152	22	Humber Bay.....	14	50	
840	00	Humberstone.....	340	00	40
109	83	Huntingfield.....	20	00	

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
113 62	Huntley.....	40 00		
2,132 34	Huntsville.....	585 00	72 00	80 00
27 64	Hurdman's Bridge.....	24 00		
31 00	Hurdville.....	12 00		
136 54	Huston.....	44 00	16 00	
28 15	Huttonville (3 Quarters).....	27 00		
32 35	Hybla.....	12 00		
91 23	Hyde Park Corner.....	40 00		
21 00	Hyndman.....	12 00		
82 19	Ida.....	36 00		
225 93	Ignace.....	69 00		
279 49	Iderton.....	100 00		
72 56	Ilfracombe.....	48 00		
57 47	Indian River.....	30 00		
8,469 66	Ingersoll.....	2,200 00	400 00	360 00
335 00	Inglewood.....	99 00		
37 50	Ingoldsby.....	24 00		
20 75	Inholmes.....	11 50		
30 36	Inistoge.....	26 00		
274 00	Inkerman.....	100 00		
352 05	Innerkip.....	120 00		
25 15	Innisfil.....	20 00		
107 93	Innisville.....	47 50		
574 60	International Bridge.....	247 50		
148 78	Inverary.....	60 00		
15 00	Inverhaugh.....	12 00		
41 80	Inverhuron.....	20 00		
225 12	Invermay.....	120 00	4 00	
404 34	Inwood.....	140 00		
234 44	Iona.....	104 00		
184 73	Iona Station.....	60 00		
150 76	Irena.....	48 00	6 00	
46 45	Iris.....	19 00		
99 50	Iroindale.....	24 00		
1,967 57	Iroquois.....	600 00	140 00	80 00
15 81	Irwin.....	12 00		
56 98	Islay.....	20 00		
177 44	Islington.....	80 00		
173 19	Ivan.....	42 00		
152 23	Ivanhoe.....	50 00		
135 36	Ivy.....	50 00		
7 16	Ivy Lea (from 1st July, 1887).....	7 50		
85 82	Jackfish Bay.....	26 00		
36 76	Jackson.....	28 50		
33 64	Jaffa.....	20 00		
97 77	Jamestown.....	50 00		
71 47	Jamieson.....	16 00		
207 37	Janetville.....	64 00		
34 85	Jarlsberg.....	16 00		
111 55	Jarrat's Cornes.....	40 00		
1,390 57	Jarvis.....	400 00	40 00	40 00
405 18	Jasper.....	120 00	12 00	
67 96	Jefferson.....	23 00		
25 80	Jericho.....	16 00		
16 85	Jermyn.....	10 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage, Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
248 72	Jerseyville.....	78 00		
16 01	Jessopville	12 00		
38 00	Jocelyn.....	16 00		
24 29	Jockvale.....	16 00		
75 51	Johnson.....	28 00		
30 50	Johnson's Mills.....	16 00		
35 09	Jones' Falls.....	24 00		
165 90	Jordan.....	72 00		
103 40	Jordan Station (*previously over-credited).....	*57 50		
17 55	Josephburg	12 00		
74 47	Josephine.....	23 00		
27 29	Juddhaven.....	12 00		
62 53	Jura.....	30 00		
192 20	Kagawong	70 00		
49 18	Kaladar.....	20 00	2 00	
212 12	Kats.....	68 50		
132 47	Katrine.....	60 00		
116 20	Keady.....	40 00	4 00	
125 82	Kearney (*including arrears).....	46 00	*10 50	
319 00	Keenansville.....	100 00		
355 10	Keene.....	120 00		
688 59	Keewatin Mills (*including arrears).....	*175 00		
61 42	Keith.....	20 00		
44 00	Keldon.....	12 00		
19 18	Kells (from 1st September, 1887).....	5 83		
51 50	Kelso.....	17 50		
104 50	Kelvin.....	60 00		
144 20	Kemble.....	44 00	4 00	
1,633 15	Kemptville.....	520 00	60 00	60 00
229 50	Kendal (*including arrears).....	*82 50		
99 12	Kenilworth.....	40 00	30 00	
218 58	Kenmore.....	60 00		
18 14	Kennaway.....	12 00		
33 58	Kenney.....	12 00		
148 00	Kensington.....	40 00		
178 65	Kent Bridge.....	50 00	6 00	
258 00	Kerrwood.....	85 00		
66 21	Kertch.....	24 00		
205 59	Keswick.....	80 00		
236 13	Kettleby.....	90 00		
26 57	Keyser.....	12 00		
56 00	Khiva.....	24 00		
200 22	Kilbride.....	60 00		
7 27	Kilgorie.....	10 00		
52 43	Killaloe (3 Quarters).....	22 50		
135 65	Killarney.....	75 50	30 00	
46 93	Killeen.....	24 00		
19 30	Killyleagh.....	12 00		
19 94	Kilmanagh.....	16 00		
27 54	Kilmarnock.....	16 00		
16 50	Kilmartin.....	12 00		
35 95	Kilmaurs.....	12 00		
272 75	Kilsyth.....	100 00		
114 71	Kilworthy.....	37 50		
52 80	Kimball.....	24 00		
208 59	Kimberley.....	60 00		

A, IN REPORT No 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
200 29	Kinburn	70 00	6 00	
3,951 51	Kincardine.....	1,020 00	72 00	160 00
488 20	King (*previously over-credited).....	*155 00	50 00	
14 92	Kingarf.....	11 50		
50 45	King Creek.....	30 00		
59 50	King Lake.....	30 00		
77 03	Kingsbridge.....	30 00		
10 40	Kinghurst (from 1st Oct., 1887).....	5 00		
28 35	Kingscote.....	12 00		
40 17	Kingscourt.....	16 00		
78 19	Kingsford.....	26 00		
93 64	Kingsmill.....	40 00	12 00	
21,509 08	Kingston (salaries and expenses entered elsewhere).....			
56 63	Kingston Mills.....	24 00		
220 43	Kingston Station.....	47 50		
1,113 71	Kingsville.....	360 00	12 00	40 00
49 56	King's Wharf.....	16 00		
53 07	Kinkora.....	24 00		
204 46	Kinloss.....	64 00	16 00	
199 45	Kinlough (*including arrears).....	79 12	*6 95	
783 27	Kinmount.....	220 00	30 00	
95 72	Kinsale.....	36 00		
184 28	Kintail.....	8 00		
196 66	Kintore.....	80 00		
254 42	Kippen.....	110 00	20 00	
76 90	Kirby.....	40 00		
378 55	Kirkfield.....	132 50		
72 79	Kirk Hill.....	32 00		
359 32	Kirkton.....	120 00		
8 80	Kirkville (closed 8th March, 1888).....	10 74		
113 86	Kirkwall (3 Quarters).....	30 00		
315 89	Kleinburg.....	90 00		
265 57	Klock's Mills.....	90 00		
12 74	Knapdale.....	12 00		
14 51	Knatchbull.....	12 00		
69 43	Kohler.....	30 00		
137 06	Kolapore.....	20 00		
225 63	Komoka.....	100 00		
31 00	Korah.....	16 00		
83 13	Kossuth.....	28 50		
34 05	Kurtzville.....	20 00		
16 52	Lady Bank.....	12 00		
144 00	Lafontaine.....	40 00		
116 70	Laggan.....	50 00		
26 45	Lake Charles.....	13 00		
9 61	Lake Doré.....	12 00		
41 16	Lakehurst.....	16 00		
107 78	Lakelet.....	70 00		
1,835 42	Lakefield.....	500 00	20 00	80 00
66 97	Lake Opinicon.....	24 00		
244 22	Lakeport.....	145 00		
107 27	Lakeside.....	44 00		
89 21	Lake Tallon.....	47 50		
123 63	Lakeview.....	40 00		
154 18	L'Amable.....	67 50	30 00	
42 38	L'Amaroux.....	28 00		

A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances, in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
257 04	Lambeth.....	140 00		
313 98	Lambton Mills.....	130 00		
46 62	Lamlash.....	20 00		
13 55	Lammermoor.....	12 00		
13 00	Lamorna (from 1st Oct., 1887).....	5 00		
1,023 21	Lanark.....	360 00	32 00	40 00
1,575 55	Lancaster.....	480 00	360 00	60 00
33 13	Lancelot.....	16 00		
57 43	Lanes.....	22 00		
238 71	Lang.....	120 00		
39 14	Langford.....	-24 00		
122 59	Langside.....	40 00		
23 93	Langstaff.....	16 00		
379 96	Langton.....	160 00	6 00	
749 45	Lansdown (*from 1st July, 1887).....	230 00	*18 00	
84 98	Lansing.....	42 00		
13 57	Larkin.....	15 00		
127 50	La Salette.....	60 00		
163 99	Laskay.....	53 00		
36 98	Lasswade.....	12 00		
36 12	Latimer.....	20 00		
111 85	Latona.....	29 50		
146 29½	Laurel.....	50 00	10 00	
5 19	Lauriston (from 1st Dec., 1887).....	3 33		
9 32	Lavant.....	12 00		
181 43	Lavant Station.....	57 50	10 00	
100 37	Lavender.....	36 00		
165 40	Lawrence Station.....	60 00		
16 44	Layton.....	16 00		
123 49	Leadbury.....	40 00		
22 09	Leafield.....	12 00		
1,718 30	Leamington.....	480 00	60 00	60 00
67 68	Leaskdale.....	32 00		
55 36	Lebanon.....	24 00		
2,430 48	LeBreton Flats.....	440 00		80 00
233 83	Lefavre.....	87 50		
294 00	Lefroy.....	120 00	16 00	
27 84	Leg Lake.....	11 50		
16 69	Lehman's Landing.....	12 00		
12 54	Leinster.....	12 00		
135 72	Leith.....	40 00		
25 85	Leitrim.....	12 00		
19 33	Lemieux.....	12 00		
81 38	Lemonville.....	32 00		
20 14	Les Erables.....	11 50		
236 52	Leskard.....	80 00		
190 99	Leslie.....	70 00		
10 11	Letterkenny.....	11 50		
38 00	Lewisham.....	12 00		
18 90	Lidcote.....	12 00		
124 28	Lieury.....	40 00		
46 43	Lifford.....	30 00		
12 14	Lily Lake.....	12 00		
31 04	Lily Oak.....	16 00		
38 01	Limebank.....	11 00		
187 50	Limehouse.....	50 00		
29 95	Lime Lake.....	16 00		

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
82 00	Linden Valley.....	40	00				
14 50	Lindenwood.....	11	50				
7,446 10	Lindsay.....	2,000	00	200	00	320	00
52 14	Linton.....	20	00				
482 30	Linwood.....	215	00				
484 32	Lion's Head.....	120	00	8	00		
47 70	Lisbon.....	16	00				
24 66	Lisburn.....	12	00				
24 46	Lisgar (from 1st May, 1887).....	9	17				
540 33	Lisle.....	180	00	24	00		
3,939 61	Listowel.....	1,100	00	120	00	160	00
581 39	Little Britain.....	220	00	10	00		
627 12	Little Current (* season allowance).....	170	00	*74	00		
38 01	Little Rapids.....	12	00				
102 04	Little Rideau.....	40	00				
27 71	Littlewood.....	11	50				
193 31	Liverpool Market.....	57	50				
14 69	Living Springs.....	12	00				
251 83	Lloydtown.....	88	00				
192 39	Lono.....	50	00	4	00		
112 25	Lochalsh.....	36	00				
52 03	Loch Garry.....	24	00				
139 51	Lochiel.....	60	00				
21 05	Lochinvar (closed, 30th Sept., 1887; re-opened, 1st Jan., 1888).....	15	00				
52 63	Loch Winnoch.....	24	00				
76 02	Lockton.....	20	00				
85 42	Locust Hill.....	17	50				
51 50	Lodi.....	20	00				
44 23	Logerait.....	24	00				
174 41	Lombardy.....	60	00				
406 59	Londesboro.....	150	00				
47,597 38	London (salaries and expenses entered elsewhere).....						
1,381 16	London East.....	440	00			60	00
19 26	Long Bay.....	12	00				
394 52	Longford Mills.....	120	00				
24 09	Long Lake.....	16	00				
40 96	Longtinville.....	20	00				
144 79	Longwood.....	60	00	10	00		
154 26	Lonsdale.....	60	00				
66 68	Loree.....	20	00				
62 25	Loretto (* from 1st July, 1887).....	30	00	*3	00		
1,077 51	L'Original.....	360	00	48	00	40	00
14 99	Lorimer Lake.....	12	00				
124 77	Loring.....	23	00				
31 75	Lorne.....	28	50				
180 69	Lorneville.....	50	00				
27 03	Lorraine.....	12	00				
117 22	Lotus.....	31	50				
43 32	Louise.....	15	00				
76 84	Louisville.....	42	00				
38 19	Lovat.....	17	50				
80 84	Lovering.....	20	00				
57 55	Lovett.....	30	00				
98 51	Lowbanks.....	36	00				
145 36	Lowville.....	75	00	16	00		
1,261 33	Lucan.....	400	00	180	00	80	00

A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
2,095 35	Lucknow.....	680 00	40 00	120 00
57 54	Lumley.....	20 00		
17 17	Lundy.....	12 00		
268 22	Lunenburg.....	80 00		
16 96	Lutgan.....	16 00		
40 93	Lutherville.....	16 00		
50 89	Luton.....	20 00		
711 77	Lyn.....	240 00		
22 02	Lynch Lake.....	18 00		
398 26	Lynden.....	120 00		
299 49	Lyndhurst.....	100 00		
488 36	Lynedoch.....	140 00	32 00	
76 31	Lynn Valley.....	27 00		
81 41	Lynnville.....	50 00		
153 80	Lyons.....	48 50		
36 20	McCormick.....	12 50		
17 94	McCready.....	12 00		
115 20	McCrimmon.....	34 50		
201 93	McDonald's Corners.....	70 00		
99 08	McGarry.....	31 00		
169 49	McGregor.....	60 00		
99 67	McIntosh Mills.....	36 00		
146 39	McIntyre.....	70 00		
18 00	McIver.....	12 00		
248 13	McKellar.....	90 00	4 00	
6 50	McKenzie Lake (from 1st Dec., 1887).....	3 33		
14 36	McKinlay.....	12 00		
280 88	McLaren's Depot.....	75 00		
13 00	McLean.....	10 00		
24 60	McPhail.....	12 00		
63 04	Mabee.....	10 00		
274 07	Maberly.....	80 00		
16 56	Macdonald.....	12 00		
131 00	Mackay's Station.....	60 00	80 00	
27 23	Macton.....	16 00		
69 25	Macville.....	28 00		
2,218 42	Madoc.....	630 00	80 00	100 00
438 93	Magnetawan.....	135 00	36 00	
26 61	Maguire.....	16 00		
247 25	Maldstone.....	115 00		
253 32	Maitland.....	100 00	12 00	
47 01	Malakoff.....	26 00		
100 00	Maldin.....	40 00		
889 49	Mallorytown.....	200 00	80 00	
41 00	Malone.....	18 00		
37 29	Malta.....	20 00		
189 05	Milton.....	71 50	4 00	
428 41	Milvern.....	76 00		
200 69	Manchester.....	72 00		
192 10	Mandamin.....	50 00		
389 64	Manilla.....	160 00		
46 36	Manitowish.....	28 00		
543 95	Manitowaning.....	280 00	48 00	
47 38	Manheim.....	20 00		
527 83	Manotick.....	200 00		
81 19	Mansewood.....	31 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
188 48	Mansfield.....	72	00				
119 25	Manvers Station.....	22	00				
308 49	Maple.....	120	00	24	00		
23 20	Maple Grove.....	11	50				
40 56	Maple Hill.....	40	00				
13 95	Maple Island.....	12	00				
13 65	Maple Lake.....	16	00				
71 12	Maple Lodge.....	32	00				
15 03	Maple Ridge.....	12	00				
66 85	Mapleton.....	30	50				
62 30	Maple Valley.....	24	00				
77 79	Maplewood.....	32	00				
38 50	Mar.....	12	00	8	00		
130 86	Marathon.....	40	00				
11 40	Marble Rock.....	12	00				
45 23	March.....	24	00				
60 20	Marchurst.....	20	00				
30 05	Marchmont.....	16	00				
79 09	Marden.....	32	00				
1,630 47	Markdale.....	480	00	20	00	60	00
1,657 68	Markham.....	540	00	96	00	80	00
282 00	Marksville.....	87	50	12	00		
93 00	Maribank.....	35	00				
30 15	Marmion.....	16	00				
877 11	Marmora.....	270	00	2	00		
49 49	Marnoch.....	20	00				
26 48	Marsh Hill.....	12	00				
230 17	Marshville.....	80	00				
36 59	Marston.....	12	00				
154 83	Marsville.....	60	00				
736 33	Martintown.....	300	00				
62 69	Marylville.....	24	00				
150 77	Marysville.....	70	00	24	00		
45 54	Masonville.....	24	00				
75 85	Massie.....	30	00				
47 18	Matawatchan.....	20	00				
1,856 03	Mattawa.....	720	00	60	00	100	00
916 00	Maxville.....	270	00	40	00		
305 87	Maxwell.....	100	00				
34 06	Mayerville.....	16	00				
63 00	Mayfair.....	28	00				
60 07	Mayfield.....	24	00				
9 72	Maynard.....	11	50				
543 00	Maynooth.....	135	00				
188 39	Meadowdale.....	80	00				
3,292 67	Meadford.....	960	00	60	00	160	00
17 10	Mechanicsville (from 1st Sept., 1887).....	5	83				
45 15	Mecunoma.....	20	00	10	00		
114 43	Medina.....	43	00				
204 77	Metancton.....	74	00				
473 15	Melbourne.....	140	00				
107 74	Meldrum Bay.....	18	00				
18 88	Melissa.....	24	00				
88 61	Melrose.....	40	00				
39 44	Melville.....	18	00				
57 00	Melville Cross.....	24	00				
156 64	Menie.....	50	00				

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
14 13	Menomonee.....	12 00		
0 06	Merivale.....	20 00		
315 30	Merlin.....	100 00		
1,501 79	Merrickville.....	420 00		60 00
15 00	Merritt.....	12 00		
988 67	Merritton.....	340 00		40 00
95 54	Merton.....	40 00		
649 18	Metcalfe.....	200 00		
26 09	Metropolitan.....	20 00		
46 67	Meiz.....	16 00		
55 46	Meysersburg.....	24 00		
162 43	Michael's Bay.....	47 50		
16 73	Michipicoton River.....	40 00		
56 43	Micksburg.....	19 00		
37 85	Middlemarch (3 Quarters).....	15 00		
159 94	Middlemiss.....	72 00		
177 31	Middleville.....	80 00		
19 05	Midford.....	12 00		
109 59	Midhurst.....	40 00		
2,250 62	Midland.....	560 00	20 00	80 00
39 01	Midlothian.....	14 00		
1,031 75	Mildmay.....	347 50	12 00	40 00
343 47	Milford.....	160 00		
52 65	Millar's Corners.....	24 00		
132 32	Millarton.....	34 50		
379 25	Millbank.....	160 00		
126 03	Mill Bridge.....	50 00		
1,676 45	Millbrook.....	600 00	96 00	80 00
200 63	Mille Roches.....	90 00		
121 91	Mill Grove.....	30 00		
62 73	Mill Haven.....	30 00		
49 19	Milliken.....	24 00		
63 05	Millington.....	23 00		
2 351 04	Milton West.....	700 00	48 00	120 00
707 57	Milverton.....	240 00		
114 58	Mimico.....	40 00		
54 00	Mimosa.....	30 00		
57 00	Mindemoya.....	19 00		
778 13	Minden.....	255 00	12 00	
245 78	Minessing.....	90 00		
106 61	Mississippi Station.....	57 50		
3,498 16	Mitchell.....	1,000 00	60 00	160 00
34 61	Mitchell's Bay.....	18 00		
89 12	Mitchell Square.....	32 00		
40 98	Moffat.....	18 00		
694 10	Mohawk.....	140 00		
41 67	Mohr's Corners.....	28 50		
51 26	Moira.....	24 00		
207 21	Molesworth.....	58 50	4 00	
39 90	Moltke.....	20 00		
22 88	Monck.....	12 00		
66 12	Monckland.....	30 00		
18 10	Moncrief.....	16 00		
8 01	Moneymore.....	12 00		
64 74	Mongolia.....	20 00		
267 17	Monkton.....	100 00		
119 87	Mono Centre.....	39 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
294 42	Mono Mills.....	120 00		
371 82	Mono Road Station.....	140 00		
0 55	Monsell.....	11 50		
14 23	Montague.....	12 00		
18 00	Monteagle Valley.....	14 00		
77 31	Monticello.....	16 00		
50 85	Montreal River.....	12 00		
36 01	Montrose.....	20 00		
105 47	Moonstone.....	40 00		
407 74	Moore.....	120 00		
627 96	Moorefield.....	240 00	8 00	
37 20	Mooresburg (5 Quarters).....	20 00		
37 32	Moore's Falls.....	16 00		
76 91	Mooresville.....	23 00		
524 09	Moose Creek.....	135 00		
30 70	Moraviantown.....	16 00		
74 65	Moray.....	24 00		
265 52	Morewood.....	80 00		
127 41	Morganston.....	46 00		
31 00	Morley.....	12 00		
142 52	Morningdale Mills.....	50 00		
445 73	Morpeth.....	200 00		
3,755 08	Morrisburg.....	1,100 00	240 00	180 00
20 09	Morrisonville.....	12 00		
263 16	Morrison.....	97 50		
134 47	Morton.....	60 00	6 00	
106 54	Morven.....	32 00		
102 86	Mosborough.....	44 00		
190 84	Moscow.....	49 50		
60 21	Mosside.....	24 00		
78 66	Mossley.....	30 00		
112 12	Motherwell.....	39 00		
290 26	Moulinette.....	120 00	40 00	
43 00	Moulton Station.....	16 00		
154 59	Mountain Grove.....	42 00	8 00	
84 64	Mountain View.....	28 00		
572 34	Mount Albert.....	200 00	8 00	
25 28	Mount Albion.....	12 00		
453 92	Mount Brydges.....	180 00	6 00	
24 13	Mount Charles.....	24 00		
25 58	Mount Chesney.....	12 00		
267 48	Mount Elgin.....	120 00		
3,386 64	Mount Forest.....	1,000 00	80 00	160 00
50 45	Mount Healy.....	30 00		
29 84	Mount Hope.....	16 00		
48 80	Mount Horeb.....	20 00		
12 00	Mount Irwin.....	12 00		
219 66	Mount Pleasant.....	80 00		
41 00	Mount St. Louis.....	20 00		
53 24	Mount St. Patrick (from 1st Feb., 1887).....	17 17		
66 11	Mount Salem.....	24 00		
51 92	Moundsberg.....	20 00		
174 08	Mount Sherwood.....	50 00		
123 73	Mount Vernon.....	60 00		
29 27	Mount Wolfe.....	12 00		
552 40	Muir Kirk.....	100 00		
9 57	Mulgrave.....	11 50		

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
158	62	Mull	37	00				
17	42	Mullfarry	16	00				
59	86	Mulmur	30	00				
184	24	Muncey	64	00				
34	09	Munroe's Mills	20	00				
82	27	Munster	30	00				
49	00	Murchison	20	00				
14	55	Murdoch	12	00				
356	55	Murilla Station	35	00				
186	29	Murray	60	00				
49	40	Murvale	28	00				
39	94	Muskoka Falls	36	00				
301	17	Muskoka Mills	60	00				
107	03	Musselburg	24	00				
6	38	Myrehall	12	00				
284	52	Myrtle	100	00	4	00		
73	03	Nairn	36	00				
206	00	Nanticoke	80	00				
62	00	Nantys	16	00				
6,149	60	Napanee	1,800	00	160	00	280	00
146	02	Napanee Mills	50	00				
9	74	Napan	12	00				
225	57	Napier	100	00				
26	55	Napperton	14	00				
92	19	Nashville	36	00				
237	62	Nassagaweya	79	00	8	00		
98	77	Navan	26	00				
171	49	Nelles' Corner	60	00				
120	72	Nelson	60	00				
74	00	Nenagh	60	00				
65	16	Netherby	16	00				
618	57	Neustadt	240	00	6	00		
44	12	Newark	20	00				
47	88	Newbliss	16	00				
859	40	Newboro' (*including arrears; † from 1st July, '87)	315	00	782	00	130	00
54	18	New Boyne	22	00				
146	94	Newbridge	50	00	4	00		
657	67	Newburgh	240	00	12	00		
578	34	Newbury	244	00	6	00		
39	91	New Carlow	12	00				
1,285	50	Newcastle	460	00	72	00	60	00
83	66	Newcombe Mills	36	00				
37	09	New Dublin	15	00				
1,159	80	New Dundee	280	00				
114	79	New Durham	50	00				
375	50	New Edinburgh	200	00				
120	57	New Germany	49	00				
1,434	28	New Hamburg	600	00	24	00	100	00
32	25	Newholm	12	00				
408	01	Newington	160	00				
400	93	New Lowell	150	00				
3,248	20	Newmarket	820	00	120	00	150	00
22	02	New Park	12	00				
28	35	Newport	16	00				
12	00	New Ross	12	00				
202	83	Newry	80	00				

A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances, in Ontario; within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
108 36	New Sarum.....	44 00		
226 03	Newton.....	80 00	16 00	
164 17	Newton Brook.....	68 00		
201 54	Newton Robinson.....	72 00		
1,960 99	Niagara.....	560 00	72 00	120 00
3,809 54	Niagara Falls.....	1,040 00	200 00	
212 39	Niagara Falls, Centre.....	87 50		
1,212 03	Niagara Falls, South.....	520 00		60 00
60 35	Nicolston.....	40 00		
153 94	Nile.....	57 50		
128 63	Nilestown.....	64 00		
196 93	Nipissing.....	120 00	40 00	
153 12	Nipissing Junction.....	60 00		
68 93	Nissouri.....	23 91		
52 03	Nithburg.....	20 00		
131 11	Nixon.....	48 00		
46 66	Nober.....	24 00		
195 15	Nobleton.....	79 50	4 00	
210 79	Norham.....	70 00		
239 37	Norland.....	112 50		
310 03	Norman.....	80 00		
126 56	Normandale.....	22 00		
392 12	North Augusta.....	140 00		
2,444 81	North Bay (5 Quarters).....	450 00		50 00
13 94	North Branch.....	12 00		
148 84	North Bruce.....	60 00		
183 58	North Buxton.....	80 00		
12 93	Northcote.....	12 00		
75 35	Northfield (to 29th Feb., 1888; temporarily closed).....	25 67		
44 15	Northfield, Centre.....	20 00		
53 90	North Glanford.....	28 00		
488 43	North Gower.....	172 50	6 00	
119 70	North Keppel.....	50 00		
279 18	North Lancaster.....	110 00		
2 66	North Montague (from 1st Feb., 1888).....	1 66		
55 50	North Mountain.....	11 50		
40 00	North Pelham.....	19 50		
282 25	Northport.....	110 00		
82 42	North Ridge.....	40 00		
35 15	North Seguin.....	20 00		
36 48	North Seneca.....	20 00	6 00	
24 50	North Valley.....	12 00		
176 73	North Williamsburg.....	77 50		
31 06	North Winchester (3 Quarters).....	15 00		
100 93	Northwood.....	50 00		
34 14	Nortonville.....	16 00		
414 26	Norval.....	155 00		
68 25	Norway.....	32 00		
2,374 75	Norwich.....	720 00		120 00
1,992 75	Norwood.....	560 00	48 00	80 00
325 50	Nosbonsing.....	90 00		
349 69	Nottawa.....	140 00		
348 46	Novar.....	10 00		
44 19	Nugent.....	28 50		
65 15	Oakdale.....	10 00		
8 44	Oak Hill.....	12 00		

A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances, in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
116	00	Oakland.....	52	00	24	00		
21	37	Oak Leaf.....	11	50				
55	38	Oak Ridges.....	32	00				
2,136	88	Oakville.....	620	00	32	00	120	00
516	96	Oakwood.....	200	00				
		Oates.....	12	00				
36	67	Oconto.....	15	00				
52	43	Odell.....	16	00				
544	18	Odessa.....	200	00	72	00		
110	00	Offa.....	35	00				
39	19	Ogemah.....	16	00				
64	14	Ohsweken.....	16	00				
570	19	Oil City.....	220	00	20	00		
943	52	Oil Springs.....	235	00				
26	79	Oldcastle (5 Quarters).....	20	00				
		Oldfield (from 1st Jan. to 20th Sept., 1887).....	20	24				
126	53	Olinda.....	40	00				
27	86	Oliphant.....	16	00				
8	16	Oliver.....	12	00				
58	37	Oliver's Ferry.....	15	00				
23	55	Olivet.....	11	00				
119	27	Omagh.....	50	00				
1,114	48	Omerree.....	400	00	16	00	40	00
160	61	Ompah.....	47	50				
14	32	Ompah Station.....	10	00				
158	48	Oncaida.....	60	00	6	00		
186	95	Onondaga.....	70	00				
3	50	Orange Valley (from 1st August, 1887).....	6	66				
4,598	68	Orangeville.....	1,200	00	72	00		
112	56	Oranmore.....	19	00				
98	50	Orchard.....	56	00	12	00		
46	50	Oriel.....	16	00				
7,652	50	Orillia.....	1,640	00	150	00	240	00
82	71	Orkney.....	29	50				
123	37	Orleans.....	43	00				
108	55	Ormond.....	34	00				
143	10	Ormsby (*including arrears).....	*72	50	18	00		
1,210	84	Orono.....	375	00			40	00
76	86	Oro Station.....	19	00				
268	80	Orr Lake.....	80	00				
139	18	Orton.....	50	00				
102	83	Orwell.....	50	00	6	00		
40	22	Osaca.....	30	00				
65	09	Osborne.....	30	00				
349	55	Osceola.....	120	00	8	00		
285	51	Osgoode Station.....	66	50	24	00		
5,457	35	Oshawa.....	1,500	00	80	00	240	00
16	60	Osman.....	16	00				
394	06	Osnabrock Centre.....	100	00				
71	18	Oso Station.....	36	00	16	00		
98	06	Ospringe (7 Quarters).....	63	00				
16	90	Ossa.....	12	00				
19	17	Ossian.....	12	00				
55	30	Ostrander.....	20	00				
46,897	90	Ottawa (salaries and expenses entered elsewhere).....						
916	12	Otterville.....	275	00				
56	07	Oungah.....	16	00	12	00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances, in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
54	00	Oustic.....	20	00				
4	59	Outer Duck Island (summer office).....						
90	87	Ouvry.....	30	00				
7	68	Overton.....	12	00				
7,385	81	Owen Sound.....	1,940	00	160	00	280	00
123	26	Oxenden.....	48	00	4	00		
60	65	Oxford Centre.....	24	00				
359	14	Oxford Mills.....	140	00				
66	67	Oxford Station.....	24	00				
133	85	Oxley.....	64	00				
22	10	Oxmead.....	12	00				
138	86	Painswick.....	50	00				
2,368	51	Paisley.....	803	34	90	00	120	00
1,173	40	Pakenham.....	415	00	24	00	40	00
201	97	Palermo (*discontinued 31st Dec., 1887).....	80	00	8	00		
232	93	Palgrave.....	74	50	14	00		
21	95	Palmer Rapids.....	14	00				
1,782	51	Palmerston.....	640	00	80	00	100	00
191	25	Palmyra.....	70	00				
57	40	Panmure.....	32	00				
112	67	Parham.....	40	00				
4,660	45	Paris.....	1,200	00	80	00	200	00
948	47	Paris Station.....	295	00	24	00		
3,093	18	Parkdale.....	500	00			60	00
128	92	Parker.....	43	00				
164	88	Park Head.....	33	00				
2,859	66	Park Hill.....	850	00	140	00	160	00
18	34	Parma.....	20	00				
369	02	Parry Harbor.....	150	00				
1,318	73	Parry Sound.....	480	00	100	00	60	00
100	49	Patillo.....	40	00				
537	71	Patterson.....	360	00			40	00
30	53	Paudash.....	16	00				
3	66	Paudash Lake (from 1st Feb., 1888).....	1	66				
45	59	Peabody.....	17	50				
12	30	Pearceley.....	12	00				
16	27	Peebles.....	12	00				
32	10	Peepabun.....	12	00				
71	23	Pefferlaw.....	30	00				
218	05	Pelee Island.....	70	00				
13	30	Pelee Island, East.....	11	50				
43	56	Pelee Island, South.....	11	50				
13	00	Pelham Centre (from 1st Feb., 1888).....	1	67				
20	76	Pelham Union.....	12	00				
5,425	23	Pembroke.....	1,600	00	220	00	240	00
299	31	Pendleton.....	78	00				
1,999	38	Penetanguishene.....	580	00	14	00	80	00
162	03	Peninsula Harbor.....	25	00				
35	78	Peninsula Park (summer office).....	2	50				
20	91	Pentland.....	12	00				
58	18	Penville.....	26	00				
19	78	Perch Station.....	14	00				
18	62	Perivale.....	16	00				
96	64	Perm.....	30	00				
28	17	Perretton.....	16	00				
25	30	Perry.....	12	00				

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances, in Ontario, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
19 94	Perry Station (from 1st Jan., 1888).....	2 50		
57 79	Perrytown	30 00		
5,249 79	Perth	1,400 00	240 00	200 00
85 16	Perth Road	40 00	12 00	
33 37	Petawawa	16 00		
13,380 53	Peterboro' (*discontinued 29th Feb., 1888).....	3,500 00	300 00	*293 34
214 07	Petersburg.....	60 00	80 00	
6 29	Peterson's Corners	12 00		
211 34	Petersville	80 00		
100 25	Petherton.....	36 00		
5,701 24	Petrollea	1,300 00	16 00	266 68
26 11	Petworth	12 00		
15 95	Pevensey	12 00		
375 87	Phelpston.....	100 00	10 00	
73 06	Philipsburg West.....	49 00		
264 03	Phillipville	75 00		
23 05	Phillipston.....	12 00		
746 37	Pickering.....	340 00		40 00
4,694 67	Picton	1,300 00	300 00	240 00
47 14	Pike Bay.....	16 00		
88 78	Pike Creek.....	19 00		
31 41	Pinedale.....	16 00		
64 42	Pine Grove	50 00		
63 59	Pine Orchard	32 00		
109 15	Pine River	40 00		
495 15	Pinkerton	167 50		
33 51	Pitt's Ferry	12 00		
62 08	Pittston.....	20 00		
133 98	Plainfield.....	50 00	10 00	
124 71	Plainville.....	47 00		
696 26	Plantaganet	235 00	40 00	
1,134 63	Plattsville	320 00		40 00
41 34	Playfair	14 00		
22 16	Pleasant Valley.....	16 00		
208 81	Plcvna.....	80 00		
55 22	Plover Mills.....	13 00		
34 11	Plum Hollow.....	18 00		
63 31	Point Alexander.....	30 00		
18 00	Pointe aux Pins.....	12 00		
957 47	Point Edward	420 00		60 00
20 03	Point Kaye	12 00		
	Point Petre	12 00		
19 27	Point Traverse	12 00		
30 77	Poland	16 00		
9 53	Polmont	11 50		
31 16	Pomona	16 00		
31 62	Pond Mills	12 00		
46 06	Ponsonby.....	24 00		
355 62	Pontypool	65 00	48 00	
113 00	Poole.....	43 00		
	Poole's Resort (opened during Tourist season; accounts not received)			
26 16	Poplar	12 00		
23 00	Poplar Grove.....	12 00		
107 00	Poplar Hill	40 00		
127 65	Port Albert.....	50 00		
209 43	Port Alma	43 00		

A, 1N REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
4,527 48	Port Arthur.....	2,400 00	200 00	440 00
50 43	Port Bruce.....	24 00		
596 17	Port Burwell.....	280 00	72 00	
407 76	Port Carling.....	147 50	8 00	
77 00	Port Cockburn.....	29 00		
1,817 10	Port Colborne (*discontinued 31st October, 1887)	560 00	60 00	58 32
210 91	Port Credit.....	80 00		
681 62	Port Dalhousie.....	247 50		
1,538 25	Port Dover.....	480 00		68 00
2,177 08	Port Elgin.....	640 00	24 00	100 00
119 67	Port Elnsley.....	47 50		
92 33	Porter's Hill.....	36 00		
102 00	Port Finlay.....	30 00		
23 53	Port Franks.....	16 00		
54 91	Port Granby.....	24 00		
6,901 11	Port Hope.....	2,000 00	240 00	
408 53	Port Lambton.....	147 50		
262 32	Portland.....	90 00		
18 00	Port Maitland.....	16 00		
129 09	Port Nelson.....	37 00		
3,058 35	Port Perry.....	820 00	30 00	140 00
376 44	Port Robinston (3 Quarters).....	130 50		
943 17	Port Rowan.....	435 00	50 00	40 00
96 22	Port Royal.....	40 00		
109 34	Port Ryerse.....	40 00		
94 94	Port Sandfield.....	27 00		
123 00	Port Severn.....	40 00		
354 81	Portsmouth.....	87 50		
667 39	Port Stanley.....	300 00		
218 70	Port Sydney.....	100 00	8 00	
49 94	Port Talbot.....	16 00		
28 94	Port Union.....	16 00		
2 19	Pottageville (closed 31st July, 1887).....	5 33		
97 21	Pottersburg.....	10 00		
84 03	Powassan.....	40 00		
320 81	Powassan Station.....	25 00		
4 00	Powell.....	12 00		
47 38	Preneveau.....	20 00		
4,480 98	Prescott.....	1,236 00	460 00	60 00
187 18	Presqu'Isle.....	54 00	4 00	
2,132 71	Preston.....	540 00	36 00	80 00
8 64	Pretty River Valley (from 1st Sept, 1887).....	5 83		
30 82	Price's Corners.....	20 00		
600 67	Priceville.....	240 00	6 00	
115 37	Primrose.....	48 00	11 00	
204 08	Prince Albert.....	97 50		
684 17	Princeton.....	240 00		
74 08	Prinyer.....	36 00		
64 12	Prospect.....	28 00		
121 90	Proton Station.....	20 50		
133 36	Providence Bay.....	43 03		
44 00	Purbrook.....	24 00		
18 86	Purdy.....	12 00		
6 95	Purple Grove.....	11 00		
26 52	Purple Hill.....	12 00		
18 50	Purple Valley.....	12 00		
73 00	Purpleville (3 Quarters).....	18 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$
171	07	Puslinch.....	80	00	8
123	41	Putnam.....	43	00	12
42	62	Queen Hill.....	20	00	
255	40	Queensboro'.....	87	50	
218	00	Queenston.....	120	00	
322	51	Queensville.....	120	00	
116	50	Quinn.....	23	00	
39	34	Rabbit Mountain.....	20	50	
178	57	Raglan.....	80	00	
131	42	Railton.....	47	50	
106	55	Rainham.....	48	00	8
81	02	Rainham Centre.....	30	00	
16	72	Rainy River.....	12	00	
32	11	Rama.....	24	00	
35	34	Ramsay's Corners.....	16	00	
38	83	Randolph (closed 30th Sept., 1887; reopened 1st Feb., 1888).....	8	00	
38	75	Randwick.....	40	00	
61	99	Ranelagh.....	20	00	
44	67	Rankin.....	16	00	
18	08	Raper.....	12	00	
6	50	Rapid River.....	10	00	
62	25	Rathburn.....	24	00	
209	51	Ratho.....	77	50	
2,044	02	Rat Portage.....	700	00	20
160	32	Ravenna.....	50	00	120
16	87	Ravenscliffe.....	12	00	
141	01	Ravenshoe.....	48	00	
101	38	Ravenswood.....	40	00	
10	96	Ravensworth.....	12	00	
41	65	Raymond.....	16	00	
64	63	Reaboro'.....	24	00	
101	03	Read.....	39	00	
27	15	Reading.....	28	50	
30	59	Reay.....	32	00	
52	26	Rebecca.....	24	00	
101	45	Red Bay.....	31	50	
11	03	Redgrave (from 1st Dec., 1887).....	3	33	
50	50	Redickville.....	11	50	
140	67	Rednersville.....	42	00	
169	54	Red Rock.....	50	00	
108	24	Red Wing.....	19	00	
41	14	Redwood (*previously over-credited).....	*8	00	
39	01	Reid's Mills.....	16	00	
69	47	Relessey.....	20	00	
52	00	Renforth.....	24	00	
3,678	91	Renfrew.....	1,000	00	100
75	28	Renton.....	23	00	
29	24	Restonle.....	16	00	
220	81	Riceville.....	87	50	12
334	15	Richard's Landing.....	135	00	4
1,035	20	Richmond Hill.....	360	00	40
403	69	Richmond, West.....	130	00	
31	66	Richview.....	12	00	
109	45	Richwood.....	72	00	

A, IN REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
6 54	Ridgemount (from 1st Aug., 1887).....	6 66		
3,465 97	Ridgetown.....	900 00		140 00
158 00	Ridgeville.....	64 00		
616 66	Ridgeway.....	240 00	32 00	
95 40	Ridley.....	40 00		
90 66	Rimington.....	30 00		
187 53	Ringwood.....	60 00		
931 83	Ripley.....	320 00	6 00	40 00
265 97	Riverbank.....	70 00		
143 92	Riversdale.....	60 00		
987 37	Riverside.....	255 00		
59 29	Riverstown.....	30 00	4 00	
59 11	Riverview.....	30 00		
90 76	Roach's Point.....	40 00		
22 94	Robillard.....	11 50		
91 15	Roblin.....	44 00		
53 85	Rob Roy.....	15 00		
36 86	Rocheffort.....	10 00		
273 35	Rocheville.....	100 00		
14 67	Rockfield.....	12 00		
89 09	Rockford.....	30 00		
184 40	Rockingham.....	69 00	50 00	
683 25	Rockland.....	195 00		
269 97	Rockliffe.....	57 50		
144 84	Rocklyn.....	49 50	4 00	
132 40	Rockport.....	40 00		
21 33	Rockside.....	14 00		
59 06	Rock Springs.....	24 00		
193 48	Rockton (*including arrears).....	80 00	*33 50	
725 88	Rockwood.....	260 00		
41 85	Rocky Saugeen.....	15 00		
79 78	Rodgerville.....	40 00		
1,180 24	Rodney.....	360 00	10 00	40 00
39 89	Roebuck.....	12 00		
8 71	Romilly.....	12 00		
204 34	Romney.....	60 00		
49 57	Rondeau.....	17 50		
62 60	Rouson.....	30 00		
44 64	Rosedale.....	18 00		
39 00	Rosedene.....	16 00		
62 12	Rosehall.....	20 00		
7 87	Rose Island (from 1st Sept., 1887).....	5 83		
371 39	Rosemont.....	160 00	28 00	
238 64	Roseneath.....	80 00		
11 22	Rosetta.....	12 00		
106 95	Roseville.....	40 00		
168 76	Roslin.....	70 00	4 00	
8 44	Ross.....	12 00		
72 00	Rossport (from 1st Dec., 1887).....	3 33		
426 99	Rosseau.....	140 00	80 00	
28 50	Rosseau Falls.....	16 00		
108 51	Rossmore.....	48 00		
71 88	Ross Mount.....	32 00		
77 87	Rostock.....	28 00		
26 00	Roths.....	12 00		
345 40	Rothsay.....	150 00		
18 43	Rouge Hill.....	12 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.				
9	19	Round Lake	12	00	
39	13	Round Plains	20	00	
81	08	Routhier	34	00	
118	35	Rowan Mills	36	00	
97	99	Rowena	36	00	
7	41	Ruby	10	00	
109	69	Rugby	40	00	
15	60	Ruscom River	20	00	
194	97	Ruscom Station	57	50	
18	81	Rush Point	12	00	
82	33	Ruskview	18	00	
72	19	Russeldale	28	50	
459	15	Russell	195	00	24 00
1	23	Russeltown	12	00	
194	61	Rutherford	51	00	
31	32	Ruther Glen (closed 31st Oct., 1887)	5	83	
273	60	Ruthven	100	00	12 00
92	88	Ryckman's Corners	31	50	
85	81	Rydal Bank	36	00	
32	03	Rye	16	00	
16	50	Rylstone	12	00	
113	93	St. Agatha	48	00	
143	36	St. Albert	56	00	
20	98	St. Amour	12	00	
127	12	St. Andrew's West	60	00	
157	49	St. Anne de Prescott	28	00	
163	17	St. Ann's	54	00	
80	54	St. Augustine	24	00	
12,946	68	St. Catharines	3,500	00	96 00
53	33	St. Claire Siding	34	50	
167	34	St. Clement's	70	00	
253	58	St. David's	87	50	
77	98	St. Elmo	50	00	
504	03	St. Eugène	180	00	
1,145	98	St. George, Brant	360	00	40 00
190	01	St. Helen's	60	00	
354	10	St. Isidore	97	50	
38	36	St. Ives	16	00	
410	38	St. Jacob's	180	00	8 00
126	00	St. James' Park	50	00	
85	25	St. Joachim, River Ruscom	28	50	
55	13	St. John's, West	20	00	
9	12	St. Lawrence	12	00	
4,858	62	St. Mary's	1,300	00	12 00
89	00	St. Ola	23	60	200 00
55	50	St. Onge	13	00	
77	50	St. Patrick	23	00	
55	48	St. Paul's Station	28	00	
149	57	St. Raphael, West	48	00	
13,683	05	St. Thomas	3,600	00	120 00
294	04	St. William's	140	00	
63	45	Sable	20	00	
39	00	Sadowa	16	00	
19	56	Sahanatien	12	00	
94	13	Saintfield	40	00	
254	69	Salem	120	00	
148	03	Salford	60	00	

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$	cts.	\$	cts.
29 24	Salmon Point.....	16	00		
79 11	Salmonville.....	36	00	6 00	
121 97	Saltford.....	36	00		
96 94	Sand Bay.....	16	00		
47 02	Sandfield.....	24	00		
90 66	Sandford.....	40	00		
150 07	Sand Hill.....	50	00		
80 07	Sandhurst.....	36	00		
39 12	Sand Lake.....	11	50		
230 63	Sand Point.....	120	00	120 00	
606 74	Sandwich.....	280	00		100 00
8 00	Sangster.....	12	00		
22 19	Sarepta.....	12	00		
18 81	Sarginson.....	12	00		
8,317 35	Sarnia.....	2,000	00	200 00	320 00
58 13	Sarsfield.....	28	00		
21 00	Sauble Falls.....	12	00		
982 06	Saugeen.....	372	00	80 00	40 00
1,777 00	Sault Ste. Marie.....	360	00	80 00	48 00
64 07	Saurin.....	32	00		
106 46	Scarboro'.....	42	00		
119 18	Scarboro' Junction.....	44	00		
100 20	Scarlet Hill.....	34	50		
640 92	Schomberg.....	240	00		
430 93	Schrieber (*including arrears).....	*367	50		
47 57	Scone.....	19	50		
44 13	Scotch Block.....	24	00		
50 38	Scotch Line.....	12	00		
51 50	Scotia.....	57	50		
222 00	Scotland.....	118	00		
46 83	Scouten.....	16	00		
44 02	Scugog.....	20	00		
4,680 64	Seaforth.....	1,240	00	200 00	200 00
194 20	Seagrave.....	72	00		
34 48	Sea Gull.....	16	00		
173 37	Seaton.....	44	00		
130 39	Sebright.....	60	00	8 00	
540 30	Sebringville.....	200	00	36 00	
21 72	Seckerton.....	12	00		
337 93	Seeley's Bay.....	115	00	30 00	
20 06	Seely.....	10	00		
35 03	Seguin Falls.....	24	00	6 00	
133 00	Selby.....	48	00		
443 48	Selkirk.....	230	00		
58 08	Selton.....	37	50		
78 39	Selwyn.....	30	00		
286 54	Serpent River.....	75	00		
462 71	Seymour Bridge (*previously over-credited).....	140	00	*4 50	
15 06	Seville.....	12	00		
527 17	Shakespeare.....	200	00		
107 84	Shamrock.....	38	00		
67 38	Shanly.....	28	00		
13 70	Shannon Hall.....	12	00		
502 02	Shannonville (*including arrears).....	200	00	*26 00	
177 05	Shanty Bay.....	72	00		
443 15	Sharbot Lake.....	180	00		
169 11	Sharon.....	72	00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
12 09	Sharpton.....	10 00		
5 33	Shebeshekong (from 1st Dec., 1887).....	3 33		
354 70	Shedden.....	107 50	16 00	
13 00	Sheedy.....	15 00		
213 46	Sheffield.....	71 50		
153 00	Sheguindah.....	60 00		
2,171 47	Shelburne.....	560 00	26 00	80 00
31 30	Sheldon.....	12 00		
62 16	Sheppardton.....	20 00		
53 38	Sheridan.....	36 00		
148 55	Sherkston.....	51 50		
62 60	Sherwood.....	30 00		
	Sherwood Spring.....	12 00		
136 79	Shetland.....	36 00		
18 20	Shiloh.....	16 00		
37 00	Shipka.....	16 00		
29 19	Shipley.....	16 00		
17 44	Shirley.....	16 00		
7 49	Shouldice.....	12 00		
43 80	Shrigley.....	16 00		
34 90	Shrubmount.....	12 00		
29 65	Sidney Crossing.....	16 00		
24 00	Sillarville.....	16 00		
39 00	Siloam.....	16 00		
71 42	Silver Hill.....	30 00		
6 99	Silver Lake (closed 31st Jan., 1888).....	10 00		
17 29	Silver Mountain.....	11 50		
25 82	Silver Water.....	26 00		
4,779 78	Simcoe.....	1,400 00	300 00	220 00
43 72	Sinclairville.....	20 00		
52 61	Sine.....	15 00		
302 78	Singhampton.....	126 00	36 00	
11 90	Six Nations.....	10 00		
94 33	Skead's Mills.....	48 00		
17 00	Skipness (*previously over-credited).....	*11 50		
49 97	Skye.....	20 00		
35 49	Sleswick.....	16 00		
50 92	Smithdale.....	26 00		
136 09	Smithfield.....	48 00		
14 13	Smithurst (closed 30th June, 1887).....	3 00		
4,972 29	Smith's Falls.....	1,200 00	50 00	180 00
848 91	Smithville (*from 1st July, 1887).....	310 00	8 00	*30 00
87 69	Snake River.....	30 00		
115 55	Snyder.....	14 50		
65 60	Solna.....	30 00		
231 23	Solmesville.....	80 00		
91 00	Solway.....	24 00		
272 79	Sombra.....	100 00	24 00	
145 28	Sonya (*including arrears).....	50 00	*7 50	
69 95	Soperton.....	16 00		
34 23	South Bay.....	14 00		
382 13	South Casselman.....	63 00		
174 15	South Cayuga.....	60 00		
52 24	South Douro.....	26 00		
28 46	South Dummer.....	23 00		
92 56	South End.....	40 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
441 79	South Finch.....	112 50		
33 77	South Gloucester.....	15 00		
231 79	South Gower.....	50 00		
390 58	South Indian (6 quarters).....	120 00		
28 25	South Lake.....	20 00		
205 80	South Lancaster.....	80 00		
139 80	South March.....	60 00		
67 87	South Middleton.....	30 00		
165 14	South Monahan.....	60 00		
466 50	South Mountain.....	140 00		
273 50	South River.....	57 50		
71 99	Southwold Station.....	20 00		
401 08	South Woodslee.....	140 00		
104 83	South Zorra.....	40 00		
61 23	Sowerby.....	17 50		
423 00	Spanish River.....	111 00		
7 50	Spanish River Station (from 1st Jan., 1888).....	2 50		
38 00	Sparrow Lake.....	16 00		
344 32	Sparta.....	160 00		
31 40	Speedside.....	20 00		
102 31	Spence.....	50 00	12 00	
440 75	Spencerville.....	160 00	20 00	
17 48	Speyside.....	18 00		
4 82	Spices (*including arrears).....	*13 00		
178 33	Spring Arbor.....	30 00		
113 52	Springbank.....	36 00		
329 65	Spring Brook.....	87 50		
651 07	Springfield.....	247 50		
267 81	Springford.....	120 00		
116 88	Springvale.....	44 00		
60 32	Spring Valley.....	20 00		
98 89	Springville.....	40 00		
58 85	Sprucedale.....	15 00		
122 00	St. Mary.....	24 00	4 00	
188 92	Staffa.....	60 00		
24 40	Stafford.....	12 00		
230 27	Stamford.....	100 00		
21 67	Stanleydale.....	20 00		
49 76	Stanley's Mills.....	24 00		
54 25	Stanleyville.....	19 00		
152 50	Stanton.....	51 50		
34 00	Stanwood.....	15 00		
67 03	Stardale.....	26 00		
41 60	Starkville.....	16 00		
45 03	Star Lake.....	14 00		
36 00	Starrat.....	18 00		
2,192 55	Stayner.....	600 00	10 00	80 00
22 16	Steele.....	18 00	4 00	
249 09	Stella.....	96 00		
321 31	Stevensville.....	127 50		
65 02	Stewart.....	32 00		
56 63	Stewart Bay.....	16 00		
5 50	Stewarton (from 1st March, 1888).....	0 83		
81 00	Stewartville.....	36 00		
1,521 59	Stirling.....	420 00	32 00	40 00
74 89	Stirling Falls.....	36 00		
108 45	Stirton.....	46 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
315 61	Stittsville.....	107 50	72 00	.....
31 58	Stockdale.....	16 00	.....	.....
136 22	Stoco.....	40 00	.....	.....
70 17	Stoke's Bay.....	30 00	6 00	.....
50 61	Stoneleigh.....	22 00	.....	.....
25 50	Stone Quarry.....	11 50	.....	.....
243 74	Stony Creek.....	90 00	32 00	.....
24 37	Stony Lake.....	12 00	.....	.....
232 89	Stony Point.....	90 00	.....	.....
1,576 63	Stouffville.....	440 00	80 00	60 00
106 62	Strabane.....	48 00	.....	.....
23 90	Strader's Hill.....	12 00	.....	.....
184 35	Straffordville.....	70 00	.....	.....
85 87	Strange.....	41 50	.....	.....
25 21	Strangfield.....	12 00	.....	.....
94 57	Strasburg.....	27 00	.....	.....
10,240 95	Stratford.....	2,800 00	166 00	.....
25 44	Strathallan.....	28 50	.....	.....
46 52	Strathavon.....	20 00	.....	.....
90 92	Strathburn.....	32 00	.....	.....
19 00	Strathmore (from 1st February, 1887).....	11 67	.....	.....
20 10	Strathnairn (*including arrears).....	*17 00	.....	.....
4,979 35	Strathroy.....	1,340 00	72 00	220 00
984 18	Streetsville.....	360 00	.....	40 00
132 18	Stromness.....	46 00	.....	.....
258 99	Stroud.....	100 00	.....	.....
252 84	Sturgeon Bay.....	80 00	.....	.....
661 93	Sturgeon Falls.....	200 00	.....	.....
20 00	Sturgeon Point.....	16 00	.....	.....
1,376 52	Sudbury (*including arrears).....	285 00	*150 00	.....
19 66	Summer Hill (from 1st August, 1887).....	6 66	.....	.....
113 73	Summerstown.....	44 00	.....	.....
208 46	Summerville.....	60 00	.....	.....
63 59	Sunbury.....	30 00	.....	.....
910 56	Sunderland.....	320 00	.....	40 00
789 11	Sundridge (*including arrears).....	175 00	*10 00	.....
27 72	Sunnidale.....	14 00	.....	.....
78 00	Sunnidale Corners.....	32 00	.....	.....
40 58	Sunshine.....	16 00	.....	.....
165 53	Sutherland's Corners.....	57 50	4 00	.....
980 17	Sutton West.....	350 00	30 00	40 00
106 69	Sweaburg.....	46 00	.....	.....
66 08	Sweet's Corners.....	24 00	.....	.....
18 28	Swindon.....	12 00	.....	.....
30 63	Swinton Park.....	11 50	.....	.....
16 03	Switzerville.....	12 00	.....	.....
421 07	Sydenham.....	160 00	12 00	.....
59 40	Sykeston.....	24 00	.....	.....
163 93	Sylvan.....	60 00	.....	.....
83 46	Talbotville Royal.....	40 00	.....	.....
975 58	Tamworth.....	340 00	28 00	40 00
55 76	Tansley.....	24 00	.....	.....
58 59	Tapleystown.....	28 00	.....	.....
1,807 10	Tara.....	480 00	12 00	60 00
24 00	Tarbert.....	12 00	.....	.....
34 09	Tatlock.....	12 00	.....	.....

A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
37 12	Taunton	28 50		
939 65	Tavistock	320 00		40 00
81 23	Tayside	32 00		
152 57	Tecumseh	59 00	6 00	
1,581 30	Teeswater	480 00		60 00
245 85	Teeterville (*including arrears)	*104 63		
38 74	Tehkummah	20 00	16 00	
18 54	Telfer	12 00		
72 79	Temperanceville	34 00		
21 82	Tempo	20 00		
11 93	Tenby Bay	11 50		
9 67	Tennyson	11 50		
63 31	Teston	24 00		
87 04	Teviotdale	40 00		
535 79	Thamesford	175 00		
1,598 24	Thamesville	560 00	16 00	80 00
45 57	Thanet (*previously over-credited)	*16 00	16 00	
170 42	The Brook	36 00		
1,054 30	Theford	400 00	20 00	40 00
15 98	The Flats (from 1st Dec., 1887)	3 33		
19 51	The Gore	11 50		
58 80	The Grange	30 00		
36 82	The Grove	16 00		
95 02	The Lake	20 50		
44 00	The Ridge	16 00		
885 38	Thessalon	172 50	12 00	
143 95	Thistle town	50 00		
178 02	Thomasburg	70 00		
36 89	Thompson	15 00		
133 65	Thompsonville	60 00		
1,158 45	Thornbury	420 00		40 00
42 12	Thorncliffe	20 00		
321 46	Thorndale	120 00	12 00	
1,488 75	Thornhill	160 00	32 00	
508 45	Thornton	135 00	14 00	
18 89	Thornyhurst	12 00		
3,960 49	Thorold	800 00		120 00
19 21	Thorpe	12 00		
79 00	Throoptown	23 00		
22 01	Thwaite	28 50		
151 50	Tieborne	39 00		
1,261 44	Tilbury Centre	407 50	6 00	40 00
25 31	Tilly	11 50		
3,810 44	Tilsenburg	960 00	360 00	160 00
41 64	Tilton	12 00		
42 66	Tintern	24 00		
113 49	Tioga	40 00		
1,057 79	Tiverton	320 00	8 00	40 00
57 43	Tobermory	16 00		
56 79	Todmorden	11 50		
321 59	Toledo	124 00		
28 78	Topping	16 00		
94 00	Tormore	40 00		
287,478 83	Toronto (salaries and expenses entered elsewhere)			
33 45	Torrance	20 00		
1,156 21	Tottenham	375 00	40 00	40 00
42 17	Townsend Centre	18 00		

A, IN REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances, in Ontario, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
38 74	Toy's Hill.....	12 00		
124 31	Trafalgar (*discontinued 31st Dec., 1887).....	52 00	*12 00	
44 00	Trafford.....	16 00		
45 29	Tralee (*including arrears).....	*16 50		
53 83	Tramore.....	26 00		
107 34	Traverston.....	40 00		
89 61	Treadwell.....	40 00		
67 80	Trecastle.....	31 50		
71 97	Trent Bridge.....	23 00		
5,019 97	Trenton.....	1,100 00	200 00	160 00
42 36	Trout Lake.....	14 00		
179 57	Trowbridge.....	60 00		
193 00	Troy.....	60 00		
48 41	Trudell.....	38 00		
36 41	Tuam.....	20 00		
35 20	Tuftsville.....	12 00		
85 17	Tullamore.....	35 00		
157 00	Tupperville.....	43 00		
63 70	Turin.....	36 00		
45 97	Turnerville.....	11 50		
20 06	Turtle Lake.....	12 00		
198 32	Tuscarora.....	72 00		
1,329 75	Tweed (5 Quarters).....	375 00	25 00	
32 43	Tweedside.....	16 00		
34 85	Twin Elm.....	20 00		
79 08	Tyneside.....	20 00		
28 59	Tyotown.....	10 00		
114 02	Tyrconnell.....	46 00		
160 82	Tyrone.....	70 00		
51 05	Tyrrell.....	27 00		
122 75	Udora.....	40 00		
263 28	Uffington.....	120 00	10 00	
29 24	Uford.....	12 00		
71 96	Uthoff.....	24 00		
25 55	Ullswater.....	16 00		
41 14	Umfraville.....	16 00		
342 24	Underwood.....	140 00		
232 61	Union.....	100 00		
561 31	Unionville.....	180 00	80 00	
248 18	Uphill.....	48 50		
99 33	Uplands.....	44 00	16 00	
40 16	Upper.....	16 00		
124 31	Uptergrove (*including arrears).....	*61 00		
40 10	Ursa.....	16 00		
85 43	Utica.....	36 00		
30 46	Utoka.....	12 00		
70 13	Utopia.....	50 00		
197 42	Utterson.....	80 00	72 50	
37 24	Uttoxeter (closed 23rd Jan., 1888).....	14 02		
3,809 79	Uxbridge.....	960 00	32 00	160 00
48 45	Vachell.....	18 00		
53 80	Valens.....	24 00		
88 44	Valentia.....	40 00		
105 50	Valetta.....	60 00		
112 16	Vallentyne.....	30 00		

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances, in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
24	04	Vanatter (*including arrears).....	*12	50				
52	87	Vanbrugh.....	37	50				
119	00	Vancamp.....	28	00				
56	80	Vandecar.....	24	00				
39	78	Var dorf (from 1st Sept., 1887).....	5	83				
79	15	Vandeleur.....	28	00				
244	57	Vanessa.....	87	50				
10	22	Van Horn.....	12	00				
1,722	14	Vankleek Hill.....	440	00	24	00	60	00
134	30	Vankoughnet.....	40	00				
44	00	Vannack.....	16	00				
36	00	Vanvlack.....	16	00				
64	19	Varency.....	22	00				
334	54	Varna.....	120	00				
121	34	Varney.....	36	00	4	00		
99	26	Vars.....	14	50				
127	07	Vasey.....	46	50				
12	66	Varasour (from 1st Aug., 1887).....	6	66				
83	00	Veilore.....	24	00				
90	71	Vennachar.....	50	00				
131	00	Ventnor.....	36	00				
43	35	Venty.....	16	00				
16	20	Verdun.....	12	00				
127	34	Vereker.....	32	00	8	00		
52	88	Vermillion Bay (from 1st Oct., 1887).....	12	00				
64	97	Verner.....	14	50				
227	72	Vernon.....	72	00				
101	14	Vernonville.....	40	00				
327	63	Verona.....	80	00				
143	70	Verschoyle.....	50	00				
78	86	Vesta.....	36	00				
44	88	Vickers.....	10	00				
69	22	Victor.....	15	00				
20	00	Victoria Corners.....	16	00				
402	22	Victoria Harbor.....	140	00				
482	10	Victoria Road.....	200	00	16	00		
140	10	Victoria Square.....	44	00				
391	47	Vienna.....	237	50	4	00		
44	23	Vigo.....	20	00				
180	76	Villa Nova.....	72	00				
35	02	Villiers.....	12	00				
62	63	Vine.....	24	00				
58	69	Violet.....	16	00				
51	00	Violet Hill.....	20	00				
107	57	Virgil.....	50	00				
23	50	Virginia.....	12	00				
432	08	Vittoria.....	200	00	16	00		
77	20	Vivian.....	40	00				
233	00	Vroomanton.....	30	00				
57	65	Vyner.....	20	00				
48	00	Wabash.....	15	00				
36	00	Wagram.....	16	00				
205	29	Wahnapiatae.....	41	50				
125	39	Waldemar.....	70	00				
514	12	Wales.....	180	00	120	00		
79	10	Walker's.....	24	00				

A, IN REPORT NO 3, A—Detail of Revenue, Salaries and Allowances, in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
19 63	Walker's Point.....	12 00		
5,043 26	Walkerton.....	1,300 00	200 00	200 00
852 17	Walkerville.....	295 00		
101 34	Wallace.....	31 50		
2,558 42	Wallaceburg.....	700 00	60 00	100 00
600 14	Wallacetown.....	240 00	16 00	
89 72	Wallbridge.....	44 00		
83 10	Wallenstein.....	24 00		
13 47	Waller.....	12 00		
27 66	Walmer.....	16 00		
59 41	Walnut.....	20 00		
128 27	Walsh.....	50 00		
337 52	Walsingham Centre.....	97 50		
186 31	Walter's Falls.....	50 00		
363 06	Walton.....	90 00		
130 98	Wanstead.....	52 00	16 00	
44 70	Warburton.....	20 00		
782 60	Wardsville.....	300 00		
58 13	Wareham.....	15 00		
34 26	Warina.....	16 00		
15 40	Wariston.....	12 00		
1,108 84	Warkworth.....	380 00		40 00
210 41	Warminster.....	60 00	12 00	
34 60	Warner.....	16 00		
278 87	Warsaw.....	100 00		
32 71	Wartburg.....	16 00		
228 44	Warwick West.....	84 00		
267 03	Washaga.....	100 00	20 00	
69 90	Washburn.....	24 00		
255 17	Washington.....	90 00		
713 77	Waterdown.....	257 50		
1,503 08	Waterford.....	600 00	80 00	80 00
3,712 50	Waterloo West.....	1,200 00	16 00	160 00
46 11	Waterton.....	15 00		
2,329 96	Watford.....	620 00	30 00	80 00
110 75	Watson's Corners.....	50 00		
20 00	Wattenwyl.....	12 00		
43 12	Waubamick.....	16 00		
925 99	Waubashene.....	290 00		
62 82	Waubuno.....	20 00		
65 98	Waupoos.....	27 50		
209 62	Waverley.....	80 00		
319 52	Weidmann (* including arrears).....	69 50		
40 19	Weir.....	16 00		
41 36	Weisenburg.....	16 00		
150 35	Welcome.....	50 00		
53 97	Weldon.....	24 00		
3,012 98	Welland.....	900 00	160 00	160 00
354 36	Welland Port.....	120 00		
736 32	Wellesley.....	280 00	8 00	
774 23	Wellington.....	300 00		
73 60	Wellman's Corners.....	28 00		
21 16	Wemyss (from 1st Nov., 1887).....	4 16		
197 75	Wendover.....	60 00		
9 03	Wesley Church.....	10 00		
88 71	Wesley Park (summer office).....	35 40		
52 91	Wesleyville.....	24 00		

A. IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
97 22	West Brook.....	40 00		
56 54	West Essa.....	28 00		
71 51	Westfield.....	32 00		
301 52	West Flamboro' (6 Quarters).....	127 50		
30 89	Westford.....	12 00		
262 00	West Gravenhurst.....	60 00		
12 10	West Grove.....	12 00		
78 00	West Hill.....	28 00		
92 16	West Huntingdon.....	36 00		
5 50	West Huntley.....	15 00		
56 03	West Lake.....	24 00		
1,061 10	West Lorne.....	355 00	20 00	40 00
69 30	West McGillivray.....	26 00		
33 00	West Magdala.....	16 00		
626 51	Westmeath.....	157 50		
68 65	West Montrose.....	32 00		
836 03	Weston.....	300 00	16 00	
52 17	West Osgoode.....	24 00		
132 57	Westover.....	48 00		
16 69	West Plain.....	10 00		
916 21	Westport.....	320 00	12 00	40 00
605 32	West Toronto Junction.....	115 00		
1,588 89	West Winchester.....	400 00		40 00
210 12	Westwood.....	50 00		
76 90	Wexford.....	40 00		
40 74	Whalen.....	16 00		
309 87	Wheatley.....	97 50		
20 95	Wheeler.....	12 00		
3 00	Whelan (from 1st March, 1888).....	0 83		
4,268 83	Whitby.....	1,550 00	200 00	240 00
14 54	White.....	12 00		
250 28	Whitechurch.....	87 50		
45 48	Whitehurst.....	24 50		
273 57	White Lake.....	80 00		
34 81	White Oak.....	20 00		
269 15	White River.....	100 00		
33 70	White Rose.....	16 00		
32 92	Whiteside.....	12 00		
12 53	Whitestone.....	12 00		
205 83	White Vale.....	100 00		
144 69	Whitfield.....	36 00	4 00	
78 76	Whittington.....	32 00		
2,573 57	Warton.....	640 00	36 00	50 00
85 68	Wick.....	36 00		
121 52	Wicklow.....	36 00		
20 47	Wicksteed (from 1st Nov., 1887).....	4 16		
72 34	Widder.....	46 00		
51 49	Wilberforce.....	18 00		
346 60	Wilbur Station.....	60 00		
89 95	Wilfrid.....	40 00		
178 74	Wilkesport.....	64 00	4 00	
54 59	Wilkinson.....	10 00		
26 09	Willetsholme.....	12 00		
13 93	Williams.....	12 00		
262 17	Williamsford (*previously over-credited).....	*85 00		
676 18	Williamstown.....	200 00		
336 66	Williamsville.....	80 00		

A, IN REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances, in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
31 36	Williscroft.....	12	00				
8 87	Willow Creek.....	12	00				
74 26	Willowdale.....	39	00				
42 96	Willow Grove.....	29	50				
19 77	Wilmur.....	12	00				
19 88	Wilno.....	12	00				
40 80	Wilsoncroft.....	19	00				
44 53	Wilsonville.....	16	00				
42 20	Wilstead.....	15	00				
157 48	Wilton.....	60	00				
72 11	Wilton Grove.....	31	50				
79 31	Wimans.....	10	00				
80 76	Winchelsea.....	30	00				
239 77	Winchester Springs.....	120	00				
91 00	Windermere.....	34	50	4	00		
30 62	Windfall.....	16	00				
171 80	Windham Centre.....	80	00				
9,865 28	Windsor (salaries and expenses entered elsewhere)						
59 26	Winfield.....	26	00				
99 43	Winger (*previously over-credited)	*28	00				
3,631 66	Wingham.....	960	00	60	00	160	00
10 42	Wingle.....	12	00				
272 06	Winona.....	97	50	36	00		
71 46	Winslow.....	24	00				
200 24	Winterbourne.....	72	00				
152 52	Winthorpe.....	60	00				
74 16	Wisawassa.....	23	00				
101 57	Wisbeach.....	40	00				
62 50	Woburn.....	20	00				
400 87	Wolf Island.....	147	50				
11 35	Wolsely.....	12	00				
343 70	Wolverton.....	120	00				
727 58	Woodbridge.....	400	00			40	00
65 12	Woodburn.....	32	00				
236 28	Woodford.....	100	00	8	00		
189 28	Woodham.....	72	00				
51 46	Woodhill.....	24	00				
115 50	Woodlands.....	44	00				
58 98	Woodlawn (6 Quarters).....	30	00				
58 06	Woodrous.....	24	00				
220 58	Woodsee.....	100	00				
13,760 89	Woodstock.....	2,800	00	160	00	400	00
851 61	Woodville.....	340	00	32	00	40	00
543 14	Wooler.....	120	00				
763 42	Wroxeter.....	320	00	50	00	40	00
42 55	Wyandot.....	15	00				
318 40	Wyebriidge.....	100	00				
52 95	Wyecombe.....	12	00				
333 90	Wyevale.....	94	50				
39 30	Wylie.....	15	00				
1,477 08	Wyoming.....	420	00	6	00	60	00
60 69	Wyton Station.....	20	00				
520 28	Yarker.....	155	00				
88 15	Yarmouth Centre.....	41	50				
34 20	Yatton.....	19	00				
37 80	Yearley's.....	16	00				

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
23	37	Yelverton.....	16	00				
138	50	Yeovil.....	36	00				
34	77	Yoho Island (summer office).....	5	00				
11	00	Yonge Mills (from 1st Jan., 1888).....	2	50				
347	75	York.....	140	00				
248	99	York Mills.....	60	00				
4,783	03	Yorkville.....	900	00			160	00
64	43	Young's Point.....	30	00				
28	16	Youngsville.....	16	00				
57	01	Zanesville.....	14	50				
36	76	Zealand.....	16	00				
207	03	Zephyr.....	80	00				
92	85	Zimmerman.....	44	00				
154	39	Zion.....	44	00				
19	99	Ziska.....	12	00				
703	34	Zurich.....	200	00				
116	89	Postage stamps sold through Mail Officers on Ocean Steamers.....						
1,539,567,81	¼	Totals.....	‡\$21,831	87	\$22,466	81	\$21,276	35

† N. B.—Of this, the amount of \$285,103.57 was paid from Revenue collections, and \$36,728.30 from Parliamentary appropriation. The latter has been brought to account at page 25, part II.

J. C. STEWART.
Financial Comptroller.

W. H. SMITHSON,
Accountant.

A. Somerville.....	do	960 00	324 73	12,510 03
J. D. Anderson.....	do	960 00	116 26	
D. Fairman.....	do	960 00	414 82	
C. Beatty.....	do	960 00	77 68	
2nd				
E. Lefebvre.....	do	799 00	315 49	
H. D. Filion.....	do	800 00	348 08	
C. Hayden.....	do	800 00	349 22	
C. Beaudoin.....	do	800 00	153 12	
H. E. Channell.....	do	800 00	52 31	
E. Dorion.....	do	800 00	304 97	
H. G. Goodfellow.....	do	800 00	332 28	
L. S. Bégué.....	do	800 00	298 58	
J. L. Viger.....	do	799 00	331 91	
W. H. O'Regan.....	do	800 00	120 49	
L. C. Crevier.....	do	800 00	230 59	
A. Armstrong.....	do	773 33	338 90	
G. R. Dewar.....	do	733 33	172 92	
J. Murphy.....	do	800 00	285 59	
J. P. Hall.....	do	720 00	149 40	
D. T. Frost.....	do	719 00	318 16	
J. E. McKenzie.....	do	720 00	127 28	
J. Y. Genest.....	do	720 00	162 25	
J. B. Guevremont.....	do	720 00	153 60	
E. L. Smith.....	do	711 72	88 41	
W. N. Peters.....	do	720 00	126 00	
F. Tuck.....	do	686 66	310 25	
A. J. McRobie.....	do	640 00	316 37	
E. R. H. Brooks.....	do	650 00	109 74	
A. H. Evans.....	do	720 00	96 78	
W. E. C. Jones.....	do	640 00	265 76	
J. Ford.....	do	660 00	329 47	
W. Murphy.....	do	619 18	297 43	27,231 57
promoted from 3rd Class 1st December, 1887.....				
F. W. Webb.....	do	560 00	276 54	
C. F. Whitchee.....	do	560 00	59 23	
C. Charvot.....	do	520 00	167 36	
E. W. Hay.....	do	478 69	135 11	
J. L. French.....	do	506 67	169 95	
J. M. Hall.....	do	480 00	135 88	
S. Gervais.....	do	480 00	134 72	4,664 15
Mail Transfer Agent.....				
C. Chase.....	do	510 00	.....	510 00
do from 12th March, 1888.....				
L. O. Gariépy.....	do	121 50	.....	121 50
Total, Montreal Railway Mail Service.....				
			10,229 17	46,537 25

A, IN REPORT No. 3, B—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1888.

Name.	Service.	Salary.		Night Duty and Mileage.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
QUEBEC DIVISION.									
A. Bolduc	Post Office Inspector	2,000	00						
J. L. Ancil	Assistant do	1,350	00						
O. Fréchette	2nd Class Clerk	1,200	00						
C. Vohl	do	1,162	50						
J. G. Bourget	3rd do to 30th November, 1887 (deceased)	333	34						
J. E. Carrier	do do	760	00						
J. B. Caouette	do do from 1st June, 1888; transferred from Quebec Post Office	66	66						
L. J. H. Larue	do do	43	34						
L. E. Simard	do do	40	00						
J. Bouffard	Temporary Clerk, from 18th April, 1888	81	10						
N. Giasson	Messenger, to 30th September, 1887, transferred to Quebec Post Office	150	00						
A. Raymond	do from 1st October, 1887	278	00						
								7,464 94	
RAILWAY MAIL SERVICE.									
E. Blondeau	1st Class Railway Mail Clerk to, and Acting Chief Railway Mail Clerk from, 1st January, 1888	1,230	00	199	80	1,429	80		
J. Deslauriers	do	960	00	201	73				
G. Lapointe	do	960	00	338	16				
O. Talbot	do (including arrears)	1,040	00	241	19				
L. N. Dionne	do to 31st December, 1887 (superannuated; less fine)	397	85						
T. Gaudry	do	800	00	308	80				
H. J. Kimlin	do	800	00	297	89				
D. Blondeau	do	800	00	125	57				
L. H. Garneau	do	800	00	405	01				
J. O. Pageau	do	800	00	142	81				
B. G. Bourget	do	800	00	271	44				
J. E. Roy	do	800	00	161	24				

L. Furois.....	do	800 00	253 77		
F. X. Labbé.....	do	800 00	231 01		
G. Evanturel.....	do	759 00	144 62		
L. H. Hudon.....	do	720 00	164 51		
D. C. Dagneau.....	do	719 00	200 06		
A. C. Miquelon.....	do	720 00	157 54		
C. Bédard.....	do	720 00	161 96		
A. Beaudry.....	do	800 00	72 31		
C. A. Methot.....	do	666 66	134 41		
M. P. Laberge.....	do	550 00	193 49		16,477 95
A. Blondeau.....	3rd	520 00	153 42		
S. T. Green.....	do	516 67	159 29		
N. Dorion.....	do	505 38	194 11		
N. R. Genest.....	do				
J. Nolet.....	do	270 00	77 10		
A. Routhier.....	do	480 00	169 60		
U. Gauvreau.....	do	480 00	178 55		
		480 00	113 81		4,297 93
L. P. Thibault.....	Mail Transfer Agent.....	560 00	215 92		775 92
		21,254 56	5,468 12		
	Total, Quebec Railway Mail Service.....				26,722 68
THREE RIVERS DIVISION.					
G. A. Bourgeois.....	Post Office Inspector.....	2,000 00			
do	Allowance as Acting Inspector for the Quebec District, from 1st January, 1886, to 30th June, 1887.....	600 00			
J. P. Chillas.....	Assistant Inspector.....	1,350 00			3,950 00
G. O. Bailey.....	3rd Class Clerk.....	670 00			670 00
E. Teasdale.....	Temporary Messenger, from 1st May, 1888.....	60 00			60 00
	Total, Three Rivers Inspector's Office.....				4,680 00
RAILWAY MAIL SERVICE.					
A. Dorais.....	2nd Class Railway Mail Clerk.....	666 66	102 94		769 60
		666 66	102 94		
	Total, Three Rivers Railway Mail Service.....				769 60
	<i>Grand Total carried forward</i>	81,397 58	15,800 23		97,197 81

A, IN REPORT No. 3, B—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1888.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
<i>Brought forward</i>				
MONTREAL POST OFFICE.				
G. Lamothe	Postmaster.....	4,000 00		
M. Emery	Assistant Postmaster	2,000 00		
<hr/>				
H. A. Bourret	1st Class Clerk.....	1,500 00		
H. Huddell	do	1,500 00		
J. McKeon	do	1,500 00		
Y. Beillargeon.....	do	1,400 00		
J. L. Palmer	do	1,500 00		
T. F. Larseneur	do	1,300 00		
J. Senez	do	1,300 00		
<hr/>				
F. Pridham.....	2nd	1,200 00		
E. Mayer	do	1,200 00		
J. C. Sims.....	do	1,200 00		
O. Clément.....	do	1,200 00		
A. Loftus.....	do	1,200 00		
A. de Restaing	do	1,200 00		
T. Desnoyers	do	1,200 00		
H. Goyette	do	1,200 00		
J. B. A. Daoust.....	do	1,196 77		
G. Lefebvre	do	1,200 00		
T. Harding	do	1,062 50		
R. Duncan.....	do	1,050 00		
W. Hayden	do	1,000 00		
A. Larose	do	1,000 00		
H. D. Gaudry	do	1,000 00		
G. Beaudoin	do	925 00		
J. Chase	do	925 00		
U. Rondeau.....	do	925 00		
<hr/>				
R. J. Arless.....	3rd	800 00		
A. E. Auger.....	do	840 00		
J. F. F. Laurent.....	do	800 00		
			6,000 00	
			10,000 00	
				97,197 81
				19,684 27

A, IN REPORT No. 3, B—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1888.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
MONTREAL POST OFFICE—Continued.				
D. Cameron	3rd Class Clerk to 31st July, 1887 (deceased)	50 00		
J. Coffey	do	460 00		
J. J. Durack	do	470 00		
T. J. LeSieur	do to 11th August, 1887	45 16		
J. B. A. Lalonde	do	440 00		
J. Cunningham	do	440 00		
A. Massé	do	430 00		
T. J. Crowe	do	440 00		
L. D. A. R. de Cotret	do	420 00		
G. Clarke	do	33 33		
A. M. Whelan	do to 31st July, 1887 (deceased)	600 00		
E. C. Dowd	do from, and Letter Carrier to, 31st August, 1887	247 00		
E. Barcelo	do	400 00		
J. E. D'Amour	do from 22nd August, 1887	344 09		
J. E. Bourgeau	do from 5th September, 1887	328 89		
O. Dumont	do from 9th December, 1887	224 74		
R. E. Bourret	do		36,741 10	
J. B. Gariépy	Temporary Clerk, from 15th August, 1887	351 62		
P. Lapointe	Letter Carrier	600 00		
A. Dufresne	do	600 00		
J. B. Plante	do	600 00		
J. Gallary	do	600 00		
J. Kelly	do	599 50		
P. Callary	do (less fine)	600 00		
L. Dubé	do	600 00		
J. Thibodeau	do	600 00		
W. Rozon	do (suspended from 4th to 10th January, 1888)	588 71		
P. Clarke	do	600 00		
G. Plante	do	600 00		
P. Lagacé	do	600 00		
J. Bathurst	do	600 00		
A. J. Bissonette	do	600 00		
H. Goussneau	do to 31st January, 1888 (resigned)	350 00		
			351 62	
			351 62	

A, IN REPORT No. 3, B—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1888.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
MONTREAL POST OFFICE—Concluded.				
J. J. Collins.....	Letter Carrier.....	382 50		
A. Poitevin.....	do	375 00		
W. Harney.....	do	382 50		
J. St. Jean.....	(less fine)	389 00		
E. McKenna.....	do	369 50		
F. Chabot.....	do	367 50		
P. Campbell.....	do	367 50		
J. T. McRobie.....	(less fine)	374 50		
J. E. Moore.....	from 1st August, 1887.	330 00		
J. Valiquette.....	do	360 00		
A. L. St. Onge.....	do	341 61	34,813 20	
Temporary Letter Carrier.				
J. Paiement.....	to 28th February, 1888 (less fine)	360 00		
A. Achin.....	do	238 75		
J. Lemieux.....	do	360 00		
L. J. St. Jean.....	(less fine)	369 50		
M. Villeneuve.....	do	360 00		
T. Boismenu.....	do	360 00		
A. Gauthier.....	do	360 00		
N. O. Corriveau.....	(less fine)	359 50		
A. Cadotte.....	from 5th to 30th September, 1887 (services dispensed with)	26 00		
G. Rosa.....	from 17th October, 1887	254 52		
F. P. Vincent.....	from 7th December, 1887	206 89		
M. Brunel.....	from 20th March, 1888	101 61		
W. Ryan.....	from 24th April, 1888	67 00		
P. Conroy.....	do	8 00		
J. A. McCann.....	do	8 00		
J. J. Gettings.....	do	8 00		
W. Hickey.....	do	8 00		
J. Crowe.....	do	8 00		
F. O'Connor.....	do	8 00		
W. Wallace.....	24th to 26th December, 1887; also 2nd and 3rd January, 1888	8 00		
W. Adams.....	do	8 00		
J. Mathieu.....	24th and 26th do	8 00		
J. Dumesnil.....	23rd, 24th and 26th do also 2nd January, 1888	8 00		

Hi:

CS

		2 00	2 00		
T. McGavin	do				
T. Cooper	do				
J. Collins	Stampers		600 00		3,145 77
J. Maher	Messengers		600 00		600 00
J. Bennett	do		450 00		
L. Renois	do		600 00		
				1,650 00	
Total, Montreal Post Office					112,985 96
QUEBEC POST OFFICE.					
A. G. Tourangeau	Postmaster		2,000 00		
J. E. Bolduc	Assistant Postmaster		1,400 00		3,400 00
C. Chamberland	2nd Class Clerk (less fine)		1,198 50		
A. W. LeBel	do		1,200 00		
W. Handford	do		1,200 00		
L. A. Rochette	do		1,050 00		
W. White	3rd (less fine)		793 33		4,648 50
Z. Gagnon	do		799 00		
E. English	do		903 22		
F. Gaboury	do		800 00		
M. Myler	do		797 00		
U. Vezina	do		799 00		
J. B. Caouette	do		733 34		
J. B. Turner	do		720 00		
O. Plamondon	do		670 00		
P. E. Lane	do		644 67		
H. Morissette	do		600 00		
L. L'Heureux	do		600 00		
C. Workman	do		456 67		
W. H. A. Eckhardt	do		527 00		
J. J. Battle	do		500 00		
L. J. H. Larue	do		446 66		
M. Pelletier	do		580 00		
F. O'Dowd	do		460 00		
				11,829 89	
P. Jobidon	Temporary Clerk, from 1st November, 1887		266 67		
W. Batterton	do		266 67		
J. N. A. Gingras	do		179 57		
C. Audet	do		33 34		
					746 25

A, IN REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1888.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
QUEBEC POST OFFICE—Concluded.				
N. Giason	Letter Carrier, from 1st October, 1887 (transferred from Inspector's Office)	450 00		
T. Reynar	do	600 00		
R. Wilkinson	do	600 00		
V. Houle	do	600 00		
R. Pelletier	do	598 00		
H. P. Kelly	do (less fine)	600 00		
L. Guay	do	577 50		
J. P. T. Gingras	do	450 00		
P. N. Gauvin	do	550 00		
J. Desroches	do	450 00		
E. Dubault	do	450 00		
D. Mercier	do	448 50		
A. Pelletier	do (less fines)	450 00		
N. U. Joannet	do	450 00		
J. A. Roulet	do	450 00		
F. X. Ouellet	do	435 00		
R. Blackburn	do	390 00		
A. Samson	do	357 50		
L. E. Simard	do to 31st May, 1888 (transferred to Inspector's Office)	390 00		
C. N. Langlois	do	298 50	10,173 50	
A. E. Gingras	do from 1st September, 1887 (less fines)			
E. Emond	Temporary Letter Carrier	360 00	360 00	
J. Evarts	Messenger	550 00		
T. Dénéchaud	do (office keeper)	860 00	1,410 00	
Total, Quebec Post Office				32,568 14
Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement)				
Proportion of salaries transferred from Ontario—				1,781 56
Of Ottawa Inspector, Staff and Railway Mail Clerks				3,806 16

A, IN REPORT NO. 3, B.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in Quebec, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
28 23	Abbott's Corners.....	16 00		
369 98	Abbottsford.....	120 00		
33 81	Abenaquis.....	15 00		
47 81	Abenaquis Springs.....	18 00		
235 89	Abercorn.....	100 00		
917 00	Acton Vale.....	400 00	150 00	40 00
199 60	Adamsville.....	60 00		
195 08	Adderley.....	36 00		
10 00	Adstock.....	12 00		
826 87	Agnes.....	240 00	12 00	
23 00	Aird.....	20 00		
158 05½	Allan's Corners.....	60 00		
28 00	Allan's Mills.....	20 00		
48 56	Allumette Island.....	16 00		
280 30	Amqui.....	63 00		
108 24	Ancienne Lorette.....	50 00	8 00	
32 03	Anderson's Corners.....	15 00		
61 77	Ange Gardien.....	30 00		
198 09	Ange Gardien de Rouville.....	60 00		
71 60	Angeline.....	36 00		
226 02	Angers.....	63 00		
13 86	Annesley.....	12 00		
31 52	Antoinette.....	16 00		
21 00	Apple Grove.....	16 00		
92 01	Armagh.....	40 00		
231 27	Armand.....	57 50		
1,374 88	Arthabaskaville.....	440 00	30 00	60 00
29 59	Arthurville.....	12 00		
82 97	Arundel.....	31 50		
78 48	Asbestos.....	20 00		
117 07	Ascot Corner.....	39 00	6 00	
130 73	Aston Station.....	50 00	40 00	
411 43	Athelstan.....	115 00		
62 00	Aubert Gallion.....	30 00		
100 80	Aubrey.....	36 00		
89 04	Avignon.....	36 00		
83 41	Avoca.....	24 00		
345 56	Ayer's Flat.....	120 00		
1,345 70	Aylmer East.....	480 00	108 00	60 00
132 86	Aylwin.....	77 50		
184 61	Bagotville.....	78 50	10 00	
22 00	Baie de la Trinité.....	16 00		
122 03	Baie des Pères (from 1st October, 1887).....	5 00		
10 94	Baie des Rochers.....	16 00		
118 25	Baillargeon.....	37 00		
115 12	Baldwin's Mills.....	32 00		
71 85	Barchois de Malbaie.....	48 00		
300 46	Barnston.....	140 00	12 00	
108 19	Barrington.....	48 00		
11 21	Bas de l'Anse.....	10 00		
113 25	Bassin du Lièvre.....	60 00		
499 91	Batiscan.....	195 00	120 00	

A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in
Quebec, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$
102	27	Beauce Junction.....	32	00	
957	20	Beauharnois.....	420	00	40 00
17	14	Beaulac.....	12	00	
49	23	Beaulieu.....	24	00	
65	15	Beaumont.....	40	00	
270	97	Beauport.....	120	00	
64	30	Beaupré.....	24	00	10 00
116	52	Beaurivage.....	44	00	
27	75	Beauvoir.....	16	00	
451	68	Bécancour.....	140	00	48 00
213	65	Bécancour Station.....	80	00	24 00
1,018	63	Bedford.....	375	00	40 00
255	49	Beebe Plain.....	90	00	
77	47	Beech Grove.....	20	00	
38	61	Beech Ridge.....	20	00	
52	07	Belle Anse.....	20	00	
157	18	Belle Rivière.....	60	00	
11	40	Belle Vallée.....	12	00	
47	00	Belle Mount.....	16	00	
21	85	Belmina.....	23	00	
160	21	Beloeil Station.....	60	00	
220	45	Beloeil Village.....	90	00	
32	35	Bennett.....	12	00	
14	66	Beranger.....	10	00	
184	91	Bergerville.....	80	00	
55	30	Bersimis.....	50	00	50 00
207	36	Berthier (<i>en bas</i>).....	72	00	
1,473	87	Berthier (<i>en haut</i>).....	440	00	100 00
144	91	Bethel.....	40	00	60 00
549	65	Bic.....	200	00	
213	91	Bienville.....	80	00	
137	32	Billerica.....	43	00	
124	88	Birchton.....	46	00	
269	55	Bishop's Crossing.....	72	00	4 00
24	15	Bisson.....	16	50	4 00
208	79	Black Cape.....	100	00	
67	39	Blanche.....	19	00	
46	89	Blanchet.....	20	00	
78	26	Blandford.....	30	00	
44	71	Blue Bonnets (from 1st Aug., 1887).....	6	67	
47	26	Boileau.....	32	00	
6	89	Bois de Filion.....	10	00	
129	51	Bois France.....	25	00	
10	68	Bolduc (3 Quarters).....	9	00	
37	00	Bolton Centre.....	90	00	20 00
209	18	Bolton Forest.....	36	00	
35	00	Bolton Glen.....	16	00	
127	55	Bonaventure Island.....	39	00	
136	08	Bonaventure River.....	50	00	
22	69	Bon Désir.....	12	00	
.....	.....	Bonne Espérance (2 years).....	32	00	
113	00	Booth.....	37	50	
52	08	Bord a Plouffe.....	30	00	
29	92	Bordeau.....	12	00	
19	00	Boscobel.....	12	00	
10	78	Botreaux.....	12	00	
221	29	Boucherville.....	96	00	

A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances, in
Quebec, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
123 45	Bouchette	45 00		
9 04	Bougie	12 00		
158 85	Boulogne	50 00		
167 76	Bourg Louis	36 00		
85 93	Boynton	35 00		
156 81	Brigham	72 00		
387 66	Bristol	150 00	40 00	
64 74	Bristol Mines	16 00		
45 72	Britannia Mills	20 00		
32 35	Britonville	16 00		
33 65	Broadlands	15 00		
240 40	Brome	80 00		
20 25	Brompton	12 00		
235 99	Brompton Falls	69 00		
59 15	Brookbury	20 00		
40 21	Brookdale	20 00		
25 80	Broughton	16 00		
190 77	Broughton Station	80 00	36 00	
198 27	Brownsburg	50 00		
563 62	Bryson	240 00	80 00	
2,085 37	Buckingham	640 00	40 00	100 00
66 00	Buckland	30 00		
128 66	Bulwer	50 00		
20 69	Burnside	16 00		
27 23	Bute	16 00		
630 96	Cacouna (*including season allowance)	*290 00		40 00
21'24	Cairnside	14 00		
58 27	Caldwell	23 00		
320 64	Calumet (*from 1st June, 1887)	80 00	*20 00	
89 89	Calumet Island	36 00		
37 50	Cambria	16 00		
46 25	Canterbury	16 00		
111 21	Cantley	36 00	12 00	
63 72	Cap à l'Aigle (*including season allowance)	*45 00		
145 78	Cap Chat	60 00		
348 06	Cape Cove	110 00		
54 96	Cap des Rosiers	32 00		
383 64	Capelton	160 00		
26 66	Cape Ozo	16 00		
85 76	Caplin River	40 00		
90 12	Cap Magdeleine	31 50		
109 75	Cap Rouge	50 00		
243 83	Cap Santé	78 00		
310 01	Cap St. Ignace	120 00		
29 63	Capucins	20 00		
307 09	Carillon	160 00	40 00	
252 83	Carleton	140 00		
44 84	Carleton, West	10 00		
25 13	Cartier	12 00		
18 14	Cartierville	12 00		
47 65	Casault	20 00		
75 62	Cascades	30 00		
30 80	Cassville	10 00		
35 50	Castlebar (closed 31st Dec., 1887)	18 00		
201 74	Caughnawaga	95 00		
309 73	Causapscaal	60 00		

A, IN REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
175 53	Cavignac	27 00		
6 87	Cawood (from 1st Sept., 1887).....	5 83		
143 37	Cazaville	50 00		
158 00	Cedar Hall.....	55 00		
305 65	Cedars	85 50		
508 99	Chambly Basin.....	160 00		
519 13	Chambly Canton.....	240 00		
225 02	Chambord (*including arrears).....	47 50	*10 50	
348 94	Champlain.....	150 00	10 00	
27 82	Channay.....	16 00		
13 64	Chantelle.....	12 00		
313 15	Chapeau.....	100 00		
110 93	Charlemagne	30 00		
128 92	Charlesbourg.....	47 50		
89 09	Charlesbourg, West.....	10 00		
16 71	Charrington.....	12 00		
46 97	Charteris	12 00		
65 45	Chartierville.....	22 00		
40 81	Chatboro'.....	20 00		
105 87	Chateauguay.....	50 00		
125 04	Chateauguay Basin.....	40 00		
148 14	Chateau Richer.....	50 00		
25 49	Chatillon.....	12 00		
37 33	Chaudière Curve.....	37 50		
85 05	Chaudière Mills.....	30 00		
46 15	Chaudière Station	30 00		
73 00	Chaumont.....	24 00		
557 17	Chelsea.....	180 00	8 00	
29 10	Chemin Taché	12 00		
235 52	Cheneville	48 50		
57 96	Cherry River	20 00		
232 60	Chester (5 Quarters).....	120 00		
114 46	Chichester.....	60 00	12 00	
1,347 01	Chicoutimi.....	415 00	120 00	55 00
3 84	Chilton	12 00		
68 56	Chlorydormes.....	30 00		
60 50	Chûte aux Iroquois.....	32 00		
82 29	Clairvaux de Bagot.....	30 00		
14 01	Clairvaux de Charlevoix.....	12 50		
29 83	Clapham.....	12 00		
592 73	Clarenceville.....	195 00	16 00	
3,048 70	Coaticook.....	800 00	90 00	120 00
106 92	Coleraine Station.....	28 00	32 00	
104 26	Collfield	39 00		
146 50	Como.....	60 00		
812 05	Compton.....	375 00	48 00	40 00
122 74	Contrecoeur.....	50 00		
963 95	Cookshire (*from 1st July, 1887).....	315 00		*30 00
52 50	Corbin.....	24 00		
24 64	Cortis	11 50		
50 02	Corner of the Beach	16 00		
191 00	Coteau du Lac	63 00		
430 71	Coteau Landing.....	160 00	48 00	
200 49	Coteau Station	87 50	20 00	
201 25	Côte des Neiges.....	72 00		
680 73	Côte St. Antoine	175 00		
79 27	Côte St. Louis.....	32 00		

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in
Quebec, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
27 35	Côte St. Michel	16 00		
300 27	Côte St. Paul.....	87 50		
29 57	Côte St. Pierre (closed 31st Dec., 1887).....	12 00		
35 71	Côte Visitation.....	16 00		
88 00	Covey Hill.....	31 50		
1,812 54	Cowansville.....	500 00		60 00
130 00	Craig's Road Station.....	50 00	80 00	
52 21	Cranbourne.....	16 00	10 00	
12 88	Creemore.....	11 50		
70 06	Cross Point.....	44 00	80 00	
46 98	Culduff.....	16 00		
45 36	Cumberland Mills.....	16 00		
198 72	Cushing.....	90 00	12 00	
20 00	Dablon.....	10 00		
92 23	Dalesville.....	44 00		
33 00	Dalibaire.....	20 00		
40 32	Dalling.....	20 00		
142 97	Danby.....	64 00		
57 74	Danford Lake.....	16 00		
1,899 66	Danville.....	520 00	32 00	80 00
39 15	D'Auteuil.....	12 00		
9 62	Dee Side.....	10 00		
84 42	Denison's Mills.....	24 00		
10 34	Dequen.....	10 00		
24 86	De Ramsay.....	12 00		
336 49	Deschambault.....	100 00		
291 21	Desjardins.....	55 00		
217 24	Dewittville.....	64 00	12 00	
65 60	Dillonton.....	30 00		
369 07	D'Israeli.....	120 00		
241 23	Dixville.....	80 00		
9 11	Dolbeau.....	12 00		
5 20	Domaine de Gentilly.....	10 00		
81 32	Dorval.....	36 00		
136 94	Douglastown.....	59 00		
82 00	Doyle.....	16 00		
1,388 71	Drummondville.....	400 00	16 00	40 00
78 28	Duclos.....	24 00		
103 50	Dudswell Centre.....	47 50		
69 12	Dufresne Mills.....	34 50		
63 70	Dumoine.....	18 00		
21 96	Dunany.....	12 00		
20 92	Dunboro'.....	12 00		
152 72	Dundee.....	80 00		
472 74	Dunham.....	235 00	16 00	
29 30	Dunraven.....	16 00		
162 93	Eardley.....	60 00		
420 15	East Angus.....	115 00		
307 23	East Arthabaska.....	120 00		
115 54	East Bolton.....	40 00		
149 73	East Broughton.....	38 00		
78 00	East Clifton.....	32 00		
15 23	East Dudswell.....	12 00		
64 35	East Durham.....	36 00		
197 18	East Farnham.....	90 00		

A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
31 00	East Hereford.....	16 00	.....	.....
10 00	East Magdala.....	10 00	.....	.....
303 85	Eastman.....	7 50	.....	.....
1,138 95	East Sherbrooke.....	270 00	.....	.....
319 31	East Templeton.....	97 50	.....	.....
216 06	Eaton (* including arrears).....	*112 00	.....	.....
94 06	Echo Vale.....	31 50	.....	.....
9 76	Edina.....	11 50	.....	.....
19 09	Egg Island.....	20 00	.....	.....
76 20	Egypte.....	26 00	.....	.....
23 32	Elgin Road.....	12 00	.....	.....
117 50	Elmside.....	36 00	.....	.....
161 28	Emileville.....	36 00	.....	.....
38 25	English Bay.....	6 00	.....	.....
26 85	Erle.....	11 50	.....	.....
98 49	Escuminac.....	28 50	.....	.....
57 52	Esquimaux Point.....	50 00	.....	.....
.....	Etang du Nord (summer office).....	7 50	.....	.....
651 76	Etchemin (* from 1st July, 1887).....	260 00	*9 00	.....
39 74	Fairfax.....	10 00	.....	.....
154 24	Farrelton.....	50 00	.....	.....
27 00	Farnboro'.....	12 00	.....	.....
24 96	Farndon.....	14 00	.....	.....
1,565 74	Farnham.....	480 00	24 00	60 00
51 03	Farnham Centre.....	32 00	.....	.....
114 98	Father Point.....	60 00	48 00	.....
91 53	Fecteau's Mills.....	39 00	.....	.....
81 10	Fernetville.....	30 00	22 00	.....
294 70	Fitch Bay.....	90 00	.....	.....
0 03	Fleurant.....	12 00	.....	.....
84 00	Fleuriau.....	19 00	.....	.....
70 65	Flodden.....	34 50	.....	.....
14 20	Fontenelle.....	11 00	.....	.....
8 38	Fontenoy.....	10 50	.....	.....
505 10	Fort Coulonge.....	130 00	6 00	.....
44 23	Fortierville.....	24 00	.....	.....
12 05	Fortin.....	10 00	.....	.....
36 96	Fort William.....	20 00	.....	.....
185 53	Foster.....	24 00	.....	.....
139 00	Fox River.....	60 00	20 00	.....
165 52	Frampton.....	60 00	8 00	.....
234 72	Franklin Centre.....	100 00	.....	.....
18 00	Fréchette.....	14 00	.....	.....
607 00	Frelighsburg.....	260 00	16 00	.....
199 58	French Village.....	80 00	.....	.....
38 00	Frontier.....	20 00	.....	.....
48 70	Frost Village.....	28 50	.....	.....
117 04	Fulford.....	20 00	.....	.....
16 00	Galson.....	12 00	.....	.....
29 06	Garland (*including arrears).....	*12 50	.....	.....
33 25	Garneau.....	16 00	.....	.....
381 73	Garthby Station.....	100 00	.....	.....
681 81	Gaspé Basin.....	300 00	125 00	40 00
31 08	Gaspé Bay, South.....	12 00	.....	.....
12 54	Gasperine.....	12 00	.....	.....

A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
25	16	Geneva	16	00				
24	88	Genoa	12	00				
398	15	Gentilly	157	50	4	00		
555	37	Georgeville	160	00	10	00		
18	69	Geraldine	12	00				
81	85	Glen Almond	21	00				
31	78	Glen Bean	15	00				
4	50	Glen Farnham (closed 30th June, 1887).....	3	00				
11	56	Glengyle (from 1st Dec., 1887).....	3	33				
16	60	Glen Iver	12	00				
16	00	Glenlivet	12	00				
45	36	Glen Lloyd	19	00				
169	53	Glen Murray	80	00				
161	00	Glen Sutton	60	00				
18	60	Godbout	12	00				
232	86	Gould	115	00				
11	29	Gould Station	16	00				
235	51	Gracefield	60	00				
25	50	Granboro'	14	00				
1,501	48	Granby	440	00	36	00	60	00
193	40	Grande Baie	80	00	8	00		
27	55	Grand Caspédiac	12	00				
10	88	Grandes Coudées	11	00				
		Grand Entry (5 Quarters)	25	00				
54	03	Grande Frènière	24	00				
190	08	Grande Grève	64	00				
191	55	Grande Ligne	80	00				
		Grand' Mère (accounts not received)						
313	85½	Grand Métis	140	00				
154	90	Grand Pabos	77	50				
156	26	Grandes Piles	64	00	40	00		
221	61	Grand River	120	00				
40	56	Grand St. Esprit	12	00				
29	48	Grande Vallée	20	00				
17	72	Green River	12	00				
37	15	Greer Mount	20	00				
804	92	Grenville (*previously over-credited).....	*295	00	32	00	40	00
21	78	Griffin	10	00				
68	96	Griffin Cove	24	00				
105	24	Grindstone Island	40	00				
159	54	Grondines	60	00				
12	62	Grosses Roches	12	00				
83	03	Guigues	17	50				
66	00	Hadlow Cove	40	00				
79	14	Hallerton	30	00				
12	27	Hallstream	16	00	12	00		
19	97	Halverson	12	00				
18	90	Hardwood Flats	11	50				
38	86	Harrington, East	16	00				
7	00	Harvey Hill Mines (from 1st Feb., 1888)	1	65				
8	00	Haseville	10	00				
56	30	Hathaway	24	00				
514	29	Hatley	150	00				
89	08	Heathon	10	00				
39	39	Hedleyville	24	00				
59	29	Helena	50	00				

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
67 24	Hemison.....	24 00		
716 15	Hemmingford.....	260 00	60 00	
56 00	Henesy.....	20 00		
49 18	Henrysburg.....	17 50		
268 20	Henryville.....	120 00		
91 50	Herdman.....	30 00		
17 45	Hereford.....	12 00		
39 15	Heyworth.....	28 00		
151 53	High Rock.....	64 00		
14 26	Hill Head.....	12 00		
295 12	Hillhurst.....	60 00		
1,388 44	Hochelaga.....	480 00		80 00
43 58	Holland Mills.....	16 00		
45 42	Holton.....	23 00		
47 90	Hopetown.....	16 00		
76 44	House Harbor.....	23 00		
558 22	Howick.....	200 00		
263 31	Hudson.....	87 50		
2,629 98	Hull (*special allowance).....	1,000 00	*500 00	
163 88	Hunter's Point.....	11 50		
31 43	Hunterstown.....	20 00		
1,901 25	Huntingdon.....	540 00	64 00	60 00
68 47	Huntingville.....	30 00		
626 51	Inverness.....	280 00	160 00	
43 16	Iron Hill.....	20 00		
117 71	Ironside.....	56 00		
27 30	Irvine.....	12 00		
160 36	Island Brook.....	53 00		
36 21	Isle aux Coudres.....	16 00		
76 09	Isle aux Grues.....	36 00		
33 45	Isle Bizard.....	12 00		
47 83	Isle Dupas.....	20 00		
34 65	Isle Perrot.....	16 00		
21 05	Isle Perrot, Nord.....	12 00		
718 99	Isle Verte.....	240 00	8 00	
15 96	Ives.....	10 00		
148 19	Jersey Mills.....	69 00	20 00	
118 77	Johnville.....	39 00		
1,967 30	Joliette.....	724 00	84 00	100 00
77 00	Jonquières.....	39 00		
17 60	Joynt.....	12 00		
474 11	Kamouraska (* including season allowance).....	*278 00		
62 27	Katevale.....	16 00		
212 18	Kazubazua.....	80 00		
24 13	Keith.....	16 00		
108 63	Kelso.....	44 00		
	Kenebec Line.....	10 00		
62 89	Kensington.....	28 00		
10 22	Kilbane (3 Quarters).....	7 50		
117 59½	Kildare.....	40 00		
195 40	Kingsbury.....	68 00		
57 21	Kingscroft.....	24 00		
59 96	Kingsey.....	24 00		
504 47	Kingsey Falls.....	210 00		

A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
301 28	Kinnear's Mills.....	100 00		
26 80	Kippewa.....	50 00		
37 82	Kirkdale.....	16 00		
17 28	Kirk's Ferry.....	16 00		
1,146 95	Knowlton.....	420 00	24 00	60 00
34 50	Knowlton Landing.....	16 00		
412 84	La Baie.....	180 00	40 00	
235 75	Labarre.....	120 00	30 00	
1,045 70	La Beauce.....	290 00	16 00	
31 28½	Laberge.....	14 00		
100 50	L'Acadie.....	32 00		
92 30	Lac à la Tortue.....	30 00		
13 07	Lac Carrière de Bagot (from 1st Sept., 1887).....	5 83		
61 76	Lachenaie.....	24 00		
359 86	La Chevrotière.....	80 00		
825 18	Lachine.....	640 00		100 00
370 13	Lachine Locks (from 1st June to 31st Dec., 1887).....	147 59		
25 61	Lachine Rapids.....	20 00		
1,776 81	Lachute (*including arrears).....	500 00	110 00	*100 00
473 33	Lachute Mills.....	175 00		
77 69	Lac Masson.....	24 00		
.....	Lac Noir.....	12 00		
4 50	Lac Ouareau (from 1st Aug., 1887; reopened).....	8 00		
4 01	Lac Rond.....	11 00		
702 95	Lacolle (*previously over-credited).....	*275 00	16 00	40 00
30 17	La Conception.....	12 00		
11 10	La Décharge de la Rivière à l'Ours.....	11 00		
41 07	La Fayette.....	12 00		
106 06	La Guerre.....	36 00		
66 68	Lake Aylmer.....	23 00		
8 93	Lake Beauport.....	12 00		
122 00	Lake Etchemin (*including arrears).....	24 00	*10 50	
74 96	Lakefield.....	32 00		
68 16	Lake St. Joseph.....	36 00		
17 36	Lake St. Mary.....	12 00		
134 14	Lake Témiscamingue.....	56 00		
26 06	Lakeview.....	12 00		
251 00	Lake Weedon.....	80 00		
139 89	Lamartine.....	48 00	4 00	
409 21	Lambton.....	147 50	30 00	
33 29	Landreville.....	12 00		
44 30	Land Villa.....	22 00		
63 34	Langevin.....	20 00		
42 07	L'Annonciation.....	12 00		
217 00	Lanoraie.....	90 00		
52 62	L'Anse au Beaufils.....	10 00		
9 98	L'Anse à la Cabane.....	11 50		
115 88	L'Anse à Giles.....	60 00		
73 91	L'Anse au Foin.....	20 00		
70 46	L'Anse au Gascons.....	40 00		
42 50	L'Anse St. Jean.....	20 00		
224 70	La Patrie.....	80 00		
42 00	La Petite Rivière.....	16 00		
46 74	La Petite Rivière St. François.....	20 00		
28 64	La Plaine.....	16 00		
426 23	Laprairie (*discontinued 29th Feb., 1888).....	240 00	*9 17	

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1888.

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Gross Revenue from sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
152 14	La Présentation.....	51 50		
18 44	Larochelle.....	16 00		
77 05	Lascalles.....	20 00		
726 54	L'Assomption.....	360 00	12 00	40 00
220 50	Laterrière (12 Quarters).....	108 00		
40 06	Latour's Mills.....	28 00		
41 00	La Tuque.....	10 00		
15 45	Laurel.....	11 50		
478 10	Laurentides.....	175 00		
442 95	Lauzon.....	200 00		
17 77	Laval.....	12 00		
137 77	Lavaltrie.....	44 00		
324 47	L'Avenir.....	120 00		
254 66	Lawrenceville.....	100 00		
27 06	Learned Plain.....	16 00		
194 03	Leclercville.....	80 00		
79 10	Le Collège d'Arthabaska.....	40 00		
57 69	Leeds.....	28 00	32 00	
319 66	Leeds Village.....	99 00	8 00	
69 30	Lemesurier.....	16 00		
1,727 75	Lennoxville.....	600 00	120 00	80 00
36 00	Leopold.....	12 00		
466 75	L'Epiphanie.....	157 50	80 00	
19 03	Les Dales.....	12 00		
288 36	Les Éboulements.....	100 00	16 00	
74 87	Les Ecureuils.....	40 00		
152 15	Les Escoumains.....	70 00		
46 50	Les Fonds.....	10 00		
27 49	Les Grandes Bergeronnes.....	12 00		
17 37	Les Petites Bergeronnes.....	12 00		
1,311 27	Lévis.....	500 00		80 00
21 37	Libbytown.....	12 00		
103 11	Lime Ridge.....	37 50		
30 83	Linda.....	23 00		
47 05	Lineboro'.....	12 00		
58 02	Linière.....	20 00		
142 07	Lisgar Station.....	50 00		
805 83	L'Islet.....	270 00		
230 82	Little Cascapedia (5 Quarters).....	100 00		
309 17	Little Métis.....	120 00	20 00	
153 72	Little Métis Station (from 1st June, 1887).....	8 33		
113 60	Little Pabos.....	37 50		
57 00	Little River, East.....	18 00		
57 56	Lochabar Bay.....	23 00		
267 22	Long Point.....	65 83		
11 79	Long Point of Mingan.....	12 00		
441 89	Longueuil.....	200 00		
219 76	Lorette.....	64 00		
334 00	Lorne.....	110 00		
35 99	Lost River.....	16 00	4 00	
342 53	Lothinière.....	160 00	12 00	
35 73	Louisa.....	12 00		
1,317 55	Louiseville.....	400 00	72 00	40 00
18 07	Lourdes.....	12 00		
55 73	Lourdes du Blanc Sablon.....	20 00		
130 94	Low.....	51 00		
53 68	Lower Ireland.....	19 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
21 00	Lucerne	12 00		
136 48	Luskville	32 00		
42 56	Lysander	18 00		
132 07	Lyster	80 00		
272 94	Lyster Station	50 00		
342 03	Macnider	132 00		
57 97	Maddington Falls	19 00		
75 74	Magdalen Islands.....	50 00		
16 35	Magenta	12 00		
1,556 54	Magog.....	420 00		60 00
4 14	Magoon's Point.....	10 00		
0 19	Magpie	30 00		
76 42	Maisonneuve	24 00		
86 33	Malmaison	40 00	30 00	
57 80	Malvina.....	20 00		
294 90	Maniwaki.....	140 00		
410 35	Mansonville Potton.....	195 00		
112 31	Mansonville Station.....	50 00		
177 49	Maple Grove.....	70 00	12 00	
27 41	Maple Hill.....	16 00		
34 09	Maple Leaf.....	16 00		
65 76	Maple Ridge.....	24 00		
372 43	Marbleton.....	107 50		
260 44	Maria.....	100 00		
32 00	Maria Capes.....	24 00		
25 00	Maria, East (from 1st Oct., 1887).....	5 00		
42 84	Maritana.....	16 00		
24 03	Marlington.....	10 00		
44 65	Marlow.....	20 00		
34 00	Marsboro'.....	24 00		
181 34	Marsden.....	60 00		
175 96	Martinville.....	50 00		
185 72	Mascouche.....	80 00		
104 50	Mascouche Rapids.....	17 50		
123 02	Masham Mills.....	40 00		
82 06	Maskinongé.....	24 00	20 00	
264 55	Massawippi.....	90 00		
131 60	Masson.....	10 00		
31 00	Mastigoché.....	12 00		
482 37	Matane.....	200 00	40 00	
380 08	Matapédia.....	95 00	80 00	
63 36	Mawcook.....	20 00		
24 09	Mayo.....	16 00		
40 03	Meiboro'.....	20 00		
490 12	Melbourne (3 Quarters).....	180 00	45 00	30 00
270 00	Melochville.....	80 00		
26 00	Mercier.....	14 00		
208 00	Metabetchouan.....	69 00		
17 00	Metgermette.....	12 00		
164 59	Méthot's Mills.....	60 00	24 00	
71 83	Milby.....	24 00		
176 99	Mile End.....	100 00		
25 00	Milletta.....	11 50		
31 28	Mille Isles.....	20 00		
60 19	Mille Vaches.....	30 00		
36 94	Millfield.....	20 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
95 50	Millington.....	30	00				
9 00	Millstream.....	10	00				
166 05	Milton, East.....	57	50				
13 32	Mingan.....	20	00				
35 38	Minton.....	10	00				
32 92	Mirabel.....	16	00				
9 55	Miranda.....	10	00				
181 08	Moe's River.....	64	00				
27 00	Moisie.....	20	00				
87 29	Mongenais.....	30	00				
35 68	Montcalm.....	16	00				
77 57	Mount Carmel.....	32	00				
16 03	Montcerf.....	10	00				
12 08	Mont Dufresne.....	11	50				
796 40	Montbello.....	240	00	48	00		
50 68	Montfort.....	16	00				
80 50	Mont Louis.....	28	00				
1,868 59	Montmagny.....	500	00	40	00	60	00
160 34	Montmorency Falls.....	52	00				
6 15	Mont Morin (closed 30th June, 1887).....	3	00				
246,811 90	Montreal (salaries and expenses entered elsewhere).....						
110 21	Mont St. Hilaire.....	40	00				
43 47	Mont St. Nicholas.....	16	00				
31 20	Moore's Station.....	20	00				
23 43	Morehead (from 1st Nov, 1887).....	4	17				
65 94	Morin Flats.....	30	00	6	00		
84 35	Mount Johnson.....	40	00				
3 00	Mount Loyal (5 Quarters).....	12	50				
6 65	Mount Maple.....	12	00				
27 32	Mount Oscar.....	12	00				
533 56	Murray Bay.....	200	00	120	00		
109 99	Mystic.....	36	00				
12 08	Nadeau's Crossing.....	10	00				
94 42	Namur.....	40	00				
574 91	Napierville.....	215	00				
19 50	Natashquan (3 Quarters).....	9	00				
63 00	Neigette.....	30	00				
129 00	Neilsonville (*including arrears).....	*60	27				
31 60	New Armagh.....	12	00				
46 50	Newbois.....	20	00				
497 64	New Carlisle.....	180	00				
259 00	New Glasgow.....	90	00				
19 80	New Ireland (5 Quarters).....	15	00				
165 40	New Liverpool.....	80	00				
8 04	New Mexico (from 1st May, 1887).....	9	16				
111 60	Newport.....	49	50				
126 00	Newport Point.....	57	50				
131 66	New Richmond (3 Quarters).....	60	00	9	00		
450 90	New Rockland.....	95	00				
1,324 71	Nicolet.....	400	00	120	00	40	00
145 87	Nicolet Falls.....	32	00				
30 36	Nominique.....	11	00				
40 86	Norcliffe.....	18	00				
13 35	Normandin.....	12	00				
42 67	North Clarendon.....	11	50				
70 39	North Coaticook.....	87	50				

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
24 88	Northfield Farm.....	10 00		
37 12	North Georgetown.....	24 00		
134 64	North Ham.....	50 00	8 00	
285 74	North Hatley.....	100 00		
12 00	North Hill.....	12 00		
23 00	North Low.....	12 00		
221 93	North Nation Mills.....	70 00		
80 82	North Onslow.....	36 00		
48 44	North Pinnacle.....	16 00		
92 80	North Stanbridge.....	23 00		
7 12	North Stoke.....	12 00		
73 53	North Stukely (5 Quarters).....	32 50		
68 00	North Sutton.....	24 00		
16 55	North Temiscamingue.....	11 50		
213 82	North Wakefield.....	95 00	40 00	
28 12	North Wolfestown.....	11 50		
48 55	Norton Creek.....	40 00		
36 36	Notre Dame de Betshimits.....	24 00		
376 73	Notre Dame de Grâce.....	120 00		
84 89	Notre Dame de la Salette.....	16 00		
24 67	Notre Dame de l'Isle Verte.....	14 00		
71 39	Notre Dame de Rimouski.....	46 00		
40 03	Notre Dame des Anges.....	16 00		
191 52	Notre Dame des Bois (5 Quarters).....	70 00		
347 73	Notre Dame de Stanbridge.....	115 00		
371 00	Notre Dame du Lac.....	100 00		
73 05	Notre Dame du Laus.....	28 00		
11 36	Notre Dame du Pont Main.....	12 00		
145 49	Notre Dame du Portage.....	60 00		
.....	Nouvelle.....	12 00		
140 63	Noyan.....	60 00		
61 01	Nutt's Corners.....	20 00		
55 60	Oak Point.....	22 00		
17 00	O'Connell (closed 15th July, 1887).....	3 48		
67 74	Odeltown.....	20 00		
181 75	Oka.....	60 00		
70 19	Old Chelsea.....	30 00		
78 00	Old Lake Road.....	16 00		
22 00	Oliver.....	12 00		
16 00	Olscamp (3 Quarters).....	7 50		
62 68	Opemican.....	13 00		
953 79	Ormstown.....	300 00		
133 20	Otter Lake.....	48 00		
53 01	Outremont.....	11 50		
11 80	Painchaud.....	12 00		
715 97	Papineauville.....	240 00	12 00	
68 86	Paquette.....	30 00		
22 85	Parisville.....	16 00		
54 82	Parkhurst.....	27 00		
587 93	Paspébiac.....	269 50	100 00	
18 00	Pasteur.....	16 00		
157 16	Pauline.....	30 00		
29 62	Pearceton.....	16 00		
21 00	Pelissier.....	12 00		
40 84	Peninsula, Gaspé.....	16 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
41 45	Penticost River.....	19 00		
516 25	Percé.....	260 00	24 00	
60 68	Perkins.....	20 00		
31 26	Perryboro'.....	16 00		
37 52	Perthus (from 1st July, 1887).....	7 50		
61 72	Petite Matane.....	23 00		
13 40	Petits Meschins.....	12 00		
4 39	Petite Vallée.....	10 00		
57 50	Peveril.....	24 00		
195 89	Philipsburg, East.....	78 50		
43 33	Piedmont.....	30 00		
688 65	Pierreville (*from 1st July, 1887).....	235 00	*5 00	
82 25	Pierreville Mills.....	50 00		
99 56	Pigeon Hill (*including arrears).....	*33 00		
147 62	Pike River.....	47 00		
89 14	Piopolis.....	36 00		
121 69	Plaisance.....	40 00		
23 01	Pointe au Bouleau.....	14 00	4 00	
97 00	Pointe au Chêne.....	50 00		
453 24	Pointe au Pic (*including season allowance).....	*195 00		
190 00	Pointe aux Orignaux.....	40 00		
213 94	Pointe aux Trembles, Hochelaga.....	90 00		
155 09	Pointe aux Trembles, Portneuf.....	64 00		
40 98	Pointe Bleue.....	16 00		
230 08	Pointe Claire.....	92 50		
130 86	Pointe du Lac.....	60 00		
340 86	Pointe Fortune.....	130 00		
295 81	Pointe Gatineau.....	87 50		
10 00	Pointe Platon (summer office).....	17 50		
3,209 50	Point St. Charles.....	600 00		100 00
288 38	Point St. Peter.....	147 50		
60 20	Pointe Sèche.....	57 50		
57 06	Poiré (from 1st July, 1887).....	7 50		
41 59	Poltimore.....	12 00		
40 10	Pont Chateau.....	16 00		
18 04	Pont du Sault (from 1st Oct., 1887).....	5 00		
375 25	Pont de Maskinongé.....	140 00	16 00	
255 60	Pont Rouge.....	90 00		
54 00	Pont Viau.....	40 00		
972 43	Portage du Fort.....	390 00	6 00	40 00
34 00	Port au Persil.....	14 00		
224 67	Port Daniel.....	76 00		
38 28	Port Lewis.....	16 00		
472 12	Portneuf.....	120 00		
220 13	Portneuf Station.....	80 00		
34 96	Powerscourt.....	18 00		
88 46	Quai de Rimouski.....	31 50		
24 07	Quai des Eboulements (5 Quarters).....	15 00		
36,191 58	Quebec (salaries and expenses entered elsewhere).....			
17 50	Querry (from 1st August, 1887).....	6 67		
10 30	Quinnville.....	10 00		
619 76	Quyón.....	220 00	28 00	
58 63	Racine.....	10 00		
40 27	Radford.....	20 00		
35 93	Radstock.....	16 00		

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Quebec, within the Year ended 30th June, 1888.**

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
101 78	Randboro'	24 00		
134 94	Rapides des Joachims	40 00		
245 47	Rawdon	80 00		
20 89	Red Mountain	12 00		
15 16	Reedham	12 00		
77 89	Reedsdale	20 00		
106 83	Repentigny	40 00		
67 52	Riceburg	40 00		
93 06	Richardville	40 00		
1,664 18	Richmond, East	520 00		80 00
1,047 53	Richmond Station	340 00	32 00	40 00
12 55	Ridgeton (closed 30th Nov., 1887)	8 00		
727 07	Rigaud	247 50		
1,545 53	Rimouski	480 00	90 00	60 00
150 46	Ripon	50 00		
341 41	River Beaudette	127 50	6 00	
402 27	River David	120 00		
488 12	River Desert	109 00		
64 98	Riverfield	13 00		
71 85	River Gilbert	40 00	20 00	
48 97	River Gilbert Gold Mines (5 Quarters)	70 00		
24 02	Rivière Joseph	11 50		
20 20	Rivière à Claude	14 00		
16 89	Rivière à la Martre	12 00		
9 46	Rivière à l'Ours	10 00		
141 57	Rivière à Pierre	55 00		
22 00	Rivière aux Pins	12 00		
25 00	Rivière au Rat	10 00		
112 03	Rivière Bois Clair	40 00		
32 17	Rivière des Plantés (5 Quarters)	15 00		
31 00	Rivière des Prairies	16 00		
2,049 96	Rivière du Loup	540 00	80 00	80 00
1,059 86	Rivière du Loup Station	340 00		40 00
3 71	Rivière Gagnon	12 00		
26 70	Rivière Laffeur	12 00		
37 04	Rivière la Madeleine	20 00		
1 91	Rivière Matawin	10 00		
3 89	Rivière Meskinac (3 Quarters)	7 50		
55 00	Rivière Noire	16 00		
323 49	Rivière Ouelle	124 00		
10 00	Rivière St. Jean	16 00		
11 60	Rivière Ste. Marguerite (5 Quarters)	15 00		
72 00	Rivière Trois Pistoles	32 00		
26 01	Rivington	16 00		
148 07	Robertson Station	38 00		
247 87	Roberval	83 00	24 00	
406 49	Robinson	160 00	40 00	
84 13	Robitaille (*including arrears)	*30 50		
36 05	Robson	13 00		
67 41	Rochelle	28 00		
201 17	Rockburn	70 00		
78 75	Rock Forest	20 00		
253 72	Rock Island	165 00		
28 18	Rockway Valley	12 00		
69 94	Ross Mills	32 00		
149 70	Rougemont	60 00		
207 01	Rowanton	63 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
23 60	Roxham.....	12 00		
787 01	Roxton Falls.....	275 00		
313 91	Roxton Pond.....	112 50		
62 44	Ruisseau à l'Eau Chaude.....	10 00		
11 00	Ruisseau à Sem.....	12 00		
13 44	Runnymede.....	10 00		
47 24	Rupert.....	16 00		
92 44	Russeltown.....	40 00		
188 05	Ste. Adèle.....	72 00		
154 80	Ste. Adélaïde.....	60 00		
10 72	St. Adolphe de Howard.....	10 00		
83 18	St. Adrien (*previously over credited).....	*18 00		
147 35	St. Agapit.....	57 50	6 00	
266 81	Ste. Agathe.....	100 00		
252 19	Ste. Agathe des Monts (*including arrears).....	*80 00		
43 08	Ste. Agnès.....	16 00		
158 00	Ste. Agnès de Dundee (8 Quarters).....	60 00		
363 30	St. Aimé.....	127 50		
185 53	St. Alban.....	78 00		
80 53	St. Albert.....	31 50		
202 46	St. Alexandre d'Iberville.....	100 00		
318 58	St. Alexandre de Kamouraska.....	120 00		
121 67	St. Alexandre Station.....	12 00		
111 00	St. Alexis.....	40 00		
100 08	St. Alexis des Monts.....	30 00		
84 66	St. Alphonse (*including arrears).....	*41 50		
45 90	St. Alphonse de Granby.....	16 00		
93 34	St. Amédée.....	32 00		
121 01	St. Anaclet.....	40 00		
347 68	St. André Avelin.....	140 00	30 00	
232 78	St. André de Kamouraska.....	80 00		
820 17	St. Andrews, East.....	320 00	16 00	40 00
175 75	Ste. Angèle.....	60 00		
157 48	Ste. Angèle de Laval.....	48 00		
293 53	St. Anicet.....	90 00	12 00	
144 00	Ste. Anne de Beaupré.....	70 00		
481 54	Ste. Anne de Bellevue.....	160 00		
666 10	Ste. Anne de la Pérade.....	215 00	20 00	
295 30	Ste. Anne des Plaines.....	100 00		
792 95	Ste. Anne de la Pocatière.....	300 00	40 00	
276 50	Ste. Anne des Monts.....	100 00	36 00	
52 62	Ste. Anne de Restigouche.....	36 00		
34 07	Ste. Anne de Sorel.....	18 00		
	Ste. Anne Labrador (from 1st Nov. to 31st Dec.'87).....	1 67		
388 99	St. Anselme.....	140 00		
198 06	St. Antoine de Lotbinière.....	97 50	8 00	
267 97	St. Antoine, Rivière Richelieu.....	87 50		
53 00	St. Antonin.....	24 00		
99 00	St. Apollinaire.....	31 50		
28 61	St. Armand Centre.....	20 00		
265 00	St. Armand Station.....	120 00	100 00	
201 65	St. Arsène.....	60 00		
472 21	St. Athanase.....	160 00		
184 40	St. Aubert.....	87 50	16 00	
181 93	St. Augustin.....	60 00		
117 70	St. Augustin, Portneuf.....	40 00		

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
20 63	Ste. Barbe.....	12 00		
208 00	St. Barnabé, St. Maurice (discon. 1st July, 1887)..	60 00	*2 00	
75 64	St. Barnabé, Yamaska.....	40 00		
358 71	St. Barthélemi.....	120 00		
95 64	St. Bazile le Grand.....	40 00		
137 04	St. Bazile, Portneuf.....	44 00		
66 99	St. Bazile Station.....	24 00		
39 53	Ste. Béatrice.....	16 00		
206 25	St. Benoit.....	70 00		
146 44	St. Bernard.....	54 50		
33 91	St. Bernard, Sud (5 Quarters).....	22 50		
7 92	Ste. Blandine.....	12 00		
319 07	St. Bonaventure.....	37 50		
195 88	Ste. Brigide.....	60 00		
126 20	Ste. Brigitte des Saults.....	34 50		
104 50	St Bruno.....	40 00	6 00	
66 13	St. Bruno de Kamouraska.....	20 00		
37 25	St. Bruno Station.....	11 50		
85 30	St. Calixte de Kilkenny.....	30 00		
290 75	Ste. Camille.....	70 00		
57 73	St. Canute.....	20 00		
625 55	St. Casimir (*including arrears).....	215 00	*16 00	
17 14	St. Cassien des Caps.....	20 00		
87 26	Ste. Cathérine.....	36 00		
59 50	Ste. Cécile.....	24 00		
15 13	Ste. Cécile de Whitton.....	12 00		
241 25	St. Célestin.....	83 00		
795 41	St. Césaire.....	360 00		40 00
71 00	St. Charles de Caplin.....	48 00		
290 52	St. Charles, River Boyer.....	100 00		
338 07	St. Charles, River Richelieu.....	120 00		
34 83	Ste. Christine (from 1st Sept., 1887).....	5 83		
528 38	St. Chrysostôme.....	195 00		
258 53	Ste. Claire.....	87 50	12 00	
70 13	St. Clément.....	23 00		
113 09	St. Clet.....	28 00		
173 72	Ste. Clothilde.....	63 00		
35 72	Ste. Clothilde de Chateauguay.....	11 50		
76 32	St. Columbin.....	31 00		
31 60	St. Côme.....	16 50		
117 38	St Constant.....	46 00		
263 90	Ste. Croix.....	120 00		
850 83	Ste. Cunégonde.....	320 00		40 00
351 59	St. Cuthbert.....	150 00		
44 09	St. Cuthbert Station.....	20 00		
15 77	St. Cyprien.....	11 50		
19 91	St. Cyr.....	11 50		
5 68	St. Cyriac (2 Quarters to 30th June, 1887).....	5 00		
89 96	St. Cyrille.....	28 50		
380 52	St. Cyrille de Wendover.....	72 50		
72 04	St. Damase de Rimouski.....	12 00		
29 02	St. Damase des Aulnais.....	10 00		
162 78	St. Damase de St. Hyacinthe.....	60 00		
55 47	St. Damien.....	23 00		
50 80	St. Damien de Buckland.....	21 00		
163 87	St. David.....	40 00		
145 18	St. Denis de la Bouteillerie.....	54 50		

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1888.

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

Gross Revenue from sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
342 68	St. Denis, River Richelieu.....	150 00	16 00	.....
138 20	St. Didace	60 00	.....	.....
133 90	St. Dominique.....	66 00	.....	.....
14 00	St. Dominique des Cèdres.....	14 00	.....	.....
66 '7	St. Dominique Station (5 Quarters).....	30 00	7 50	.....
64 05	St. Donat.....	24 00	.....	.....
6 10	St. Donat de Montcalm.....	12 00	.....	.....
30 27	Ste. Dorothée	16 00	.....	.....
25 63	St. Edouard.....	12 00	.....	.....
107 33	St. Edouard de Napierville.....	40 00	.....	.....
225 30	Ste. Edwidge	46 00	.....	.....
32 80	St. Eleuthère.....	12 00	.....	.....
64 00	St. Elie.....	30 00	.....	.....
304 23	Ste. Elizabeth.....	120 00	.....	.....
151 39	St. Eloi (* previously over credited).....	*40 00	.....	.....
83 16	St. Elphège.....	11 50	.....	.....
167 55	St. Elzéar.....	63 00	.....	.....
44 33	St. Emélie.....	16 00	.....	.....
294 41	St. Ephrem de Tring.....	80 00	.....	.....
780 07	St. Ephrem d'Upton.....	287 50	32 00	.....
112 66	St. Esprit.....	50 00	.....	.....
48 43	St. Etienne de Beauharnois (3 Quarters).....	30 00	.....	.....
56 18	St. Etienne de Bolton.....	20 00	.....	.....
293 99	St. Etienne des Grès.....	80 00	.....	.....
179 06	St. Etienne du Saguenay.....	43 50	.....	.....
131 17	St. Eugène.....	32 00	.....	.....
153 59	Ste. Eulalie.....	40 00	.....	.....
13 64	St. Eusèbe de Cabano.....	10 00	.....	.....
617 72	St. Eustache.....	215 00	12 00	.....
147 33	St. Evariste.....	46 00	.....	.....
269 16	St. Fabien.....	80 00	.....	.....
55 27	Ste. Famille.....	20 00	.....	.....
53 32	St. Faustin.....	15 00	.....	.....
90 11	St. Félicien (8 Quarters).....	40 00	.....	.....
117 50	Ste. Félicité.....	47 00	.....	.....
324 30	St. Félix de Valois.....	97 50	16 00	.....
578 30	St. Ferdinand.....	175 00	.....	.....
31 39	St. Féréol.....	16 00	.....	.....
40 54	St. Fidèle.....	24 00	.....	.....
131 61	Ste. Flavie.....	60 00	.....	.....
389 63	Ste. Flavie Station.....	160 00	24 00	.....
166 11	St. Flavien.....	47 00	.....	.....
240 00	Ste. Flore (7 Quarters).....	105 00	.....	.....
124 93	St. Fortunat.....	29 00	.....	.....
77 22	Ste. Foye.....	30 00	.....	.....
261 20	St. François, Beauce.....	100 00	.....	.....
68 50	St. François de Sales.....	23 00	.....	.....
25 06	St. François d'Orléans.....	16 00	.....	.....
188 05	St. François du Lac.....	100 00	.....	.....
300 98	St. François du Nord-Est.....	95 00	.....	.....
30 83	Ste. François.....	10 00	.....	.....
291 15	St. François de Montmagny.....	87 50	.....	.....
69 60	St. François Xavier de Brompton.....	20 50	.....	.....
32 00	St. François Xavier de Viger.....	20 00	.....	.....
154 25	St. Frédéric.....	44 00	16 00	.....
329 50	St. Gabriel de Brandon.....	140 00	6 00	.....
638 42	St. Gabriel de Montreal.....	200 00	.....	.....

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
45 50	St. Gabriel Station.....	24 00		
145 25	St. Gédéon (9 Quarters).....	63 00		
180 84	Ste. Geneviève.....	69 00	6 00	
423 30	Ste. Geneviève de Batiscan (* including arrears).....	136 00	*52 50	
286 00	St. George, Beauce.....	63 00	4 00	
422 61	St. George, East.....	135 00		
234 30	St. George de Windsor.....	60 00		
21 15	St. Gérard.....	12 00		
668 43	St. Germain de Grantham.....	220 00		
120 50	St. Germain de Kamouraska.....	26 50		
215 51	Ste. Gertrude.....	87 50		
375 70	St. Gervais.....	120 00	24 00	
44 30	St. Giles.....	36 00		
374 78	St. Grégoire.....	155 00	150 00	
708 36	St. Guillaume.....	240 00	20 00	
325 06	St. Guillaume Station (from 1st Jan., 1888) salary to be established.....			
123 51	Ste. Hélène de Bagot.....	48 00		
138 97	Ste. Hélène de Chester.....	60 00		
213 76	Ste. Hélène de Kamouraska.....	72 00		
199 25	Ste. Hénédine.....	72 00	12 00	
345 84	St. Henri de Lévis.....	115 00	120 00	
1,289 86	St. Henri de Montréal.....	375 00		40 00
83 04	St. Henri Station.....	50 00		
197 88	St. Hermas.....	80 00		
37 53	St. Herménilde.....	20 00		
150 67	St. Hilaire Station.....	140 00	300 00	
157 10	St. Hilaire Village.....	72 00		
47 70	St. Hippolyte de Kilkenny.....	17 50		
137 96	St. Honoré.....	40 00		
78 67	St. Hubert.....	40 00		
346 86	St. Hugues.....	120 00	12 00	
5,187 61	St. Hyacinthe.....	1,280 00	200 00	200 00
132 22	St. Irénée.....	35 00		
249 10	St. Isidore, Dorchester.....	80 00		
119 07	St. Isidore, Laprairie.....	60 00		
37 44	St. Isidore Junction.....	16 00		
413 10	St. Jacques.....	123 00		
99 67	St. Jacques le Mineur.....	43 00		
124 63	St. Janvier.....	50 00		
1,259 46	St. Jean Baptiste de Montréal.....	400 00		60 00
197 58	St. Jean Baptiste de Rouville.....	72 00		
63 92	St. Jean Chrysostôme.....	40 00		
101 75	St. Jean de Dieu.....	31 50		
162 53	St. Jean de Matha.....	50 00		
316 05	St. Jean des Chaillons.....	140 00		
92 18	St. Jean d'Orléans.....	40 00		
134 00	St. Jean l'Évangéliste.....	48 00		
431 51	St. Jean Port Juli.....	147 50		
1,299 76	St. Jérôme.....	480 00	120 00	60 00
72 34	St. Joachim de Montmorency.....	29 00		
67 48	St. Joachim de Shefford.....	30 00		
3,519 12	St. John's, East.....	1,220 00	60 00	
4,150 75	St. John's Suburb (salary awaiting re-adjustment).....			100 00
718 50	St. Joseph de Beauce.....	240 00	16 00	
108 55	St. Joseph d'Alma.....	43 00		
17 25	St. Joseph de la Tabatière (16 months).....	13 33		
69 00	St. Joseph de Lepage.....	24 00		

A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1888.

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Gross Revenue from sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
92 18	St. Joseph de Lévis	50 00		
133 44	St. Joseph de Sorel	32 00		
55 33	St. Joseph du Lac	24 00		
139 00	St. Jovite	46 00		
156 70	St. Jude	56 00		
452 70	Ste. Julie de Somerset	150 00		
75 00	Ste. Julie de Verchères (5 Quarters)	25 00		
214 18	Ste. Julienne	69 00		
174 84	St. Justin	60 00		
202 35	Ste. Justine	69 00		
150 91	St. Lambert de Lévis	50 00		
196 25	St. Lambert de Montréal	80 00		
336 65	St. Laurent de Montréal	200 00		
99 80	St. Laurent d'Orleans	36 00		
79 48	St. Lazare	36 00		
87 00	St. Lazare de Vaureuil	30 00		
193 00	St. Léon	80 00		
360 22	St. Léonard de Acton	115 00		
8 26	St. Léonard de Port Maurice (from 1st Oct., 1887)	5 00		
215 07	St. Liboire	87 50		
67 39	St. Liguori	30 00		
74 97	St. Louis de Bonsecour	30 00		
260 95	St. Louis de Gonzague	80 00		
146 50	St. Louis de Hal Hal	30 00		
200 58	Ste. Louise	75 00		
37 87	St. Luc	16 00		
139 41	Ste. Luce	60 00		
174 00	Ste. Luce Station	60 00		
68 96	Ste. Lucie	23 00		
122 39	Ste. Magdeleine	60 00		
54 53	St. Magloire	19 00		
181 00	Ste. Malachie	60 00	18 00	
45 13	St. Malo	20 00		
126 80	St. Marc	39 00		
107 24	St. Marcel	36 00		
142 34	Ste. Marguerite	48 00		
777 60	Ste. Marie (*from 1st July, 1887)	315 00		*30 00
181 00	Ste. Marthe	80 00	4 00	
132 96	St. Martin	51 50		
275 80	Ste. Martine	107 50		
74 64	St. Mathias	31 50		
98 65	St. Mathieu	40 00		
195 25	St. Maurice	70 00		
8 00	St. Maurice des Forges (6 Quarters)	15 00		
116 19	St. Mélanie	43 00		
342 84	St. Michel de Bellechasse	120 00		
180 10	St. Michel de Napierville	60 00	11 50	
69 00	St. Michel de Saints	20 00		
10 44	St. Michel de Wentworth	11 50		
47 72	St. Modeste	20 00		
60 03	St. Moise	16 00		
71 67	St. Moise Station (from 1st June, 1887)	8 33		
55 24	Ste. Monique des deux Montagnes	28 00		
217 56	Ste. Monique de Nicolet	80 00	16 00	
189 59	St. Narcisse	47 50		
92 32	St. Nérée	23 00		
155 27	St. Nicholas	64 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
128 25	St. Norbert	60 00		
309 81	St. Octave.....	80 00		
35 39	St. Odilon.....	16 00		
47 44	St. Onézime.....	20 00		
421 63	St. Ours.....	145 00	16 00	
348 07	St. Pacôme.....	140 00		
114 08	St. Pamphile.....	36 50		
514 00	St. Paschal (*from 1st July, 1887).....	180 00	*18 00	
92 53	St. Patrick (*including season allowance).....	*56 00		
346 99	St. Patrick Hill.....	110 00		
60 12	St. Paul de la Croix.....	12 00		
54 50	St. Paul de l'Industrie.....	30 00		
112 14	St. Paul du Buton.....	34 50		
78 49	St. Paul de l'Hermite.....	32 00	16 00	
182 42	St. Paulin.....	64 00	10 00	
895 19	St. Paul's Bay.....	272 50	200 00	40 00
65 21	Ste. Perpétue.....	12 00		
174 00	St. Philippe d'Argenteuil.....	72 00		
17 49	St. Philippe de Chester (from 1st Oct., 1887).....	5 00		
88 24	St. Philippe de Laprairie.....	36 00		
171 09	St. Philippe de Néry.....	56 00		
111 84	Ste. Philomène.....	36 00		
36 05	Ste. Philomène des Chaillons.....	16 00		
404 46	St. Pie.....	137 50	16 00	
90 08	St. Pie de Guire.....	36 00		
54 12	St. Pierre Baptiste.....	16 00		
37 35	St. Pierre d'Orléans.....	16 00	12 00	
600 94	St. Pierre les Becquets.....	215 00	50 00	
302 22	St. Pierre de Montmagny.....	95 50	6 00	
146 60	St. Placide.....	78 00		
380 13	St. Polycarpe.....	120 00	16 00	
198 50	St. Prime.....	36 00		
161 96	St. Prosper.....	60 00		
41 50	St. Prosper de Dorchester (6 Quarters).....	30 00		
290 91	St. Raphaël, East.....	100 00		
571 05	St. Raymond.....	200 00		
38 81	St. Rédempteur.....	16 00		
20 70	St. Régis.....	12 00		
506 66	St. Rémi.....	180 00	32 00	
84 33	St. Rémi d'Amburst.....	30 00		
140 98	St. Rémi de Tingwick.....	48 00		
108 45	St. Robert.....	40 00		
4,559 59	St. Roch de Québec.....	1,200 00		650 00
75 82	St. Roch de Richelieu.....	24 00		
116 51	St. Roch des Aulnais.....	60 00		
163 00	St. Roch l'Achigan.....	60 00		
99 50	Ste. Romaine.....	44 00		
95 87	Ste. Rosalie.....	36 00		
180 99	Ste. Rose.....	70 00		
12 03	Ste. Rose de Watford.....	11 50		
121 00	Ste. Rose de Dégélé.....	40 00		
73 48	St. Samuel.....	17 60		
162 51	St. Sauveur des Montagnes.....	57 50		
2,008 28	St. Sauveur de Québec.....	500 00		80 00
620 25	Ste. Scholastique.....	215 00	60 00	
209 43	St. Sébastien.....	80 00		
216 31	St. Sévère.....	100 00		

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Gross Revenue from sale of Postage Stamps, &c,	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts,	\$ cts,	\$ cts.
47 52	St. Séverin de Beauvillage.....	24 00		
38 27	St. Siméon.....	20 00		
252 89	St. Simon de Rimouski.....	83 00	10 00	
226 44	St. Simon d'Yamaska.....	90 00		
19 49	St. Sixte.....	10 00		
59 00	Ste. Sophie de Lacorne.....	30 00		
118 90	Ste. Sophie de Lévyard.....	34 00		
155 17	Ste. Sophie de Mégantic.....	54 00		
372 14	St. Stanislas de Champlain.....	110 00		
322 29	St. Stanislas de Koska.....	95 00		
44 56	St. Sulpice (*including arrears).....	*20 00		
323 45	St. Sylvester, East.....	110 00		
125 12	St. Sylvester, West.....	52 00		
66 89	St. Thècle.....	33 00		
170 36	St. Téléphore.....	44 00		
154 19	St. Théodore d'Acton.....	51 50		
80 38	St. Théodore de Chertsey.....	33 00		
33 18	Ste. Théodosie.....	12 00		
657 84	Ste. Thérèse de Blainville.....	240 00	32 00	
97 97	St. Thomas de Joliette.....	32 00		
207 72	St. Timothée.....	71 00		
475 12	St. Tite.....	114 00	8 00	
44 14	St. Tite de Caps.....	20 00		
166 44	St. Ubalde.....	39 00		
97 28	St. Urbain de Chateauguay.....	40 00		
85 95	St. Urbain de Charlevoix.....	40 00		
209 75	Ste. Ursule.....	63 00		
112 12	St. Valentin.....	50 00		
208 30	St. Valère de Bulstrode.....	43 00		
191 59	St. Valérien.....	57 50		
71 09	St. Valérien de Rimouski.....	10 00		
160 00	St. Vallier.....	53 00		
56 22	St. Vallier Station.....	40 00		
127 59	Ste. Victoire.....	44 00		
252 00	St. Victor de Tring.....	75 00		
325 42	St. Vincent de Paul.....	120 00		
252 47	St. Wenceslas.....	70 00		
18 46	St. Yvon.....	10 00		
53 13	St. Zacharie.....	12 00		
17 55	St. Zénon.....	12 00		
248 39	St. Zéphérin.....	87 50		
63 70	Ste. Zotique.....	30 00		
143 73	Sabrevois.....	60 00		
68 46	Sacré Cœur de Marie.....	30 00		
49 51	Saints Anges.....	16 00		
29 03	Sanborn.....	12 00		
15 81	Sand Hill.....	12 00		
71 31	Sandy Beach.....	27 00		
128 40	Sault au Cochon.....	60 00		
308 76	Sault aux Récollets.....	147 50		
60 68	Savage's Mills.....	24 00		
60 01	Sayabec.....	16 00		
393 11	Sawyerville.....	120 00		
757 23	Scottstown.....	210 00	20 00	
112 72	Scott's Junction.....	62 50	20 00	
51 00	Scottsmore.....	20 00		
3 06	Seal Cove (from 1st Feb., 1888).....	1 67		

A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in
Quebec, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
11	28	Sellarville	11	50				
55	65	Settrington	20	00				
22	01	Seven Islands	20	00				
75	36	Shawbridge	24	00				
219	60	Shawenegan	80	00				
573	80	Shawville	190	00	30	00		
92	12	Sheenboro'	36	00				
104	85	Sheffington	36	00				
41	62	Shefford Mountain	16	00				
23	76	Shefford Vale	12	00				
23	67	Sheldrake	20	00				
10,670	91	Sherbrooke	2,600	00	100	00		
178	76	Sherrington	70	00				
152	06	Shigawake	50	00				
202	06	Shrewsbury	30	00				
165	09	Sillery Cove	84	00				
13	42	Silver Creek	12	00				
63	09	Six Portages	30	00				
178	00	Smith's Mills	90	00				
1,131	08	Somerset	390	00	32	00	40	00
2,669	40	Sorel	820	00	200	00		
89	03	South Barnston	28	00				
49	15	South Bolton	20	00				
51	74	South Dudswell	16	00				
607	85	South Durham (*from 1st July, 1887)	240	00	*30	00		
39	36	South Ely	32	00				
12	00	South Granby	12	00				
130	25	South Ham	60	00	24	00		
813	46	South Quebec	470	00	100	00	60	00
181	83	South Roxton	57	50				
234	76	South Stukely	80	00				
67	91	South-West Point (5 Quarters)	15	00				
89	07	Spencer Cove	75	00				
32	87	Spring Brook	16	00				
125	39	Spring Hill	69	00				
46	60	Spruce Grove	16	00				
14	49	Stagsburn	12	00				
463	43	Stanbridge, East	160	00				
2	51	Stanbridge Ridge (closed 30th June, 1887)	3	00				
24	48	Stanbridge Station	120	00	60	00		
10	00	Stanbury	10	00				
130	09	Standon	53	00				
1,043	36	Stansfold	360	00	32	00	40	00
196	89	Stanhope	65	50				
1,127	03	Stanstead	510	00	160	00	80	00
151	52	Stanstead Junction (*from 1st July, 1887)	47	50	*24	00		
126	46	Starnesboro'	44	00				
163	65	Stayerville	23	00				
38	64	Stockwell	16	00				
40	08	Stoke Centre	20	00				
8	67	Stoketon	10	00				
448	91	Stonefield	150	00				
23	09	Stocheham	20	00				
293	22	Stornoway	94	00	32	00		
146	27	Stottville	70	00	72	00		
44	28	Suffield	20	00				
873	46	Sutton	320	00			40	00

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.				
225	72	Sutton Junction.....	60 00		
626	61	Sweetsburg.....	280 00	16 00	
37	18	Sydenham Place.....	20 00		
15	98	Table Falls.....	12 00		
304	79	Tadouac (*including season allowance).....	*140 00	60 00	
655	49	Terrebonne.....	247 50	30 00	
190	11	Tessierville.....	70 00		
27	79	Tétreauville.....	10 00		
38	30	Tétu (from 1st Aug., 1887).....	6 67		
5	95	Tewkesbury.....	12 00		
296	75	Thetford Mines.....	69 00		
18	03	Thornby.....	16 00		
47	40	Thorne Centre.....	40 00		
63	58	Three Lakes.....	16 00		
5,552	36	Three Rivers.....	1,500 00	360 00	
847	95	Thurso.....	300 00	16 00	
11	24	Tikobabé.....	12 00		
6	20	Tolsta (from 1st Jan., 1888).....	2 50		
123	76	Trahàn Mills.....	11 50		
152	06	Trenblay.....	48 00	12 00	
68	35	Trenholm.....	30 00		
54	02	Tring Station.....	19 00		
919	74	Trois Pistoles.....	320 00	12 00	40 00
125	88	Trois Saumons.....	54 00		
30	86	Trottier.....	11 50		
104	46	Trout Brook.....	36 00	4 00	
66	78	Trout River.....	32 00		
263	55	Ulverton.....	100 00		
451	29	Upper Bedford.....	160 00		
244	65	Upper Melbourne.....	110 00		
68	91	Upper Thorne Centre (from 1st July, 1887).....	7 50		
55	50	Valcartier.....	40 00		
60	92	Valcartier Village.....	19 00		
195	37	Valcourt.....	40 00		
14	56	Val des Bois.....	11 50		
51	08	Valencay.....	19 00		
107	39	Vale Perkins.....	30 00		
133	86	Valletort.....	36 00		
2,114	17	Valleyfield.....	600 00	40 00	
96	11	Valmont.....	36 00		
23	00	Valmorin (from 1st July, 1887).....	7 50		
56	40	Valois.....	20 00		
19	42	Valracine (from 1st July, 1887).....	7 50		
2	00	Vanclose (closed 15th Nov., 1887).....	12 50		
295	13	Varennus.....	120 00		
235	50	Vaudreuil.....	120 00	60 00	
152	84	Vaudreuil Station.....	47 50		
12	00	Venice.....	12 00		
25	86	Venosta.....	16 00		
288	63	Verchères.....	120 00		
20	28	Vernet.....	12 00		
56	06	Versailles.....	23 00		
65	76	Vicars.....	30 00	12 00	
1,078	26	Victoriaville.....	380 00	200 00	40 00

**A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in
Quebec, within the Year ended 30th June, 1888.**

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$. cts.	\$ cts.	\$ cts.
109 53	Vigers	40 00		
214 00	Village des Aulnais	80 00		
214 45	Village Richelieu	90 00		
137 72	Villa Mastai (*including arrears).....	*61 00		
10 62	Villette	11 50		
75 00	Vincennes	26 00		
129 50	Vinton	34 00		
633 14	Wakefield	155 00		
52 00	Walker's Cutting.....	30 00		
49 74	Waltham	20 00		
223 88	Warden	80 00		
860 74	Warwick, East.....	320 00	40 00	40 00
2,387 05	Waterloo, East.....	640 00	96 00	100 00
700 46	Waterville	215 00		
24 18	Watkin's Mills	12 00		
155 15	Way's Mills	44 00		
33 30	Weedon	50 00		
63 63	Weedon Centre	30 00		
287 55	Weedon Station.....	160 00		
16 33	West Bolton	12 00		
224 73	West Brome	78 00		
289 63	West Broughton	82 50		
27 85	Westbury	16 00		
167 42	Westbury Basin	20 00		
11 18	West Ditton	12 00		
53 79	West Potton	16 00		
284 04	West Shefford	90 00		
76 46	West Shefford Station	21 00		
62 05	Wheatland	19 50		
27 32	Whitwick	12 00		
247 44	Wickham	100 00		
2 50	Wilson's Corners (5 Quarters)	12 50		
54 07	Wilson's Mills.....	19 00		
1,381 23	Windsor Mills.....	360 00		40 00
12 00	Wolf Lake (from 1st August, 1887).....	6 67		
21 04	Wolfe Ridge	12 00		
214 52	Wolfstown	80 00	4 00	
91 50	Woodside	31 00		
463 38	Wotton (*including arrears)	150 00	*14 00	
165 80	Wright	60 00		
746 90	Yamachiche	240 00	24 00	
265 67	Yamaska	175 00	60 00	
105 50	Yamaska, East (3 Quarters).....	8 50		
30 33	Yarm (3 Quarters).....	12 00		
\$591,529 01	.....Totals.....	†\$105,850 98	\$9,000 67	\$4,375 00

†N.B.—Of this, the amount of \$104,069.42 was paid from Revenue collections, and \$1,781.56 from Parliamentary appropriation The latter has been brought to account at page 89, part ii.

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF NOVA SCOTIA.

A, IN REPORT NO. 3, C.

DETAIL of all payments made for Salaries, &c., in Nova Scotia; showing in each case the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1888.

Name.	Service.	Salary.		Night Duty and Mileage.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
NOVA SCOTIA DIVISION.									
C. J. Macdonald.....	Post Office Inspector.....	2,200	00						
J. D. Story.....	Assistant do.....	1,350	00			3,550	00		
D. Stewart.....	1st Class Clerk.....	1,200	00			1,200	00		
T. E. Davison.....	2nd do.....	1,050	00			1,950	00		
S. J. R. Sircrom.....	do.....	900	00						
A. Costley.....	3rd do.....	600	00						
W. W. Page.....	do from 1st November, 1887 (transferred from Halifax Post Office)....	293	33			893	33		
S. Howe.....	Temporary Clerk, from 8th August, 1887.....	359	14						
W. E. F. Hennessy.....	do from 1st May, 1888; also Messenger from 10th August, 1887.....	327	35			686	49		
M. H. Meagher.....	Messenger.....	512	50						
D. Wilson.....	Temporary Messenger, from 1st May, 1888.....	60	00			672	50		
	Total, Inspector's Office.....							8,852	32
RAILWAY MAIL SERVICE.									
E. A. Bent.....	Chief Railway Mail Clerk, to 31st August, 1887 (transferred to Halifax Post Office).....	250	00						
A. Browne.....	Acting Chief do promoted from 1st Class 1st April, 1888.....	1,095	00			233	66	1,568	66
J. McN. Gabriel.....	1st Class do.....	960	00			376	42		
J. W. H. Cameron.....	do promoted from 2nd Class 1st April, 1888.....	840	00			358	67	2,535	09

A, IN REPORT No. 3, C—Detail of all payments for Salaries, &c., in Nova Scotia, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.		Night Duty and Mileage.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
R. Davison	2nd Class Railway Mail Clerk,	800	00	237	29				
J. McNeil	do	800	00	356	82				
S. Hall	do	720	00	205	00				
G. A. Hawkesworth	do	720	00	245	82				
J. D. Ross	(less fine),	719	00	289	69				
T. Keith	do	726	66	278	17				
W. Bennett	do								
	promoted from 3rd Class 1st April, 1888 (including arrears; less fine)	602	32	205	06			6,905	83
J. Campbell	do	560	00	147	79				
W. C. McKinnon	do	560	00	171	30				
W. H. McRobert	do	563	32	176	49				
C. E. Power	do	556	66	273	29				
W. P. Eaton	do	520	00	289	65				
F. Southall	do	520	00	266	22				
H. R. Little	do	480	00	217	87				
D. O'Sullivan	do	480	00	282	60				
R. H. Ross	do	461	93	182	95				
E. Rolston	do	440	00	82	38			7,232	45
J. E. Eigneu	Temporary Railway Mail Clerk, from 1st May, 1888	80	00	5	05			85	05
	Total, Railway Mail Service	13,454	89	4,872	19				
	Grand Total carried forward	22,307	21	4,872	19			27,179	40
								18,327	08

Grand Total carried forward.....

A, IN REPORT NO. 3, C.—Detail of all payments for Salaries, &c., in Nova Scotia, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
	<i>Brought forward</i>			27,179 40
	HALIFAX POST OFFICE.			
H. W. Blackadar.....	Postmaster.....	2,400 00		
F. V. Tremain.....	Assistant Postmaster.....	1,600 00	4,000 00	
E. A. Bent.....	1st Class Clerk, from 1st September, 1887 (transferred from Halifax Division).....	1,250 00	1,250 00	
A. H. Cunningham.....	do.....	1,200 00		
W. H. Chamberlain.....	do.....	1,050 00		
J. O' Bryan.....	do.....	1,050 00		
T. G. Creighton.....	do.....	1,050 00	4,350 00	
F. W. Casey.....	do.....	800 00		
W. V. Smith.....	do.....	800 00		
P. J. Mulcahy.....	do.....	800 00		
C. D. Fraser.....	do.....	800 00		
C. M. R. Lounds.....	do.....	800 00		
F. J. Power.....	do.....	760 00		
L. W. Travis.....	do.....	760 00		
W. Parker.....	do.....	760 00		
E. Delaney.....	do.....	760 00		
A. C. Crowe.....	do.....	680 00		
W. H. Walker.....	do.....	680 00		
H. A. Boggs.....	do.....	710 00		
F. C. Kaye.....	do.....	570 00		
E. A. Sullivan.....	do.....	530 00		
W. W. Page.....	do.....	530 00		
D. A. King.....	do.....	146 67		
T. J. Curren.....	do.....	440 00		
	do.....	410 00		
P. F. Brennan.....	Temporary Clerk.....	400 00	11,056 67	
			400 00	

H:

A, IN REPORT No. 3, C—Detail of all payments for Salaries, &c., in Nova Scotia, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
S. Saunders	Superintendent Letter Carrier	760 00		
J. Fitzgerald	Letter Carrier	600 00		
J. Wilson	do	600 00		
E. Carroll	do	600 00		
H. S. Launillhard	do	600 00		
J. Mahar	do	600 00		
J. O'Malley	do	600 00		
R. Myers	do	600 00		
N. Brodie	do	600 00		
J. A. Grant	do	300 00		
J. Wall	do	480 00		
G. Davis	do	457 50		
J. P. Lindsay	do	457 50		
J. H. Smith	do	420 00		
M. J. Theakston	do	397 50		
J. J. O'Donnell	do	450 00		
	do	147 93	8,070 43	
W. A. Keating	Temporary Letter Carrier	360 00		
A. McIntosh	do from 13th August, 1887	318 39	678 39	
J. Wood	Letter Collector	600 00		
J. J. Mulcahy	do	600 00		
E. Payne	do	472 50	1,672 50	
W. P. Quinane	Temporary Messenger	360 00	360 00	
	Total, Halifax Post Office			31,837 99
	Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement)			1,709 57
	Total			60,726 96

W. H. SMITHSON, Accountant.

J. C. STEWART, Financial Comptroller.

A, IN REPORT No. 3, C.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
28 80	Abercrombie.....	20 00		
1,210 30	Acadia Mines.....	500 00		60 00
12 54	Addington Forks.....	16 00		
21 91	Admiral Rock.....	12 00		
273 14	Advocate Harbor.....	100 00	32 00	
86 43	Afton.....	36 00		
29 30	Albert Bridge.....	16 00		
43 72	Alderney.....	12 00		
	Alder Point.....	10 00		
1 73	Alder River.....	11 50		
23 75	Alexander.....	16 00		
57 39	Alma.....	30 00		
38 34	Alton.....	18 00		
15 00	Amaguadas Pond.....	11 50		
5,270 34	Amherst.....	1,300 00	150 00	
9 42	Amherst Point.....	16 00		
2,026 85	Annapolis.....	624 00	300 00	120 00
2,783 75	Antigonishe.....	800 00	64 00	
15 55	Antigonishe Harbor.....	12 00		
12 56	Antigonishe Harbor, South Side.....	12 00		
7 43	Antrim.....	10 00		
10 25	Appin.....	10 00		
128 11	Apple River.....	63 00		
150 00	Arcadia.....	60 00		
13 97	Archibald.....	10 00		
6 27	Ardness.....	12 00		
25 40	Argyle.....	28 00		
29 50	Argyle Head.....	12 00		
8 95	Argyle Sound.....	11 50		
906 15	Arichat.....	413 50		40 00
30 00	Arisaig.....	12 00		
3 28	Ashdale.....	10 00		
6 20	Ashfield.....	10 00		
11 50	Askilton.....	11 50		
147 99	Athol.....	60 00	120 00	
243 86	Auburn.....	80 00		
6 00	Auld's Cove.....	16 00		
37 95	Avondale.....	16 00		
42 00	Avondale Station (*from 1st Jan., 1888).....	20 00	*3 00	
120 00	Avonport.....	80 00		
705 00	Avonport Station.....	235 00		
568 52	Aylesford.....	220 00	40 00	
73 12	Baccaro.....	16 00		
3 53	Back Lands.....	10 00		
23 81	Back Meadows.....	12 00		
1,120 07	Baddeck.....	400 00	120 00	
13 92	Baddeck Bay.....	12 00		
11 64	Baddeck Bridge.....	12 00		
17 00	Baddeck River, North Branch.....	12 00		
94 44	Bailey's Brook.....	30 00		
31 32	Baker Settlement.....	12 00		
8 58	Balmoral.....	12 00		

A, IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
21 36	Balmoral Mills	12 00		
22 36	Banks of Broad Cove.....	12 00		
36 71	Barney River Station.....	19 58		
83 50	Barney's River.....	50 00	8 00	
697 96	Barrington.....	400 00		40 00
38 00	Barrington Passage	16 00		
20 41	Barrio's Beach	12 00		
2 59	Barry's Corner.....	10 00		
139 27	Barrowsfield.....	31 50		
16 19	Bar Settlement.....	12 00		
92 08	Barss' Corners.....	31 50		
148 31	Barton.....	60 00		
16 73	Basin River Inhabitants.....	12 00		
154 25	Bass River.....	60 00		
21 95	Bateston.....	12 00		
115 72	Battery Hill.....	43 00		
12 00	Baxter's Harbor	12 00		
138 73	Bayfield.....	36 00		
37 00	Bay St. Lawrence.....	20 00		
29 76	Beach Meadows	12 00		
42 28	Bear Point.....	20 00		
655 69	Bear River (west side).....	240 00		
10 93	Beaulx.....	10 00		
347 00	Beaver Bank.....	92 00	8 00	
27 25	Beaver Brook	12 00		
81 57	Beaver Cove	13 50		
19 35	Beaver Harbor (from 1st Oct., 1887).....	5 00		
36 19	Beaver River.....	20 00		
120 15	Beaver River Corner	50 00		
219 99	Bedford Basin.....	100 00		
10 00	Beech Hill	12 00		
7 16	Beechmont.....	10 00		
49 38	Belleisle	24 00		
26 67	Belleville	12 00		
45 65	Belleveaux Cove.....	26 00		
137 59	Belmont.....	56 00		
12 14	Benacadie.....	12 00		
1,033 96	Berwick.....	400 00		40 00
16 00	Big Bank.....	12 00		
61 45	Big Bras d'Or.....	80 00		
9 04	Big Brook.....	12 00		
9 76	Big Harbor	12 00		
9 00	Big Intervale	12 00		
15 04	Big Island.....	12 00		
14 31	Big Lorraine.....	12 00		
12 15	Big Marsh	12 00		
48 35	Big Pond	28 00		
15 49	Big Port le Bear.....	12 00		
13 00	Big Ridge	12 00		
121 31	Big Tracadie.....	60 00		
225 00	Bill Town.....	60 00		
17 61	Birchtown.....	12 00		
15 34	Bishopville (from 15th Feb., 1887).....	11 25		
12 43	Black Brook	11 50		
32 62	Black Point, Halifax.....	16 00		
15 06	Black Point, Queen's.....	12 00		
11 01	Black River.....	11 50		

A, IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
10 00	Black Rock.....	10 00		
15 00	Blanchard Road.....	11 50		
16 32	Blanche.....	10 00		
43 29	Blandford.....	16 00		
38 74	Block House.....	12 00		
26 48	Blomidon.....	24 00		
28 39	Bloomfield.....	12 00		
73 00	Blue Mountain.....	20 00		
32 93	Blue's Mill.....	16 00		
	Blue Rock.....	10 00		
	Boisdale, Barachois.....	10 00		
58 55	Boisdale Chapel.....	12 00		
28 00	Boom.....	20 00	10 00	
11 21	Borneish.....	12 00		
81 18	Boulardarie.....	80 25		
30 86	Boulardarie, Back Lands.....	12 00		
16 00	Boulardarie, Centre.....	16 00		
17 39	Boulardarie, East.....	12 00		
8 18	Boulardarie, West.....	10 00		
141 18	Boylston.....	76 00		
	Branch La Have.....	10 00		
45 54	Brazil Lake.....	16 00		
	Brenton (5 Quarters).....	12 50		
248 63	Bridgeport.....	47 50		
1,604 80	Bridgetown.....	500 00		60 00
62 74	Bridgeville.....	27 00		
2,043 87	Bridgewater.....	640 00	120 00	80 00
156 03	Brighton.....	50 00		
15 09	Briley's Brook.....	12 00		
47 00	Broad Cove Chapel.....	16 00		
31 89	Broad Cove, Lunenburg.....	16 00		
31 40	Broad Cove Mines.....	15 00		
8 19	Broad Cove Pond.....	10 00		
6 77	Brookburn (closed 31st October, 1887).....	5 83		
332 51	Brookfield, Colchester.....	120 00	48 00	
145 87	Brookfield, Queen's.....	39 00		
14 00	Brookland.....	12 00		
135 76	Brooklyn, Queen's.....	50 00		
13 68	Brooklyn, Yarmouth.....	12 00		
25 93	Brookvale.....	12 00		
85 50	Brook Village.....	31 50		
30 37	Brookville, Cumberland.....	16 00		
15 03	Brookville, Pictou.....	12 00		
10 00	Brophy's.....	10 00		
11 50	Brown's Brook.....	11 50		
9 95	Brown's Mountain.....	11 50		
21 92	Brownsville.....	11 50		
68 24	Brulé.....	36 00		
10 35	Bucklaw (*from 1st July, 1887).....	12 00	*6 00	
35 00	Buckley's.....	24 00		
41 79	Burlington.....	24 00		
16 67	Burnside.....	12 00		
8 24	Burntcoat.....	11 50		
3 00	Cain's Mountain (from 1st September, 1887).....	5 83		
441 42	Caledonia Corner.....	115 00	40 00	
43 50	Caledonia Mills.....	12 00		

**A, IN REPORT No. 3; C—Detail of Revenue, Salaries and Allowances in
Nova Scotia, within the Year ended 30th June, 1888.**

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

Gross Revenue from sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
121 06	Caledonia Mines.....	36 00		
38 37	Caledonia, St. Mary's.....	16 00		
33 85	Cambridge.....	12 00		
165 68	Cambridge Station.....	57 50		
12 07	Camden.....	10 00		
15 96	Campbell (from 1st July, 1887).....	7 50		
43 62	Canaan, King's.....	16 00		
7 98	Canaan, Yarmouth.....	12 00		
41 29	Canada Creek.....	20 00		
183 26	Canard.....	80 00		
39 93	Cannes.....	12 00		
889 21	Canning.....	360 00	50 00	40 00
9 20	Canoe Lake.....	10 00		
20 00	Cannonville.....	28 00		
1,427 44	Canso (5 Quarters).....	375 00		50 00
32 36	Cape George.....	34 00		
11 00	Cape George Harbor.....	11 50		
30 06	Cape John.....	12 00		
7 29	Cape Mabou.....	12 00		
110 43	Cape North.....	50 00		
56 99	Cape Negro.....	20 00		
15 50	Cape Negro Island.....	12 00		
83 52	Cape Sable Island.....	40 00		
3 00	Cap la Ronde.....	10 00		
136 04	Carleton.....	28 50		
10 50	Cariboo Marsh.....	11 50		
164 01	Cariboo River.....	59 00		
36 28	Cariboo Gold Mines.....	15 00		
.....	Carroll's Corners.....	10 00		
5 00	Catalone.....	20 00	6 00	
4 66	Catalone Gut.....	11 50		
12 48	Cedar Lake.....	10 00		
51 36	Central Argyle.....	36 00		
55 98	Central Clarence.....	24 00		
21 07	Central Chebogue.....	14 00		
22 43	Central Grove.....	10 00		
12 91	Central New Annan.....	12 00		
28 37	Central Onslow (6 Quarters).....	18 00		
69 45	Centreville.....	40 00		
154 00	Centreville, King's.....	44 00		
11 36	Chance Harbor.....	11 50		
6 71	Chapman Settlement.....	10 00		
20 43	Charlo's Cove.....	10 00		
13 95	Chebogue Point.....	16 00		
19 91	Chegoggin.....	11 50		
.....	Chelsea (accounts not received).....	.....	.....	.....
107 86	Chesley's Corners.....	40 00	6 00	
609 07	Chester.....	200 00	20 00	
49 99	Chester Basin.....	30 00		
9 62	Chester Grant.....	10 00		
78 09	Cheticamp.....	40 00		
14 86	Cheticamp Chapel.....	11 50		
221 37	Cheverie.....	90 00		
56 36	Chignecto.....	31 50		
7 62	Chimney Corner.....	12 00		
13 79	Chipman's Brook.....	12 00		
.....	Chipman's Corners.....	10 00		

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in
Nova Scotia, within the Year ended 30th June, 1888.

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

Gross Revenue from sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
130 60	Christmas Island.....	40 00		
8 21	Church Over.....	10 00		
122 09	Church Street.....	45 00		
39 79	Churchville.....	30 00		
60 11	Chute's Cove.....	16 00		
21 73	Clam Harbor.....	12 00		
11 46	Claremont.....	11 50		
69 11	Clarence.....	36 00		
194 68	Clarke's Harbor.....	80 00		
12 50	Clark's Road.....	10 00		
230 66	Clementsport.....	138 00		
80 01	Clementsvale.....	30 00		
32 22	Clifton.....	16 00		
11 72	Cloverdale.....	10 00		
1 85	Cloverville (3 Quarters).....	7 50		
189 18	Clyde River.....	59 00	24 00	
11 50	Cochran's Lake.....	11 50		
9 74	Coddle's Harbor.....	11 50		
13 06	Copmagun River.....	11 50		
678 00	Cold Brook Station.....	142 50		
6 92	Coldstream.....	10 00		
18 00	Cole Harbor.....	12 00		
15 50	Collegeville (from 1st Jan., 1887).....	8 37		
73 74	Comeauville.....	20 00		
44 56	Concession.....	14 50		
4 51	Condon Settlement.....	10 00		
35 00	Conns' Mills.....	20 00		
14 00	Conquerall Bank.....	20 00		
11 06	Conquerall Mills.....	12 00		
35 03	Cook's Brook.....	16 00		
2 03	Cook's Cove.....	10 00		
10 00	Copper Lake.....	11 50		
11 50	Corberrie.....	11 50		
669 56	Cow Bay.....	275 00		
34 95	Coxheath.....	12 00		
33 00	Cranton Section.....	12 00		
12 92	Croft.....	11 50		
328 50	Cross Roads, Country Harbor.....	97 50		
2 56	Cross Roads, Middle Melford (6 Quarters).....	18 80		
6 03	Cross Roads, Ohio.....	12 00		
10 35	Cross Roads, St. George's Channel.....	12 00		
6 89	Crouse Town.....	10 00		
186 56	Crowell.....	44 00		
	Crowe's Mills (accounts not received).....			
45 00	Crow Harbor.....	30 00		
3 71	Culloden.....	10 00		
10 00	Cumming's Mountain (from 1st Sept., 1887).....	5 83		
22 96	Dalhousie, East.....	12 00		
40 00	Dalhousie Road.....	16 00		
19 00	Dalhousie Settlement.....	12 00		
1,656 09	Dartmouth.....	480 00		80 00
7 87	Davison Street.....	10 00		
13 00	Dayspring.....	12 00		
45 00	Dean.....	19 00		
145 91	Debert Station.....	60 00	100 00	
78 00	Deep Brook.....	30 00		

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
46 71	Deerfield.....	20 00		
11 87	Delap's Cove.....	10 00		
39 31	Delhaven.....	16 00		
10 00	Dempsey's Corner.....	11 50		
13 50	Dennistown.....	11 50		
11 00	Densmore's Mills (5 Quarters).....	14 00		
4 22	Devon (from 1st June, 1887).....	8 33		
1,763 60	Digby.....	620 00	200 00	100 00
19 00	Dingwall.....	12 00		
195 03	Discouse.....	67 50		
11 75	Doctor's Brook.....	10 00		
79 53	Doctor's Cove.....	28 00		
28 68	Doherty's Creek.....	16 00		
20 35	Dover, West.....	14 00		
32 43	Dublin Shore.....	16 00		
50 04	Dufferin Mines.....	16 00		
18 03	Duncan.....	12 00		
12 00	Dundee.....	12 00		
9 89	Dunmaglass.....	10 00		
11 84	Dunmore.....	12 00		
50 31	Dunvegan.....	18 00		
132 76	Durham.....	48 00		
10 62	Durland.....	10 00		
22 47	Dutch Settlement.....	12 00		
220 35	Dutch Village.....	69 00		
12 10	Eagle Head (from 1st Aug., 1887).....	6 67		
66 00	Earltown.....	24 00		
88 40	East Apple River (from 1st Nov., 1887).....	4 17		
73 00	East Bay.....	39 00	20 00	
18 41	East Bay, North Side.....	16 00		
14 86	East Chebogue.....	12 00		
14 58	East Chezzetcook.....	11 50		
34 10	East Dover.....	12 00		
32 59	East Earlton.....	13 50		
103 55	Eastern Harbor.....	38 00		
31 59	East Folly Mountain.....	23 00		
8 37	East Hall's Harbor Road.....	10 00		
16 14	East Jeddore.....	11 50		
36 00	East Margaree.....	16 00		
16 46	East Mapleton.....	11 50		
68 71	East Margaretsville.....	15 00		
56 72	East Mines Station.....	19 00		
34 99	East New Annan.....	34 00		
32 00	East Port Medway.....	26 00		
11 86	East River.....	10 00		
28 00	East River, St. Mary's.....	20 00		
123 77	East River, Sheet Harbor.....	51 00		
63 66	East Side of Margaree Harbor.....	19 00		
119 34	East Side of Pubnico Harbor.....	47 50		
6 21	East Side of Ragged Island.....	10 00		
49 10	East Southampton.....	10 00		
37 15	Eastville.....	12 00		
33 34	East Wentworth.....	12 00		
75 09	East Wallace.....	16 00		
487 00	Economy.....	212 60		
207 25	Economy Point.....	97 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
72 30	Ecum Secum.....	23 00		
72 53	Eel Brook.....	40 00		
14 50	Eel Cove.....	10 00		
15 50	Eel Creek.....	11 50		
12 00	Elgin.....	11 50		
111 63	Ellershouse.....	77 50		
31 24	Elmfield.....	11 50		
296 70	Elmsdale.....	107 50		
55 93	Elmsvale.....	20 00		
10 86	Emerald.....	11 50		
167 50	Enfield.....	67 50		
37 54	English Corner.....	14 00		
175 00	English Town.....	108 00		
23 53	Enon.....	12 00		
7 00	Erinville.....	10 00		
14 20	Eskasoni.....	12 00		
42 93	Estmere (from 1st Sept., 1887).....	5 83		
6 75	Etna.....	10 00		
212 21	Eureka.....	11 50		
7 53	Factory Dale.....	11 50		
16 53	Falkland.....	10 00		
27 38	Falkland Ridge.....	12 00		
52 25	Falmouth.....	19 00		
168 55	Falmouth Station.....	52 00		
5 25	False Bay Beach.....	10 00		
16 50	Farmington.....	11 50		
10 00	Fauxbourg.....	10 00		
10 00	Fenwick.....	11 50		
24 93	Ferry Landing.....	11 50		
10 55	Fifteen Mile Stream.....	12 00		
10 62	First South.....	10 00		
187 16	Five Islands.....	98 00		
32 78	Five Mile River.....	16 00		
18 50	Fletcher's Station.....	12 00		
49 86	Folly Lake.....	17 50		
66 06	Folly Mountain.....	74 00		
201 04	Folly Village.....	158 00		
17 00	Forbes.....	11 50		
19 70	Forbes Point.....	11 50		
9 00	Forks, Baddeck.....	10 00		
14 68	Fortie's Settlement.....	11 50		
37 99	Fort Lawrence.....	20 00		
33 15	Foster's.....	12 00		
85 26	Fouchie.....	40 00		
20 40	Four Mile Brook.....	10 00		
26 70	Fox Harbor.....	12 00		
12 43	Fox Island Main.....	10 00		
84 01	Fox River.....	28 00		
53 70	Framboise.....	20 00	4 00	
5 77	Fraser's Grant.....	10 00		
20 18	Fraser's Mills.....	11 50		
178 09	Freeport.....	80 00		
12 00	French River.....	12 00		
12 09	French Road.....	11 50		
10 28	Frenchvale.....	11 50		
146 89	French Village.....	52 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
22 00	Friar's Head.....	12 00		
95 22	Gabarouse	40 00		
5 42	Gaberouse, Barachois (from 1st July, 1887).....	7 50		
11 60	Gaberouse Lake.....	10 00		
70 00	Garden of Eden.....	26 00		
12 50	Gardiner Mines	11 50		
142 86	Gaspereaux	43 00		
5 00	Gavelton	10 00		
82 76	Gay's River.....	36 00	6 00	
64 93	Gay's River Road.....	17 50		
17 50	Georg's River.....	11 50		
45 29	Georgeville.....	16 00		
68 54	Getson's Point.....	28 00		
12 43	Giant's Lake.....	11 50		
89 37	Gilbert's Cove.....	32 00		
14 80	Gillander's Mountain.....	11 50		
13 50	Gillie's Lake.....	11 50		
5 34	Gillie's Point.....	10 00		
6 17	Gillie's Point, East.....	11 50		
29 00	Glen Alpine.....	11 50		
15 52	Glen Bard.....	10 00		
15 28	Glenbervie.....	11 50		
12 50	Glencoe.....	11 50		
1 19	Glen Cove.....	10 00		
30 00	Glendale.....	16 00	8 00	
89 00	Glendyer.....	27 00		
65 08	Glengel.....	62 25		
6 00	Glengarry.....	10 00		
4 65	Glengarry Road.....	10 00		
88 86	Glengarry Station.....	53 00	10 00	
73 98	Glen Margaret.....	32 00	10 00	
8 74	Glen Road.....	10 00		
8 27	Glenshee.....	11 50		
27 34	Glen Uig (Pleasant Valley).....	11 50		
51 18	Glenville.....	11 50		
103 03	Glenwood.....	48 00		
8 00	Goff.....	11 50		
134 17	Goldenville.....	90 00		
25 99	Gold River.....	12 00		
75 05	Gore.....	39 00		
41 17	Goshen.....	24 00		
133 00	Grafton.....	43 00		
13 32	Grand Anse.....	16 00	50 00	
5 63	Grand Desert (from 1st August, 1887).....	6 67		
35 12	Grand Etang.....	14 00		
28 00	Grandigue Ferry.....	26 00		
11 90	Grand Lake Station.....	10 00		
10 00	Grand Mira, North.....	10 00		
8 46	Grand Mira, South.....	10 00		
127 10	Grand Narrows.....	20 00		
11 30	Grand Narrows, Rear.....	11 50		
111 83	Grand Narrows, South.....	16 00		
236 86	Grand Pré.....	104 00		
100 00	Grand River.....	40 00		
47 01	Granton.....	24 00		
43 50	Granville Centre.....	16 00		

**A, IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in
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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
589 63	Granville Ferry.....	215 00		
798 27	Great Village.....	260 00	120 00	
47 34	Green Cove.....	11 50		
6 93	Greendale.....	11 50		
50 00	Greenfield.....	17 50		
34 46	Greenfield, Queen's.....	12 00		
17 74	Greenfield, St. Mary's.....	16 00		
6 68	Green Hill.....	10 00		
25 05	Green Hill, Pictou.....	16 00		
8 39	Green's Brook.....	10 00		
19 14	Green's Creek.....	12 00		
133 29	Greenville.....	50 00	8 00	
163 83	Greenville Station.....	60 00	100 00	
11 75	Greenwood.....	11 50		
24 85	Greywood.....	12 00		
44 16	Grosses Coques.....	24 00		
7 92	Grosvenor.....	10 00		
18 85	Groves Point.....	11 50		
14 67	Gulf Shore.....	12 00		
9 76	Gull Cove.....	10 00		
41 46	Gunning Cove.....	20 00		
976 26	Guysborough.....	512 00		60 00
28 76	Guysborough Intervale.....	24 00		
20 63	Hackett's Cove.....	12 00		
11 50	Hainsville.....	11 50		
29 91	Half Island Cove.....	24 00		
45 27	Halfway Brook.....	11 50		
7 25	Halfway Cove.....	11 50		
3 00	Halfway River.....	10 00		
12 00	Halfway River Station.....	12 00		
50,310 75	Halifax (salaries and expenses entered elsewhere).....			
14 78	Hallowell Grant.....	12 00		
48 89	Hall's Harbor.....	23 00		
45 75	Hansford.....	20 00		
922 78	Hantsport.....	320 00		40 00
256 40	Harbor au Bouche.....	97 50		
7 00	Harbor Road.....	10 00		
137 00	Harborville.....	50 00		
5 95	Hardwood Lands.....	10 00		
15 16	Harmony.....	11 50		
31 84	Harmony Mills.....	16 00		
28 22	Harrigan Cove.....	14 00		
6 42	Harrison Settlement.....	10 00		
33 00	Hartford.....	20 00		
17 95	Hassett.....	11 00		
4 84	Hastings.....	10 00		
35 61	Havelock.....	12 00		
18 90	Hay Cove.....	11 50		
16 50	Hay's River.....	10 00		
0 41	Hazel Hill.....	10 00		
30 97	Head of Amherst.....	18 00		
68 56	Head of Chezzetcook.....	20 00		
29 72	Head of Indian Harbor Lake.....	12 00		
117 06	Head of Jeddore.....	12 00		
205 75	Head of Jordan River.....	80 00		
59 89	Head of River Herbert.....	20 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
162 67	Head of St. Margaret's Bay.....	60 00		
61 73	Head of South River Lake.....	20 00		
157 10	Head of Tatamagouche Bay.....	47 50		
56 16	Head of Wallace Bay.....	20 00		
29 93	Head of Wallace Bay, North Side.....	20 00		
38 82	Heathbell.....	11 50		
177 26	Heatherton.....	60 00		
6 06	Hebb's Cross.....	12 00		
359 79	Hebron.....	157 50		
21 00	Hectanooga (from 1st Oct., 1887).....	5 00		
15 72	Hedgeville.....	10 00		
13 50	Hemford.....	11 50		
50 64	Henderson Settlement.....	20 00		
11 16	Hennigar.....	11 50		
	Herring Cove (accounts not received).....			
13 37	Highbury.....	11 50		
73 30	Highfield.....	20 00		
59 63	Highland Village.....	12 00		
33 00	Hillsborough.....	17 50		
8 75	Hillsdale (5 Quarters).....	12 50		
17 23	Hillside.....	12 00		
25 44	Hillsvale.....	10 00		
31 75	Hodson.....	12 00		
25 17	Holland Harbor.....	12 00		
655 97	Hopewell.....	220 00	24 00	
18 58	Hornsey.....	11 50		
6 69	Horn's Road.....	11 50		
195 97	Horton Landing.....	80 00		
473 34	Hubbard's Cove.....	97 50	12 00	
18 01	Hunter's Mountain.....	12 00		
10 63	Huntington.....	11 50		
24 82	Hunt's Point.....	14 00		
10 00	Hutchinson Settlement.....	11 50		
7 28	Indian Brook.....	10 00		
44 11	Indian Harbor.....	20 00		
3 54	Indian Point.....	10 00		
11 77	Indian Road (closed 31st March, 1887, arrears of revenue).....	10 00		
19 58	Inglisville.....	12 00		
97 35	Ingonish.....	40 00		
51 60	Ingram River.....	20 00		
12 87	Ireton.....	12 00		
63 84	Irish Cove.....	36 00		
7 50	Iron Mines.....	12 00		
15 71	Iron Ore.....	11 50		
152 07	Isaac's Harbor.....	52 00	4 00	
133 17	Isaac's Harbor, East Side.....	52 00		
28 30	Jackson.....	12 00		
3 87	Jackson Road.....	10 00		
80 00	Jacksonville.....	40 00		
22 50	James River.....	10 00		
44 90	James River Station (*from 1st Jan., 1888).....	12 00	*3 00	
22 23	Jamesville.....	11 50		
12 00	Jauvrin's Harbor.....	11 50		
61 20	Jeddore Oyster Ponds.....	20 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts.	\$ cts.
26 00	Joggin Bridge.....	16 00		
193 94	Joggin Mines.....	60 00		
41 88	Johnson's Crossing.....	12 00		
31 70	Jordan Bay.....	12 00		
35 09	Jordan Bay, East Side.....	11 50		
	Jordan Mountain (accounts not received).....			
72 47	Judique.....	30 00		
15 95	Juniper Mountain.....	11 50		
21 20	Kelly's Cove.....	11 50		
110 24	Kempt.....	43 00		
7 80	Kempt Head.....	11 50		
14 77	Kempt Road (3 Quarters).....	12 00		
62 64	Kempt Shore.....	24 00		
7 12	Kempt Town.....	10 00		
10 00	Kemptville (3 Quarters).....	9 00		
178 62	Kennetcook.....	60 50		
14 00	Kennetcook Corner (3 Quarters).....	8 50		
11 00	Kennington Cove.....	11 50		
46 26	Kent.....	16 00		
2,378 34	Kentville.....	807 00	240 00	120 00
39 09	Kerrowgare.....	16 00		
39 27	Ketch Harbor.....	16 00		
5 64	Kewstoke.....	10 00		
12 35	Kilkenny Lake.....	11 50		
13 52	Kingross.....	10 00		
11 00	Kingsbury.....	11 50		
115 16	Kingsport.....	50 00		
496 21	Kingston Station.....	200 00	24 00	
36 79	Kingston Village.....	14 00		
19 00	Kingsville.....	12 00		
77 80	Kinsman's Corners.....	30 00		
1 81	Kirkhill.....	10 00		
14 64	Knoydart.....	10 00		
5 88	Kolbeck.....	10 00		
61 00	La Have Cross Roads.....	30 00		
15 22	La Have Island.....	10 00		
7 50	Lake Ainslie Chapel.....	10 00		
	Lake Ainslie, West Side.....	14 00		
7 50	Lake Ainslie, East Side (3 Quarters).....	10 50		
18 50	Lake Ainslie, South Side.....	11 50	8 00	
10 14	Lake Annis.....	10 00		
9 81	Lake Egmont.....	10 00		
18 00	Lake George.....	12 00		
4 73	Lake George, Yarmouth.....	10 00		
11 50	Lakelands.....	11 50		
11 00	Lake Law.....	11 50		
10 45	Lake Paul.....	11 50		
14 96	Lake Ramsay.....	11 50		
18 19	Lakeside.....	12 00		
11 94	Lakevale (5 Quarters).....	12 50		
80 30	Lakeville.....	36 00		
0 59	Lanesville (from 1st Feb., 1888).....	1 67		
13 25	Langilles.....	11 50		
13 66	Lantz.....	11 50		

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
31	07	Lapland.....	10	00				
73	85	L'Archêveque.....	16	00				
60	89	L'Ardoise.....	50	00				
22	45	Larry's River.....	17	50				
557	11	Lattie's Brook.....	11	50				
14	51	Lawrencetown.....	262	00				
21	40	Lawrencetown, Halifax.....	11	50				
30	22	Leamington.....	11	50				
21	00	Leicester.....	16	00				
43	41	Leitche's Creek.....	12	00				
78	73	Lennox Ferry.....	20	00				
14	50	Lequille.....	31	50				
41	65	Lewis Bay.....	11	50				
4	20	Lewis Head (*from 1st Jan., 1888).....	15	00		*1 00		
10	31	Lewis Mills (from 1st June, 1887).....	8	33				
10	00	Lewis Mountain.....	11	50				
16	62	Lily.....	11	50				
11	85	Lime Hill.....	11	50				
94	11	Lime Rock.....	11	50				
82	53	Linden.....	36	00		20 00		
53	87	Lingan.....	90	50				
128	33	Linwood.....	21	50				
145	13	Liscombe.....	43	00				
23	00	Liscombe Mills.....	80	00				
84	44	Lismore (6 Quarters).....	24	00				
150	00	Little Bass River.....	28	00				
8	53	Little Bras d'Or (*including arrears).....	50	00		*15 00		
35	26	Little Bras d'Or, East side.....	10	00				
460	01	Little Brook Station.....	20	00				
33	00	Little Glace Bay (*including arrears).....	150	00		*25 00		
25	35	Little Harbor.....	14	00				
33	56	Little Judique.....	16	00				
8	82	Little Lorraine.....	12	00				
10	96	Little Mabou.....	11	50				
59	00	Little Narrows.....	10	00				
87	00	Little River.....	10	00				
41	08	Little River, Digby.....	20	00				
1,630	16	Little River, Middle Musquodoboit.....	36	00				
8	36	Littlewood.....	16	00				
88	12	Liverpool (*from 1st Jan., 1888).....	710	00		*50 00	120 00	
19	90	Livingstone Cove.....	11	50				
178	78	Lochaber.....	19	50				
46	33	Loch Ban.....	11	50				
47	56	Lockhartville.....	60	00				
927	37	Loch Lomond.....	18	00				
151	00	Lochside.....	14	00				
44	00	Lockeport.....	360	00			40 00	
232	12	Logan's Tannery.....	39	00				
13	10	Loganville.....	18	00				
12	60	Londonderry Station.....	120	00		80 00		
58	63	Long Island.....	11	50				
20	00	Long Island Main.....	10	00				
24	92	Long Point.....	28	00				
18	95	Lorne.....	14	00				
132	94	Lornevale.....	11	50				
		Lorneville.....	12	00				
		Lorway Mines.....	56	00				

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
189 15	Louisburg	80	00	10	00		
15 75	Lovat	11	50				
157 45	Lower Argyle.....	80	00				
53 02	Lower Barney's River	22	00				
11 49	Lower Blomidon	11	50				
5 65	Lower Caledonia, North side (from 1st Jan., 1888)	2	50				
22 85	Lower Caledonia, South side.....	20	00				
62 24	Lower Canard	56	00				
16 91	Lower Cariboo River.....	12	00				
81 00	Lower Cove.....	32	00				
76 44	Lower East Pubnico.....	25	00				
128 81	Lower Economy.....	37	50				
68 26	Lower Five Islands.....	50	00				
114 25	Lower Granville.....	50	00				
0 51	Lower Halowell Grant (closed 30th April, 1887).....	0	83				
7 88	Lower La Have	12	00				
117 57	Lower l'Ardoise.....	36	00				
10 27	Lower Maccan.....	11	50				
28 00	Lower Meagher's Grant.....	13	00				
5 87	Lower Northfield.....	10	00				
28 90	Lower Onslow.....	18	00				
6 42	Lower Prospect.....	10	00				
22 87	Lower River Herbert.....	11	50				
26 29	Lower River Inhabitants.....	16	00				
18 78	Lower Sackville.....	11	50				
62 05	Lower Selmah.....	24	00				
13 74	Lower Settlement, Middle River	11	50				
20 41	Lower Settlement, South River.....	12	00				
12 00	Lower Ship Harbor.....	10	00				
412 04	Lower Stewiacke.....	160	00				
11 74	Lower Washabuck.....	11	50				
30 50	Lower Wentworth.....	12	00				
8 96	Lower West Jeddore.....	10	00				
11 65	Lower West Pubnico.....	10	00				
	Lower West River (from 1st March, 1888).....	0	83				
41 95	Lower Wood Harbor.....	20	00				
30 79	Low Point.....	16	00				
1,675 56	Lunenburg (*from 1st January, 1888).....	560	00	*15	00	80	00
23 16	Lynn.....	12	00				
12 00	McAdam's Lake.....	12	00				
19 57	McArra's Brook.....	11	50				
20 21	McAuley's	12	00				
10 55	McCormack.....	11	50				
13 14	McGrath Mountain.....	10	00				
188 26	McGray.....	66	50	20	00		
8 86	McKay's Point.....	10	00				
37 25	McKinnon's Harbor.....	16	00				
6 04	McLeanville.....	10	00				
23 77	McLellan's Brook.....	12	00				
9 65	McLellan's Mountain	11	50				
17 56	McPherson	11	50				
16 86	McPherson's Ferry	16	00				
348 82	Mabou.....	160	00	120	00		
9 61	Mabou Coal Mines.....	10	00				
10 00	Mabou Harbor.....	10	00				
10 50	Mabou Harbor Mouth.....	12	00				

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
307 62	Maccan.....	157 50	100 00	.....
1 45	Macnamara's Island.....	10 00		.....
11 74	Mader's Cove.....	11 50		.....
605 46	Mabone Bay.....	240 00		.....
122 98	Main-à-Dieu.....	40 00	6 00	.....
63 00	Maitland.....	24 00		.....
836 07	Maitland, Hants.....	375 00		40 00
12 00	Malagash.....	11 50		.....
41 11	Malagash Point.....	13 50		.....
21 94	Malagawatch.....	16 00		.....
32 14	Malignant Cove.....	16 00		.....
9 32	Mansfield.....	10 00		.....
30 00	Mapleton.....	12 00		.....
10 60	Marble Mountain.....	10 00		.....
136 65	Margaree Forks.....	74 00	24 00	.....
175 24	Margaree Harbor.....	83 00	30 00	.....
134 36	Margaretsville.....	50 00		.....
51 60	Marie Joseph.....	30 00		.....
32 19	Marion Bridge (*including arrears).....	*15 33		.....
13 54	Marion Bridge Road.....	13 50		.....
42 02	Marriott's Cove.....	18 00		.....
12 00	Marsh.....	10 00		.....
40 56	Marshall's Town.....	16 00		.....
12 24	Marshdale.....	11 50		.....
13 02	Marsh Lake.....	10 00		.....
6 12	Marshy Hope.....	10 00		.....
21 93	Martin's Point.....	11 50		.....
21 36	Martin's River.....	11 50		.....
3 10	Marydale.....	10 00		.....
14 91	Maryvale.....	11 50		.....
43 92	Mass Town.....	16 00		.....
1 96	Matheson.....	10 00		.....
10 11	Mattatall Lake.....	10 00		.....
30 76	Mattie (from 1st July, 1887).....	7 50		.....
21 50	Mavillette.....	11 50		.....
29 38	Meagher's Grant.....	23 00		.....
10 00	Meat Cove.....	10 00		.....
28 40	Medford.....	12 00		.....
5 72	Meiklefield.....	10 00		.....
8 07	Meiseners.....	10 00		.....
30 50	Melford (3 Quarters).....	15 00		.....
118 04	Melrose.....	98 00		.....
125 17	Melvern Square.....	57 50		.....
175 16	Merigonishe.....	40 00	25 00	.....
123 71	Meteghan.....	50 00		.....
88 42	Meteghan River.....	40 00		.....
105 84	Meteghan Station.....	38 00		.....
38 11	Middleboro'.....	20 00		.....
19 00	Middle Beaver Bank.....	11 50		.....
3 50	Middle Caledonia (from 1st Jan., 1888).....	2 50		.....
24 20	Middle Cape.....	16 00		.....
36 49	Middle Country Harbor.....	12 00		.....
28 66	Middlefield.....	16 00		.....
26 56	Middle La Have Ferry.....	12 00		.....
26 07	Middle Manchester.....	11 50	
424 49	Middle Musquodoboit.....	155 00	120 00
11 65	Middle Ohio.....	10 00	

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	cts.
11 63	Widdle Porter's Lake (closed 31st Dec., 1887).....	8 50		
24 00	Middle River.....	12 00		
343 13	Middle Sackville.....	36 00		
72 86	Middle Section of North East Margaree.....	23 00		
6 84	Middle Settlement of Barney's River.....	10 00		
86 45	Middle Stewiacke.....	35 00		
990 51	Middleton, Annapolis (*including arrears).....	360 00	*125 00	40 00
	Middleton, Antigonishe.....	11 50		
4 44	Middle Town.....	10 00		
13 00	Midville Branch.....	10 00		
20 53	Milford.....	11 50		
33 00	Milford Haven Bridge.....	12 00		
165 27	Milford Station.....	60 00		
25 00	Mill Brook.....	14 00		
3 00	Mill Cove.....	10 00		
13 06	Mill Creek.....	11 50		
49 92	Miller's Creek.....	17 50		
5 94	Mill Road.....	10 00		
65 00	Millville.....	23 00		
257 71	Mill Village (*including arrears).....	120 00	*40 00	
19 78	Millville.....	11 50		
455 30	Milton.....	200 00		
11 32	Mineville.....	11 00		
16 00	Mineral Rock.....	11 50		
107 09	Minudie.....	44 00		
17 22	Mira Gut.....	12 00		
41 03	Monk's Head.....	12 00		
33 57	Montague Gold Mines.....	20 00		
36 07	Moose Brook.....	16 00		
17 55	Mooseland.....	11 50		
10 44	Moose River, Cumberland.....	11 50		
18 34	Moose River, Pictou.....	11 50		
44 66	Moose River Gold Mines (from 1st June, 1887).....	8 33		
27 09	Morden.....	16 00		
10 11	Morristown, Antigonishe.....	11 50		
6 56	Morristown, King's.....	10 00		
10 33	Morton's Corner.....	10 00		
83 92	Moser's River.....	29 50		
21 52	Mosherville.....	12 00		
15 25	Mossman's Grant.....	11 50		
16 13	Mountain Road.....	11 50		
1 66	Mount Cussack.....	10 00		
61 18	Mount Denison.....	24 00		
148 00	Mount Hanly.....	50 00		
9 25	Mount Pleasant.....	10 00		
16 52	Mount Thom Settlement.....	11 50		
218 61	Mount Uniacke.....	190 00		
91 40	Mount Uniacke Gold Mines (including arrears).....	11 33		
8 30	Mountville.....	10 00		
12 70	Mull River.....	12 00		
15 50	Munro's Bridge.....	12 00		
16 28	Murphyville.....	11 50		
218 70	Musquodoboit Harbor.....	64 00		
20 75	Nappan.....	20 00		
140 30	Nappan Station.....	48 00		
44 00	Necum Teuch.....	16 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
48 06	Neil's Harbor.....	19 00		
87 00	New Albany.....	28 00		
13 00	New Boston.....	10 00		
7 50	Newburn.....	10 00		
198 06	New Campbellton.....	100 00		
10 30	New Canada.....	10 00		
12 70	Newcomb.....	11 50		
27 96	Newcomb Corner.....	12 00		
8 25	New Cornwall.....	10 00		
6 50	New Cumberland.....	10 00		
18 24	New Edinburgh.....	11 50		
7 00	New Elm.....	10 00		
19 50	New Gairloch.....	12 00		
4,048 39	New Glasgow.....	1,100 00	100 00	
5 74	New Grafton.....	11 50		
21 56	New Harbor.....	16 00		
10 02	New Harris.....	10 00		
21 98	New Haven.....	16 00		
13 50	New Larig.....	12 00		
29 04	New Minas.....	14 00		
404 88	Newport.....	384 00		40 00
27 07	Newport Corner.....	16 00		
201 21	Newport Landing.....	80 00		
167 65	Newport Station.....	57 50	100 00	
98 00	New Ross.....	36 00		
20 61	New Ross Road.....	11 50		
29 79	New Salem.....	11 50		
34 69	Newton Mills.....	11 50		
12 91	Newtonville.....	10 00		
33 14	New Town.....	12 00		
23 57	New Tusket.....	11 50		
90 85	Newville.....	23 00		
152 00	Nictaux Falls.....	48 00		
46 46	Nine Mile River.....	19 00		
202 00	Noel.....	80 00		
11 50	Noel Road.....	11 50		
30 60	Noel Shore.....	12 00		
8 01	North Alton.....	10 00		
19 50	North Beaver Bank.....	12 00		
178 82	North Brookfield.....	36 00		
76 00	North East Branch Margaree.....	30 00		
114 38	North East Harbor.....	36 00		
271 00	North End of Lochaber Lake (*including arrears)	20 00	*7 50	
6 72	Northfield.....	12 00		
16 02	North Framboise.....	11 50		
10 03	North Grant.....	11 50		
34 06	North Greenville.....	11 50		
10 87	North Gut, St. Ann's.....	11 50		
9 33	North Intervale.....	10 00		
9 90	North Medford.....	10 00		
8 84	North Mountain.....	10 00		
128 78	Northport.....	39 00		
32 75	North Range Corner.....	16 00		
55 91	North River.....	20 00		
7 55	North River Bridge, Colchester.....	16 00		
51 26	North River Bridge, Victoria.....	46 50		
2 14	North Salem.....	10 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
18 72	North Shore, Cumberland.....	12 00		
13 00	North Shore, Victoria.....	11 50		
14 00	North Shore of St. Margaret's Bay.....	11 50		
16 00	North Section of Earltown.....	12 00		
2,012 93	North Sydney.....	640 00	36 00	100 00
2 33	North West.....	10 00		
	North West Arm.....	28 00		
	North West Cove (3 Quarters).....	7 50		
40 93	Norwood.....	13 00		
9 90	Nutthy.....	11 50		
56 80	Nyanza.....	16 00		
112 85	Oakfield.....	50 00		
12 79	Oak Park.....	12 00		
14 24	Oban.....	10 00		
6 09	Odin.....	10 00		
12 09	Ogden.....	10 00		
17 21	Ogilvie.....	11 50		
14 61	Ohio.....	10 00		
3 10	Oland (from 16th June, to 31st Dec., 1887).....	5 41		
110 00	Old Barns (*including arrears).....	38 00	*21 00	
40 84	Old Bridgeport Mines.....	11 50		
76 01	Oldham (3 Quarters).....	18 00		
26 84	Onslow Mountain.....	12 00		
122 75	Onslow Station.....	41 00		
25 80	Orangedale.....	12 00		
7 23	Ostrea Lake (from 1st Oct., 1887).....	5 00		
10 00	Outer Island of Port Hood.....	10 00		
13 74	Overton.....	11 50		
16 84	Owl's Head Harbor.....	11 50		
1,089 86	Oxford.....	320 00		40 00
263 40	Paradise Lane.....	100 00		
0 66	Parker's Cove.....	10 00		
16 55	Park s Creek.....	11 50		
1,777 86	Parrsboro'.....	540 00	100 00	80 00
15 93	Parrsboro' Shore.....	12 00		
16 00	Partridge Island.....	10 00		
23 96	Peggy's Cove.....	12 00		
28 24	Pembroke.....	14 00		
34 88	Pembroke Shore.....	12 00		
12 04	Perott Settlement.....	10 00		
28 52	Petite de Grat.....	16 00		
130 28	Petite Rivière Bridge.....	60 00		
27 89	Petpeswick Harbor.....	11 50		
4,260 86	Pictou.....	1,200 00	100 00	200 00
22 56	Pictou Island.....	12 00		
163 72	Pictou Landing.....	60 00		
6 00	Pictou Road (from 1st Feb., 1888).....	1 67		
47 95	Piedmont Valley.....	16 00		
3 84	Pinedale.....	10 00		
14 35	Pine Tree.....	11 50		
91 12	Pirate Harbor.....	50 00	20 00	
40 00	Plainfield.....	20 00		
7 98	Plaister Mines.....	10 00		
29 03	Pleasant Bay.....	11 50		
53 49	Pleasant Harbor.....	20 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
13 99	Pleasant Hills.....	10 00		
	Pleasant Lake.....	15 00		
17 48	Pleasant Point.....	16 00		
29 75	Pleasant River.....	16 00		
6 62	Pleasant Valley, Digby.....	11 50		
	Pleasant Valley, Pictou.....	11 50		
17 83	Pleasant Valley, Yarmouth.....	11 50		
14 00	Pleasantville.....	14 00		
29 11	Plymouth.....	15 00		
14 00	Plymouth Road.....	12 00		
109 21	Plympton.....	40 00		
8 28	Point Aconi.....	10 00		
7 50	Point Clear (closed 31st Dec., 1887).....	8 50		
9 60	Point Edward.....	10 00		
26 16	Point Michaud.....	11 50		
6 00	Point of Cape.....	10 00		
80 33	Pomquet Chapel.....	24 00		
31 49	Ponds.....	16 00		
60 78	Poplar Hill (*from 1st July, 1887).....	16 00	*3 00	
237 56	Port Acadie.....	72 00		
96 75	Portapique.....	40 00		
22 64	Portapique Mountain.....	12 00		
21 49	Portapique Rear.....	12 00		
29 47	Port Beckerton.....	12 00		
56 26	Port Caledonia.....	37 50		
109 16	Port Clyde.....	48 00		
22 25	Porter's Lake.....	14 00		
30 15	Port Felix.....	12 00		
288 63	Port George.....	95 00		
161 10	Port Greville.....	50 00		
391 33	Port Hastings (*from 1st July, 1887).....	409 50	*120 00	40 00
901 46	Port Hawkesbury (*from 1st July, 1887).....	360 00	240 00	*30 00
80 69	Port Hillford.....	30 00		
634 33	Port Hood (*from 1st July, 1887).....	315 00		*30 00
18 33	Port Hood Island.....	20 00		
35 28	Port Howe.....	16 00		
36 70	Port Joli.....	22 00		
104 26	Port la Tour.....	70 00		
67 64	Port Lorne.....	30 00		
353 25	Port Maitland.....	100 00		
25 61	Port Malcolm.....	16 00		
94 22	Port Matoon.....	48 00		
317 14	Port Medway.....	130 00		
461 69	Port Mulgrave.....	180 00	24 00	
33 62	Port Phillip.....	20 00		
11 47	Port Richmond.....	16 00		
31 59	Port Royal.....	16 00		
9 16	Port Saxon.....	10 00		
	Portuguese Cove (accounts not received).....			
332 03	Port William.....	127 50		
415 52	Port William Station.....	167 50	120 00	
6 76	Preston.....	10 00		
85 46	Prince Albert (including arrears).....	30 30		
55 16	Princeport.....	20 00		
30 00	Princeville.....	12 00		
79 49	Prospect.....	30 00		
22 17	Pubnico Beach.....	11 50		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
156 85	Pubnico Harbor.....	71 50		
698 30	Pugwash.....	320 00	10 00	40 00
40 00	Pugwash River.....	20 00		
11 78	Purlbrook.....	11 50		
16 06	Queensville.....	12 00		
29 00	Quinan.....	12 00		
44 90	Ragged Head.....	16 00		
22 81	Ragged Island.....	14 00		
10 00	Ramsay.....	10 00		
92 48	Rawdon.....	31 50		
214 51	Rawdon Gold Mines.....	80 00		
13 25	Rear of Baddeck Bay.....	11 50		
11 50	Rear of Ball's Creek.....	11 50		
9 90	Rear of Ben Eoin.....	11 50		
7 50	Rear of Black River.....	10 00		
12 26	Rear of Little Judique.....	11 50		
17 53	Rear Lands Sporting Mountain.....	11 50		
43 17	Red Islands.....	30 00	6 00	
10 06	Reidway.....	10 00		
17 02	Renfrew.....	16 00		
6 42	Reynardton.....	10 00		
54 57	Rhodes.....	16 00		
6 48	Rhode's Corner.....	10 00		
74 50	Ritcey's Cove.....	19 00		
84 08	River Bourgeoise.....	50 00		
7 01	Riverdale.....	11 50		
67 24	River Dennis.....	24 00		
10 75	River Dennis Road.....	11 50		
74 78	River Hebert.....	36 00		
	River Hebert Bend.....	10 00		
334 55	River Hebert, West Side.....	82 50		
127 21	River Inhabitants Bridge.....	40 00	8 00	
706 15	River John.....	300 00		40 00
20 68	River John Road.....	11 50		
137 37	River Philip.....	116 00		
115 55	Riversdale.....	40 00		
10 50	Riverside.....	11 50		
21 66	Riverside Corner.....	10 00		
13 35	Rivulet.....	12 50		
9 11	Roach Vale.....	11 50		
64 93	Robins.....	19 00		
24 24	Robinson's Corners.....	10 00		
24 53	Rockdale.....	12 00		
0 06	Rockingham.....	16 00		
108 44	Rockingham Station.....	48 50		
28 02	Rocklin.....	16 00		
16 42	Rockly.....	12 00		
44 24	Rockville.....	23 00		
40 67	Rockwell Settlement.....	12 00		
20 10	Rocky Bay.....	11 50		
27 51	Rocky Mountain.....	12 00		
28 53	Roger's Hill.....	12 00		
12 48	Roman's Valley.....	11 50		
14 05	Rose.....	11 50		
29 16	Roseway.....	12 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
8 85	Roslin.....	10 00		
16 08	Ross' Corner.....	11 50		
55 58	Rossway.....	17 50		
273 22	Round Hill.....	97 50		
6 39	Round Island.....	11 50		
10 25	Roxbury.....	11 50		
107 75	St. Andrews.....	57 50		
2 08	St. Ann's.....	11 50		
12 35	St. Bernard.....	11 50		
5 18	St. Catherine's River.....	10 00		
56 03	St. Croix.....	24 00		
20 61	St. Esprit.....	16 00		
20 00	St. George's Channel.....	14 00		
21 23	St. Joseph.....	12 00		
12 78	St. Mary's River.....	11 50		
9 64	St. Patrick's Channel.....	10 00		
23 16	St. Paul's.....	12 00		
560 49	St. Peter's.....	260 00	80 00	
39 60	Sable River.....	20 00	60 00	
18 44	Salem, Cumberland.....	10 00		
271 67	Salem, Yarmouth (*including arrears).....	*136 66		
20 77	Salem Road.....	11 50		
19 11	Salmon River, Cape Breton.....	11 50		
64 01	Salmon River, Digby (8 quarters).....	48 00		
.....	Salmon River, Guysborough (accts. not received).....	.....	
99 97	Salmon River, Halifax.....	40 00		
16 31	Salmon River, Lake Settlement.....	12 00		
12 52	Salt Springs, Antigonishe.....	10 00		
109 00	Salt Springs, Pictou.....	61 00		
114 77	Salt Spring Station.....	28 50		
45 95	Sambro.....	20 00		
16 71	Sand Beach (*including arrears).....	*17 50		
34 16	Sandford.....	15 00		
73 71	Sand Point.....	15 50		
79 61	Sand River.....	24 00		
13 39	Sandy Beaches.....	10 00		
139 84	Sandy Cove.....	66 00		
47 21	Sandy Point.....	16 00		
76 00	Saulnierville.....	30 00		
48 23	Saw Mill Creek.....	24 00		
36 45	Scatarie Island.....	16 00		
86 95	Scotch Village.....	27 00		
39 23	Scotsburn.....	24 00		
26 00	Scotsville (3 Quarters).....	12 00		
73 33	Scott's Bay.....	30 00		
9 33	Scott's Bay Road.....	11 50		
16 42	Seaforth.....	11 50		
.....	Second Peninsula.....	10 00		
130 11	Selmah.....	50 00		
14 65	Shad Bay.....	11 50		
46 54	Shag Harbor.....	20 00		
56 90	Sheet Harbor Passage.....	16 00		
201 00	Sheffield Mills.....	78 00		
1,017 10	Shelburne.....	450 00	12 00	60 00
439 38	Sherbrooke.....	332 00		40 00
48 50	Shinemecas Bridge.....	20 00		

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\$	cts.		\$	cts.	\$	cts.	\$	cts.
110	31	Ship Harbor.....	50	00				
60	43	Ship Harbor Lake.....	23	00				
53	87	Short Beach.....	16	00				
673	44	Shubenacadie.....	240	00	200	00		
55	08	Shulie.....	24	00				
34	00	Shunacadie.....	11	50				
11	53	Sight Point.....	11	50				
24	54	Six Mile Brook.....	14	00				
38	38	Six Mile Road.....	16	00				
13	33	Skir Dhu.....	11	50				
15	60	Skye Glen.....	10	00				
13	25	Skye Mountain.....	10	00				
6	15	Sluice Point.....	10	00				
		Smithfield.....	12	00				
85	71	Smith's Cove.....	32	00				
26	33	Soldier's Cove.....	15	50				
113	95	Somerset.....	45	00				
172	72	Sonora.....	57	50				
11	11	South.....	11	50				
143	22	Southampton.....	55	00				
45	20	South Bar of Sydney River.....	14	00				
56	12	South Bay.....	20	00				
37	36	South Branch.....	16	00				
14	19	South Cove.....	11	50				
20	32	South East Passage.....	11	50				
43	58	South End Lochaber.....	20	00				
507	01	South Farmington (6 Quarters).....	150	00				
32	00	South Gut of St. Ann's.....	20	00				
11	53	South Head of Cow Bay.....	11	50				
32	36	South Louisburg.....	12	00				
144	84	South Maitland.....	70	00				
11	18	South McLellan's Mountain.....	10	00				
8	24	South Merland.....	10	00				
235	00	South Ohio.....	70	00	20	00		
17	30	South Range.....	11	50				
168	18	South Rawdon.....	140	00				
36	84	South Side Basin of River Dennis.....	12	00				
12	21	South Side of Baddeck River.....	10	00				
7	50	South Side of Boulardarie.....	11	50				
13	60	South Side of Whyocornagh Bay.....	11	50				
		South Vale (accounts not received).....						
18	79	South Victoria.....	12	00				
13	50	Southville.....	11	50				
11	50	South West Mabou.....	12	00				
65	79	South West Margaree.....	28	00				
4	88	South West Port Matoun (from 1st Sept., 1887).....	5	83				
53	07	Sp ^r s Springs.....	12	00				
153	49	Spencer Island.....	44	00				
95	90	Springfield.....	36	00				
392	50	Spring Hill Junction.....	115	00				
2,978	47	Spring Hill Mines (5 Quarters).....	700	00			140	00
106	00	Springville.....	36	00				
65	73	Spry Bay.....	40	00				
4	01	Spryfield.....	10	00				
39	58	Stake Road.....	10	00				
5	00	Staple's Brook (from 1st Sept., 1887).....	5	83				
28	60	Steam Mill Village.....	16	00				

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts.	\$ cts.
35 45	Steep Creek.....	15 50		
1,491 27	Stellarton.....	480 00		60 00
175 75	Stewiacke Cross Roads.....	50 00		
32 20	Still Water.....	24 00		
19 00	Stirling.....	12 00		
20 96	Stoddarts.....	16 00		
33 87	Stone House.....	12 00		
19 70	Stormont.....	11 50		
141 00	Strathlorn.....	47 50		
14 91	Street's Ridge.....	12 00		
41 92	Stronach Mountain.....	13 50		
	Sugar Loaf (from 1st Aug., 1886, to 30th Sept., 1887; accounts not received).....	11 67		
5 01	Summerside.....	10 00		
213 59	Summersville.....	64 00		
23 11	Summersville Centre.....	16 00		
32 29	Sundridge.....	12 00		
92 90	Sunnybrae.....	39 00		
11 69	Sunnyside.....	11 50		
5 68	Surette Island.....	10 00		
67 55	Sutherland's Mills.....	12 00		
31 50	Sutherland's River.....	11 50		
0 75	Swansburg.....	10 00		
2,414 78	Sydney.....	720 00	200 00	120 00
25 12	Sydney Forks.....	16 00		
438 88	Sydney Mines.....	150 00		
28 25	Tancook Island.....	12 00		
282 56	Tangier.....	120 00		
48 83	Tarbut.....	12 00		
521 45	Tatamagouche.....	235 00		
27 55	Tatamagouche Mountain.....	16 00		
65 00	Tenecape.....	20 00		
16 84	Terence Bay.....	12 00		
29 13	The Falls.....	16 00		
29 00	The Points, West Bay.....	19 00		
169 00	Thompson's Mills.....	76 00	100 00	
507 61	Thorburn.....	180 00		
48 17	Thornville.....	24 00		
26 67	Three-Mile House.....	12 00		
83 43	Three Sisters.....	40 00		
8 07	Tidnish (*broken period).....	* 5 83		
100 48	Tiverton.....	40 00		
21 70	Toney River.....	14 00		
57 74	Torbay.....	61 50		
45 21	Torbrook.....	20 00		
23 00	Town Plot.....	12 00		
131 42	Tracadie.....	131 00		
11 19	Trafalgar.....	10 00		
25 00	Tremont.....	14 00		
304 37	Trenton.....	40 00		
10 14	Trout Brook.....	11 50		
5 50	Trout River.....	10 00		
11 50	Truemanville (3 Quarters).....	9 00		
7,388 06	Truro.....	1,700 00		
68 00	Tupperville.....	24 00		
190 38	Tusket.....	120 00	8 00	

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
62 65	Tusket Wedge	24 00		
11 68	Two Islands	10 00		
61 20	Two Rivers (5 Quarters)	14 00		
16 22	Union Centre	11 50		
6 22	Upper Big Tracadie	10 00		
	Upper Branch	10 00		
7 00	Upper Caledonia	10 00		
124 60	Upper Canard	50 00		
40 86	Upper Clarence	12 00		
27 98	Upper Clements	12 00		
6 21	Upper Clyde River	10 00		
89 19	Upper Cross Roads, St. Mary's	40 00	24 00	
93 00	Upper Dyke Village	28 00		
112 50	Upper Economy	54 50		
18 05	Upper Fort Lawrence	11 50		
43 03	Upper Granville	15 03		
8 37	Upper Kemptown	10 00		
	Upper Kennetcook	10 00		
24 00	Upper La Have	16 00		
10 00	Upper Leitch's Creek	10 00		
23 15	Upper Malagash	11 50		
21 99	Upper Margaree	11 50		
33 76	Upper Middleboro' (from 1st Sept., 1887)	11 63		
201 50	Upper Musquodoboit	60 00		
38 67	Upper Newport	24 00		
27 89	Upper Nine Mile River	12 00		
10 98	Upper North River	11 50		
26 76	Upper Pereaux	12 00		
79 42	Upper Port La Tour	30 00		
81 80	Upper Rawdon	30 00		
33 00	Upper Sackville	11 50		
10 20	Upper Settlement of Baddeck River	11 50		
36 52	Upper Settlement of Middle River	12 00		
109 59	Upper Settlement of South River	24 00		
6 90	Upper South-West Mabou	11 50		
330 85	Upper Stewiacke	127 50	27 50	
10 04	Upper Washabuck	11 50		
36 51	Upper Wood Harbor	20 00		
46 37	Urbana	10 00		
10 05	Usher	11 50		
26 50	Valley Mills	11 50		
67 99	Valley Station	48 33		
25 00	Vaughan	12 00		
17 78	Vernal	11 50		
14 50	Vernon Mines	11 50		
10 51	Vesuvius	11 50		
13 35	Victoria	10 00		
29 59	Victoria Beach	18 00		
11 99	Victoria Harbor	11 50		
201 25	Victoria Mines	60 00		
89 69	Victoria Vale	30 00		
4 77	Vienots	10 00		
17 86	Villagedale	12 00		
76 92	Vogler's Cove	23 00		

A, IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
530	41	Wallace	177	50		
257	15	Wallace Bridge	100	00		
30	85	Wallace Grant	12	00		
19	60	Wallace Ridge	14	00		
11	50	Wallbrook	11	50		
164	97	Walton	80	00		
44	06	Waterford	13	50		
6	01	Waterloo	10	00		
39	94	Watrnish	14	00		
31	25	Watervale	13	00		
1,051	50	Waterville	360	00		40 00
39	78	Watt Section, Sheet Harbor.....	11	50		
26	15	Waugh's River	14	00		
98	59	Waverley	56	00		
5	39	Weatherley (from 1st June, 1887).....	8	33		
15	02	Weaver Settlement.....	11	50		
22	09	Wellington	16	00		
45	71	Wentworth	16	00		
58	00	Wentworth Creek.....	16	00		
273	70	Wentworth Station.....	90	00	100 00	
37	86	West Advocate	16	00		
167	86	West Arichat	60	00		
316	50	West Bay	100	00	4 00	
28	06	West Berlin	12	00		
110	03	West Branch, River John.....	40	00		
126	11	West Branch, River Philip (*from 1st Jan., 1888).....	43	00	*1 00	
43	15	West Brook	28	50		
15	01	West Brook Mills.....	11	50		
28	00	West Caledonia	12	00		
16	13	West Cariboo	11	50		
29	74	Westchester.....	18	00		
10	50	Westchester Lake.....	11	50		
38	22	West Chezzetcook (5 Quarters).....	15	00		
58	44	West Dublin.....	24	00		
8	07	Western Head.....	10	00		
11	45	Westfield	10	00		
82	40	West Gore	34	50		
22	75	West Hansford	12	00		
59	33	West Inglisville.....	16	00		
73	60	West Jeddore.....	19	00		
47	86	West La Have Ferry.....	24	00		
26	63	West Lakevale	11	50		
12	75	West Lawrencetown	10	00		
21	45	West Leicester.....	11	50		
35	03	West Merigonishe	12	00		
166	21	West New Annan.....	70	00		
28	89	West Newdy Quoddy.....	16	00		
366	13	Westport	147	50		
35	00	West Pubnico.....	23	00		
76	32	West River (*including arrears).....	*175	00		
423	72	West River, Sheet Harbor.....	200	00		
102	29	West River Station.....	60	00		
14	00	West Side of Lochaber	10	00		
12	78	West Side of Middle River.....	11	50		
1,053	92	Westville	360	00	10 00	40 00
1,176	45	Weymouth.....	862	98		100 00
843	04	Weymouth Bridge.....	320	00		40 00

A, IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1888.

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

Gross Revenue on Sale of Postage stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$
8	50	Whitburn.....	10	00	
12	67	Whitburn Mines (from 1st Feb., 1888).....	1	67	
102	04	Whitehead.....	27	50	
24	73	White Hill.....	11	50	
16	00	White Point (5 Quarters).....	15	00	
130	00	White Rock Mills.....	50	00	
508	25	Wycocomagh.....	250	00	
6	93	Wycocomagh Bay, North Side.....	12	00	
0	33	Wycocomagh Portage (from 1st Feb., 1888).....	1	67	
4	00	William's Point.....	10	00	
13	00	Williamsdale.....	11	50	
19	81	Williamsdale, East.....	10	00	
411	71	Willmot (*discontinued 30th June, 1887).....	100	00	*6 25
12	76	Windham Hill.....	10	00	
3,816	30	Windsor (*9 months' rent of old office, for which Department was liable).....	1,040	00	*150 00
60	05	Windsor Junction.....	40	00	
89	29	Wine Harbor.....	40	00	
75	42	Wittenburg.....	23	00	
2,134	03	Wolfville.....	00	00	100 00
8	94	Woodbourne.....	10	00	
31	98	Woodville.....	12	00	
9	00	Wreck Cove.....	11	50	
18	00	Wyse's Corner.....	12	00	
6,665	40	Yarmouth.....	1,800	00	400 00
\$214,481	23	Totals.....	\$62,859	58	\$5,220 25
					\$2,780 00

†N.B.—Of this, the amount of \$61,150.01 was paid from Revenue collections, and \$1,709.57 from Parliamentary appropriation. The latter has been brought to account at page 118, part ii.

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF NEW BRUNSWICK.

A, IN REPORT No. 3, D.

DETAIL of all payments made for Salaries, &c. in New Brunswick; showing in each case the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1888.

Name.	Service.	Salary. \$ cts.	Night Duty and Mileage. \$ cts.	Total of Classes. \$ cts.	Grand Total. \$ cts.
NEW BRUNSWICK DIVISION.					
S. J. King	Post Office Inspector	2,200 00		2,200 00	
W. C. Whittaker	1st Class Clerk	1,350 00		1,350 00	
W. R. Avery	2nd do	1,200 00		1,200 00	
W. Hatch	do	900 00		900 00	
C. A. Murray	3rd do	800 00		800 00	
R. J. Freeze	do	653 34		653 34	
W. Bannister	Messenger	600 00		600 00	
Total, Inspector's Office				7,703 34	
RAILWAY MAIL SERVICE.					
F. W. Blizard	Acting Chief Railway Mail Clerk	1,345 00		1,345 00	
G. W. Ryan	1st Class Railway Mail Clerk	860 00	426 29	1,286 29	
W. J. Weldon	do promoted from 2nd Class, 1st January, 1888.	880 00	355 56	1,235 56	
F. A. Estey	2nd do	800 00	324 31	1,124 31	
W. Starkie	do	860 00	330 28	1,190 28	
J. Philips	do	800 00	408 80	1,208 80	
J. B. Ridgson	do	800 00	335 02	1,135 02	
G. A. Barker	do	800 00	86 66	886 66	
A. J. Cross	do to 30th November, 1887 (deceased).	800 00	287 98	1,087 98	

H. Wrasche	do	800 00	356 95		
D. Price	do	800 00	381 96		
J. G. Miller	do	800 00	206 04		
D. Kendrick	do	720 00	253 66		
A. Brittain	do	720 00	349 30		
R. C. Magee	do	720 00	345 22		
S. R. Jack	do	720 00	354 50		
S. R. Maxwell	do	720 00	354 23		
E. L. Willis	do	720 00	167 68		
G. H. Oulton	do	550 00	356 31	16,429 62	
promoted from 3rd Class 1st April, 1888.					
A. Murray	do	520 00	297 54		
J. Campbell	do	520 00	224 43		
A. C. Edgewcombe	do	520 00	192 71		
F. C. Ketchum	do	520 00	243 39		
C. F. Hoben	do	520 00	209 87		
H. Nadeau	do	513 34	232 63		
J. H. Watt	do	500 00	220 67		
H. B. Peck	do	486 67	120 86		
W. S. Hall	do	480 00	249 84	6,571 95	
Temporary Railway Mail Clerk, from 16th December, 1887.					
D. D. Aigle	do	260 65	76 43	337 08	
Total, Railway Mail Service.....					
		19,629 00	7,676 50		27,305 50
		\$27,332 34	\$7,676 50		\$35,008 84
					\$ 5,008 84

Grand Total carried forward.....

A, IN REPORT No. 3, D.—Detail of all payments for Salaries, &c., in New Brunswick, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
<i>Brought forward</i>				
FREDERICTON POST OFFICE.				
P. McPeake.....	Postmaster.....	1,600 00		
J. Cameron.....	2nd Class Clerk.....	1,200 00	1,600 00	
W. B. Phair.....	do promoted from 3rd Class 1st May, 1888.....	816 67	2,016 67	
E. W. Vavasour.....	3rd do.....	760 00		
A. E. Wilson.....	do do.....	550 00		
B. H. Phillips.....	do do.....	480 00		
A. S. Phair.....	Letter Carrier.....	560 00	1,790 00	
J. D. Perkins.....	Temporary Letter Carrier, from 3rd to 19th September, 1887.....	17 00	560 00	
			17 00	
Total, Fredericton Post Office.....				5,983 67
ST. JOHN POST OFFICE.				
E. Willis.....	Postmaster.....	2,000 00		
J. Woodrow.....	Assistant Postmaster.....	1,500 00	3,500 00	
M. J. Potter.....	1st Class Clerk.....	1,200 00		
A. W. Reed.....	do do.....	1,200 00	2,400 00	
H. P. Otty.....	2nd do.....	1,200 00		
A. McNichol.....	do do.....	1,190 00		
R. C. McIntyre.....	do do.....	1,190 00		
G. F. Ring.....	do do.....	996 77		
J. S. Flaglor.....	suspended from 1st October to 1st December, 1887.....	1,150 00		
J. L. Finen.....	do do.....	1,000 00		
R. D. Woodrow.....	do do.....	950 00	7,676 77	

J. W. Ring.....	3rd	do	800 00
R. A. Hamlin.....	do	do	800 00
T. Jenkins.....	do	do	800 00
J. H. Kitchie.....	do	do	800 00
J. P. Bell.....	do	do	800 00
A. Thompson.....	do	do	800 00
J. C. Clark.....	do	do	600 00
H. P. Lee.....	do	do	590 01
F. Ferguson.....	do	do	500 00
J. R. Copp.....	do	do	480 00
J. P. Hipwell.....	do	do	480 00
W. O. Dunham.....	do	do	440 00
J. Malcolm.....	do	do	440 00
Temporary Clerk.....			8,330 01
J. A. Ewing.....			400 00
G. E. Withers.....			485 00
R. McLaughlin.....			600 00
W. Young.....			600 00
C. Belyea.....			600 00
G. W. Plumpion.....			600 00
W. Lane.....			591 94
J. McManus.....			600 00
J. Beamish.....			630 00
U. Belyea.....			450 00
A. Morgan.....			450 00
R. Hill.....			450 00
O. Grant.....			435 00
C. H. Elston.....			435 00
J. A. Mailman.....			390 00
P. Cassely.....			390 00
G. Bell.....			7,606 94
Messenger (office-keeper).....			550 00
Total, St. John Post Office.....			30,463 72
Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement).....			1,990 10
Total.....			\$73,446 33

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant

A, IN REPORT No. 3, D.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light, and of Revenue collected at the several Post Offices in New Brunswick, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
3 25	Abougoggin Road.....	10 00		
19 59	Acadia.....	11 50		
22 58	Acadia Siding.....	16 00		
30 59	Adamsville.....	11 50		
9 26	Akerly.....	10 00		
352 30	Albert.....	199 99	60 00	
65 00	Albert Mines.....	24 00		
17 83	Aldouane.....	12 00		
71 04	Alexander's Point.....	24 00		
8 42	Alexandrina.....	10 00		
6 67	Alison.....	10 00		
14 56	Allandale.....	12 00		
206 88	Alma.....	80 00		
104 00	Anagance.....	60 00		
9 71	Anagance Ridge.....	11 50		
5 48	Anderson.....	10 00		
554 30	Andover.....	257 60		
29 10	Annidale.....	11 50		
200 75	Apohaqui.....	100 00	30 00	
8 26	Archibald Settlement.....	10 00		
36 56	Argyle.....	16 00		
3 31	Armstrong.....	10 00		
212 24	Armstrong's Brook.....	84 00	8 00	
45 62	Armstrong's Corner.....	15 00		
131 00	Aroostook Junction.....	30 00		
13 32	Aroostook Portage.....	11 50		
41 18	Arthurette.....	16 00		
13 08	Ashland.....	12 00		
45 50	Avery's Portage.....	20 00		
44 51	Avondale.....	16 00		
10 95	Babington.....	11 50		
27 00	Back Bay.....	16 00		
387 64	Baie Verte.....	157 50	20 00	
22 89	Baie Verte Road.....	12 00		
52 96	Baillie.....	20 00		
18 00	Bairdsville.....	16 00	24 00	
13 80	Balmoral.....	12 00		
1 15	Bannister (from 1st Nov., 1887).....	4 17		
11 80	Barachois.....	12 00		
55 21	Barnaby River.....	20 00		
59 49	Barnesville.....	24 00		
8 11	Barretsholme.....	10 00		
6 90	Bartibog.....	10 00		
28 68	Bartibog Bridge.....	12 00		
19 70	Bartlett Mills.....	12 00		
178 06	Bass River.....	80 00	10 00	
5 95	Basswood Ridge.....	11 50		
243 50	Bath.....	72 00	6 00	
1,420 12	Bathurst (* discontinued 31st July, 1887).....	580 00	100 00	5 00
647 62	Bathurst Village.....	320 00		
86 58	Bay du Vin.....	20 00		
12 11	Bay du Vin Mills.....	10 00		

**A, IN REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in
New Brunswick, within the Year ended 30th June, 1888.**

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.				
175	74	Bayfield.....	60	00	.....
31	47	Bayside.....	12	00	.....
12	92	Bayswater.....	12	00	.....
19	75	Bay View.....	11	50	.....
1	86	Beaconsfield.....	10	00	.....
33	66	Bear Island.....	22	00	.....
21	05	Beauport.....	12	00	.....
19	00	Beaver Brook.....	12	00	.....
12	73	Beaver Dam.....	11	50	.....
94	74	Beaver Harbor.....	28	00	.....
2	00	Beech Hill.....	11	50	.....
102	39	Belledune.....	24	00	.....
73	40	Belledune River.....	24	00	.....
215	00	Bellefleur.....	36	00	.....
14	70	Belleisle.....	11	50	.....
17	76	Belleisle Bay.....	11	50	.....
60	46	Belleisle Creek.....	24	00	.....
11	50	Bellenden.....	11	50	.....
3	90	Belleville.....	10	00	.....
11	75	Belliveaux Village.....	11	50	.....
9	21	Belyea's Cove.....	11	50	.....
241	00	Benton.....	80	00	.....
29	33	Beresford.....	12	00	.....
72	00	Berry Mill Station.....	36	00	.....
14	50	Berryton.....	11	50	.....
7	75	Big Cove.....	11	50	.....
3	37	Biggar Ridge.....	11	50	.....
20	00	Birch Ridge.....	11	50	.....
6	40	Birdton.....	10	00	.....
420	18	Black Brook.....	97	50	.....
6	73	Black Land.....	38	00	.....
57	51	Black Point.....	19	00	.....
11	00	Black River.....	16	00	.....
29	38	Black River, St. John.....	16	00	.....
27	96	Black River Bridge.....	12	00	.....
13	50	Black Rock.....	16	00	.....
25	94	Black Rock, Victoria.....	11	50	.....
12	51	Black's Harbor.....	11	50	.....
232	12	Blackville.....	80	00	.....
12	34	Blair Athol.....	11	50	.....
5	17	Blanchard Settlement.....	10	00	.....
13	52	Blayne Ridge.....	11	50	.....
33	62	Blissfield.....	12	00	.....
5	00	Blissville (closed 31st July, 1887).....	5	00	.....
75	89	Bloomfield.....	28	00	.....
25	20	Bloomfield, King's.....	24	00	.....
16	76	Bloomfield Ridge.....	12	00	.....
123	98	Bloomfield Station.....	44	00	.....
10	03	Blue Cove.....	11	50	.....
47	61	Rocabec.....	20	00	.....
421	25	Boieston (10 Quarters).....	125	00	30 00
87	40	Bon Accord.....	15	00	.....
111	87	Bonney River Station.....	27	50	.....
11	46	Botsford Portage.....	10	00	.....
14	74	Boudreau Village.....	11	50	.....
32	03	Boundary Creek.....	16	00	4 00
4	34	Boundary, Presqu'île.....	10	00	.....

A, IN REPORT NO. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
4 88	Bourgeois	10 00		
28 18	Bransfield	12 00		
46 78	Breadalbane	20 00		
	Bridgedale	10 00		
96 78	Brigg's Corner	36 00		
302 68	Bristol	92 00	36 00	
4 74	Brookvale	10 00		
11 04	Brookville	10 00		
4 89	Brownsville	10 00		
41 21	Bryerton	30 00		
615 00	Buctouche (*including arrears)	260 00	*30 00	
11 00	Bull Moose Hill	10 00		
44 00	Bull's Creek (from 1st Sept., 1887)	5 67		
83 19	Bumfrau	20 00		
35 96	Burden	11 50		
97 21	Burnsville	16 00		
29 46	Burnt Church	16 00		
14 47	Burton	11 50		
361 44	Butternut Ridge	117 50	12 00	
	Cain's River	10 00		
10 00	Caledonia Settlement	11 50		
5 30	California	10 00		
71 90	Calhoun	30 00		
46 71	Cambridge	20 00		
20 79	Cameron's Mills	11 50		
15 21	Campbell Settlement, Kings	10 00		
24 67	Campbell Settlement, York	12 00		
1,827 87	Campbellton	500 00	100 00	60 00
60 08	Campo Bello	40 00		
10 51	Canaan Rapids	11 50		
106 79	Canaan Station	36 00		
8 84	Canobie	10 00		
162 00	Canterbury	143 00		
415 88	Canterbury Station	140 00	8 00	
122 11	Cape Bald	39 00		
23 40	Cape de Moselle Creek	12 00		
15 64	Cape Spear	11 50		
36 77	Cape Station	12 00		
317 34	Caraquet	120 00	50 00	
3,427 44	Carleton	500 00		
11 50	Carlingford	11 50		
22 95	Carlisle	12 00		
17 00	Carlow	12 00		
9 73	Caron Brook	11 50		
4 43	Carpenter	10 00		
13 24	Carsonville	11 50		
16 31	Carter's Point	11 50		
26 86	Case Settlement	11 50		
0 03	Cassilis	11 50		
49 53	Castalia	15 99		
2 39	Cedar Camp	10 00		
16 27	Central Blissville	11 50		
24 61	Central Cambridge	12 00		
20 00	Central Hampstead	12 00		
11 04	Central Haynesville	10 00		
5 20	Central Keswick Ridge	7 50		

A, IN REPORT NO. 3, D—Detail of Revenue, Salaries and Allowances in
New Brunswick, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
9 00	Central Kingsclear.....	12 00		
17 72	Central Norton.....	12 00		
4 57	Central Waterville (from 1st Nov., 1887).....	4 17		
7 89	Centreton.....	10 00		
7 47	Centre Village.....	10 00		
370 29	Centreville.....	147 50		
3 90	Chambers Settlement.....	10 00		
7 83	Chambord.....	10 00		
15 50	Chance Harbor.....	11 50		
32 00	Chapman.....	12 00		
4 48	Charleston.....	10 00		
122 50	Charlo Station.....	40 00		
4,265 23	Chatham.....	1,300 00	400 00	
26 94	Chelmsford.....	12 00		
5 41	Chemical Road.....	10 00		
7 32	Cheney Settlement.....	10 00		
	Cherry Vale.....	10 00		
9 57	Chester.....	10 00		
178 72	Chipman.....	60 00	12 00	
10 00	Church Hill.....	11 50		
65 00	Church Point.....	20 00		
23 69	Clarendon.....	12 00		
54 89	Clarendon Station.....	16 00		
18 55	Clark's Corners.....	11 50		
0 37	Cleavelands (from 1st March, 1888).....	0 83		
69 92	Clifton.....	50 00		
90 47	Clifton, Kings.....	50 00	24 00	
65 00	Clinch's Mills.....	30 00	4 00	
15 10	Clones.....	12 00		
38 01	Clover Hill.....	12 00		
71 52	Coal Branch Station.....	32 00		
32 19	Coal Creek.....	12 00		
24 53	Coal Mines.....	12 00		
26 00	Coates' Mills.....	16 00		
181 89	Cocagne (*including arrears).....	72 00	*20 00	
10 50	Cocagne Cape.....	11 50		
9 66	Cocagne River.....	10 00		
52 47	Cody's.....	16 00		
32 97	Coldstream.....	12 00		
17 88	Coldstream, East.....	11 50		
77 15	Cole's Island.....	27 00		
86 00	College Bridge.....	24 00		
203 00	Collina.....	60 00		
16 00	Connell.....	16 00		
21 44	Cookville.....	11 50		
20 00	Cork Station.....	12 00		
2 84	Cormier's Cove (from 1st Sept., 1887).....	5 83		
60 06	Corn Hill.....	24 00		
6 75	Corn Hill, East.....	10 00		
9 75	Costigan.....	10 00		
6 04	Coughlan.....	10 00		
15 50	Coverdale.....	11 50		
8 64	Cox's Point.....	11 50		
58 20	Cross Creek.....	16 00		
86 70	Cumberland Bay.....	20 00		
16 56	Cumberland Point.....	11 50		
32 84	Cummings' Cove.....	11 50		

A, IN REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ ts.
40 18	Curryville	16 00		
1,153 00	Dalhousie.....	450 00	80 00	40 00
33 06	Dalhousie Junction.....	40 00		
18 45	Daniel.....	12 00		
20 70	Dawson Settlement.....	11 50		
39 83	Dawsonville.....	12 00		
5 22	Day's Corner.....	10 00		
206 60	De Bec.....	83 00		
26 36	Derby.....	11 50		
11 47	De Wolf.....	10 00		
29 16	Dipper Harbor.....	12 00		
15 70	Dixon's Point.....	11 50		
409 86	Doaktown.....	129 00		
13 14	Dobson's Corner.....	11 50		
10 05	Doherty.....	11 50		
3 01	Doherty's Mills.....	11 50		
13 47	Donegal.....	11 50		
1,765 78	Dorchester.....	640 00	30 00	80 00
12 01	Dorchester Crossing.....	11 50		
11 00	Dorin Ridge.....	10 00		
8 45	Douglas.....	16 00		
3 44	Douglasfield.....	10 00		
24 72	Douglas Harbor.....	16 00		
165 04	Douglastown.....	120 00		
23 40	Dover.....	11 50		
1 66	Dover Hill.....	10 00		
20 26	Downeyville.....	11 50		
10 36	Doyle's Brook.....	11 50		
10 26	Doyle Settlement.....	11 50		
3 67	Duck Creek (from 1st November, 1887).....	4 16		
70 98	Dumbarton Station.....	23 00	10 00	
9 30	Dumfries, York.....	12 00		
15 43	Dumfries, Gloucester.....	12 00		
6 74	Dundee.....	10 00		
4 12	Dungiven.....	10 00		
50 77	Dunphy.....	16 00		
36 48	Dunphy's Corner.....	12 00		
10 47	East Rogerville.....	11 50		
8 46	East Scotch Settlement.....	10 00		
45 00	Edgett's Landing.....	28 00		
576 16	Edmundston.....	140 00	30 00	
165 47	Eel River Crossing.....	20 50		
19 90	Eel River Lake.....	11 50		
272 66	Elgin.....	127 50	18 00	
23 50	Elmcroft.....	11 50		
10 50	Elmhurst.....	11 50		
64 31	Elmsville.....	19 00		
4 96	Elmwood.....	10 00		
23 50	Emigrant Road.....	12 00		
37 51	Emigrant Settlement.....	16 00		
15 35	English Settlement.....	11 50		
1 30	Ennishore (from 1st December, 1887).....	3 33		
0 69	Enniskillen Centre (from 1st March, 1888).....	0 83		
39 89	Enniskillen Station.....	24 00		
9 07	Erb.....	10 00		

**A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances, in
New Brunswick, within the Year ended 30th June, 1888.**

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
25 18	Escuminac.....	20 00		
7 79	Esdraelon.....	10 00		
6 24	Evandale.....	10 00		
18 20	Everett.....	11 50		
28 14	Fairfield.....	12 00		
42 72	Fairhaven.....	19 00	12 00	
15 12	Fairleigh.....	11 50		
9 00	Fairview.....	10 00		
484 09	Fairville.....	264 00		
14 86	Farmerston.....	11 50		
15 02	Farmingdale.....	11 50		
11 50	Fawcett Hill.....	11 50		
19 04	Fenwick.....	12 00		
57 53	Ferguson's Point.....	16 00		
23 00	Ferris.....	13 50		
7 97	Ferryville.....	10 00		
58 86	Flatlands.....	20 00		
303 50	Florenceville.....	236 00	20 00	
59 88	Florenceville, East.....	31 50	6 00	
12 94	Flower's Cove.....	11 50		
11 52	Flume Ridge (from 1st July, 1887).....	7 50		
46 94	Ford's Mills.....	20 00		
68 22	Foreston.....	20 00		
15 37	Forks.....	11 50		
26 25	Foster's Cove.....	11 50		
10 70	Foster's Croft.....	11 50		
29 60	Fosterville.....	11 50		
58 78	Four Falls.....	50 00		
35 57	Fox Creek.....	12 00		
10,395 47	Fredericton (salaries and expenses entered elsewhere).....			
168 08	Fredericton Junction.....	80 00	8 00	
9 59	Fredericton Road.....	10 00		
15 61	French Lake.....	11 50		
10 25	French Village.....	10 00		
6 27	Fulton Brook.....	10 00		
347 62	Gagetown.....	366 00	80 00	40 00
15 94	Gagnon.....	10 00		
12 37	Gailey.....	11 50		
27 94	Gardner's Creek.....	16 00		
11 65	Garnet.....	10 00		
31 00	Gaspereaux.....	28 00		
26 44	Gaspereaux Station.....	16 00		
9 80	Gaythorne.....	11 50		
12 49	Geary.....	11 50		
10 22	Germantown.....	10 00		
7 75	Gillespie.....	10 00		
22 23	Gladstone.....	11 50		
206 06	Glassville.....	64 00		
8 71	Glen Anglin.....	10 00		
11 26	Glencoe.....	11 50		
7 30	Glenlivet.....	11 50		
8 39	Glen Porter.....	11 50		
13 06	Glenvale.....	10 00		
11 50	Gloucester Station (from 1st Aug., 1887).....	6 66		

A, IN REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
3	93	Golden Grove.....	10	00				
8	59	Golden Grove Mills.....	10	00				
16	00	Golden Ridge.....	11	50				
46	53	Gondola Point.....	16	00				
9	82	Good Corner.....	11	50				
15	78	Gooseberry Cove.....	11	50				
14	96	Goose Creek.....	11	50				
38	00	Gordonsville.....	12	00				
24	04	Goshen.....	11	50				
7	06	Gowland Mountain.....	10	00				
83	66	Grafton.....	40	00				
6	14	Grainfield.....	10	00				
170	65	Grand Ance.....	57	50				
21	30	Grand Bay.....	11	50				
535	51	Grand Falls.....	252	00	30	00		
8	91	Grand Falls Portage.....	10	00				
107	15	Grand Harbor (*including arrears).....	30	00		*9	50	
48	97	Grandique.....	16	00				
387	86	Grand Manan.....	130	00	16	00		
19	50	Grand River.....	20	00				
24	09	Grant.....	12	00				
24	06	Grattan.....	11	50				
101	55	Great Shemogue.....	32	00				
		Greenbush.....	10	00				
16	28	Greenfield.....	11	50				
17	73	Green Point.....	10	00				
7	50	Green Point Station.....	11	50				
26	00	Green River.....	16	00				
37	31	Greenwich Hill.....	16	00				
10	19	Greer.....	11	50				
24	14	Grey's Mills.....	12	00				
17	81	Gueguen.....	11	50				
		Halcomb.....	10	00				
8	16	Hamilton Mountain.....	10	00				
41	41	Hammond Vale.....	41	00				
98	57	Hampstead.....	36	00				
323	50	Hampton.....	127	50				
10	05	Hamtown.....	10	00				
		Hanwell.....	10	00				
8	25	Hardingville.....	11	50				
33	47	Hardwick.....	12	00				
13	76	Hardy (from 1st Oct., 1887).....	5	00				
2	42	Harewood.....	10	00				
10	38	Harley Road.....	11	50				
6	95	Hartford.....	11	50				
479	04	Hartland.....	157	50	24	00		
142	01	Harvey.....	245	00				
211	25	Harvey Bank.....	56	00				
254	93	Harvey Station.....	80	00	10	00		
8	00	Hastings.....	10	00				
89	98	Hatfield Point.....	31	50				
26	97	Head of Millstream.....	12	00				
47	89	Head of Tide.....	16	00				
11	87	Hebron.....	10	00				
12	19	Henderson Settlement.....	10	00				
11	53	Heron Island.....	11	50				

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
30 33	Hibernia.....	12 00		
36 12	Highland.....	12 00		
7 50	Hilldale (closed 31st Dec., 1887).....	8 50		
575 83	Hillsborough.....	309 00		
46 03	Hillsdale.....	16 00		
5 53	Hillside.....	10 00		
11 07	Hiram.....	11 50		
14 89	Holderville.....	12 00		
2 00	Holmesville.....	10 83		
72 65	Hopewell.....	27 75		
231 00	Hopewell Cape.....	100 00		
183 17	Hopewell Hill.....	87 50	10 00	
4 35	Hopper.....	10 00		
142 40	Hoyt Station.....	57 50	12 00	
6 65	Huestis' Landing.....	10 00		
3 23	Hunter's Home.....	10 00		
4 13	Ida.....	10 00		
10 58	Imlah.....	10 00		
23 00	Inchby.....	12 00		
19 48	Indian Island.....	11 50		
9 00	Indian Mountain.....	10 00		
2,462 90	Indian Town.....	600 00		100 00
30 00	Inkerman.....	12 00		
11 05	Intervale.....	11 50		
4 50	Irishtown.....	10 00		
4 50	Irving Settlement.....	10 00		
29 15	Jacksontown.....	16 00		
100 00	Jacksonville.....	52 00		
164 92	Jacquet River.....	30 00		
29 17	Japeville.....	12 00		
9 10	Jeffrey.....	11 50		
49 50	Jemseg.....	15 50		
32 39	Jenkins.....	12 00		
14 00	Jewett's Mills.....	11 50		
1 50	Johnson's Croft (from 1st Sept., 1887).....	5 83		
20 25	Johnson's Mills.....	11 50		
10 10	Johnston.....	11 50		
7 50	Johnville.....	10 00		
46 00	Jolicure.....	20 00		
13 99	Jordan Mountain.....	11 50		
23 56	Juvenile Settlement.....	11 50		
7 11	Kars.....	10 00		
	Kay Settlement.....	10 00		
6 88	Keatings.....	10 00		
75 03	Keats.....	11 50		
18 25	Keith.....	11 50		
51 12	Kent Junction.....	16 00		
129 17	Keohan.....	24 00		
10 54	Kerry.....	11 50		
68 13	Keswick Ridge.....	30 00	20 00	
9 50	Killam's Mills.....	10 00		
282 50	Kilburn.....	115 00	12 00	
10 00	Kilfoil.....	10 00		
57 85	Kincardine.....	30 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
7 00	Kingarth.....	11 50		
67 75	Kingsclear.....	32 00		
	Kingsley.....	11 50		
1,022 25	Kingston, Kent.....	420 00		40 00
78 50	Kingston, King's.....	124 00		
53 30	Kintore.....	31 50		
73 48	Kirkland.....	22 00		
36 93	Knowlesville.....	16 00		
38 56	Knoxford.....	16 00		
212 88	Kouchibouguac.....	70 00		
13 79	Kouchibouguac Beach.....	11 50		
12 50	Lakeburn.....	11 50		
30 00	Lakefield.....	20 00		
76 10	Lake George.....	23 00		
8 43	Lake Road.....	11 50		
8 37	Lake Stream.....	10 00		
2 33	Laketon (from 1st September, 1887).....	5 83		
21 08	Lakeview.....	12 00		
55 91	Lakeville.....	20 00		
21 44	Lakeville Corner.....	12 00	12 00	
9 15	Landry.....	10 00		
21 90	Land's End (3 Quarters).....	9 00		
13 27	Lansdowne.....	11 50		
10 04	Lawfield.....	10 00		
100 68	Lawrence Station.....	32 00		
27 71	Lawson.....	11 50		
25 67	Ledge.....	12 00		
10 70	Legere.....	10 00		
13 47	Legerville.....	11 50		
36 83	Leonardville.....	11 50		
198 78	Lepreaux.....	57 50	10 00	
98 88	L'Etete.....	36 00		
9 28	Lewis' Mountain.....	16 00		
31 00	Lewisville.....	20 00		
34 67	Lily Lake.....	11 50		
9 48	Lime Hill.....	11 50		
13 67	Limekiln.....	11 50		
12 84	Lincoln.....	11 50		
11 91	Lindsay.....	11 50		
11 51	Linton's.....	11 50		
21 93	Little Branch.....	12 00		
11 57	Little Cape.....	10 00		
3 50	Little Lake (from 1st September, 1887).....	5 83		
331 00	Little Lepreaux.....	115 00		
11 00	Little Musquash.....	10 00		
11 72	Little Ridge.....	10 00		
13 24	Little Ridgeton.....	10 00		
7 59	Little River, Coverdale.....	10 00		
15 50	Little River, Elgin.....	11 50		
19 29	Little River, Sunbury.....	11 50		
33 31	Little Rocher.....	12 00		
7 50	Little Salmon River Mills.....	10 00		
34 50	Little Shemogue.....	16 00		
19 17	Little Shippigan.....	20 00		
8 55	Loch Lomond.....	16 00		
6 96	Londonderry.....	16 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
19 00	Long Creek.....	12 00		
19 13	Long Point.....	12 00		
46 46	Long Reach.....	20 00		
10 61	Long's Cove (from 1st June, 1887).....	8 33		
17 77	Long Settlement.....	11 50		
26 08	Lonsdale.....	11 50		
127 05	Lord's Cove.....	38 00		
	Lower Abougoggin.....	10 00		
40 40	Lower Brighton.....	12 00		
20 00	Lower Canterbury.....	20 00		
24 71	Lower Cape.....	20 00		
17 50	Lower Caraquet.....	12 00		
4 51	Lower Coverdale.....	10 00		
27 99	Lower Derby.....	10 00		
7 60	Lower Dumfries (from 1st Sept., 1887).....	5 83		
72 00	Lower French Village (from 1st Oct., 1884).....	54 00		
91 66	Lower Gagetown.....	20 00		
9 83	Lower Hayneville.....	10 00		
12 64	Lower Line, Queensbury.....	11 50		
21 00	Lower Nappan.....	16 00		
33 28	Lower Newcastle.....	12 00		
10 82	Lower Pequiock.....	11 50		
44 04	Lower Prince William.....	24 00		
14 69	Lower Queensbury.....	10 00		
1 37	Lower Ridge (from 1st Dec., 1887).....	3 33		
16 75	Lower St. Mary's.....	11 50		
16 00	Lower Southampton.....	16 00		
10 35	Lower Turtle Creek.....	11 50		
14 49	Lower Wakefield.....	11 50		
12 07	Lower Windsor.....	11 50		
11 00	Lower Woodstock.....	12 00		
13 11	Lozier Settlement.....	10 00		
26 10	Ludlow.....	16 00		
13 50	Lumsden.....	11 50		
10 00	Lutes Mountain.....	10 00		
14 06	Lynnfield.....	11 50		
	Lyttleton.....	12 00		
412 00	McAdam's Junction.....	172 50	4 00	
6 00	McAllister.....	10 00		
12 75	McAlpine.....	12 00		
26 25	McDonald's Corner.....	12 00		
24 46	McDonald's Point.....	11 50		
10 74	McDougall Settlement.....	11 50		
51 79	McGinley.....	20 00		
20 00	McKee's Mills.....	11 50		
21 57	McKenzie's Corner.....	22 00		
8 95	McKnight.....	10 00		
24 63	McLaughlin Road.....	12 00		
16 30	McLeod Mills.....	12 00		
17 62	McNamee.....	11 50		
10 63	McQuade.....	10 00		
16 00	Mace's Bay.....	12 00		
12 78	Macinquinac.....	11 50		
6 99	Mackville.....	10 00		
10 31	Mactaquack.....	11 50		
31 95	Magaguadavic.....	12 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
25 93	Magundy.....	16 00		
41 38	Main River.....	16 00		
12 66	Manners Sutton.....	11 50		
11 50	Mainhurst.....	11 50		
16 00	Maple Green.....	23 00		
6 54	Maplehurst.....	10 00		
15 00	Maple Ridge.....	10 00		
9 16	Mapleton.....	10 00		
18 18	Maple View.....	11 50		
10 93	Maplewood.....	11 50		
12 83	Maquapit Lake.....	11 50		
6 13	Marchbank.....	10 00		
107 98	Markhamville.....	30 00		
47 99	Martin's Head.....	30 00		
21 77	Marvin.....	11 50		
569 11	Marysville.....	142 50		
64 71	Mascarene.....	18 00		
112 00	Maugerville (7 Quarters).....	56 00		
10 99	Meadow.....	10 00		
51 20	Meadows.....	10 00		
39 07	Mechanics' Settlement.....	14 00		
5 94	Memel.....	10 00		
243 23	Memramcook.....	144 00		
10 49	Middle Coverdale.....	11 50		
13 39	Middle Hainsville.....	11 50		
34 37	Middle St. Francis.....	20 00		
370 69	Middle Sackville.....	129 00		
98 80	Middle Simmonds.....	38 00		
42 26	Middle Southampton.....	12 00		
39 13	Middleton (from 1st Nov, 1887).....	4 17		
	Midgie (5 Quarters).....	12 50		
18 00	Midland.....	16 00		
5 10	Midway.....	10 00		
97 05	Milford.....	46 00		
17 23	Milkish.....	11 50		
9 98	Millbank.....	12 00		
16 50	Mill Brook.....	11 50		
12 95	Mill Cove.....	11 50		
6 00	Mill Creek.....	10 00		
132 37	Milledgeville.....	66 00		
229 07	Millerton.....	100 00		
20 61	Mill Settlement.....	11 50		
109 00	Millstream.....	40 00		
904 74	Milltown.....	320 00		40 00
137 03	Millville.....	60 00		
7 10	Mineral.....	11 50		
12 42	Mineral Hill.....	11 50		
186 78	Miscou Harbor.....	16 00		
33 00	Miscou Lighthouse.....	24 00		
13 92	Mispec.....	11 50		
19 30	Mizonette.....	11 50		
9,219 72	Moncton.....	2,100 00	100 00	
7 89	Moncton Road.....	10 00		
77 87	Monument Settlement.....	20 00		
109 32	Moore's Mills.....	44 00		
20 34	Moran.....	11 50		
7 00	Morcambe.....	10 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
20 50	Moss Glen.....	11 50		
67 46	Moulie's River.....	20 00		
8 55	Mountain Brook.....	10 00		
11 50	Mountain Dale.....	11 50		
6 62	Mount Hebron.....	10 00		
26 10	Mount Middleton.....	11 50		
4 15	Mount Pisgah (from 1st June, 1887).....	8 33		
27 47	Mount Pleasant.....	16 00		
9 00	Mount View.....	10 00		
31 03	Mountville.....	12 00		
42 11	Mount Whatley.....	11 50		
59 69	Mouth of Jemseg.....	30 00		
61 55	Mouth of Keswick.....	20 00	6 00	
186 65	Mouth of Nerepis.....	107 50		
6 99	Mouth of St. Francis.....	10 00		
23 53	Murray Road.....	12 00		
28 40	Murray Corner.....	17 50		
95 86	Musquash.....	59 00		
12 00	Nactawick.....	12 00		
88 98	Narrows.....	50 00	100 00	
61 43	Nashwaak.....	30 00		
69 45	Nashwaak Bridge.....	16 00		
46 12	Nashwaaksis.....	20 00		
209 89	Nashwaak Station.....	100 00		
36 55	Nashwaak Village.....	20 00		
11 23	Nasonworth.....	11 50		
134 00	Nauwigewauk.....	36 00		
19 76	Neguac.....	12 00		
41 00	Nerepis Station.....	15 00		
58 48	New Bandon.....	24 00		
9 91	Newburgh.....	10 00		
13 51	New Canaan.....	11 50		
2,851 81	Newcastle.....	1,000 00	400 00	
48 00	Newcastle Bridge.....	16 00		
48 21	Newcastle Creek.....	20 00		
65 90	New Denmark.....	10 00		
20 15	New Horton.....	11 50		
12 38	New Ireland.....	11 50		
4 28	New Ireland Road.....	10 00		
22 00	New Jerusalem.....	20 00		
6 51	New Market.....	10 00		
8 18	New Maryland.....	11 50	4 00	
291 83	New Mills.....	135 00	10 00	
17 73	New River Mills.....	12 00		
108 87	New Town.....	40 00		
4 24	New Zion.....	10 00		
3 38	Nictau (from 1st Sept., 1887).....	5 84		
21 40	Nixon.....	11 50		
20 64	Northampton.....	12 00		
	North Esk Boom.....	12 00		
14 05	Northfield.....	11 50		
7 54	North Forks of Salmon Creek.....	10 00		
27 58	North Lake.....	12 00		
17 59	North Renous.....	14 00		
1 71	North River.....	10 00		
60 62	North River Platform.....	20 00		

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Gross Revenue from sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	cts.	\$
46	00	North West Bridge.....	40	00	
13	87	Norton.....	12	00	
11	13	Norton Dale.....	10	00	
348	19	Norton Station.....	120	00	80 00
45	60	Notre Dame.....	12	00	
96	92	Oak Bay.....	40	00	
20	27	Oakham.....	10	00	
22	50	Oak Hill.....	11	50	
53	32	Oak Point, King's.....	24	00	
29	89	Oak Point, Northumberland.....	12	00	
7	40	Oakville.....	10	00	
13	78	Olinville.....	12	00	
4	24	O'Neil.....	10	00	
230	69	Oromocto.....	124	00	48 00
13	13	Ortonville.....	11	50	
417	00	Ossekeag.....	175	00	60 00
7	49	Paddock.....	10	00	
29	11	Painsec.....	12	00	
13	00	Paquetville (from 1st Oct., 1887).....	5	00	
34	00	Parent's.....	20	00	
27	65	Parker's Ridge.....	12	00	
6	21	Parlee Settlement.....	10	00	
26	80	Passekeag.....	16	00	
21	00	Patterson's Settlement.....	10	00	
17	50	Pearson's.....	11	50	
110	00	Peel.....	34	00	
18	29	Pembroke.....	10	00	
86	98	Peniac.....	12	00	
90	71	Pennfield.....	30	00	
314	00	Pennfield Ridge.....	30	00	
52	00	Penobscis.....	140	00	
5	36	Perry's Point.....	11	50	
5	36	Perry Settlement.....	14	50	
10	05	Perth.....	10	00	
237	25	Perth Centre.....	90	00	28 00
6	45	Peter's Mills (from 1st Sept., 1887).....	5	84	
18	81	Petersville.....	12	00	
34	20	Petersville Church.....	16	00	
1,339	04	Petitcodiac.....	440	00	50 00
13	78	Petite Lameque.....	11	50	40 00
309	34	Petit Rocher.....	120	00	
15	40	Pierston.....	12	00	
25	94	Pine Ridge.....	12	00	
21	00	Pioneer.....	12	00	
25	89	Pisarinco.....	12	00	
18	45	Pleasant Ridge.....	12	00	
31	04	Pleasant Vale.....	14	00	
3	57	Plumweseep (from 1st Nov., 1887).....	4	17	
14	67	Plymouth.....	10	00	
96	75	Pockmouche.....	30	00	
32	00	Pockshaw.....	12	00	
30	29	Pocologan.....	11	50	
11	00	Pointe au Car.....	11	50	
185	43	Pointe du Bute.....	75	00	
296	06	Pointe du Chêne.....	80	00	

A, IN REPORT No 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
25 87	Pointe Escuminac.....	11 50		
8 81	Pointe La Nim.....	10 00		
16 54	Point Sapin.....	11 50		
223 57	Point Wolf.....	36 00		
19 31	Poirier.....	11 50		
63 01	Pollett River.....	20 00		
30 15	Polleyhurst.....	12 00		
13 80	Pomeroy Ridge.....	11 50		
6 60	Poodiac.....	10 00		
64 00	Poquiock.....	30 00		
14 00	Portage River.....	11 50		
445 45	Port Elgin.....	157 50	60 00	
13 97	Porter's.....	11 50		
2,077 35	Portland.....	320 00		
24 70	Power's Creek.....	11 50		
16 81	Pré d'en haut.....	11 50		
7 39	Priceburg.....	10 00		
19 74	Prince of Wales.....	12 00		
77 81	Prince William.....	30 00		
143 00	Prince William Station.....	50 00	16 00	
9 86	Prosser Brook.....	10 00		
8 72	Protectionville.....	10 00		
14 81	Public Landing.....	11 50		
20 50	Pugh's Crossing.....	10 00		
7 66	Quaco Road.....	10 00		
7 73	Queensbury.....	10 00		
11 50	Queenstown.....	11 50		
4 79	Queensville.....	10 00		
41 31	Quisibus.....	12 00		
43 20	Quispamsis.....	16 00		
7 00	Rapide de Femme.....	10 00		
22 30	Ratigan.....	11 50		
4 87	Ratter's Corner.....	10 00		
14 50	Read.....	11 50		
71 00	Red Bank.....	32 00		
2 50	Red Head (3 Quarters).....	7 50		
15 00	Red Rapids.....	12 00		
14 96	Reed's Point.....	10 00		
10 00	Renaud's Mills.....	10 00		
47 02	Renous Bridge.....	20 00		
17 82	Reynolds.....	11 50		
34 22	Richardville.....	12 00		
815 40	Richibucto.....	400 00		40 00
12 32	Richibucto Village.....	11 50		
86 78	Richmond Corner.....	36 00	8 00	
19 49	Riley Brook.....	20 00		
14 80	River Bank.....	11 50		
129 91	River Charlo.....	47 00	8 00	
66 38	River de Chute.....	40 00		
92 06	River Louison.....	38 00		
175 00	Riverside.....	55 00		
9 97	River View.....	11 50		
25 00	Rivièrs des Caches.....	16 00		
30 22	Robertson (from 1st July, 1887).....	7 50		
8 58	Robertson's Point.....	11 50		

A, IN REPORT NO. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
19 35	Robichaud.....	12 00		
12 16	Robinsonville.....	10 00		
102 84	Rockland.....	40 00		
143 80	Rockland Station.....	64 00	25 00	
37 10	Rockport.....	14 00		
12 63	Rockville.....	11 50		
425 52	Rogersville.....	135 00		
61 64	Rolling Dam.....	13 50		
20 33	Rosedale.....	11 50		
23 00	Rose Vale.....	12 00		
422 78	Rothsay.....	170 00	20 00	
106 27	Round Hill.....	46 00	12 00	
41 47	Rowena.....	11 50		
21 64	Roxburg.....	12 00		
0 03	Royal Road.....	12 00		
7 20	Royal Road, West.....	10 00		
23 61	Royalton.....	12 00		
39 09	Rusagornis.....	16 00		
12 44	Rusagornis Station.....	11 50		
0 12	Ruther Glen.....	10 00		
11 30	St. André de Shediac.....	11 50		
1,556 42	St. Andrews.....	980 00	200 00	115 00
16 09	St. Anne.....	10 00		
9 13	St. Anthony.....	10 00		
81 19	St. Castin.....	16 00		
59 00	St. Croix.....	20 00		
897 55	St. George.....	462 00		40 00
43 79	St. Hilaire.....	16 00		
25 86	St. Ignace.....	12 00		
21 50	St. Isidore.....	11 50		
37,383 37	St. John (salaries and expenses entered elsewhere)			
251 00	St. Joseph.....	126 00		
18 76	St. Leonards.....	20 00		
59 76	St. Leonard Station.....	30 00		
160 96	St. Louis de Kent.....	60 00	8 00	
403 16	St. Martin's.....	180 00		
60 31	St. Mary's.....	17 50		
537 45	St. Mary's Ferry.....	147 50		
10 00	St. Nobert.....	10 00		
19 50	St. Paul's.....	11 50		
3,776 67	St. Stephen (*discontinued 31st December, 1887)	1,000 00	120 00	*80 00
9 42	St. Thomas.....	10 00		
2,428 51	Sackville.....	800 00	40 00	100 00
7 18	Saint Pierre.....	10 00		
2 41	Saint Simon.....	10 00		
6 59	Salem.....	10 00		
25 94	Salina.....	12 00		
620 74	Salisbury.....	286 75		
11 61	Salmon Beach.....	18 00		
33 09	Salmon Creek.....	14 00		
21 07	Salmondale.....	11 50		
42 67	Salmonhurst.....	36 00		
87 00	Salmon River.....	32 00		
23 84	Salt Springs.....	12 00		
3 21	Sand Point Road.....	10 00		
14 10	Sargent.....	11 50		

**A, IN REPORT No 3, D—Detail of Revenue, Salaries and Allowances in
New Brunswick, within the Year ended 30th June, 1888.**

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

Gross Revenue from sale of Postage Stamps, &c,	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts,	\$ cts.
25 51	Sartell.....	11 50		
10 00	Scotch Lake.....	10 00		
25 45	Scotch Ridge.....	12 00		
13 21	Scotch Settlement.....	11 50		
19 47	Scotch Town.....	12 00		
14 77	Scribner.....	11 50		
5 32	Sea Dog Cove.....	11 50		
18 62	Sea Side.....	16 00		
72 19	Seal Cove.....	19 50		
13 83	Second Falls.....	16 50		
4 96	Second Westcock.....	10 00		
	Sevogle.....	10 00		
20 79	Shanklin.....	12 00		
25 43	Shannon.....	12 00		
19 60	Shannonvale.....	10 00		
14 15	Sharp.....	11 50		
13 50	Sheba.....	11 50		
1,786 19	Shediac.....	560 00	75 00	60 00
7 54	Shediac Bridge.....	10 00		
19 32	Shediac Road.....	11 50		
104 61	Sheffield.....	186 00		
106 63	Sheffield Academy.....	49 50		
10 95	Shenstone.....	10 00		
	Shepody Road.....	10 00		
6 59	Sherlock.....	10 00		
11 97	Shinnickburn.....	11 50		
193 00	Shippigan.....	85 00	20 00	
0 53	Shippigan Island.....	11 50		
11 50	Shortholme.....	11 50		
25 26	Silverstream.....	11 50		
14 07	Sisson Ridge.....	10 00		
18 77	Six Roads.....	12 00		
83 48	Smith's.....	24 00		
21 48	Smith's Creek.....	12 00		
27 43	Smith Town.....	11 50		
26 03	Snider Mountain.....	11 50		
109 05	Somerville.....	54 00	12 00	
0 33	Southampton.....	12 00		
53 59	South Bay.....	20 00		
9 52	South Branch.....	10 00		
65 79	South Branch of St. Nicholas River.....	20 00		
18 00	South Clones.....	12 00		
0 06	South Esk.....	10 00		
26 01	South Knowlesville.....	12 00		
209 60	South Nelson.....	75 00		
8 75	South Nelson Road.....	11 50		
6 57	South Renous.....	10 00		
30 17	South Rockland (closed 31st Aug., 1887).....	20 67		
26 98	South Side of Cocagne River.....	11 50		
16 89	South Tilley.....	11 50		
1 75	Speerville.....	10 00		
10 66	Spence.....	10 00		
230 13	Springfield King's.....	100 00	40 00	
13 65	Springfield York.....	11 50		
10 00	Spring Hill.....	10 00		
3 00	Spruce Lake.....	10 00	6 00	
4 49	Spruce Lake Station.....	10 00		

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
137 45	Stanley.....	60 00		
84 98	Starkey's	32 00		
13 98	Stevenscote	10 00		
7 35	Steeve's Mountain.....	10 00		
12 05	Steeve's Settlement.....	14 50		
51 38	Stewarton.....	20 00		
7 05	Stiles Village.....	10 00		
118 95	Stonehaven.....	11 50		
5 11	Stony Creek.....	10 00		
1 31	Strathabo.....	10 00		
20 10	Strathadam.....	12 00		
25 28	Stymast Settlement.....	12 00		
34 00	Summerfield.....	10 00		
24 78	Summer Hill.....	11 50		
6 04	Sunnyside.....	10 00		
262 50	Surrey.....	87 50		
224 62	Sussex Corner.....	64 00		
11 00	Sussex Postage.....	11 50		
2,011 07	Sussex Vale.....	640 00	100 00	80 00
17 50	Swan Creek	11 50		
23 64	Sweenyville	11 50		
2 09	Synton.....	10 00		
6 95	Sypher's Cove.....	10 00		
115 50	Tabucintac.....	40 00		
65 21	Taylor Village.....	36 00		
12 92	Tay Mills.....	11 50		
45 32	Tay Settlement.....	16 00		
16 02	Temperance Vale (3 Quarters).....	9 00		
31 66	Temple.....	11 50		
0 06	Ten Mile Creek.....	12 00		
11 30	Tennant's Cove.....	11 50		
11 50	Tête à Gauche River, North Side	11 50		
13 40	Tête à Gauche River, South Side	11 50		
8 10	Texas River.....	10 00		
21 54	The Barony.....	11 50		
26 51	The Range.....	12 00		
3 00	Thomond (3 Quarters).....	7 50		
4 12	Thornbrook.....	10 00		
31 16	Thornetown.....	12 00		
30 37	Three Brooks.....	16 00		
39 94	Three Mile House.....	24 00		
7 47	Three Tree Creek.....	10 00		
41 00	Tidnish Bridge	12 00		
23 50	Tilley.....	11 50		
4 84	Tilley Road.....	10 00		
31 10	Titusville.....	17 00		
18 66	Tobique River.....	12 00		
11 73	Tooleton.....	10 00		
40 48	Tower Hill.....	20 00		
278 68	Tracadie.....	120 00		
33 03	Tracey's Mills.....	16 00		
81 31	Tracey Station.....	27 00		
6 06	Traceyville.....	10 00		
	Trout Brook.....	10 00		
33 06	Turtle Creek (*including arrears).....	12 00	*12 50	
23 50	Tweed Side.....	12 00		

**A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in
New Brunswick, within the Year ended 30th June, 1888.**

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
33 33	Underhill (from 1st May, 1887).....	9 16		
38 91	Undine.....	16 00		
12 42	Union Corner.....	11 50		
37 50	Upham.....	16 00		
74 19	Upham Station.....	24 00		
15 42	Upper Abouggoggin.....	11 50		
7 21	Upper Bay du Vin.....	10 00		
12 40	Upper Brighton.....	12 00		
7 28	Upper Burton.....	10 00		
15 00	Upper Buctouche.....	11 50		
27 00	Upper Cape.....	12 00		
64 96	Upper Caraquet.....	24 00		
21 02	Upper Caverhill.....	11 50		
42 93	Upper Charlo.....	18 00		
8 59	Upper Coal Creek.....	10 00		
16 50	Upper Coverdale.....	11 50		
95 87	Upper Gagetown.....	36 00		
29 00	Upper Gaspereaux.....	20 00		
13 04	Upper Goshen.....	11 50		
11 40	Upper Greenwich.....	11 50		
52 21	Upper Hampstead.....	24 00		
45 84	Upper Haynesville.....	30 00		
114 35	Upper Kent.....	28 50		
35 95	Upper Keswick.....	20 00		
17 31	Upper Keswick Ridge.....	11 50		
16 62	Upper Kintore.....	11 50		
13 41	Upper Knoxford (5 Quarters).....	12 50		
10 96	Upper Loch Lomond.....	10 00		
35 52	Upper Magaguadavic.....	16 00		
24 77	Upper Maugerville.....	12 00		
4 07	Upper Mills.....	10 00		
46 00	Upper Neguac.....	23 00		
9 73	Upper New Horton.....	11 50		
13 46	Upper Otnabog.....	11 50		
17 12	Upper Peel.....	14 00		
24 58	Upper Pointe de Bute.....	20 00		
14 09	Upper Queensbury.....	11 50		
12 16	Upper Rockport.....	11 50		
141 50	Upper St. Basil.....	54 50		
68 21	Upper St. Francis.....	27 50		
176 88	Upper Sackville.....	72 00		
146 75	Upper Sheffield.....	40 00		
4 88	Upper Southampton.....	11 50		
37 17	Upperton.....	19 00		
24 30	Upper Wicklow.....	16 00		
174 74	Upper Woodstock.....	100 00		
3 24	Urney (from 1st Aug., 1887).....	6 68		
13 20	Urquhart's.....	11 50		
103 50	Victoria.....	50 00		
4 78	Victory.....	10 00		
11 25	Vienneau.....	11 50		
27 80	Waasis Station.....	16 00		

**A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in
New Brunswick, within the Year ended 30th June, 1888.**

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
1 64	Walker's Settlement.....	10 00		
7 96	Walton's Lake.....	10 00		
13 00	Ward's Creek Road.....	10 00		
49 88	Waterborough.....	12 00		
98 67	Waterford.....	60 00		
45 50	Waterside.....	12 00		
101 88	Waterville.....	34 50		
9 81	Watson Settlement.....	10 00		
22 27	Waweig.....	11 50		
	Wayerton.....	10 00		
814 52	Weidford.....	310 00	12 00	
9 68	Wellington.....	10 00		
2 34	Wells.....	10 00		
219 11	Welsford.....	69 00	10 00	
52 57	West Branch St. Nicholas River.....	16 00		
28 75	Westcock.....	12 00		
21 94	Westfield.....	11 00		
27 00	West Glassville.....	12 00		
227 09	Westmoreland Point.....	126 00	120 00	
167 20	West Quaco.....	51 50		
14 44	West River.....	11 50		
12 45	West Scotch Settlement.....	11 50		
	Wheaton Mills.....	10 00		
	Wheaton Settlement.....	10 00		
53 20	Whitehead.....	20 00		
10 50	Whitehead, King's.....	11 50		
67 89	White's Cove.....	30 00		
9 29	White's Mills.....	10 00		
9 55	White's Point.....	10 00		
0 27	Whitney.....	10 00		
25 20	Whittier's Ridge.....	16 00		
75 52	Wickham.....	22 50		
65 00	Wicklow.....	26 00		
2 86	Wiggins.....	10 00		
	Wilbur.....	10 00		
7 77	Williamstown.....	10 00		
5 65	Willowdale.....	10 00		
37 89	Willow Grove.....	12 00		
5 00	Wilson's Beach.....	12 00		
10 21	Wilson's Point.....	10 00		
43 17	Winding Ledges.....	12 00		
34 13	Windsor.....	12 00		
	Woodhurst (from 1st March, 1888).....	0 83		
42 68	Wood Point.....	12 00		
20 82	Woodside.....	11 50		
4,262 46	Woodstock.....	100 00	400 00	
10 68	Woodstock Road Station.....	11 50		
2 40	Woodville.....	10 00		
91 37	Woodward's Cove.....	50 00		
10 50	Yoho.....	11 50		
42 54	York Mills.....	16 00		

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
16 05	Yonghal (from 1st Oct., 1887).....	5 00	.....	.....
60 22	Young's Cove.....	20 00	.....	.....
44 95	Zealand Station.....	12 00	.....	.....
\$150,840 87½	..... Totals.....	†\$40,733 11	\$3,660 00	\$960 00

†N.B.—Of this, the amount of \$38,743.01 was paid from Revenue collections, and \$1,990.10 from Parliamentary appropriation. The latter has been brought to account at page 147, part ii.

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF MANITOBA, &c.

A, IN REPORT NO. 3, E.

DETAIL of all payments made for Salaries, &c., in Manitoba and the North-West Territories; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Provisional Allowance.	Night Duty and Mileage.	Grand Total.
		\$ cts.	\$ cts	\$ cts.	\$ cts.
MANITOBA, &c., DIVISION.					
W. W. McLeod.....	Post Office Inspector.....	2,200 00	240 63	.....	.....
A. W. Cairns.....	Assistant Inspector (including arrears).....	1,350 00	238 58	.....	4,029 21
A. McGillis.....	2nd Class Clerk.....	1,187 50	208 50	.....	.....
C. F. Tuck.....	do.....	950 00	208 79	.....	2,554 79
J. L. Broughton.....	do.....	570 00	188 77	.....	.....
W. T. Macpherson.....	do.....	480 00	168 80	.....	.....
T. H. Marshall.....	do.....	440 00	157 44	.....	.....
E. R. Stevenson.....	do to 31st May, 1888 (resigned).....	420 00	146 34	.....	2,571 35
	do do.....	.....	.....	.....	.....
	Total, Inspector's Office.....	.....	.....	.....	9,155 35
RAILWAY MAIL SERVICE.					
C. E. Kavanagh.....	Chief Railway Mail Clerk.....	1,350 00	237 38	146 06	1,733 44
A. J. Patton.....	1st Class Clerk.....	950 00	211 00	784 83	1,955 83
J. A. Carnar.....	do.....	800 00	175 84	481 67	.....
J. G. Norris.....	do.....	720 00	158 25	558 23	.....
C. R. Stewart.....	do (including arrears).....	733 33	161 58	560 56	.....
R. Montgomery.....	do to 31st January, 1888 (transferred to Ottawa Division).....	470 00	105 00	179 87	.....
H. T. Prud'homme.....	do.....	750 00	167 04	511 81	.....

W. B. Sloan	do	do	640 00	140 00	579 25
H. H. Pinnay	do	do	640 00	140 00	569 71
F. E. Harrisq	do	do	640 00	140 00	538 33
3rd					
J. G. Moore	do	do	560 00	186 94	241 60
O. Gleason	do	do	520 00	182 86	500 96
T. A. Scott	do	(including arrears)	550 00	194 86	378 89
J. T. Colton	do	do	506 67	177 63	334 52
J. Kinney	do	do	486 67	170 69	600 16
T. J. Smith	do	do	486 67	170 69	508 73
A. C. James	do	do	486 67	170 69	451 13
A. Lamothe	do	do	560 00	196 94	477 11
A. Hicks	do	do	480 00	168 80	563 45
W. T. Barrett	do	do	480 00	168 80	542 62
J. D. Sherman	do	do	510 00	178 86	403 67
A. McBride	do	do	480 00	168 80	362 96
A. M. Ferguson	do	do	480 00	168 80	547 67
G. L. Ferguson	do	do	480 00	168 80	398 36
A. Caven	do	do	480 00	168 80	684 21
R. W. Holland	do	do	480 00	168 80	488 54
A. S. Royal	do	do	480 00	168 80	288 82
W. A. Porter	do	do	480 00	168 80	517 97
W. S. Lipsett	do	do	56 66	57 75	33 35
Temporary Railway Mail Clerk.					
P. W. Allaire	do	to 31st May, 1888; June salary, less 10 days' suspension, since paid	480 00	168 80	381 07
D. Cameron	do	do	440 00	187 44	652 90
J. M. McNeill	do	do	164 00	57 60	137 12
H. H. McCulloch	do	do	200 00	56 80	164 75
Total, Manitoba, &c., Railway Mail Service					
			17,990 67	5,295 72	14,540 88
WINNIPEG POST OFFICE.					
W. Hargrave	Postmaster	do	2,400 00	262 50	
R. R. Brough	Assistant Postmaster	do	1,800 00	316 50	4,779 00
2nd Class Clerk					
J. O. Poitras	do	do	1,200 00	211 00	
E. Barrett	do	do	1,162 50	203 89	
C. M. Boswell	do	do	1,162 50	203 99	
G. H. Allen	do	do	1,137 50	199 71	
J. Scott	do	do	925 00	202 25	
H. D. Dumas	do	do	925 00	202 25	7,735 69

10,522 45

20,555 07

3,060 48

37,827 27

A, IN REPORT No. 8, E.—Detail of all payments for Salaries, &c., in Manitoba, &c., made within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Provisional Allowance.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
WINNIPEG POST OFFICE—Concluded.					
J. R. Simons	3rd do	799 00	175 66	.....	.....
W. A. Rice	do	650 00	142 44	.....	.....
G. A. Hargrave	do	600 00	131 87	.....	.....
W. Braden	do	560 67	184 43	.....	.....
F. Arnel	do	559 00	196 65	.....	.....
A. Monkman	do	550 00	192 94	.....	.....
D. J. Smith	do	800 00	175 84	.....	.....
W. Johnson	do	760 00	167 04	.....	.....
J. Beresford	do	86 67	34 67	.....	.....
W. S. Lipsett	do	393 34	98 67	142 17	.....
T. Broad	do	440 00	164 74	.....	.....
R. J. Lipsett	do	420 00	146 34	.....	.....
A. F. A. Chabot	do	420 00	146 34	.....	.....
D. A. Keizer	do	420 00	146 34	.....	.....
B. Parson	do	420 00	146 34	.....	.....
Temporary Clerk.		400 00	140 66	.....	.....
R. R. Mills	do	400 00	140 66	.....	.....
R. E. Cox	do	266 66	102 80	.....	.....
J. Wallis	do	243 34	78 00	.....	.....
E. M. Denison	do	36 55	14 63	.....	.....
H. H. McCulloch	do	137 96	36 34	.....	.....
E. C. Macdonell	do	60 21	17 10	.....	.....
N. Gouin	do	458 33	167 38	.....	.....
E. A. Griffith	do	433 33	143 03	.....	.....
W. J. Gow	do	550 00	193 41	.....	.....
W. C. Cunningham	do	550 00	193 41	.....	.....
R. Miller	do	420 00	147 70	.....	.....
W. J. Cuthbert, jun.	do	420 00	147 70	.....	.....
W. M. Burrows	do	420 00	147 70	.....	.....
J. H. Lilly	do	420 00	147 70	.....	.....
A. Taylor	do	505 00	176 58	.....	.....
		10,271 16			2,064 91

J. McDonald.....	do	to 31st March, 1888 (resigned).....	300 00	101 59	.....	.....
S. J. Smith.....	do	(less fine).....	388 75	134 66	.....	.....
W. H. Taylor.....	do	.....	405 00	141 41	.....	.....
W. J. Cuthbert, sen.....	do	(on leave of absence without salary from 1st July to 30th Sept.'87.)	292 50	98 15	.....	.....
J. Close.....	do	.....	382 50	134 15	.....	.....
S. Knighton.....	do	.....	375 00	130 86	.....	.....
H. W. Dayton.....	do	.....	367 50	128 73	.....	8,454 37
W. A. Kemp.....	Temporary Letter Carrier, to 30th April, 1888 (resigned).....	.....	300 00	109 56	.....	.....
N. Gow.....	do	.....	360 00	126 60	.....	.....
J. Bussell.....	do	from 22nd May, 1888.....	39 68	11 27	.....	947 11
J. Brown.....	Messenger.....	.....	600 00	131 87	.....	731 87
		Total, Winnipeg Post Office.....	27,693 49	7,148 45	142 17	34,984 11
		RECAPITULATION.				
	Totals of Inspector's Office.....	.....	7,597 50	1,557 85	.....	9,155 35
	do Railway Mail Service.....	.....	17,990 67	5,295 72	14,540 88	37,827 37
	do Winnipeg Post Office.....	.....	27,693 49	7,148 45	142 17	34,984 11
	Grand Totals.....	.....	53,281 66	14,002 02	14,683 05	81,966 73
	Balances of salaries remitted by cheque to Postmasters other than above, being the excess of their salaries over the amount of revenue collected by them (see total of following statement).....	.....				1,047 15
	Total.....	.....				\$83,013 88

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

A, IN REPORT NO. 3, E.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of Revenue collected at the several Post Offices in Manitoba and the North-West Territories, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
5 60	Aaskana (from 1st Jan., 1888).....	2 50		
18 97	Abernethy (3 Quarters, *including arrears).....	*13 50		
59 40	Adelpha.....	24 00		
9 53	Aikenside (from 1st Oct., 1887).....	5 00		
187 89	Alameda.....	47 50		
32 43	Alcester.....	23 00		
380 14	Alexander's Station.....	95 00		
52 45	Almasippi.....	20 00		
10 00	Alvena (from 1st Oct., 1887).....	5 00		
219 47	Anthracite (from 1st June, to 31st Dec., 1887).....	84 00		
26 17	Antler.....	19 00		
1,618 23	Archibald.....	500 00	120 00	80 00
229 52	Arden Station.....	57 50		
25 60	Ardpatrick.....	15 00		
17 67	Argyle.....	12 00		
39 20	Armstrong Lake.....	20 00		
16 16	Arnaud.....	16 00		
34 35	Arnes.....	11 50		
22 06	Arrochar.....	13 00		
73 19	Arrow River.....	20 00		
26 27	Arrowton.....	16 00		
165 99	Assissippi.....	50 00		
23 40	Ash Creek.....	11 50		
33 95	Assinaboie.....	22 00		
71 00	Aubigny.....	19 00		
295 47	Austin.....	78 00		
17 02	Aweme.....	11 50		
105 14	Baie St. Paul.....	72 00		
18 97	Balcarres.....	12 00		
252 21	Balgonie.....	95 00		
31 03	Balmerino.....	16 00		
175 77	Balmoral.....	78 00		
4 00	Balsam Bay (from 1st Nov., 1887).....	4 17		
746 73	Banff.....	230 00		
49 68	Barnsley (*including arrears).....	14 50	*75 00	
60 24	Basswood.....	17 50		
87 13	Batoche.....	30 00		
891 10	Battleford.....	300 00		40 00
50 94	Beaconsfield.....	40 00		
117 78	Beauséjour.....	43 00		
29 10	Beaver Creek.....	20 00		
41 03	Beaver Rapids.....	20 00		
22 48	Bellevue.....	20 00		
57 50	Benbeculah.....	20 50		
5 30	Beresford (from 1st Jan., 1888).....	2 50		
377 71	Beulah.....	155 00		
381 48	Binscarth (from 1st June, '87 ; *from 1st July, '87).....	90 83	*75 00	
167 14	Binscarth Farm.....	90 00		
57 72	Bird's Hill.....	24 00	20 00	
1,443 65	Birtle.....	500 00	111 34	60 00
96 12	Blackwood.....	20 00		

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1888

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
32 05	Blake.....	12 00		
114 16	Blumenort.....	20 00		
14 62	Blythefield.....	12 00		
1,723 14	Boissevain (from 1st Nov., '86) † from 1st Jan' 87.....	643 09	†75 00	30 00
22 09	Bonnie Doon.....	10 00		
84 92	Boscurvis.....	19 00		
30 91	Boucher (from 1st February, 1888).....	1 87		
111 42	Bradwardine (*including arrears).....	50 00	*33 00	
8,018 74	Brandon.....	2,720 00	300 00	600 00
61 23	Brandon Hills.....	22 00		
78 79	Bridge Creek.....	24 00		
39 29	Brierwood.....	15 00		
622 72	Broadview (*from 1st July, 1887).....	360 00		*30 00
52 50	Brokenhead.....	14 50		
20 00	Brookdale.....	13 00		
	Burnbank (accounts not received).....			
84 66	Burnside.....	30 00		
39 03	Butterfield (*including arrears).....	30 00	*20 00	
46 19	Cadurcis.....	19 00		
6,777 38	Calgary.....	1,500 00	300 00	300 00
93 55	Calf Mountain.....	40 00		
44 27	Camille.....	17 50		
49 12	Campbellville.....	20 00		
233 13	Canmore.....	160 00		
45 72	Cannington Manor (from 1st March, 1888).....	18 00		
1,360 00	Carberry.....	435 00	60 00	60 00
17 85	Carlingville.....	18 00		
203 00	Carlyle.....	93 00		
511 60	Carman (*including arrears).....	160 00	*15 00	
82 26	Carnduff.....	32 00		
83 76	Caron.....	31 50		
49 72	Carrolton.....	16 00		
23 76	Carrsdale.....	16 00		
87 22	Carson.....	35 00		
408 06	Cartwright.....	135 00		
60 85	Castleavery.....	24 00		
204 15	Chater.....	100 00		
60 17	Chickney (from 1st May, 1887).....	9 17		
31 00	Chortitz.....	15 00		
40 13	Chumah.....	24 00		
53 37	Clandeboye.....	40 00		
15 74	Clan William (to 30th November, 1887).....	6 67		
94 50	Clare.....	19 00		
51 53	Clarkleigh.....	23 00		
43 06	Clear Springs.....	20 00		
320 52	Clear Water.....	130 00	40 00	
30 93	Clover Bar.....	40 00		
12 78	Clumber (from 1st October, 1887).....	5 00		
251 65	Cochrane (from 1st July, 1887).....	98 09		
64 67	Cook's Creek.....	23 00		
57 22	Craigislea.....	20 00		
62 88	Craven.....	40 00		
56 72	Creeford.....	24 00		
80 20	Crescent Lake.....	36 00		
29 26	Crewe.....	20 00		
132 69	Cross Lake Station (*including arrears).....	*63 50		

A, IN REPORT NO. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
548 21	Crystal City.....	160 00		
329 86	Cypress River (*including arrears).....	47 50	*15 00	
54 06	Dalesboro'.....	16 00		
172 42	Dalton.....	80 00		
2 50	Daly (from 1st January, 1888).....	2 50		
85 78	Darlingford (closed 30th Sept. 1887).....	50 00	6 00	
104 41	De Clare.....	28 00		
1,655 81	De Loraine (*including arrears).....	285 00	*80 00	
35 62	Dennington.....	14 50		
26 06	Desford.....	50 00		
517 60	Dominion City.....	200 00		
35 28	Donore.....	16 00		
236 56	Douglas Station.....	63 00		
59 00	Drumconnor.....	16 00		
27 65	Dry River.....	16 00		
32 50	Dunboro.....	15 00		
25 97	Dundee.....	16 00		
68 72	Dunmore Junction.....	55 00	80 00	
148 50	Dynevor.....	57 50		
20 91	Earlswood.....	10 00		
201 17	East Selkirk (*including arrears).....	100 00	*54 00	
49 84	Eden.....	24 00		
68 74	Edgeley Farm.....	30 00		
1,277 37	Edmonton.....	500 00	60 00	120 00
706 66	Elkhorn (*including arrears).....	230 00	*70 00	
124 41	Ellisboro'.....	50 00		
42 00	Elmore (from 1st July, 1887).....	7 50		
51 09	Elm Valley.....	20 00		
65 10	Elphinstone (from 1st August, 1887).....	6 67		
19 10	Elton.....	16 00		
1,295 06	Emerson.....	750 00	160 00	220 00
59 32	Erinview.....	20 00		
45 72	Esterhaz.....	14 50		
38 58	Fairburne.....	20 00		
9 54	Fairhall (from 1st Jan., 1888).....	2 50		
30 94	Fairmeade.....	16 00		
5 06	Fairmount (closed 3rd Oct., 1887).....	8 00		
12 99	Ferndale (from 1st Oct., 1887).....	5 00		
95 75	Fleming.....	40 00		
16 00	Florenta.....	16 00		
26 37	Forest Farm (3 Quarters).....	15 00		
98 88	Fort Alexander.....	20 00		
55 81	Fort Ellice.....	95 00	6 00	
19 50	Fort Kipp.....	14 50		
1,452 72	Fort McLeod (*including arrears).....	600 00	*70 00	80 00
66 68	Fort Pitt.....	80 00		
242 29	Fort Saskatchewan (*from 1st July, 1887).....	80 00	*18 00	
18 86	Fortier.....	13 00		
21 41	Foxton.....	20 00		
87 53	Gauthier.....	36 00		
51 50	Gimli.....	40 00		
11 06	Giroux.....	12 00		
698 08	Gladstone.....	360 00	12 00	40 00

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.	Allowances towards! Rent, Fuel and Light.
		\$	cts.	\$	cts.
428 51	Gleichen	115	00		
45 68	Glen Adelaide	20	00		
657 48	Glenboro'	94	00	27 00	
64 91	Glendale	30	00		
69 75	Glendinning	50	00		
44 06	Glenora	35	00		
11 90	Golden Stream	20	00		
205 50	Gonor	47	50		
81 28	Grandin (*including arrears).....	*23	00		
29 00	Grange	22	00		
31 09	Green Ridge	16	00		
18 04	Greenwood	16	00		
691 87	Grenfell	285	00		
631 94	Gretna	275	00	24 00	
585 94	Griswold Station	135	00	78 00	
73 06	Grund	22	00		
9 33	Halcro (from 1st June, 1887).....	8	33		
40 85	Hamiota	30	00		
33 80	Hanlan	16	00		
64 41	Hartney	21	00		
29 46	Haviland (from 1st June, 1887).....	8	33		
27 92	Hayfield	12	00		
33 18	Hayward	16	00		
12 00	Hazelwold	12	00		
130 26	Headingley	70	00		
44 24	Heaslip	40	00		
27 98	Hednesford	10	00		
23 29	Hennefield	16	00		
305 62	High Bluff	140	00		
114 16	High River	47	50		
27 23	Hillburn (*including arrears).....	*20	00		
17 84	Hill Farm (from 1st July, 1887).....	7	50		
75 38	Hillview	20	00		
58 85	Hochstadt	19	00		
394 39	Holland	35	00		
107 50	Hollbroke	25	00		
279 83	Holinfield	32	50		
29 95	Hun's Valley	11	50		
25 74	Icelandic River	40	00		
36 99	Indian Ford	15	00		
647 69	Indian Head	440	00	20 00	40 00
160 00	Joly	47	50		
33 64	Katpwe	16	00		
12 71	Kelloe Station (from 1st Aug., 1887).....	7	50		
25 03	Kennay (from 1st July, 1887).....	7	50		
61 01	Kildonan	40	00		
866 46	Killarney (*including arrears).....	107	50	*50 00	
89 87	Kinbrae	40	00		
32 70	Kingsley	16	00		
32 19	Kinistino	20	00		
59 02	Kinosota	14	50		
48 65	Kirkpatrick	15	00		
43 30	Kola	15	00		
38 71	Kutawa	11	50		

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
48	99	La Broquerie.....	23	00				
43	00	Lake Francis.....	23	00				
78	86	Langenburg (from 1st Feb., 1888).....	31	00				
57	38	Langvale.....	60	00				
25	00	Lansburn (*including arrears).....	12	00		*5 00		
312	36	Lariviere.....	10	50				
411	57	Lebret.....	47	50				
22	41	Lennox.....	19	00				
26	95	Letellier.....	12	00				
1,800	76	Lethbridge.....	450	00		80 00		55 00
57	44	Lintrathen.....	20	00				
47	39	Lippincott.....	11	50				
46	74	Logoch.....	19	00				
33	31	Longlaketon.....	24	00				
24	00	Loon Creek.....	16	00				
68	29	Loretto.....	16	00				
65	84	Lorlie (from 1st May, 1887).....	10	67				
23	38	Lorne.....	16	00				
37	73	Lothair.....	20	00				
108	16	Lower Fort Garry.....	75	00				
29	98	Lowestoft.....	16	00				
0	39	Lucas.....	16	00				
14	14	Lundyville.....	11	50				
201	70	McGregor Station (*including arrears).....	75	00		*14 00		
56	30	McLean.....	50	00				
82	26	Manda.....	30	00				
1,042	56	Maple Creek.....	285	00				
28	29	Marieton.....	24	00				
152	60	Marlborough.....	37	50				
46	88	Marney (closed 30th November, 1887; re-opened 1st March, 1888).....	40	19				
65	58	Marringhurst.....	36	00				
25	31	Maskawata.....	10	50				
67	59	Meadow Lea.....	36	00				
1,427	93	Medicine Hat.....	500	00				120 00
42	08	Medora (from 1st July, 1887).....	7	50				
43	00	Mekewin.....	20	00				
16	57	Melbourne (closed 12th July, 1887).....	10	18				
115	84	Melgund.....	36	00				
162	00	Melita.....	47	50				
88	30	Menota.....	60	00				
48	38	Menteith.....	20	00				
74	42	Miami.....	40	00				
18	71	Michie.....	12	00				
72	49	Middle Church.....	40	00				
57	53	Midnapore.....	20	00				
45	77	Millbrook.....	16	00				
121	66	Millford.....	160	00		6 00		
168	32	Millward.....	40	00				
111	77	Millwood (from 1st December, 1887).....	3	33				
1,767	25	Minnedosa.....	600	00		30 00		100 00
16	12	Minnewaka.....	11	50				
47	93	Minnewawa.....	15	00				
31	31	Minniska.....	12	00				
37	56	Moffatt.....	17	50				
14	00	Moline.....	12	00				

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in
Manitoba, &c., within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
2 50	Montavista (from 1st January, 1888).....	2 50		
103 81	Montefiore (*including arrears).....	36 00	*15 00	
26 00	Montgomery.....	16 00		
29 46	Montrose.....	12 00		
1,229 12	Moose Jaw.....	600 00	8 00	120 00
57 61	Moose Mountain (closed 29th February, 1888).....	45 83		
2,140 70	Moosomin.....	600 00	150 00	120 00
1,864 74	Morden.....	580 00	80 00	80 00
29 25	Moropano.....	20 00		
650 21	Morris.....	310 00		40 00
35 86	Mosquito Creek (from 1st July, 1887).....	7 50		
55 24	Mountain City.....	60 00		
21 89	Mowbray.....	16 00		
11 83	Murchison.....	12 00		
37 34	Musselboro.....	12 00		
74 87	Napinka.....	34 50		
563 81	National Park (from 1st August, 1887).....	223 43		
1,209 05	Neepawa.....	350 00	20 00	40 00
114 33	Nelson.....	160 00	16 00	60 00
253 07	Newdale.....	85 00		
12 37	Newhaven.....	16 00		
68 97	New Oxley.....	16 00		
69 70	Ninette.....	19 00		
70 28	Niuga.....	20 00		
236 37	Niverville.....	60 00		
94 33	Norquay.....	60 00		
112 91	Oak Bank.....	36 00		
38 63	Oakburn.....	20 00		
959 05	Oak Lake.....	180 00		
12 00	Oakland.....	12 00		
34 87	Oak Point.....	20 00		
277 50	Oak River.....	50 00	24 00	
12 42	Oberon.....	16 00		
26 41	Ohlen (from 1st November, 1887).....	4 17		
35 84	Okotoks.....	22 00		
68 17	Olive.....	30 00		
4 85	Opawaka.....	11 00		
25 95	Orange Ridge.....	16 00		
27 35	Orrwold.....	* 20 00		
28 14	Osprey.....	22 00		
41 50	Ossowa.....	30 00		
70 70	Otenaw.....	28 50		
57 30	Otterburne.....	30 00	24 00	
45 74	Pakan (from 1st June, 1887).....	14 33		
29 99	Parkdale.....	30 00		
12 05	Parkin.....	12 00		
64 61	Parkisimo.....	15 00		
45 75	Parklands (*including arrears).....	*16 53		
27 65	Pasqua.....	24 00		
25 50	Peguis.....	24 00		
52 16	Pekisko.....	14 50		
151 95	Pendennis.....	33 00		
31 34	Pengarth.....	11 50		
32 38	Pencith.....	15 00		

A, IN REPORT No. 3, E.—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
169 09	Pense.....	80 00		
71 00	Perley.....	24 00		
74 96	Petrel.....	24 00		
159 51	Pheasant Forks.....	64 00		
33 25	Pigeon Lake.....	18 00		
1,106 06	Pilot Mound (*including arrears).....	270 00	*59 00	
348 62	Pincher Creek.....	90 00		
29 90	Pine Creek.....	11 50		
52 00	Pipestone.....	16 00		
19 14	Pleasant Home.....	12 00		
31 17	Plympton.....	16 00		
24 18	Pomeroy.....	16 00		
4 51	Poplar Park (from 1st January, 1888).....	2 50		
276 07	Poplar Point.....	80 00		
4,958 72	Portage la Prairie.....	1,800 00	80 00	300 00
8 10	Prairie Grove.....	12 00		
7 05½	Preston (closed 30th Sept., 1887).....	12 00		
2,036 89	Prince Albert.....	520 00		80 00
33 98	Puckahn.....	19 00		
1,014 85	Qu'Appelle.....	440 00		60 00
1,675 80	Qu'Appelle Station (*including arrears).....	600 00	*520 00	80 00
50 99	Ralptown.....	20 00		
1,445 60	Rapid City.....	500 00		100 00
35 75	Raven Lake.....	40 00		
18 50	Raven's Glen.....	14 50		
8 05	Rayfield.....	11 00		
197 21	Reaburn (*including arrears).....	75 00	*72 00	
159 89	Red Deer.....	43 50		
30 53	Redpath.....	24 00		
5,883 48	Regina.....	1,600 00	60 00	360 00
76 12	Reinland.....	40 00		
33 83	Richland.....	16 00		
33 45	Richmond.....	16 00		
25 92	Ridgeville.....	16 00		
40 77	Rocanville.....	20 00		
22 43	Roden.....	11 50		
93 24	Roseberry.....	33 00	10 00	
40 50	Roseisle.....	14 50		
24 00	Roseland.....	15 00		
8 20	Rose Plain.....	12 00		
87 85	Rosburn.....	47 50		
88 17	Rosser (*including arrears).....	*46 00		
92 67	Rounthwaite.....	60 00		
101 15	Rowland (*including arrears).....	*32 50		
42 18	Royal (3 Quarters).....	16 00		
85 23	Ruttanville.....	40 00		
151 34	St. Agatha.....	43 00		
100 68	St. Albert.....	40 00		
54 40	St. Alphonse.....	15 00		
137 14	St. Andrews.....	80 00		
119 08	St. Ann's.....	40 00		
828 29	St. Boniface.....	400 00		100 00
93 64	St. Charles.....	40 00		
111 48	St. François Xavier.....	50 00		

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1888.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
30 94	St. James (3 Quarters).....	18 00	.....	.....
148 90	St. Jean Baptiste.....	47 50	.....	.....
170 24	St. Laurent.....	45 00	.....	.....
62 06	St. Léon.....	50 00	.....	.....
79 09	St. Norbert.....	60 00	.....	.....
22 50	St. Pie (*including arrears).....	*18 00	.....	.....
12 77	St. Vital (*including arrears).....	*13 50	.....	.....
7 70	Salisbury.....	20 00	.....	.....
35 47	Salterville.....	20 00	.....	.....
48 50	Sancte Andrea (from 1st Sept, 1887).....	19 00	.....	.....
37 22	Saskatchewan.....	20 00	.....	.....
10 00	Saskatchewan Landing (from 1st March, 1888).....	4 00	.....	.....
129 35	Saskatoon.....	36 00	.....	.....
23 55	Scandinavia.....	14 50	.....	.....
26 33	Schaufenfeldt.....	20 00	.....	.....
45 20	Seamo (from 1st July, 1887).....	7 50	.....	.....
20 86	Seeburn.....	15 00	.....	.....
927 65	Selkirk.....	320 00	30 00	40 00
40 64	Sewell (closed 31st Dec, 1887).....	30 00	.....	.....
58 33	Shadeland.....	40 00	.....	.....
287 77	Shelmouth.....	93 00	.....	.....
432 86	Shell River.....	110 00	.....	.....
52 82	Sheppardville (3 Quarters).....	15 00	.....	.....
682 63	Shoal Lake.....	175 00	.....	.....
135 25	Sidney.....	50 00	.....	.....
9 58	Silton (from 1st Jan., 1888).....	3 00	.....	.....
52 80	Silver Creek.....	40 00	.....	.....
21 87	Silver Spring.....	20 00	.....	.....
21 42	Sittakaw.....	16 00	.....	.....
25 00	Snake Creek.....	11 50	.....	.....
49 46	Snowflake.....	24 00	.....	.....
260 13	Solsgirth (*including arrears).....	48 00	*42 50	.....
20 48	Somerset.....	12 00	.....	.....
840 06	Souris (including arrears).....	272 50	*30 00	.....
154 42	Souris City.....	60 00	.....	.....
232 90	Sourisford (*including arrears).....	57 50	*70 00	.....
46 71	Springfield.....	24 00	.....	.....
19 83	Starbuck (from 1st Aug., 1887).....	6 67	.....	.....
135 00	Steinback.....	30 00	.....	.....
11 02	Stephenfield.....	11 25	.....	.....
141 64	Stockton.....	30 00	.....	.....
23 63	Stodderville.....	20 00	.....	.....
761 30	Stonewall.....	360 00	24 00	40 00
294 96	Stony Mountain.....	100 00	.....	.....
17 41	Strasburg.....	13 00	.....	.....
173 17	Strathclair.....	100 00	.....	.....
301 75	Strathclair Station.....	25 00	.....	.....
33 31	Stratherne.....	30 00	.....	.....
14 14	Strathewan.....	11 00	.....	.....
79 15	Stuartburn.....	16 00	.....	.....
95 29	Summerberry.....	69 00	.....	.....
84 63	Sumner.....	16 00	.....	.....
62 98	Sunnymeade.....	20 00	.....	.....
108 61	Sunnyside.....	34 50	.....	.....
13 33	Suthwyn (from 1st July, 1887).....	7 50	.....	.....
70 26	Swan Lake.....	36 00	.....	.....
1,255 61	Swift Current (from 1st Jan., 1885).....	666 67	373 33	211 00

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts	\$ cts.	\$ cts.
199 82	Thornhill.....	69 00		
44 90	Toddburn.....	30 00		
46 04	Totonka.....	19 00		
230 02	Touchwood Hills.....	75 00		
45 26	Tregarva.....	20 00		
341 02	Treherne.....	57 50		
14 32	Tumbell.....	11 00		
83 49	Turtle Mountain.....	75 00		
33 41	Two Rivers.....	16 00		
11 64	Upton (opened 1st Oct., '87, closed 29th Feb., '88)....	3 75		
117 02	Viola Dale.....	30 00		
2,192 53.	Virden.....	600 00	30 00	80 00
82 06	Wakopa.....	70 00		
101 31	Wallace.....	33 00		
31 00	Waneche (3 Quarters).....	12 00		
9 76	Wapaha.....	12 00		
515 90	Wapella.....	200 00	16 00	
10 45	Warleigh.....	12 00		
15 13	Warrington.....	12 00		
34 49	Wascana.....	16 00		
55 93	Waskada.....	20 00		
59 13	Wassewa.....	20 00		
26 77	Wattsvievw.....	16 00		
19 38	Wavy Bank.....	12 00		
35 04	Wawota.....	12 00		
41 39	Wellington.....	16 00		
33 94	Wellwood.....	20 00		
50 97	Welwyn.....	24 00	10 00	
251 48	Westbourne.....	78 00		
21 46	West Hall.....	20 00		
133 00	West Lynne.....	60 00		
51 08	Wheatland.....	16 00		
211 68	Whitemouth.....	142 50		
12 04	Whitewater.....	12 00		
781 45	Whitewood Station (*including arrears).....	230 00	*121 00	
15 00	Willoughby.....	15 00		
33 08	Winlaw.....	32 00		
57,742 52	Winnipeg (salaries and expenses entered elsewhere).....			
20 08	Wishart.....	16 00		
578 93	Wolseley.....	300 00	30 00	
29 23	Wood Bay.....	10 00		
163 85	Woodlands.....	36 00		
49 96	Woodworth.....	16 00		
24 11	Woodside.....	20 00		
14 52	Woonona.....	12 00		
39 00	Workman.....	16 00		
293 29	Yorkton.....	100 00		
\$168,438 18½	Totals.....	*\$38,894 40	\$4,064 17	\$3,886 00

*N.B.—Of this the amount of \$37,847.25 was paid from revenue collections and \$1,047.15 from Parliamentary appropriation. The latter has been brought to account at page 171, part II.

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF BRITISH COLUMBIA.

A, IN REPORT No. 8, F.

DETAIL of all payments made for Salaries, &c., in British Columbia; showing, in each case, the name of the person, the service or duty performed, and the amount paid during the Year ended 30th June, 1888.

Name.	Service.	Salaries. \$ cts.	Provisional Allowance. \$ cts.	Night Duty and Mileage. \$ cts.	Grand Total. \$ cts.
BRITISH COLUMBIA DIVISION.					
E. H. Fletcher.....	Post Office Inspector.....	2,000 00	500 00	.....	2,500 00
W. H. Dorman.....	2nd Class Clerk.....	1,200 00	300 00	.....	1,500 00
H. A. Ferguson.....	do to 31st December, 1887 (superannuated).....	400 00	160 00	.....	1,175 98
F. A. Carnichael.....	do	440 00	175 98	.....	70 74
W. Atkins.....	Temporary Clerk, from 9th Dec., 1887, to 24th Jan., 1888.....	50 53	20 21	.....	5,246 72
	Totals, Inspector's Office.....	4,090 53	1,156 19	.....
RAILWAY MAIL SERVICE.					
J. Rooney.....	1st Class Railway Mail Clerk.....	960 00	240 00	509 84	1,709 84
W. T. Cox.....	do	800 00	320 00	741 40	
D. R. McLean.....	do	753 33	301 33	631 13	
J. J. O'Farrell.....	do				
H. B. Rogers.....	do to 31st December, 1887 (transferred to London Division).....	260 00	104 00	357 65	
R. Y. Ellis.....	do	480 00	192 00	130 58	
R. F. Drummond.....	do	480 00	192 00	723 08	
J. O. McLeod.....	do	480 00	192 00	674 99	
J. H. Thain.....	do from 15th July, 1887 (less fine).....	480 00	192 00	675 85	
D. T. McLelean.....	do from 1st September, 1887, to 31st January, 1888, (deceased).....	458 67	184 00	620 43	
	do	200 00	80 00	117 70	7,274 95

A, IN REPORT No 8, F—Detail of all payments for Salaries &c., in British Columbia, made with the Year ended 30th June, 1888.

Name.	Service.	Salary.		Provisional Allowance.		Night Duty and Mileage.		Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
RAILWAY MAIL SERVICE—Concluded.									
F. R. Dougall.....	Temporary do	240 00		80 00		226 93		879 99	
J. H. Good.....	do	190 34		76 14		66 58			
	Totals, Railway Mail Service.....	5,182 34		2,153 47		5,476 16		13,411 97	
VICTORIA POST OFFICE.									
R. Wallace.....	Postmaster, to 31st December, 1887 (superannuated).....	1,200 00						2,200 00	
N. Shakespeare.....	do from 1st January, 1888.....	1,000 00							
T. A. Cairns.....	2nd Class Clerk.....	1,000 00		250 00				1,250 00	
T. Chadwick.....	3rd do	660 00		264 00					
C. W. Newbury.....	do	520 00		208 00					
C. W. Finlaison.....	do	500 00		200 00					
E. E. Kaye.....	do to 31st May (suspended from 3rd March to 12th April, 1888; ser- vices dispensed with).....	386 23		154 49					
F. R. Sargison.....	do	420 00		168 00					
R. J. Butler.....	do	420 00		168 00					
G. A. McCullough.....	do	420 00		168 00					
J. S. Smith.....	do	400 00		160 00					
W. B. McLaughlin.....	Temporary Clerk, to 10th October, 1887 (resigned).....	110 75		44 30				5,216 72	
G. F. D. Simpson.....	do	400 00		160 00					
A. F. Englehardt.....	do from 22nd August, 1887.....	344 09							
W. B. Charles.....	do from 21st December, 1887.....	208 60							
D. W. McCannon.....	do do	208 60							
W. Poole.....	do from 1st to 14th April, 1888.....	23 75							
J. E. McRoberts.....	Messenger.....	360 00		144 00				1,500 09	
	Totals, Victoria Post Office.....	8,582 02		2,068 79				504 00	
								10,670 81	

RECAPITULATION.

Totals of Inspector's Office.....	4,030 53	1,156 19	.....	5,246 72
do Railway Mail Service.....	5,782 34	2,153 47	.....	13,411 87
do Victoria Post Office.....	8,582 02	2,088 79	.....	10,670 81
	18,454 89	5,398 45	.....	29,529 50
Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement).....			.....	840 93
Total.....			.....	\$30,170 49

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

A, IN REPORT No. 3, F.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in British Columbia, within the year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
13 72	Aberdeen.....	12 00		
50 42	Alberni.....	38 00		
49 46	Aldergrove.....	22 00		
16 00	Alert Bay.....	16 00		
146 00	Alexandria.....	47 50		
16 80	Alkali Lake.....	20 00		
41 76	Ashcroft.....	40 00		
526 76	Ashcroft Station.....	67 50		
300 00	Barkerville.....	195 00		
20 81	Beaver Point.....	20 00		
29 86	Big Bar Creek.....	20 00		
83 58	Burgoyne Bay.....	40 00		
53 27	Burrard Inlet.....	40 00		
54 40	Cache Creek.....	81 33		
428 70	Chemainus.....	142 50		
31 07	Chilcote.....	18 00		
551 33	Chilliwack.....	160 00		
562 25	Clinton (*including arrears).....	230 00	200 00	*105 00
102 54	Clover Valley.....	40 00		
65 74	Cobble Hill (from 1st October, 1887).....	12 00		
44 40	Collwood.....	20 00		
73 34	Corfield.....	20 00		
312 55	Comox.....	97 36		
144 17	Coutlee.....	50 00		
112 76	Cowichan.....	120 00		
43 51	Cranbrook.....	20 00		
62 40	Dog Creek.....	30 00		
2,390 64	Donald (*including arrears †from 1st Jan., 1888).....	*1,725 68		†80 00
42 43	Duck & Pringle.....	24 00		
21 24	East Wellington (from 1st Jan., 1888).....	5 00		
72 38	Elgin.....	40 00		
37 00	Emory.....	39 00		
68 44	Enderby (from 1st October, 1887).....	10 00		
1,556 46	Esquimalt.....	600 00		80 00
188 46	Ferney Coombe.....	47 50		
91 95	Fort Simpson.....	37 50		
55 08	Gabriola Island.....	20 00		
386 07	Golden.....	20 00		
39 25	Gold Stream.....	20 00		
39 12	Grande Prairie.....	20 00		
39 50	Granite Creek (2 Quarters).....	50 00		
43 56	Hall's Prairie.....	24 00		
93 91	Harrison River.....	47 50		
6 00	Harvey Creek (closed 31st July, 1887).....	8 00		
231 16	Hope.....	100 00		
277 63	Illicilliwaet (from 1st August, 1887).....	108 80		

A, IN REPORT No. 3, F.—Detail of Revenue, Salaries and Allowances in British Columbia, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
45 96	Johnson's Landing.....	20 00		
2,772 08	Kamloops (5 Quarters, broken period).....	579 17	203 33	110 83
32 85	Keithley Creek.....	23 00		
39 65	Keremos (from 1st August, 1887).....	15 00		
57 59	Koksilah.....	19 00		
189 51	Kootenay.....	60 00		
108 59	Lac La Hache.....	40 00		
585 73	Ladner's Landing.....	157 50		
235 09	Langley.....	75 00		
19 77	Langley Prairie.....	20 00		
247 72	Lillooet.....	60 00		
81 01	Lower Nicola.....	27 00		
145 92	Lulu Island.....	35 00		
235 56	Lytton.....	230 00		
88 98	McPherson's Station.....	14 50		
108 00	Maple Bay.....	75 00		
271 40	Matsqui (*including arrears).....	69 00	*50 00	
38 15	Metchosin.....	20 00		
317 19	Moodyville.....	120 00		
125 53	Mount Lehman.....	34 50		
39 90	Mud Bay.....	20 00		
2,750 74	Nanaimo.....	711 67		
18 97	Nanoose Bay.....	18 00		
6,424 37	New Westminster.....	1,600 00	500 00	
249 80	Nicola Lake.....	97 50		
102 03	North Ann.....	23 00		
244 98	North Bend.....	47 50		
103 70	North Saanich.....	40 00		
84 75	Okanagon.....	40 00		
116 36	Okanagon Mission.....	40 00		
220 00	150 Mile House.....	60 00		
87 95	Osyoos (5 Quarters).....	50 00		
51 00	Otter Point.....	20 00		
63 65	Parksville (5 Quarters).....	25 00		
30 00	Pavilion.....	20 00		
67 40	Plumber Pass.....	24 00		
268 65	Port Hammond.....	80 00		
133 14	Port Hanley.....	50 00		
361 66	Port Moody.....	120 00		
50 75	Quadra.....	22 00		
291 12	Quamichan.....	78 00		
372 21	Quesnelle (*including arrears).....	*135 00		
94 75	Quesnelle Forks.....	20 00		
105 64	Quilchena.....	47 50		
867 24	Revelstoke.....	245 00		
42 90	Riverside.....	24 00		
51 41	Rockford (from 1st Oct., 1887).....	10 00		
130 10	Roger's Pass (from 1st Oct., 1887).....	10 00		

A, IN REPORT No. 3, F—Detail of Revenue, Salaries and Allowances in British Columbia, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
163 98	Salt Spring Island.....	60 00	.....	.....
159 26	Savona's Ferry.....	150 00	.....	.....
84 82	Sayward-Alberni.....	20 00	.....	.....
63 49	Sea Island.....	16 00	.....	.....
135 51	Shuswap.....	35 00	.....	.....
69 32	Sicamous (from 1st Nov., 1887).....	16 67	.....	.....
46 00	Skeena.....	28 50	.....	.....
137 00	Soda Creek.....	80 00	.....	.....
118 75	Somenos.....	34 00	.....	.....
58 00	Sooke.....	50 00	.....	.....
21 92	South Saanich (from 1st August, 1887).....	13 36	.....	.....
246 22	Spence's Bridge.....	230 00	20 00	.....
290 74	Spillamacheen.....	115 00	.....	.....
133 63	Sumas.....	69 00	.....	.....
28 60	Surrey Centre (from 1st Nov., 1887).....	8 33	.....	.....
26 24	Upper Sumas.....	20 00	.....	.....
9,895 04	Vancouver (*including arrears).....	2,000 00	120 00	*180 00
95 57	Van Winkle.....	60 00	.....	.....
229 00	Vernon.....	40 00	.....	.....
25,319 36	Victoria (salaries and expenses entered elsewhere).....	.....	.....	.....
613 75	Wellington.....	160 00	.....	.....
92 77	Whonnock.....	28 50	.....	.....
23 39	Windermere (from 1st Oct., 1887).....	10 00	.....	.....
341 67	Yale.....	500 00	.....	75 00
\$67,183 36	Totals.....	†\$13,682 37	\$1,093.33	\$580 83

†N. B.—Of this the amount of \$12,841.38 was paid from revenue collections, and \$840.99 from Parliamentary appropriation. The latter has been brought to account on page 183, part ii.

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF PRINCE EDWARD ISLAND.

A, IN REPORT NO. 3, G.

DETAIL of all payments made for Salaries, &c., in Prince Edward Island; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
CHARLOTTETOWN POST OFFICE.					
F. de St. C. Brecken	Assistant Inspector and Postmaster	2,000 00		2,000 00	
W. Harris	2nd Class Clerk	1,162 50		1,162 50	
J. A. Lawson	do	800 00			
N. White	do	800 00			
B. Trainor	do	800 00			
J. M. Campbell	do	760 00			
J. McCarey	do	609 00			
J. Macdonald	do	600 00			
J. G. W. Brown	do	600 00	122 37		
M. W. Murphy	do	560 00			
J. N. Robertson	do	520 00			
J. Macdonald	do	480 00			
W. H. F. Gill	do	440 00			
	Probationary, from 25th January, 1888.	171 27			
J. Callaghan	Temporary Clerk, from 1st March, 1888.	133 34			
Total, Charlottetown Post Office (carried forward)				6,662 64	
				133 34	
					9,958 48

A, IN REPORT No. 3, G.—Detail of all payments for Salaries, &c., in Prince Edward Island, made within the Year ended 30th June, 1888.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
	RAILWAY MAIL SERVICE.				
	Brought forward.....				9,958 48
O. R. Crabbe.....	2nd Class Railway Mail Clerk.....	800 00	166 22		
T. W. Haszard.....	do	720 00	128 79	1,815 01	
		<u>1,520 00</u>	<u>295 01</u>		
	Total, Railway Mail Service.....				1,815 01
	Balance of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement).....				194 00
	Total				<u>\$11,967 49</u>

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

A, IN REPORT NO. 3, G.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
30 91	Abram's Village.....	20 00		
49 81	Aitkins Ferry (*including arrears).....	*13 50		
31 74	Albany.....	12 00		
934 48	Alberton.....	335 00	20 00	40 00
24 09	Alexandria.....	12 00		
28 92	Alma.....	15 50		
11 71	Appin Road.....	11 50		
11 50	Argyle Shore.....	11 50		
17 79	Armadales.....	11 50		
42 26	Augustine Cove.....	19 00		
19 47	Baldwin's Road.....	12 00		
10 07	Bangor.....	11 50		
25 06	Bay Fortune.....	12 00		
26 91	Bayview.....	16 00		
22 33	Beach Point.....	18 00		
51 63	Bear River.....	17 50		
19 00	Beaton's Mills.....	12 00		
135 71	Bedeque.....	60 00	16 00	
173 80	Belfast (*from 1st October, 1887).....	60 00	*24 00	
56 63	Belle Creek.....	20 00		
3 50	Belmont (from 1st January, 1888).....	2 50		
19 52	Big Marsh.....	11 50		
65 03	Bloomfield.....	36 00		
55 16	Bloomfield Station.....	16 00		
5 98	Blooming Point.....	11 00		
85 93	Bonshaw.....	36 00	16 00	
16 83	Bothwell.....	16 00		
28 50	Brackley Point.....	16 00		
0 50	Brackley Point Road.....	11 50		
29 43	Brae.....	14 00		
29 70	Brooklyn.....	14 00		
28 63	Brown's Creek.....	14 00		
26 19	Burlington.....	14 00		
31 50	Burton.....	11 50		
14 04	Byrne's Road.....	12 00		
3 72	Cable Head.....	11 50		
56 75	Caledonia.....	24 00		
15 48	Cape Egmont.....	11 50		
69 08	Cape Traverse.....	16 00		
61 69	Cape Wolfe.....	24 00		
375 00	Cardigan Bridge.....	120 00	16 00	
30 38	Cardigan Road.....	16 00		
46 83	Carleton.....	20 00		
49 61	Cavendish.....	20 00		
36 24	Cavendish Road.....	12 00		
62 75	Central Bedeque.....	20 00		
11,420 95	Charlottetown (salaries and expenses entered elsewhere).....			
5 68	Chepstow.....	11 50		
22 46	Cherry Grove.....	11 50		

A, IN REPORT No. 3, G.—Detail of Revenue, Salaries and Allowances, in Prince Edward Island, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
62 59	Cherry Valley.....	24 00		
14 48	China Point.....	11 50		
11 85	Clear Springs.....	11 50		
8 20	Clermont.....	11 50		
38 00	Clinton.....	16 00		
29 06	Clyde River.....	13 50		
10 97	Clyde Station.....	11 50		
140 12	Coleman.....	34 50		
72 63	Commercial Cross.....	24 00		
69 20	Conway Station.....	24 00		
52 08	Corawall Centre.....	24 00		
6 99	Corrville.....	11 50		
8 34	Covehead Road.....	11 50		
149 69	Crapaud.....	70 00	16 00	
32 00	Darlington.....	16 00	20 00	
37 75	Darnley.....	16 00		
15 02	De Blois Station (from 1st July, 1887).....	7 50		
35 39	De Sable.....	16 00		
10 60	Dromore.....	11 50		
131 39	Dundas.....	48 00		
10 63	East Baltic.....	11 50		
15 73	East Point.....	12 00		
17 66	Egmont Bay.....	12 00		
24 16	Elliott's Mills.....	12 00		
10 50	Elliott Vale.....	11 50		
12 95	Elmira.....	11 50		
75 83	Elmsdale.....	30 00		
136 00	Emerald.....	69 00	20 00	
12 41	Emyvale.....	11 50		
32 33	Fairfield.....	16 00		
6 48	Fairview (from 1st November, 1887).....	4 16		
14 38	Farmington.....	11 50		
37 18	Fifteen Point.....	16 00		
71 38	Fitzgerald Station.....	16 00		
42 66	Flat River.....	20 00		
23 50	Forest Hill.....	12 00		
11 54	Fort Augustus.....	11 50		
15 77	Fredericton Station.....	12 00		
35 54	Freeland.....	11 50		
110 44	Freetown.....	38 00		
84 69	French River.....	30 00		
9 27	French Village.....	11 50		
20 18	Garfield.....	12 00		
31 04	Gaspereaux.....	16 00		
718 27	Georgetown.....	400 00	100 00	40 00
28 24	Glencorradales.....	12 00		
21 95	Glenfanning.....	11 50		
6 83	Glenfinnan (from 1st May, 1887).....	10 04		
20 50	Glen William.....	11 50		
12 96	Goose River.....	11 50		
24 88	Gowan Brae.....	11 50		
43 07	Graham's Road.....	16 00		
30 34	Grand Tracadie.....	15 00		

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
21 11	Grandview.....	12	00				
60 64	Granville.....	20	00				
25 14	Greenwich.....	12	00				
31 15	Hamilton.....	16	00				
46 78	Hampton.....	15	00				
24 50	Harrington.....	11	50				
10 33	Hartsville.....	10	00				
25 53	Hazel Green.....	11	50				
15 17	Hazel Grove.....	11	50				
15 36	Head of Cardigan.....	11	50				
16 50	Head of Hillsboro'.....	11	50				
342 95	Head of St. Peter's Bay.....	120	00	60	00		
5 40	Hermanville.....	11	50				
26 29	Higgins' Road.....	12	00				
14 58	High Bank.....	11	50				
191 62	Holmes' Mills.....	63	00	40	00		
17 26	Hopefield.....	12	00				
11 95	Hope River.....	11	50				
177 01	Hunter's River.....	64	00	80	00		
32 73	Indian River.....	14	00				
16 50	Inverness.....	11	50				
28 39	Iris.....	11	50				
5 42	Johnston's River.....	11	50				
39 37	Kelly's Cross.....	16	00				
475 57	Kensington.....	180	00	80	00		
28 33	Kildare.....	16	00				
29 67	Kildare Capes.....	12	00				
14 30	Kildare Station.....	11	50				
31 93	Kingsborough.....	15	50				
46 98	Kinkora.....	12	00				
60 97	Kinross.....	24	00				
31 10	Lake Verd.....	12	00				
42 58	Lakeville.....	16	00				
18 31	Launching Place.....	12	00				
15 26	Little Harbor.....	11	50				
37 91	Little Pierre Jacques.....	12	00				
18 11	Little Pond.....	11	50				
42 65	Little Sands.....	20	00				
11 37	Little Tignish.....	11	50				
38 08	Little York.....	12	00	20	00		
26 57	Long Creek.....	12	00				
31 55	Long River.....	12	00				
11 03	Lot 1.....	11	50				
132 66	Lot 4 (*including arrears).....	*72	00				
18 03	Lot 6 (3 Quarters).....	9	00				
29 85	Lot 8 (5 Quarters).....	20	00				
45 43	Lot 10.....	16	00				
33 88	Lot 11.....	32	00				
229 61	Lot 12.....	75	00				
55 67	Lot 14.....	16	00				
25 82	Lot 16.....	12	00				
26 42	Lot 30.....	11	50				

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances, in Prince Edward Island, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
12	00	Lot 35.....	11	50				
52	60	Lot 40.....	27	50				
55	54	Lot 56.....	24	00	10	00		
26	22	Lot 67.....	16	00				
32	94	Lower Freetown.....	12	00				
41	52	Lower Montague.....	16	00				
27	13	MacDougall.....	16	00				
88	00	Maddock (5 Quarters).....	25	00				
4	67	Mansfield.....	11	50				
98	31	Margate.....	30	00				
13	06	Main Bridge.....	14	00				
10	58	Marshfield.....	11	50				
5	54	Mermaid Farm.....	11	50				
33	49	Middleton.....	12	00				
22	79	Midgell.....	11	50				
14	95	Milburn.....	11	50				
17	38	Millcove.....	11	50				
60	00	Mill River.....	20	00				
29	53	Milltown Cross.....	12	00				
57	59	Millview.....	24	00				
22	52	Milton Station.....	12	00				
70	18	Miminegash.....	28	50				
18	86	Mink River Road.....	11	50				
142	30	Miscouche.....	50	00	20	00		
26	60	Mitchell River.....	10	00				
7	05	Monaghan.....	12	00				
713	03	Montague Bridge.....	280	00	100	00		
30	41	Montague Cross.....	16	00				
34	00	Montrose.....	12	00				
9	04	Morell Rear.....	11	50				
185	12	Morell Station.....	69	00	20	00		
22	26	Mount Albion.....	11	50				
33	27	Mount Pleasant.....	12	00				
278	97	Mount Stewart.....	100	00	16	00		
15	07	Muddy Creek.....	11	50				
69	54	Murray Harbor, North (*including arrears).....	*44	00				
16	61	Murray Harbor Road.....	12	00				
254	42	Murray Harbor, South.....	90	00	4	00		
79	06	Murray River.....	50	00				
7	53	Nail Pond.....	10	00				
34	10	Narrows Creek.....	12	00				
14	02	New Annan.....	10	00				
15	43	New Argyle.....	11	50				
120	84	New Glasgow.....	40	00				
43	53	New Haven.....	20	00				
110	67	New London.....	36	00				
87	03	New Perth.....	32	00				
40	96	Newport.....	16	00	12	00		
7	60	Newton.....	10	00				
9	51	Newton Cross.....	10	00				
64	56	New Wiltshire.....	24	00				
36	07	New Zealand.....	15	00				
21	45	Nine Mile Creek.....	12	00				
22	95	Norborough.....	12	00				
65	19	Northam.....	40	00				

A, IN REPORT NO. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
39 98	North Bedeque	23 00	.....	.....
10 45	North Carleton	12 00	.....	.....
25 94	North Lake	16 00	.....	.....
6 59	North Milton	11 50	.....	.....
249 94	North River	26 50	.....	.....
69 87	North Rustico	40 00	.....	.....
51 43	North Tryon	24 00	.....	.....
13 74	O'Leary Road	12 00	.....	.....
244 10	O'Leary Station	63 00	.....	.....
81 04	Orwell	31 50	40 00	.....
33 97	Orwell Cove	16 00	.....	.....
45 16	Oyster Bed Ridge	20 00	.....	.....
19 98	Palmer Road	12 00	.....	.....
35 95	Park Corner	15 00	.....	.....
52 80	Peake Station, No. 38	24 00	.....	.....
24 42	Peter's Road	12 00	.....	.....
7 00	Peterville	10 00	.....	.....
51 03	Pinette	16 00	.....	.....
8 78	Pisquid	10 00	.....	.....
8 06	Pisquid Road	10 00	.....	.....
16 40	Pinsville	10 00	.....	.....
6 64	Pleasant Grove	10 00	.....	.....
8 95	Point Poplar	10 00	.....	.....
27 02	Point Prim	12 00	.....	.....
148 53	Port Hill	52 00	.....	.....
127 57	Pownall (* including arrears)	40 00	*26 00	.....
22 61	Priest Pond	12 00	.....	.....
212 94	Princetown	60 00	.....	.....
10 68	Princetown Road	11 50	.....	.....
9 07	Red House	10 00	.....	.....
41 12	Red Point	16 00	.....	.....
6 45	Riverdale	10 00	.....	.....
12 17	Rock Barra	11 50	.....	.....
5 84	Rocky Point	10 00	.....	.....
30 50	Rollo Bay	14 00	.....	.....
21 00	Rollo Bay Cross	12 00	.....	.....
14 88	Rona	12 00	.....	.....
33 38	Rose Valley	12 00	.....	.....
41 00	Rustico	20 00	.....	.....
42 10	Rusticoville	11 50	.....	.....
15 09	St. Andrews	10 00	.....	.....
16 48	St. Ann's	11 50	.....	.....
116 81	St. Eleanor's	48 00	.....	.....
36 18	St. Margaret's (* including arrears)	*19 00	.....	.....
14 99	St. Mary's Road	10 00	.....	.....
17 50	Sailor's Hope	10 00	.....	.....
3 88	Scotchfort	10 00	.....	.....
10 70	Sea Cow Head	10 00	.....	.....
10 59	Sea Cow Pond	10 00	.....	.....
47 39	Searletown	20 00	.....	.....
15 83	Selkirk Road	12 00	.....	.....
21 41	Shamrock	11 50	.....	.....
15 75	Skinner's Pond	10 00	.....	.....
1,118 09	Souris, East	360 00	80 00	40 00

A, IN REPORT NO. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1888.

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

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
16 80	Souris, West (3 Quarters).....	18 00		
12 36	South Lake.....	10 00		
74 67	Southport.....	37 50		
16 58	South-West, Lot 16.....	12 00		
23 48	South Wiltshire.....	10 00		
27 79	Springfield.....	16 00		
39 25	Stanhope.....	16 00		
179 15	Stanley Bridge.....	56 00		
38 87	Sturgeon.....	16 00		
22 93	Suffolk Station.....	10 00		
3,505 84	Summerside.....	900 00	120 00	
21 01	Sun merville.....	12 00		
9 59	Ten Mile House.....	10 00		
569 73	Tignish (* including arrears).....	*230 00	16 00	
45 32	Tracadie Cross.....	15 00		
20 08	Traveller's Rest.....	11 50		
190 79	Tryon.....	50 00	16 00	
175 10	Tyne Valley.....	60 00		
11 28	Union Road.....	10 00		
29 31	Upton.....	10 00		
34 79	Valleyfield.....	16 00		
609 46	Vernon River.....	140 00	78 00	
86 46	Vernon River Bridge.....	24 00		
209 39	Victoria.....	80 00		
51 50	Victoria Cross.....	16 00		
19 06	Waterford.....	12 00		
28 94	Webster's Corners.....	12 00		
11 19	Wellington.....	12 00		
107 87	Wellington Station.....	40 00	10 00	
33 44	West Cape.....	20 00		
31 25	Western Cove Head.....	12 00		
15 18	Western Road.....	11 50		
9 71	West Newton.....	10 00		
63 75	West Point.....	23 00		
9 71	West St. Peter's.....	10 00		
56 07	Wheatley River.....	30 00		
27 72	Whim Road Cross.....	16 00		
23 39	White Sands.....	16 00		
12 90	Wilmot Valley.....	10 00		
8 43	Winsloe Road.....	10 00		
10 19	Winsloe Station (from 1st July, 1887).....	7 50		
95 63	Wood Islands.....	40 00		
\$33,337 16	Totals.....	\$18,652 70	\$1,096 00	\$120 00

†N.B.—Of this, the amount of \$8,458.70 was paid from revenue collections, and \$194.00 from Parliamentary appropriations. The latter has been brought to account at page 188, part II.

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF ONTARIO.

(D. IN REPORT No. 3, A.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Ontario, made within the Year ended 30th June, 1888.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
Acton.....	0 10	<i>Brought forward.....</i>	2,952 86
Alliston.....	0 50	Mitchell.....	7 43
Amherstburg.....	0 75	Morrisburg.....	8 21
Arnprior.....	15 78	Mount Forest.....	0 60
Aylmer West.....	0 70	Napanee.....	0 35
Barrie.....	99 35	Newmarket.....	4 24
Belleville.....	136 89	Norwood.....	0 45
Berlin.....	28 25	Orangeville.....	20 37
Bowmanville.....	31 90	Orillia.....	5 63
Brampton.....	14 00	Oshawa.....	3 70
Brantford.....	217 15	Ottawa.....	548 84
Brockville.....	68 50	Owen Sound.....	10 75
Brussels.....	1 09	Paisley.....	6 50
Campbellford.....	11 05	Paris.....	16 74
Cannington.....	4 05	Parkdale.....	3 15
Chatham.....	126 84	Parkhill.....	16 60
Chesley.....	15 38	Pembroke.....	0 90
Clinton.....	4 31	Penetanguishene.....	7 20
Cobourg.....	2 97	Perth.....	17 50
Collingwood.....	11 83	Peterboro'.....	74 30
Cornwall.....	68 53	Picton.....	2 00
Deseronto.....	22 30	Port Arthur.....	8 80
Drayton.....	2 30	Port Dover.....	4 20
Dundas.....	14 55	Port Elgin.....	9 00
Dunnville.....	7 30	Port Hope.....	12 95
Elora.....	1 50	Prescott.....	14 21
Exeter.....	7 95	St. Catharines.....	130 93
Fergus.....	18 60	St. Mary's.....	38 10
Galt.....	105 80	St. Thomas.....	139 38
Gananoque.....	3 53	Sarnia.....	14 60
Georgetown.....	12 00	Seaforth.....	0 05
Goderich.....	3 07	Simcoe.....	3 40
Guelph.....	7 32	Smith's Falls.....	0 75
Hamilton.....	685 75	Stratford.....	71 60
Hanover.....	8 80	Strathroy.....	11 29
Harriston.....	5 60	Tilsonburg.....	11 65
Hespeler.....	1 60	Toronto.....	3,038 26
Ingersoll.....	87 64	Trenton.....	20 66
Iroquois.....	2 25	Tweed.....	4 25
Kincardine.....	14 18	Walkerton.....	26 19
Kingston.....	397 49	Wallaceburg.....	5 47
Lancaster.....	2 30	Welland.....	1 36
Lindsay.....	10 80	Whitby.....	12 89
Listowel.....	13 00	Windsor.....	26 80
London.....	632 30	Wingham.....	2 00
Meaford.....	3 00	Woodstock.....	137 75
Milton West.....	21 41		
<i>Carried forward.....</i>	2,952 86	<i>Total.....</i>	\$7,454 86

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF QUEBEC.

(D, IN REPORT No. 3, B.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors in Quebec, made within the Year ended 30th June, 1888.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
		<i>Brought forward</i>	2,626 07
Hochelaga.....	7 80	Point St Charles.....	1 05
Hull.....	1 85	Quebec.....	546 74
Lachine.....	0 60	St. Hyacinthe.....	13 75
Lachute.....	0 17	St. John's, East.....	8 05
Montreal.....	2,615 65	Sherbrooke.....	18 81
<i>Carried forward</i>	\$2,626 07	Total.....	\$3,214 47

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF NOVA SCOTIA.

(D, IN REPORT No. 3, C.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors in Nova Scotia, made within the Year ended 30th June, 1888.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
		<i>Brought forward</i>	19 65
Acadia Mines.....	0 68	Halifax.....	781 49
Antigonishe.....	17 17	Truro.....	1 50
Great Village.....	1 80	Yarmouth.....	7 68
<i>Carried forward</i>	\$19 65	Total.....	\$810 32

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF NEW BRUNSWICK.

(D, IN REPORT No. 3, D.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in New Brunswick, made within the Year ended 30th June, 1888.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
		<i>Brought forward</i>	268 70
Chatham.....	5 65	St. John.....	808 45
Fredericton.....	250 95	Woodstock.....	17 34
Newcastle.....	12 10		
<i>Carried forward</i>	\$268 70	Total.....	\$1,094 49

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF MANITOBA, &c.

(D, IN REPORT No. 3, E.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Manitoba, and the North-West Territories, made within the Year ended 30th June, 1888.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
		<i>Brought forward</i>	17 74
Brandon.....	1 20	Winnipeg.....	778 50
Prince Albert.....	16 54		
<i>Carried forward</i>	\$17 74	Total.....	\$796 24

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

 PROVINCE OF BRITISH COLUMBIA.

(D, IN REPORT NO. 3, F.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in British Columbia, made within the Year ended 30th June, 1888.

Name of Post Office.	Amount.
	\$ cts.
Nanaimo.....	2 35
New Westminster.....	18 92
Vancouver.....	16 47
Victoria.....	17 65
Total.....	\$55 39

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

 PROVINCE OF PRINCE EDWARD ISLAND.

(D, IN REPORT NO. 3, G.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Prince Edward Island, made within the Year ended 30th June, 1888.

Name of Post Office.	Amount.
	\$ cts.
Charlottetown.....	213 90
Total.....	\$213 90

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF ONTARIO.

(E, IN REPORT NO. 3, A.)

DETAIL of all payments for Travelling Expenses incurred in the Service of the Post Office Department in Ontario, made within the Year ended 30th June, 1888.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P. O. I....	Travelling expenses, within Ontario.....	249 50
W. E. Bennett, Asst. P. O. I.	do do	280 50
F. P. Bent.....	do do	148 50
J. C. Strange.....	do do	226 00
W. B. Smith.....	do do	16 00
BARRIE DIVISION.		
D. Spry, P. O. I.....	Travelling expenses.....	461 25
J. Henderson, Asst. P. O. I.	do	284 70
A. Mc Carthy.....	do	3 30
KINGSTON DIVISION.		
G. Griffin, P. O. I.....	Travelling expenses.....	21 00
A. Jones, Asst. P. O. I....	do	300 50
J. E. Hopkirk	do as Acting Railway Mail Clerk.....	15 00
P. H. Macarow.....	do	14 70
J. C. Strange.....	do as Acting Railway Mail Clerk.....	3 00
A. J. Christie.....	do do	3 00
D. E. Rose.....	do do	3 00
C. G. Shannon.....	do do	3 00
H. F. Wilmot.....	do do	18 00
LONDON DIVISION.		
R. W. Barker, P. O. I....	Travelling expenses.....	535 94
G. Fisher, Asst. P. O. I..	do	287 20
R. G. Mercer.....	do as Acting Railway Mail Clerk.....	52 50
OTTAWA DIVISION.		
T. P. French, P. O. I.....	Travelling expenses, within Ontario.....	704 29
A. Bolduc, Asst. P. O. I.	do do	13 88
G. Marsan, Asst. P. O. I.	do do	16 50
C. P. LeSueur.....	do do	0 50
W. O. Mercer.....	do as Acting Railway Mail Clerk.....	18 00
A. A. Smith.....	do do	4 50
A. H. Gallup.....	do do	9 00
STRATFORD DIVISION.		
H. G. Hopkirk, P. O. I..	Travelling expenses.....	701 81
J. Yorick.....	do as Acting Railway Mail Clerk.....	8 98
M. O'Loane.....	do do	1 86
TORONTO DIVISION.		
M. Sweetnam, P. O. I....	Travelling expenses.....	306 85
G. A. Burnham, Asst. P. O. I.	do	249 05
C. J. Winstanley.....	do	1 00
H. P. Thompson.....	do	54 77
M. W. Sloan.....	do	1 75
British Mail Clerks.....	Proportion of expenses, whilst in charge of British Mails.....	866 47
Ocean Mail Clerks.....	Proportion of trip allowances, to meet expenses whilst on duty.	1,806 98
Total.....		\$7,692 78

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF QUEBEC.

(E, IN REPORT NO. 3, B.)

DETAIL of all Payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1888.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P. O. I.....	Travelling expenses, within Quebec.....	315 40
W. E. Bennett, Assistant P. O. I.....	do do	71 85
Le F. A. Maingy.....	do do	22 25
MONTREAL DIVISION.		
E. F. King, P. O. I.....	Travelling expenses.....	375 55
D. Nelligan, Asst. P. O. I.	do	419 16
J. E. Gervais do	do	254 70
F. Briegell.....	do	43 00
J. A. Madore	do	5 65
OTTAWA DIVISION.		
T. P. French, P. O. I.....	Travelling expenses, within Quebec.....	228 54
A. Bolduc, Asst. P. O. I.	do do	34 03
G. Marsan, Asst. P. O. I.....	do do	2 50
QUEBEC DIVISION.		
A. Bolduc, P. O. I.....	Travelling expenses.....	889 56
J. L. Anctil, Asst. P. O. I.	do	331 15
C. Vohl	do as Acting Railway Mail Clerk.....	4 50
do	do	10 95
J. G. Bourget.....	do	3 50
L. Furois.....	do	10 50
THREE RIVERS DIVISION.		
G. A. Bourgeois, P. O. I.	Travelling expenses.....	245 20
J. P. Chillas, Asst. P. O. I.	do	246 91
G. O. Bailey.....	do as Acting Railway Mail Clerk.....	43 50
Postmaster, Paspebiac.....	Travelling expenses.....	4 00
British Mail Clerks.....	Proportion of expenses, whilst in charge of British Mails.....	327 53
Ocean Mail Clerks.....	Proportion of trip allowances to meet expenses whilst on duty..	683 02
Total.....		\$4,572 95

W. H. SMITHSON,
Accountant

J. C. STEWART,
Financial Comptroller.

PROVINCE OF NOVA SCOTIA.

(E, IN REPORT No. 3, C.)

DETAIL of all payments for Travelling Expenses incurred in the Service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1888.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses within Nova Scotia.....	73 00
W. E. Bennett, Assistant P.O.I.....	do do	63 25
C. J. McDonald, P.O.I....	do	682 25
J. D. Story, Asst. P.O.I....	do	502 90
D. Stewart, Acting Assistant P.O.I.....	do	233 00
T. E. Davison.....	do as Acting Railway Mail Clerk.....	3 00
S. J. R. Sircom.....	do do	3 00
A. Costley.....	do	34 14
W. H. McRobert.....	do	66 00
T. G. Creighton.....	do	16 30
W. W. Page.....	do	16 80
F. P. Bent.....	do	16 32
	Total.....	\$1,709 96

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF NEW BRUNSWICK.

(E, IN REPORT No. 3, D.)

DETAIL of all payments for Travelling Expenses incurred in the Service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1888.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses within New Brunswick.....	37 45
W. E. Bennett, Assistant P.O.I.....	do do	16 70
Le F. A. Maingy.....	do do	31 75
S. J. King, P.O.I.....	do	394 62
W. C. Whittaker.....	do	128 75
C. A. Murray.....	do	0 39
do	do as Acting Railway Mail Clerk.....	19 50
	Total.....	\$629 16

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF MANITOBA, &c.

(E, IN REPORT NO. 3, E.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1888.

Name.	Service.	Amount.
		\$ cts.
W. E. Bennett, Assistant P.O.I.	Travelling expenses within Manitoba, &c	57 50
W. W. McLeod, P. O. I. A. W. Cairns, Assistant P.O.I.	do	397 85
A. J. Patton.....	do	241 25
	do	7 00
	Total	\$703 60

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF BRITISH COLUMBIA

(E, IN REPORT NO. 3, F.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1888.

Name.	Service.	Amount.
		\$ cts
W. E. Bennett, Assistant P.O.I.	Travelling expenses within British Columbia.....	166 00
E. F. Fletcher, P.O.I.	do	732 60
W. H. Dorman	do	28 50
F. A. Carmichael	do as Acting Railway Mail Clerk.....	235 50
D. R. McLean	do	11 00
H. B. Rogers	do	10 00
J. H. Thain.....	do	4 50
J. R. Dougall	do	7 00
	Total	\$1,195 10

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

 PROVINCE OF PRINCE EDWARD ISLAND.

(E, IN REPORT NO. 3, G.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1888.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses within Prince Edward Island.....	27 50
F. de St. C. Brecken, Assistant P.O.I.....	do	143 50
D. J. Macdonald	do as Acting Railway Mail Clerk.....	1 50
J. G. W. Brown	do do	7 50
J. McCarey.....	do do	12 00
	Total	\$192 00

J. C. STEWART, *Financial Comptroller.*

W. H. SMITHSON,
Accountant.

PROVINCE OF ONTARIO.

(F, IN REPORT NO. 3, A.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Ontario.....	25,059	33
Pritchard & Andrews.....	Office stamps and seals, &c., for the P. O. Department, in Ontario	2,479	85
do	Office scales and weights do do	264	10
J. Fyfe.....	do do do do	187	50
Maynard, Harris & Co.....	Letter Carriers' uniform materials do do	718	80
Paton Manufacturing Co.	do do do do	326	36
C. & J. Webb & Co.....	do do do do	169	42
R. S. Montgomery.....	do leggins, waist belts and straps, for the P. O. Department, in Ontario.....	52	55
W. Cummings, Sons & Co.	do sample uniform, for the P. O. Dept., in Ontario	16	25
S. & H. Borbridge.....	do boots do do	4	25
Blyth & Kerr.....	Mail Clerks' tin boxes, &c. do do	251	99
H. Weeks.....	Letter-scale boxes and repairs do do	175	00
H. Barnard.....	Cancelling corks do do	42	30
W. Truman.....	Repairing postage stamp boxes do do	36	00
S. & H. Borbridge.....	Patent postage stamp box locks do do	33	75
McKinley & Northwood..	Rubber stamping cushions, &c. do do	30	60
J. Leslie.....	Repairing and cleaning clock do do	0	75
J. Wilson & Co.....	Framing certificate from Colonial Exhibition	4	50
A. J. Henderson.....	Repairing Caligraph, for Chief Post Office Inspector.....	7	00
C. Addison.....	do Eidograph do	1	25
J. Henderson.....	Hardware, &c., for P.O.I., Barrie.....	6	65
Barr & Henry.....	Repairing mail bag catchers, for P.O.I., Barrie.....	4	25
R. E. Fletcher.....	Erecting street letter-box do	2	00
W. T. Bunt.....	Repairing do do	2	00
R. A. Stephen & Co.....	Towels do	1	50
Robertson & Andrew.....	Repairing mail bag catcher do	1	30
G. Monkman.....	Soap do	1	00
J. G. Bastow.....	Plumber's work for P.O.I., Kingston	18	45
S. Jenkins.....	Carpenter's work do	13	80
Savage Bros.....	Painter's work do	6	73
The E. & C. Gurney Co..	Street letter-box do	6	50
J. Jamieson.....	Repairing and putting up street letter-boxes for P.O.I., Kingston	3	70
R. Waldron.....	Towelling, &c., for P.O.I., Kingston.....	3	45
J. & E. H. Roberts.....	Locksmith's work do	2	15
I. David.....	do do	1	75
J. G. King.....	Disinfectants, &c. do	2	15
J. Muckleston & Co.....	Hardware, &c. do	1	05
J. S. Henderson.....	Broom and candles do	0	65
Stevens & Burns.....	Street letter-boxes for P.O.I., London.....	296	00
J. Christie.....	Making and painting street letter-box posts for P.O.I., London..	24	00
Greer & Wigmore.....	Painter's work for P.O.I., London.....	23	00
C. Anundson.....	Repairing office furniture, packing street letter-boxes, &c., for P.O.I., London.....	19	25
T. Beattie & Co.....	Towels do	3	75
J. E. Crawford.....	Repairing electric bell wires, &c., for P.O.I., London	3	00
G. Bailey.....	Street letter boxes and repairs, &c., for P.O.I., Ottawa.....	92	75
Blyth & Kerr.....	Water filter and feather duster do	14	50
L. Brunette.....	Repairing mail trucks at C. P. Ry. station do	10	00
Chevrier Bros.....	Shelves, brackets and looking-glasses for P.O.I., Ottawa.....	10	90
D. Goyer.....	Clock for P.O.I., Ottawa.....	7	50
H. J. Fraser.....	Turpentine do	0	30
Springeour & Bennock.....	Time-bill case for P.O.I., Stratford.....	35	50
T. F. Kingsmill.....	Mats do	5	60
W. Macklin.....	Towels do	3	00
Porteous & McLagan.....	Making letter-box do	2	50

(F, IN REPORT NO. 3, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.	
		\$	cts.
J. Freemantle.....	Bell, oil, stove, &c., for P.O.I., Stratford.....	2	45
Ward & McEwin.....	Tumblers, matches, &c. do	1	20
W. F. Workman.....	Hardware do	0	50
W. H. Roberts.....	Whisks and soap do	0	85
H.S. Howland, Sons & Co.	Street letter-box locks and keys for P.O.I., Toronto.....	49	85
T. Pells.....	Carpenter's work do	11	75
W. H. Sparrow.....	Repairing Mail Clerks' boxes, &c. do	6	00
J. Shields & Co.....	Soap do	3	50
Mills Bros.....	Brooms and soap do	1	58
Pritchard & Andrews.....	Rubber pay stamp for P.O., Aurora.....	1	00
F. D. Ford.....	Repairing box locks, &c., for P.O., Belleville.....	13	00
Wallbridge & Clarke.....	Soap, whisks, matches, &c. do	9	25
W. Alford.....	Carpenter's work do	7	44
J. H. Meacham, P. M.....	To pay for soap, &c. do	7	30
Hart Bros. & Lazier.....	Repairing and cleaning water filter do	7	00
H. W. Cronk.....	Painting street letter-boxes do	6	50
G. S. Tickell & Sons.....	Repairing office furniture do	6	40
J. Higman.....	Plumber's work do	5	75
A. N. Reid & Co.....	Bedding do	4	40
D. M. Waters.....	Brush for cleaning stamp do	0	20
J. Lewis.....	Window sash cord do	0	10
G. S. Ziegler.....	Painting street letter-box at railway station, Berlin.....	0	75
Martin & Aitken.....	Repairing do do Brampton.....	0	80
T. Baker.....	do and painting street letter-box at Brockville.....	2	25
R. S. Holden.....	do street letter-boxes at Chatham.....	9	00
Pritchard & Andrews.....	Rubber pay stamp for P.O., Cobourg.....	1	00
do	do do Collingwood.....	1	00
do	do do Cornwall.....	1	00
J. Black.....	Carpenter's work do Dundas.....	12	00
Pritchard & Andrews.....	Rubber pay stamp do Durham.....	1	00
E. Radigan.....	Putting up street letter-boxes at railway stations, Galt.....	3	50
J. J. Moore.....	Changing street letter-box post at Gananoque.....	0	75
A. Bruce & Son.....	Carpenter's work for P.O., Guelph.....	12	54
W. Newby.....	Repairing lock boxes do	4	00
Pritchard & Andrews.....	Rubber pay stamp do	1	00
J. Calder & Co.....	Making Letter Carriers' uniforms for P.O., Hamilton.....	487	50
J. L. Lightfoot.....	Letter Carriers' boots do	262	20
J. Mills & Son.....	do caps do	63	00
R. S. Montgomery.....	do waist belts do	2	25
Leitch & Son.....	Repairing street letter-boxes, &c. do	57	00
Donaldson & Paterson.....	Carpenter's work do	33	10
A. Clark.....	Plumber's work do	11	35
J. Armstrong.....	Glazier's work do	3	50
J. Garland.....	do do	1	25
E. Chanteloup.....	Repairing numbering machine do	2	00
Hutton & Wilson.....	Carpenter's work for Branch P.O., James Street, Hamilton.....	67	50
J. Wilson.....	Painter's do do	18	00
W. Shimper.....	Painting street letter-boxes at Ingersoll.....	3	50
W. Cannon.....	Making Letter Carriers' uniforms for P.O., Kingston.....	86	00
S. & H. Borbridge.....	Letter Carriers' boots do	59	50
R. J. Devlin.....	do caps do	19	00
W. M. Drennan.....	Bedstead, mattress, &c. do	13	00
R. Waldron.....	Matting and towelling do	8	38
J. S. Henderson.....	Brooms, soap, matches, &c. do	7	08
R. M. Horsey & Co.....	Ash-kettle, ends for matting, &c. do	5	90
G. M. Wilkinson & Son.....	Waste-paper baskets do	3	75
J. Muckleston & Co.....	Brooms, matches, &c. do	2	55
J. G. Bastow.....	Plumber's work do	2	50
Pritchard & Andrews.....	Rubber pay stamp do	1	00
S. A. Hentg.....	To pay for office stool do	0	75
L. B. Spencer.....	Locksmith's work do	0	25
W. H. Hacking.....	Putting up street letter-box at Ry. Station, Listowel.....	1	50

(F, IN REPORT NO. 3, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
R. Boyd & Son	Making Letter Carriers' uniforms for P.O., London.....	476 50
P. Cook	Letter Carriers' boots do	252 00
Powell, Allen & Bricken- den	do caps do	110 50
R. S. Montgomery	do waist belts do	48 05
Greer & Wigmore	Glazier's work do	0 75
W. A. Brock	Repairing office stamps do	4 95
J. R. Gurd	Brooms and whisks do	3 90
Pritchard & Andrews	Rubber pay stamp, &c. do	2 50
Stevens & Burns	Repairing letter presses do	2 00
Callard, Warren & Co.	Sponge, oil and turpentine do	1 05
J. Moule	Water pail, matches, &c. do	0 72
Pritchard & Andrews	Rubber pay stamp for P.O., Napanee.....	1 00
do	do P.O., Newcastle.....	1 00
do	do P.O., Newmarket.....	1 00
do	do P.O., Norwich.....	1 00
G. Gagné & Co.	Making Letter Carriers' uniforms for P.O., Ottawa.....	457 00
S. & H. Borbridge	Letter Carriers' boots do	225 00
B. J. Devlin	do caps do	114 00
R. S. Montgomery	do waist belt do	0 75
J. H. Bartlett	Attendance on clocks do	60 00
H. G. Roche	Rubber hose and repairs do	36 20
Bate & Co.	Brooms, dusters, soap, &c. do	17 09
Elliott & Hamilton	Towels do	5 00
E. Chasteloup	Stamping machine rollers do	4 80
K. D. Graham	Soap, and sponges for washing windows do	4 75
Harris & Campbell	Repairing office furniture do	4 00
J. R. Esmonde	Watering can and pail do	1 35
E. Miller	Putting up street letter box, &c., at Owen Sound.....	3 00
T. Evans	Painting street letter boxes at Paris.....	1 00
Pritchard & Andrews	Rubber pay stamp for P.O., Perth.....	1 00
do	do Petrolia.....	1 00
do	do Picton.....	1 00
B. Dyre	Repairing street letter box at Picton.....	1 00
W. J. Jamieson	do do	0 50
T. Leonard	Putting up street letter box at Port Hope.....	1 00
Pritchard & Andrews	Rubber pay stamp for P.O., Port Perry.....	1 00
W. F. Boomer	Painting street letter boxes at St. Thomas.....	5 00
Pritchard & Andrews	Rubber pay stamp for do	1 00
L. B. Johnston	Putting up street letter boxes at Sarnia.....	2 00
J. B. Watson	Painting street letter boxes do	1 50
Pritchard & Andrews	Rubber pay stamp for P.O., Seaforth.....	1 00
do	do Simcoe.....	1 00
R. Osborne	Painting street letter box at railway station, Simcoe.....	0 50
Pritchard & Andrews	Rubber pay stamp for P.O., Stratford.....	1 00
do	do Strathroy.....	1 00
Kinder Bros	Painting street letter boxes at Strathroy.....	1 00
J. W. Barber	do do	1 00
C. Martin & Co.	Making Letter Carriers' uniforms for P.O., Toronto.....	478 00
B. Birmingham	Letter Carrier's boots do	724 50
J. & J. Lugsdin	do caps do	97 50
R. S. Montgomery	do waist belts do	2 25
T. Pells	Carpenter's work do	654 79
J. & E. H. Roberts	Locksmith's work do	376 96
T. Thompson	Repairing inside leather cases for street letter boxes, Toronto.....	226 65
McGuire & Bird	Plumber's work P.O., Toronto.....	204 02
J. E. Ellis & Co.	Attendance on clocks do	125 00
E. & C. Gurney Co.	Street letter boxes do	78 00
J. Dill	Painter's and Glazier's work do	55 70
A. Cahoon	Painting street letter boxes do	50 00
Sanderson, Percy & Co.	Paint, oil and varnish do	45 25
N. L. Piper & Son	Brushes, oil, turpentine, &c. do	26 72

(F, IN REPORT No. 3, A.)—DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts
Blyth & Kerr.....	Letter trays, for P. O., Toronto.....	18 00
E. Westman.....	Repairing scales do.....	10 75
E. Chanteloup.....	Stamping machine rollers do.....	19 20
J. Fenson.....	Wire rope for hoisting apparatus do.....	9 12
C. W. Allen & Co.....	Patent newspaper bag-holders do.....	9 00
W. A. Murray & Co.....	Towels do.....	7 75
E. Rogers & Sons.....	Office stools do.....	5 45
E. F. Ashmead.....	Tin labels for Letter Carriers' sorting desks do.....	5 00
J. Dixon.....	Repairing mail truck do.....	2 50
Pritchard & Andrews.....	Rubber pay stamp do.....	1 00
Rice, Lewis & Son.....	Hardware do.....	0 60
L. S. Judson.....	Painting street letter box at railway station, Wallaceburg.....	0 50
F. Ott.....	Putting up street letter box at Welland.....	1 25
Pritchard & Andrews.....	Rubber pay stamp for P.O., Whitby.....	1 00
H. Marentette.....	Locksmith's work for P.O., Windsor.....	55 70
R. Purser & Sons.....	Plumber's work do.....	21 85
G. A. & E. B. Neveux.....	Hardware do.....	17 65
Drake & Joyce.....	Repairing office furniture do.....	9 15
Barnum Wire and Iron Works.....	Repairs do.....	8 15
E. Langlois.....	Brooms, soap, sorting baskets, &c., P.O., Windsor.....	9 34
S. Stewart.....	Tin box do.....	6 75
G. Adams.....	Painting street letter boxes do.....	4 50
P. A. Craig.....	Painting and putting up street letter boxes do.....	4 50
F. H. Mann.....	Brooms, soap, &c. do.....	4 10
Straith & McDonald.....	Towelling, &c. do.....	3 45
T. M. Martin.....	Scrubbing brush do.....	1 00
W. Sweet.....	Painting street letter boxes at Woodstock.....	4 00
J. Ryan.....	Making and erecting mail-catching posts, at Brentwood, Camperdown, Centreville and Melissa.....	50 00
A. McCarthy.....	To pay expenses in connection with sundry mail-catching posts.. do.....	3 95
C. J. H. Winstanley.....	do do.....	1 75
A. McDonald.....	Repairing mail-catching post at Blandford Station.....	0 50
T. Pells.....	Making do Collins' Bay.....	9 00
D. Wright.....	Erecting do do.....	2 00
H. D. Lendrum.....	Repairing do Farran's Point.....	2 00
W. Duvall.....	do do.....	0 75
D. Tara.....	do do.....	0 75
M. J. Callaghan.....	do do Melancthon Station.....	0 75
	Total.....	\$37,233 56

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF QUEBEC.

(F, IN REPORT NO. 3, B.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Quebec.....	\$ cts- 9,487 88
Pritchard & Andrews....	Office stamps and seals for the Post Office Department, in Quebec	962 05
do	Office scales and weights do	354 60
Maynard, Harris & Co.....	Letter Carriers' uniform materials do	421 28
Paton Manufacturing Co.	do do do	192 70
C. & J. Webb & Co.....	do do do	101 07
R. S. Montgomery.....	do leggins and straps do	57 20
W. Truman.....	Repairing postage stamp boxes do	54 00
J. B. Samson.....	do do do	12 00
H. Weeks.....	Packing boxes and repairs do	53 50
Blyth & Kerr.....	Stamping pads, labels, &c. do	14 20
S. & H. Borbridge.....	Patent postage stamp box locks do	13 75
H. Barnard.....	Cancelling corks do	8 80
McKinley & Northwood..	Pipe clay for cleaning Letter Carriers' helmets, for the Post Office Department, in Quebec.....	0 75
E. Chanteloup.....	Repairing street letter boxes, &c., for P.O.I., Montreal.....	126 40
P. O'Donoghue.....	Inside leather cases for street letter-boxes do	37 50
The E. & C. Gurney Manufacturing Co.....	Street letter boxes do	19 50
P. Whitty.....	Repairing street letter boxes, &c., for P.O.I., Quebec.....	47 95
F. X. Robitaille.....	do do do	16 05
J. B. Richard.....	Painting street letter boxes do	40 50
P. Pageau.....	Repairing office furniture do	13 25
E. Roussel.....	Carpenter's work, &c. do	10 10
P. Valliere.....	Stools for use in postal car do	6 00
N. Garneau & Co.....	Towels, &c. do	7 33
G. & C. Hossack.....	Soap, soda, &c. do	1 98
L. Gaboury.....	Soap, broom, &c. do	1 75
T. Norris.....	Soap boxes do	0 80
Pritchard & Andrews....	Rubber pay stamp for P.O., Drummondville, East.....	1 00
J. H. Kerr, P.M.....	To pay for painting and putting up street letter boxes for P.O., Hull.....	4 75
Pritchard & Andrews....	Rubber pay stamp for P.O., Huntingdon.....	1 00
M. Gagnon.....	Repairing street letter boxes for P.O., Lévis.....	4 25
J. & E. McIntyre.....	Making Letter Carriers' uniforms for P.O., Montreal.....	868 00
D. K. McLaren.....	Letter Carriers' boots do	607 50
Lanther & Co.....	do caps do	103 50
E. Chanteloup.....	Locksmith's work, &c. do	335 40
H. Grant & Son.....	Attendance on clocks, &c. do	110 50
D. O'Connor.....	Stamping pads and repairs do	96 00
E. J. Maxwell & Co.....	Lumber do	72 21
H. A. Nelson & Sons.....	Sorting baskets, brooms, &c. do	30 40
A. Belanger.....	Office chairs do	29 80
A. Hamel.....	Carpenter's work do	29 00
J. Beresford.....	do do	1 20
W. H. Rice.....	Brass wire railings, &c. do	29 00
Frothingham & Workman	Hardware do	26 61
Hodgson, Sumner & Co..	Towelling do	19 56
G. A. Holland.....	Sorting baskets do	20 15
W. Riekner.....	do do	7 50
J. R. Boyce.....	do do	7 00
F. Gibeau.....	do do	5 60
Castle & Son.....	Painter's work do	13 00
J. Kimber.....	Glazier's work do	8 30
Gravel Bros.....	Soap do	4 25
A. J. Lawson.....	Altering electric wire do	2 50
R. Mitchell & Co.....	Repairing locks do	1 00

(F, IN REPORT No. 3, B.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount
W. Lee.....	Making Letter Carriers' uniforms for P.O., Quebec.....	349 00
A. P. Caron & Bro.....	Letter Carriers' boots do	80 00
Dugal & Co.....	do caps do	76 50
R. J. Devlin.....	do moccasins do	35 00
R. S. Montgomery.....	do waist belts do	1 50
G. Seifert.....	Attendance on clocks do	45 00
Hardy & Drolet.....	Brooms, dusters, soap, &c. do	14 35
A. Bidégare.....	Repairing and cleaning stamp, &c. do	9 55
Asile du Bon Pasteur.....	Repairing flag do	1 15
A. E. Talbot.....	Erecting street letter box at Rivière du Loup.....	1 50
G. G. Bryant.....	Carpenter's work for P.O., Sherbrooke.....	3 34
J. McLane.....	Brass name clips for letter boxes in P.O., Sorel.....	12 55
Pritchard & Andrews.....	Rubber pay stamp for P.O., Waterloo, East.....	1 00
E. Drapeau.....	Repairing mail bag catcher at Notre Dame de Rimouski.....	1 50
	Total	\$15,133 41

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF NOVA SCOTIA.

(F, IN REPORT, NO. 3, C.)

DETAIL of all payments in discharge of Tradesmen's Bills for articles supplied for the service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in Nova Scotia.....	3,368 80
Pritchard & Andrews.....	Office stamps and seals for the P. O. Department in Nova Scotia	388 47
do	Office scales and weights do do	176 60
Maynard, Harris & Co.....	Letter Carriers' uniform materials do	72 20
Paton Manufacturing Co.	do do do	33 06
C. & J. Webb & Co.....	do do do	17 33
R. S. Montgomery.....	Letter Carriers' leggins do do	22 50
Blyth & Kerr.....	Mail Clerks' tin boxes do do	20 00
McKinley & Northwood.....	Rubber stamping cushions do do	7 25
S. & H. Borbridge.....	Patent postage stamp box locks do	5 00
A. J. Grant & Co.....	Twine for P. O. I., Halifax.....	300 00
W. G. Wiswell.....	Carpenter's work for P. O. I., Halifax.....	15 67
J. Fraser.....	do do	2 34
Longard Bros.....	Repairing Mail Clerks' tin boxes do	6 40
C. W. Davies.....	Locksmith's work do	49 80
W. Fraser & Son.....	Repairing office furniture do	7 75
C. & W. Anderson.....	Brooms, soap, &c. do	13 92
W. & C. Silver.....	Towels do	1 50
Longard Bros.....	Tin case do	1 75
Theakston, Angwin & Co	Hardware do	0 50
Hattie & Mylius.....	Soap do	1 50
Clayton & Sons.....	Making Letter Carriers' uniforms for P. O., Halifax.....	341 00
J. Lilly.....	Letter Carriers' boots do	238 50
R. J. Devlin.....	do caps do	14 25
R. S. Montgomery.....	Making Letter Carriers' belts do	12 75
G. E. Smith & Co.....	Twine for Postmaster, Halifax.....	37 50
A. J. Grant & Co.....	do do	157 50
W. G. Wiswell.....	Carpenter's work for Postmaster, Halifax.....	26 50
L. J. Mylius.....	Soap and turpentine for P. O., Halifax.....	11 10
W. Myers.....	Gas fitting do	2 00
W. Fraser & Son.....	Repairing office furniture do	1 75
P. Walsh.....	Hardware, turpentine, &c. do	5 18
R. H. Cogswell.....	Attendance on clocks do	8 50
J. Brander.....	Sorting baskets do	4 75
Stairs & Morrow.....	Rope do	2 71
J. D. McDougall.....	Circular alphabet, &c. do	2 50
M. F. Eagar.....	Brush do	1 35
G. Rent.....	Repairing bucket do	0 25
do	do lantern do	0 50
J. McPherson.....	Blankets do	5 63
Hattie & Mylius.....	Sweet oil do	0 50
do	Soap do	5 75
G. Slaughter.....	Repairing blankets do	2 05
Pritchard & Andrews.....	Money order pay stamp do	1 00
do	do P.O., Antigonishe.....	1 00
do	do P.O., Spring Hill Mines.....	1 00
do	do P.O., Stellarton.....	1 00
do	do P.O., Yarmouth.....	1 00
Truro Foundry and Machine Co.....	Street letter box, P. O., Truro.....	7 00
	Total.....	\$5,406 86

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF NEW BRUNSWICK.

(F, IN REPORT No. 3, D.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in New Brunswick.....	2,427 00
Pritchard & Andrews.....	Office stamps and seals for P. O. Dept. in New Brunswick.....	392 18
do	Office scales and weights do	205 00
Maynard, Harris & Co.....	Letter Carriers' uniform materials do	56 17
Paton Manufacturing Co	do do do	25 71
C. & J. Webb & Co.....	do do do	13 48
R. S. Montgomery	Letter Carriers' leggins do	2 50
S. & H. Borbridge.....	Patent postage stamp box locks do	3 75
J. & J. D. Howe.....	Repairing office furniture for P. O. I., St. John.....	15 25
Bowman & LeLacheur...	Carpenter's work do	10 11
G. A. Barker.....	Soap do	5 77
G. Hutchinson.....	Repairing clock do	4 00
Barnes & Co.....	Cardboard labels do	3 00
A. G. Bowes.....	Repairing street letter boxes, &c do	1 05
Jardine & Co.....	Matches do	0 80
P. McPeake, P. M.	To pay for brooms, matches, &c., for P. O., Fredericton.....	7 50
Watson & Nickerson.....	Clock for P. O., Moncton.....	60 00
A. G. Bowes & Co.....	Fitting up street letter box at Portland.....	1 25
T. Youngclaus	Making Letter Carriers' uniforms for P. O., St. John.....	100 75
T. R. Jones & Co.....	do do do	63 25
J. Hammond.....	Letter Carriers' boots do	110 50
G. Hutchinson.....	Attendance on clocks do	53 50
A. Christie Woodwork- ing Co.....	Fitting up newspaper distributing cases do	47 00
A. G. Bowes & Co.....	Repairing street letter boxes, &c do	38 72
J. Hunter.....	Locksmith's work do	15 85
G. S. DeForest.....	Brooms, soap, matches, &c do	11 78
W. H. Thorne & Co.....	Sorting baskets, brooms, dusters, &c do	11 71
G. A. Barker.....	Alcohol, sponges, &c do	7 45
J. R. Smith.....	Sorting baskets do	2 10
J. H. Pullen.....	Painter's and Glazier's work do	2 15
J. & J. D. Howe	Repairing office furniture do	0 90
Mrs. Elward.....	Pillow cases do	0 60
Pritchard & Andrews....	Money Order pay stamp for P. O., Sackville.....	1 00
P. Pittfield	Carpenter's work for P. O., Sussex Vale.....	9 00
	Total.....	\$3,710 78

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF MANITOBA, &c.

(F, IN REPORT No. 3, E)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in Manitoba, &c.....	2,578 84
Pritchard & Andrews.....	Office stamps and seals for P. O. Department, in Manitoba, &c....	400 08
do	Office scales and weights do do	141 45
Maynard, Harris & Co.....	Letter Carriers' uniform materials do do	64 16
Paton Manufacturing Co.....	do do do	29 39
C. & J. Webb & Co.....	do do do	15 40
R. S. Montgomery	Letter Carriers' leggins do do	7 50
Blyth & Kerr.....	Mail Clerks' boxes, &c. do do	44 20
S. & H. Borbridge.....	Patent postage stamp box locks do do	3 75
McKinley & Northwood.....	Paint do do	0 50
T. J. Sproule & Co.....	Repairing letter boxes, &c., for P. O. I. Winnipeg.....	219 98
Campbell Bros.....	Tin box for holding stamps do	10 00
A. Schmidt.....	Repairing caligraph do	2 00
J. H. Ashdown.....	Broom, matches, &c. do	0 85
H. Hodges.....	Soap do	2 75
Mulholland Bros.....	Broom, matches, &c. do	1 50
M. McArthur.....	Repairing mail bag-catcher at Arrowchar.....	1 00
J. R. Cameron & Co	Letter Carriers' uniforms for P. O. Winnipeg.....	237 00
S. & H. Borbridge.....	do boots do	131 75
R. J. Devlin.....	do caps and moccasins do	80 50
A. Schmidt.....	Locksmith's work do	217 20
J. H. Ashdown.....	Hardware do	31 30
F. Wade.....	Carpenter's work do	8 50
A. Morris.....	Glazier's work do	5 00
W. J. Mitchell	Spirits, lime, &c. do	3 50
Mitchell Drug Co.....	do do	1 30
G. R. Thompson & Co ...	Cleaning clock do	2 00
Pritchard & Andrews.....	Money order pay stamp do	1 00
Scott & Leslie.....	Repairing office stools do	1 00
	Total.....	\$4,243 40

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF BRITISH COLUMBIA.

(F, IN REPORT NO. 3, F.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in British Columbia	922 58
Pritchard & Andrews.....	Office stamps and seals for the Post Office Department, in British Columbia.....	193 88
do	Office scales and weights for the Post Office Department, in British Columbia.....	71 20
Blyth & Kerr.....	Mail Clerk's boxes, &c., for Post Office Department, in British Columbia.....	31 00
S. & H. Borbridge.....	Patent postage stamp box lock do do	1 25
McKinley & Northwood..	Repairing Mail Clerk's boxes do do	5 00
J. P. Burgess.....	Carpenter's work for P. O. I., Victoria	36 00
E. B. Marvin.....	Twine for P. O. I., Victoria	24 00
J. Sehl.....	Office chairs for P. O. I., Victoria	7 00
J. Braden.....	Plumber's work do	2 50
J. Sehl.....	Cabinet for holding postage stamps for Post Office, Victoria.....	21 00
A. Vipond.....	Locksmith's work do	26 75
M. W. Wait & Co.....	Money drawer do	4 00
J. Barnsley	Repairing stamp do	1 50
E. B. Marvin.....	Twine do	7 00
J. Finlayson.....	Brooms, soap, &c. do	3 12
E. G. Prior & Co.....	Hardware do	1 63
Nicholles & Renouf.....	Cash box do	1 25
H. Jewell	Stretchers for night clerks do	6 00
S. L. Kelly & Co.....	Cash box and watering can do	5 10
T. H. Hibben & Co.....	Baskets, dusters, &c. do	5 15
W. G. Luker	Soap, broom and matches do	2 75
H. G. Waterson.....	Money order and registered letter cards for Post Office, Victoria.....	2 50
J. Gosnell.....	Soap and matches for Post Office, Victoria.....	1 12
D. Spencer	Towels for Post Office, Victoria	1 00
Hutcheson, Young & Co.	Towelling.....	0 90
C. Wilson	Placing letter box at railway station, Nanaimo.....	3 00
Wintermute Bros.....	Mail catching-post at Port Haney.....	61 00
C. G. Major	Duster, lamp glasses, &c., for Post Office, New Westminster	12 63
E. S. Scoullar	Repairing watering can do	0 25
W. & G. Wolfenden	Soap, matches, &c. do	1 00
Pritchard & Andrews.....	Money order pay stamp for Post Office, Kamloops	1 00
do	do do Nanaimo	1 00
do	do do New Westminster.....	1 00
	Total.....	\$1,466 06

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

(F, IN REPORT No. 3, G.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in Prince Edward Island.....	532 02
Pritchard & Andrews....	Office stamps and seals for the Post Office Department in Prince Edward Island	317 71
do	Office scales and weights for the P.O. Department in P. E. Island	30 80
Blyth & Kerr	Stamping pad do	3 25
S. & H. Borbridge	Patent seal locks do	1 25
T. L. Chappelle.....	Letter-press for Post Office, Charlottetown	15 00
S. W. Crabbe.....	Hardware do	25 07
A. L. Brown.....	Soap, towels, &c. do	11 84
A. Hermans & Son.....	Plumber's work do	15 00
J. Newson.....	Repairing office furniture do	13 05
H. Hazard	Tacks do	0 20
	Total.....	\$965 19

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF ONTARIO.

(G, IN REPORT NO. 3, A.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes in Ontario, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
W. E. Wilson	Rent of Post Office, Dorchester Station (from 13th Jan to 29th Feb., 1888).....	7 00
Prescott Corporation.....	do do Prescott (1 year to 31st Aug., 1887).....	325 00
Grand Trunk Ry. Co.....	do Mail room at Union Station, Toronto (1 year to 31st Dec., 1887).....	50 00
	Total.....	\$382 00

PROVINCE OF QUEBEC.

(G, IN REPORT NO. 3, B.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes in Quebec, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
Montreal City and District Savings Bank.....	Rent of Eastern Receiving House, Montreal (1 year to 30th April, 1888)....	250 00
W. McGowan.....	do Northern do do do do	250 00
Montreal City and District Savings Bank.....	do Western do do do	250 00
R. S. Cooke	do Post Office, Valleyfield (1 year to 31st March, 1888).....	160 00
Grand Trunk Ry. Co.....	do Mail room at Bonaventure Station, Montreal (1 year to 1st Dec., 1887).....	50 00
	Total.....	\$960 00

PROVINCE OF NOVA SCOTIA.

(G, IN REPORT NO. 3, C.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes in Nova Scotia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
C. B. Archibald.....	Balance due for rent Post Office, Truro (from 1st Oct., 1885, to 30th Sept., 1886).....	52 00
	Total.....	\$52 00

W. H. SMITHSON,
Accountant.J. C. STEWART,
Financial Comptroller.

PROVINCE OF ONTARIO.

(H, IN REPORT No. 3, A.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising in Ontario, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
Queen's Printer and Stationery Office	Printing and Stationery for the P. O. Department in Ontario ...	\$ 28,398 72
Ottawa "Canadian Militia Gazette"	Advertising money orders do do ...	132 00
Toronto "Dominion Annual Register"	do do do ...	50 00
Liverpool "Courier"	Advertising for mail tenders, Canada and United Kingdom.....	61 32
London "Canadian Gazette"	do do	238 95
Toronto "Mail"	do do	63 00
do "World"	do do	42 00
Belleville	Advertising time-tables, Post Office notices, &c.....	37 50
Brantford	do do	150 00
Brockville	do do	50 00
Chatham	do do	151 00
Dresden	do do	50 00
Guelph	do do	100 00
Hamilton	do do	116 50
Kingston	do do	197 30
London	do do	183 60
Milton	do do	20 20
Napanee	do do	37 50
Ottawa	do do	484 10
Peterboro'	do do	225 00
Port Hope	do do	25 00
St. Catharines	do do	50 00
St. Thomas	do do	50 00
Sarnia	do do	50 00
Stratford	do do	154 16
Toronto	do do	280 00
Wallaceburg	do do	25 00
Windsor	do do	100 00
Woodstock	do do	50 00
Alexandria "Glengarian"	Advertising for mail tenders, &c.....	2 50
Almonte "Times"	do do	12 60
Arnprior "Chronicle"	do do	17 28
Barrie "Northern Advance"	do do	6 30
Belleville "Intelligencer"	do do	9 60
Wenheim "News"	do do	3 92
Bracebridge "Muskoka Herald"	do do	11 68
Brighton "Ensign"	do do	7 92
Brockville "Monitor"	do do	9 44
do "Times"	do do	11 16
Caledonia "G. R. Sachem"	do do	7 30
Campbellford "Herald"	do do	
Carleton Place "Central Canadian"	do do	6 72
Chatham "Planet"	do do	16 10
Chatsworth "News"	do do	5 40
Chesley "Enterprise"	do do	7 84
Cobourg "Sentinel Star"	do do	9 60
Colborne "Express"	do do	5 76
		11 40

(H, IN REPORT No. 3. A.)—DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising in Ontario, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.	
		\$	cts.
Collingwood "Enterprise-Messenger".....	Advertising for mail tenders, &c.....	4	20
Cornwall "Standard".....	do do	4	32
Dresden "Times".....	do do	4	00
Gananoque "Journal".....	do do	4	20
Gorrie "Vidette".....	do do	3	36
Ingersoll "Oxford Tribune".....	do do	4	20
Kingston "Daily News".....	do do	6	60
Lindsay "Victoria Warder".....	do do	4	32
London "Catholic Record".....	do do	7	20
London "Free Press".....	do do	6	72
L'Original "Advertiser".....	do do	6	44
Madoc "N. H. Review".....	do do	17	44
Napanee "Beaver".....	do do	4	80
do "Standard".....	do do	4	80
Ottawa "Canadian Health Journal".....	do do	4	80
Ottawa "Canadian Militia Gazette".....	do do	15	00
Ottawa "Canadian Mining Review".....	do do	9	00
Ottawa "Citizen".....	do do	14	82
do "Investigator".....	do do	20	20
do "Journal".....	do do	7	28
do "Le Canada".....	do do	7	28
Parkhill "Gazette".....	do do	2	72
Perth "Expositor".....	do do	16	56
Peterboro' "Canada Lumberman".....	do do	4	50
Peterboro' "Review".....	do do	5	94
do "Times".....	do do	7	20
Pictou "Gazette".....	do do	4	44
Prescott "Messenger".....	do do	9	76
St. Thomas "Times".....	do do	3	24
Seaforth "Sun".....	do do	4	80
Smith's Falls "Independent".....	do do	16	12
Walkerton "Ontario Glocke".....	do do	4	80
Wallaceburg "Herald and Record".....	do do	3	92
Windsor "Essex Review".....	do do	5	60
Total.....		\$31,985	95

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF QUEBEC.

(H, IN REPORT No. 3, B.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising in Quebec, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Printing and stationery for Post Office Department, in Quebec..	9,778	13
Montreal "Gazette"....	Advertising for Post Office Department (Savings Bank).....	25	00
Glasgow "Herald".....	Advertising for mail tenders, Canada and United Kingdom.....	17	03
Liverpool "Courier"....	do do	41	61
Liverpool "Journal of Commerce".....	do do	62	05
Montreal "Gazette".....	do do	42	00
do "La Minerve".....	do do	35	00
Quebec "Chronicle".....	do do	33	60
Aylmer.....	Advertising time-tables, Post Office notices, &c.....	87	50
Chicoutimi.....	do do	10	00
Fraserville.....	do do	8	00
Hull.....	do do	168	75
Lévis.....	do do	9	36
Montreal.....	do do	340	76
Quebec.....	do do	410	19
Richmond.....	do do	2	88
St. Anne La Pocatière... ..	do do	5	92
Sherbrooke.....	do do	13	68
Sorel.....	do do	20	00
Three Rivers.....	do do	70	40
Aylmer "Times".....	Advertising for mail tenders, &c.....	12	12
Bryson "Equity".....	do do	3	20
Fraserville "Le Tour"....	do do	8	28
Hull "La Vallée d'Ottawa".....	do do	13	80
Hull "Weekly Despatch".....	do do	14	90
Montreal "Gazette".....	do do	6	00
do "La Minerve".....	do do	6	20
do "Le Monde".....	do do	3	75
do "Star".....	do do	9	00
St. John's "Eastern Townships Advocate".....	do do	4	32
St. John's "News".....	do do	4	48
Three Rivers "Journal".....	do do	6	00
	Total.....	\$11,273	91

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF NOVA SCOTIA.

(H, IN REPORT NO. 3, C.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Nova Scotia, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office.....	Printing and stationery for the Post Office Department in Nova Scotia.....	3,238 77
Halifax "Morning Herald".....	Advertising for mail tenders, Canada and United Kingdom.....	9 80
Liverpool "Journal of Commerce".....	do do do	62 05
Yarmouth "Times".....	do do do	9 80
W. Gossip.....	Ink and mucilage for Inspector's Office, Halifax.....	26 02
do	do Postmaster, Halifax.....	33 72
Halifax.....	Advertising time-tables, Post Office notices, &c	216 60
Amherst "Gazette".....	Advertising for mail tenders, &c.....	56 32
Annapolis "Spectator".....	do do	7 25
Antigonishe "Casket".....	do do	48 64
Digby "Courier".....	do do	4 48
Halifax "Critic".....	do do	44 80
do "Evening Mail".....	do do	21 20
do "Morning Herald".....	do do	22 40
do "Presbyterian Witness".....	do do	53 60
Kentville "Western Chronicle".....	do do	9 60
Liverpool "Times".....	do do	16 00
North Sydney "Herald".....	do do	107 10
Pictou "Colonial Standard".....	do do	38 40
Springhill "Record".....	do do	28 16
Stellarton "Trades Journal".....	do do	30 88
Sydney "Advocate".....	do do	86 40
Truro "Colchester Sun".....	do do	31 52
Windsor "Clarion".....	do do	31 04
do "Journal".....	do do	31 04
do "Tribune".....	do do	54 76
Yarmouth "News".....	do do	145 28
do "Times".....	do do	181 60
	Total.....	\$4,647 23

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF NEW BRUNSWICK.

(H, IN REPORT NO. 3, D.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in New Brunswick, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office	Printing and Stationery for the Post Office Department in New Brunswick	2,649 64
London "Times"	Advertising for mail tenders, Canada and United Kingdom.....	26 83
St. John "Sun"	do do	24 50
"Sun" Publishing Co.	Printing time-bills for Post Office Inspector, St. John.....	460 85
Barnes & Co.	Ink and stationery for Inspector's Office, St. John.....	9 00
do	do Postmaster, St. John.....	24 00
J. & A. McMillan	Printing for Post Office Department	17 00
Fredericton	Advertising time table, Post Office notices, &c.....	37 55
Harvey	do do	4 75
St. John	do do	170 40
Woodstock	do do	6 40
Bathurst "Courier"	Advertising for mail tenders, &c.....	34 20
Fredericton "Capital"	do do	44 10
Fredericton "Maritime Farmer"	do do	46 20
Fredericton "Religious Intelligencer"	do do	106 72
Fredericton "Reporter"	do do	29 00
Fredericton "Temperance Journal"	do do	57 80
Harvey "Observer"	do do	8 75
Newcastle "Advocate"	do do	11 84
St. Andrew's "Bay Pilot"	do do	103 20
St. John "Messenger and Visitor"	do do	23 66
St. John "Sun"	do do	20 60
do "Trade Reporter"	do do	15 00
St. Stephen "St. Croix Courier"	do do	26 00
Sackville "Chignecto Post"	do do	67 00
Shediac "Le Moniteur Acadien"	do do	30 80
Sussex "Record"	do do	3 75
Woodstock "Press"	do do	20 96
	Total.....	\$4,080 50

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF MANITOBA, &c.

(H, IN REPORT No. 3, G.)

Detail of all payments by the Post Office Department for Stationery, Printing, and Advertising, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
Queen's Printer and Stationery Office.....	Printing and stationery for the Post Office Department in Manitoba, &c.....	\$ 3,025 33
London "Times".....	Advertising for mail tenders, Canada and United Kingdom.....	35 59
A. Taylor.....	Ink and mucilage for Inspector's office, Winnipeg.....	13 00
do	do Postmaster, Winnipeg.....	27 25
Winnipeg.....	Advertising time tables, Post Office notices, &c.....	268 50
Birtle "Observer".....	Advertising for mail tenders, &c.....	35 80
Brandon "Mail".....	do do	60 40
do "Times".....	do do	26 00
Calgary "Herald".....	do do	10 08
Emerson "International".....	do do	55 40
Fort Qu'Appelle "Vidette".....	do do	42 40
Medicine Hat "Times" ..	do do	6 60
Minnedosa "Tribune"....	do do	43 92
Moosomin "Courier".....	do do	49 56
Morden "Monitor".....	do do	66 00
Neepawa "Register".....	do do	36 20
Portage la Prairie "Tribune-Review".....	do do	31 90
Qu'Appelle "Progress".....	do do	26 60
Regina "Leader".....	do do	73 06
St. Boniface "Le Manitoba".....	do do	100 36
Selkirk "Record".....	do do	29 00
Stonewall "News".....	do do	30 80
Winnipeg "Call".....	do do	224 53
do "Emigrant".....	do do	129 90
do "Helmskringla".....	do do	58 80
Winnipeg "Manitoban".....	do do	29 90
do "North-West Farmer".....	do do	106 00
Winnipeg "North-West Review".....	do do	117 52
Winnipeg "Scandinavian Canadian".....	do do	6 70
Winnipeg "Siftings".....	do do	76 32
Total.....		\$4,843 42

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

(H, IN REPORT No. 3, F.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in British Columbia, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
Queen's Printer and Stationery Office	Printing and stationery for the P. O. Department in British Columbia	\$ cts. 929 93
T. N. Hibben & Co.	Ink and mucilage for Inspector's Office, Victoria	3 00
do	do Postmaster, Victoria	20 25
D. Lyal & Co.	do do New Westminster	4 70
Victoria	Advertising time-tables, Post Office notices, &c	145 00
Calgary "Herald"	Advertising for mail tenders, &c	10 36
Kamloops "Inland Sentinel"	do do	23 40
Nanaimo "Free Press" ..	do do	15 20
New Westminster "British Columbian"	do do	47 56
New Westminster "Mainland Guardian"	do do	23 80
Vancouver "News Advertiser"	do do	29 60
Vancouver "Weekly Herald"	do do	32 00
Victoria "Colonist"	do do	50 80
do "Standard"	do do	58 40
Winnipeg "Call"	do do	9 97
	Total	\$1,403 97

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

(H, IN REPORT No. 3, G.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising in Prince Edward Island, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office.....	Printing and stationery for the Post Office Department in Prince Edward Island	535 77
H. G. Hazard.....	Printing names for labels	2 75
T. L. Chappelle.....	Ink for Postmaster, Charlottetown	6 60
Charlottetown.....	Advertising time-tables, Post Office notices, &c.	130 00
Charlottetown "Examiner".....	do for mail tenders, &c.	9 00
Charlottetown "Herald".....	do do	14 30
	Total	\$698 42

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF NOVA SCOTIA.

(I, IN REPORT No. 3, C.)

DETAIL of all payments for Fuel, Light and Water, for the use of the Post Office Department in Nova Scotia, made within the year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
Truro Electric Light Co.	Electric Light for Post Office, Truro.....	32 05
	Total.....	\$32 05

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF MANITOBA, &c.

(I, IN REPORT No. 3, E.)

DETAIL of all payments for Fuel, Light and Water, for the use of the Post Office Department in Manitoba, &c., made within the year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
Mulholland Bros.....	Coal oil for P. O. I., Winnipeg.....	3 60
	Total.....	\$3 60

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF ONTARIO.

(K, IN REPORT NO. 3, A.)

DETAIL of all payments for Miscellaneous Disbursements, on Account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
D. Spry, P. O. I.....	Incidental expenses, Post Office Inspector, Barrie.....	67 65
G. E. Griffin, P. O. I.....	do do do Kingston.....	25 51
R. W. Barker, P. O. I.....	do do do London.....	67 46
T. P. French, P. O. I.....	do do do Ottawa.....	250 75
H. G. Hopkirk, P. O. I.....	do do do Stratford.....	16 45
M. Sweetnam, P. O. I.....	do do do Toronto.....	170 07
J. H. Meacham, P. M.....	do Postmaster, Belleville.....	231 21
H. N. Case, P. M.....	do do Hamilton.....	49 17
J. Shannon, P. M.....	do do Kingston.....	51 11
R. J. C. Dawson, P. M.....	do do London.....	96 37
J. A. Gouin, P. M.....	do do Ottawa.....	612 92
T. C. Patteson, P. M.....	do do Toronto.....	479 65
A. Wigle, P. M.....	do do Windsor.....	51 06
Post Office Department.....	Freight paid upon Letter Carriers' uniform materials.....	25 88
C. P. Telegraph Co.....	Telegrams to and from Chief Post Office Inspector.....	15 22
C. M. Telegraph Co.....	do do do.....	0 40
G. N. W. Telegraph Co.....	do do do.....	27 94
do	do do Post Office Inspector, Barrie.....	36 85
C. P. Telegraph Co.....	do do do Kingston.....	4 29
G. N. W. Telegraph Co.....	do do do do.....	70 65
do	do do do London.....	41 07
C. M. Telegraph Co.....	do do do do.....	0 34
C. P. Telegraph Co.....	do do do do.....	22 76
G. N. W. Telegraph Co.....	do do do do.....	41 72
do	do do do Stratford.....	38 68
C. P. Telegraph Co.....	do do do do Toronto.....	31 21
G. N. W. Telegraph Co.....	do do do do.....	73 24
do	do do Postmaster, Hamilton.....	8 89
do	do do do London.....	7 02
do	do do do Lucan.....	0 34
do	do do do Niagara.....	0 25
C. P. Telegraph Co.....	do do do do Ottawa.....	0 65
G. N. W. Telegraph Co.....	do do do do do.....	14 13
do	do do do do Toronto.....	92 09
do	do do do do Windsor.....	0 35
Bell Telephone Co.....	Telephone messages, Post Office Inspector, Barrie.....	1 88
do	do do do do Kingston.....	1 68
do	do do do do London.....	1 25
do	do do do do Toronto.....	0 50
P. O. Savings Bank.....	Commissions to Postmasters upon Savings Bank business (15 months to 31st March, 1888).....	14,458 53
Director of the International Bureau.....	Proportion of Postal Union expenses (12 months to 31st Dec., 1887).....	230 58
C. C. Ford.....	Postage stamps redeemed and destroyed.....	1,022 52
N. W. Ayer & Son.....	do do do.....	140 95
F. Lawson.....	do do do.....	111 41
Franklin "News" Co.....	do do do.....	37 05
I. Baker.....	do do do.....	38 85
A. Frank.....	do do do.....	31 08
A. Cox.....	do do do.....	19 53
T. A. Stephen.....	do do do.....	15 53
E. Falconer.....	do do do.....	14 25
H. McLaren.....	do do do.....	12 67
L. Breithaupt.....	do do do.....	9 09
W. Cornwell.....	do do do.....	6 93

(K, IN REPORT No. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.	
		\$	cts.
G. D. Ingleby.....	Postage stamps redeemed and destroyed.....	7	51
Risley & Kerrigan.....	do do	6	76
Bingaman, Shantz & Co..	do do	6	29
Elliot & Co.....	do do	6	27
R. Patching.....	do do	5	79
Pratt & Watkins.....	do do	5	77
H. Kemp.....	do do	5	36
Gordon & Sampson.....	do do	4	41
J. H. Morley.....	do do	2	15
H. Morse.....	do do	1	96
Carawell & Co.....	do do	1	90
J. E. Wodell.....	do do	1	32
Schlicht, Field & Co.....	do do	0	98
D. H. Neiman.....	do do	0	88
C. Green.....	do do	0	82
W. G. Dunn & Co.....	do do	0	80
F. Booth.....	do do	0	57
Conger Coal Co.....	do do	0	47
P. D. Conger.....	do do	0	42
H. H. Gray.....	do do	0	31
Bell Telephone Co	Rent of telephone at Inspector's Office, Barrie (12 months to 31st Aug., 1888).....	25	00
do	Rent of telephone at Inspector's Office, Kingston (12 months to 30th June, 1888).....	35	00
do	Rent of telephone at Inspector's Office, London (12 months to 30th Sept., 1888).....	55	00
do	Rent of telephone at Inspector's residence, Ottawa (8½ months to 30th June, 1888).....	24	75
do	Rent of telephone at Inspector's Office, Toronto (12 months to 30th Sept., 1888).....	50	00
do	Rent of telephone at Post Office, Kingston (12 months to 31st July, 1888).....	35	00
do	Rent of telephone at Post Office, London (12 months to 31st Oct., 1888).....	60	00
do	Rent of telephone at Post Office, Toronto (12 months to 31st Aug., 1888).....	50	00
Canadian Bank of Commerce	Refund of postages paid upon Post Office Money Order business	117	98
Merchant's Bank.....	do do do	121	68
Standard Bank.....	do do do	14	04
London Street Car Co	Street car Letter Carrier service, London.....	413	42
Ottawa do	do tickets for use of Letter Carriers, Ottawa.....	100	00
Toronto do	do Letter Carrier service, Toronto.....	2,400	00
J. Hendry	Express hire for Letter Carriers on Christmas day, Toronto.....	26	50
G. Yates	To pay for Letter Carriers' ferry tickets, Toronto.....	9	60
O'Connor & Hogg	Legal expenses <i>in re</i> investigation at Post Office, Cornwall	46	30
T. P. French, P. O. 1.....	To pay Constables fees in connection with investigation at Post Office, Cornwall.....	7	00
J. Yorick.....	Expenses whilst on duty at Inspector's Office, Stratford.....	301	90
F. W. Matthews	do do	99	05
W. Cousins.....	Expenses whilst in charge of Post Office, Dorchester Station	72	00
Burland Lithograph Co	Photo-engraving, Post Office Money Order forms	3,274	50
do	Lithographing and printing copies of Railway Map of Ontario, &c	40	40
Mortimer & Co.....	do blank forms for Post Office Department	84	70
E. Ferrin.....	Translating into French, proof-reading and revising Postal Guide.....	70	50
S. & H. Borbridge	Refund of increased customs duty on mail bag materials imposed after contract was awarded.....	34	40
J. E. Hendry	Conveying dutiable goods between Post Office and Custom House, Toronto.....	21	50
H. Duggan.....	Delivering night mails at the residences of the Postmaster-General and Deputy Postmaster-General.....	72	00

(K, IN REPORT No. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
J. Walsh, in charge of Dead Letter Office.....	To provide postage stamps used to pre-pay short paid Dead Letters to the United States.....	40 00
P. O. Director General, Portugal	Photo album of portraits of members of International Postal Union	18 07
W. Taylor	Services in connection with Post Office at Brigade Camp, Ottawa	18 00
W. Cousins	Expenses in connection with Post Office at Exhibition Building, London... ..	18 75
D. A. Bruce	do do Ottawa... ..	9 00
G. B. Sweetman	do do Toronto... ..	21 90
J. H. P. Brown	Compensation for loss of clothing by fire while on duty as Railway Mail Clerk.....	25 65
G. F. Everett, Supt. Money Order Branch...	To pay for British Money Order Lists.....	2 96
J. S. J. Watson.....	Expenses in connection with transfer of Post Office, Palmer Rapids.....	5 00
J. Ashworth, Cashier ...	Refund of cash twice deposited on account of Valley Station ...	8 00
W. Nolan	Refund of money found in a dead letter and reclaimed.....	5 00
W. L. Macksweney	do do	2 50
M. Rehore	do do	1 00
H. Ouimet.....	Putting up and removing double windows, &c., P.O.I., Ottawa	38 00
C. W. Pole.....	One-third cost of gas fittings for illumination of P.O., Belleville, on occasion of Jubilee celebration	14 50
W. L. Taylor.....	Removing ashes from cellar of Post Office, Toronto.....	16 98
J. Edwards, P.M.....	To pay for collecting letters from Street Letter Boxes Barrie...	300 00
A. D. Clement, P.M.....	do do Brantford.....	315 00
S. Barfoot, P.M.....	do do Chatham.....	416 50
W. Sykes, P.M.....	do do Cobourg.....	199 92
W. A. Hamilton, P.M.....	do do Collingwood.....	199 99
G. McDonnell, P.M.....	do do Cornwall.....	472 50
T. P. Richardson, P.M. ...	do do Gananoque ...	6 25
J. Gibson, P.M.....	do do Ingersoll.....	164 00
J. Shannon, P.M.....	do do Kingston.....	12 00
G. Bogart, P.M.....	do do Napanee.....	75 00
G. Stanton, P.M.....	do do Paris.....	96 00
H. C. Rogers, P.M.....	do do Peterboro'.....	199 94
T. Shannon, P.M.....	do do Picton.....	78 50
J. Dowsley, P.M.....	do do Prescott.....	144 00
R. Laurie, P.M.....	do do St. Catharines.....	314 00
F. E. Ermatinger, P.M...	do do St. Thomas...	165 00
J. P. Dawson, P.M.....	do do Sarnia.....	104 12
W. Blair, P.M.....	do do Stratford	392 15
H. McColl, P.M.....	do do Strathroy.....	50 00
A. Wigle, P.M.....	do do Windsor.....	300 00
A. McCleneghan, P.M....	do do Woodstock ...	230 00
W. G. McKenna	Services as Laborer, Inspector's Office, London.....	66 25
J. Morrisey.....	do Post Office, Kingston.....	198 00
J. R. Barrell.....	do do London.....	268 75
M. Macdonald	do do Ottawa.....	305 00
W. Potter	do do	326 00
H. Mailleur.....	do do	41 00
F. Smith	do do Toronto	413 75
H. L. Bell	do do	222 58
W. Benson	do do	413 75
R. Elliott.....	do do	230 00
T. Guinevan.....	do do Windsor	133 34
G. Hullett.....	do do	13 32
E. Hart.....	Services as Night Watchman, Post Office, London.....	52 00
A. Kelly.....	do do Ottawa.....	549 00
H. J. Grasset	To pay Night Watchman, Post Office, Toronto.....	130 00
G. T. Railway Co.....	To pay Mail Porter at Union Station, Toronto.....	189 65

(K, IN REPORT No. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
Postmaster, Belleville ...	Refund of deposits on box and drawer keys, Belleville.....	38 00
do Hamilton.....	do do Hamilton.....	15 00
do Kingston.....	do do Kingston.....	20 00
do London.....	do do London.....	28 00
do Ottawa.....	do do Ottawa.....	15 00
do Toronto.....	do do Toronto.....	68 00
do Windsor.....	do do Windsor.....	13 50
H. G. Hopkirk, P.O.I.....	Removal expenses from Ottawa to Stratford.....	193 45
Sundry persons.....	Gratuties for charge of night mails at principal Railway Stations.....	65 00
	Total	\$35,089 01

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF QUEBEC.

(K, IN REPORT NO. 3, B.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Incidental expenses, Chief Post Office Inspector.....	0 65
E. F. King, P O I.....	do Post Office Inspector, Montreal.....	52 57
A. Bolduc, P.O.I.....	do do Quebec.....	287 25
G. A. Bourgeois, P.O.I..	do do Three Rivers.....	109 47
J. H. Kerr, P.M.....	do Postmaster, Hull.....	31 00
G. LaMothe.....	do do Montreal.....	960 72
A. Tourangeau.....	do do Quebec.....	413 67
C. P. Telegraph Co.....	Telegrams to and from Post Office Inspector, Montreal.....	4 21
G. N. W. Telegraph Co..	do do do.....	32 81
C. P. Telegraph Co.....	do do Quebec.....	1 45
G. N. W. Telegraph Co..	do do do.....	135 20
C. P. Telegraph Co.....	do do Three Rivers.....	3 05
G. N. W. Telegraph Co..	do do do.....	5 29
C. P. Telegraph Co.....	do Postmaster, Montreal.....	3 85
G. N. W. Telegraph Co..	do do do.....	257 07
do	do do Quebec.....	30 49
Post Office Savings Bank.	Commissions to Postmasters upon Savings Bank business (15 months, to 31st March, 1888).....	1,985 97
Director of the International Postal Bureau...	Proportion of Postal Union expenses (12 months, to 31st Dec., 1887).....	87 22
C. C. Ford.....	Postage stamps redeemed and destroyed.....	387 34
McFarlane, Austin & Robertson.....	do do.....	84 80
N. W. Ayer & Son.....	do do.....	53 31
F. Lawson.....	do do.....	42 14
Fowler & Wells Co.....	do do.....	26 37
I. Baker, jun.....	do do.....	14 25
M. Moody & Sons.....	do do.....	11 07
J. M. Allen.....	do do.....	5 06
A. W. Ogilvie & Co.....	do do.....	4 12
E. Halloway.....	do do.....	2 24
J. A. Cloutier.....	do do.....	1 75
E. Rawlings.....	do do.....	1 49
J. H. Carson.....	do do.....	1 45
J. Cunningham & Co.....	do do.....	0 84
B. Narcuse.....	do do.....	0 59
P. O. Ryan.....	do do.....	0 56
E. Mooney.....	do do.....	0 18
Bell Telephone Co.....	Rent of telephone at Inspector's Office, Quebec (12 months, to 30th June, 1888); and 9 Months and 5 days, from 25th Sept., 1887, at Inspector's residence.....	74 20
do	do Inspector's Office and residence, Three Rivers (12 months, to 30th Sept., 1888)...	75 00
do	do Post Office and Bonaventure Depot, Montreal (12 months, to 30th Sept., 1888)....	100 00
do	do Receiving Houses, Montreal (12 months, to 30th June, 1888).....	180 00
Electric Service Co.....	Rent of alarm box, Post Office, Montreal (12 months, to 31st Jan., 1888).....	12 00
Casgrain, Augers & Hamel	Legal expenses, Vezina, Mail Contractor, vs. J. L. Ancil, Assistant P.O.I., Quebec.....	319 80
J. S. Hall, jun	Legal expenses <i>in re</i> LeSieur, late clerk in P.O., Montreal.....	584 32
do	do seizure of letters in connection with Montreal lottery.....	119 00
F. M. Browne.....	Expenses in connection with arrest of late P.O. Clerk LeSieur..	13 00

(K, IN REPORT NO. 3, B)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.	
		\$	cts.
A. Bolduc, P.O.I.....	To pay expenses in connection with arrest of C. Workman, late clerk in P.O., Quebec.....	5	00
R. F. King, P.O.I.....	To pay sundry expenses in connection with Post Office, Montreal	13	28
C. Bedard.....	Expenses in giving evidence <i>in re</i> missing registered letters at Montreal	7	25
C. P. Railway Co.....	To pay for searching for lost mail bag near St. Philippe.....	5	75
Burland Lithograph Co.	Photo-engraving Post Office Money Order forms.....	706	50
do	Engraving and printing postal map of Quebec.....	1,116	42
Mortimer & Co.....	Lithographing blank forms for P.O. Department.....	32	04
J. Neilson.....	Furnishing telephonic reports of railway mail trains to Post Office, Montreal (10 months, to 30th April, 1888).....	100	00
L. Barré.....	Washing and removing double windows, &c., from Post Office, Montreal	116	30
C. Hough.....	Conveying dutiable goods from Post Office to Custom House, Montreal.....	106	75
A. Bolduc, P.O.I.....	To pay for removing snow from sidewalk, Post Office, Quebec, winter, 1886-87.....	100	00
F. Pepin, L.C.....	To pay for Letter Carriers' street car tickets, Montreal.....	22	60
W. J. Foss.....	Expenses in connection with Post Office at Exhibition Building, Sherbrooke	5	00
F. H. O'Brien.....	Inspection of Post Offices on North Shore of Gulf of St. Lawrence	100	00
J. Evarts.....	Allowance for attendance on British mails, upon their arrival at South Quebec.....	100	00
Postmaster, St. Henedine	To pay expenses in connection with mails at St. Henedine during snow blockade on Quebec Central Ry.....	23	70
L. Renois.....	Allowance in lieu of fuel and light, allowed while using Post Office basement as lodgings.....	200	00
G. Bourgeois, jun.....	Services as messenger at Inspector's Office, Three Rivers.....	220	00
P. Jones.....	Services as Laborer at Post Office, Montreal.....	457	50
T. Cunningham.....	do do	457	50
E. Barcelo.....	do do	153	00
J. McLaughlin.....	do do	455	50
J. Manning.....	do do	483	25
B. Lanning.....	do do	457	50
L. Quinlan.....	do do	457	50
J. Quinn.....	do do	468	75
J. Berthelet.....	do do	336	25
R. Talbot.....	do and Sunday-watchman, Post Office, Montreal.....	549	00
A. Trudel.....	Services as Fireman and Night-watchman, Post Office, Montreal.....	457	50
H. Lacken.....	Services as Mail Porter at C.P. Railway Station, Montreal.....	77	50
Postmaster, Montreal.....	Refund of deposits on box and drawer keys.....	123	50
do Quebec.....	do do	8	00
A. Bolduc, P.O.I.....	Removal expenses from Ottawa to Quebec.....	126	25
Postmaster, Point St. Charles.....	Superintending and accommodating Letter Carriers' branch.....	200	00
Total.....		\$14,770	91

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF NOVA SCOTIA.

(K, IN REPORT NO. 3, C.)

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
C. J. Macdonald, P.O.I.	Incidental expenses, Post Office Inspector, Halifax	242 50
H. W. Blackadar.....	do Postmaster do	236 63
Western Union Tel. Co.	Telegrams to and from Post Office Inspector, Halifax.....	273 96
do	do Postmaster do	25 38
Post Office Savings Bank	Commissions to Postmasters on Savings Bank business (15 months to 31st March, 1888).....	305 49
Director of the International Postal Bureau.....	Proportion of Postal Union expenses (12 months to 31st Dec., 1887).....	30 95
Control Department.....	Military and naval postage paid within the Dominion and refunded.....	51 19
Bell Telephone Co.....	Rent of telephone at Inspector's Office, Halifax, (6 months to 31st March, 1888).....	20 00
Nova Scotia Telephone Co	do do (6 months to 30th Sept., 1888)	20 00
Bell Telephone Co.....	Rent of telephone at Post Office, Halifax (12 months to 30th April, 1888).....	40 00
C. C. Ford	Postage stamps redeemed and destroyed.....	137 53
F. Lawson.....	do do	14 95
N. W. Ayer & Son	do do	18 92
A. F. Church.....	Maps for Post Office Inspector, Halifax.....	4 00
Burland Lithographic Co	Photo-engraving Post Office Money Order forms	925 50
Mortimer & Co.....	Lithographing blank forms.....	11 37
W. Graham.....	Legal services in connection with alleged theft of letters from Halifax Post Office.....	61 95
do	Legal services in connection with investigation at North Sydney Post Office.....	5 00
C. D. McAlpine.....	Plans of city of Halifax for Letter Carriers, P. O., Halifax.....	9 00
A. Brown.....	Expenses incurred in attendance upon British mails, arriving at Halifax	45 00
G. F. Moore	Legal services, <i>in re</i> defaulting late Postmaster at Port Medway	25 00
D. D. Harrington.....	Compensation for expenses incurred in changing mail route at Afton	89 60
Postmaster, Halifax.....	Ship letter gratuities paid at Post Office, Halifax	0 88
do Lockeport....	do do Lockeport	2 94
do Halifax.....	Refund of deposits on box and drawer keys.....	44 00
do Yarmouth....	To pay for serving street letter-boxes at Yarmouth	120 00
	Total	\$2,761 75

J. C. STEWART,

Financial Comptroller.

W. H. SMITHSON,

Accountant.

PROVINCE OF NEW BRUNSWICK.

(K, IN REPORT NO. 3, D.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
S. J. King, P.O.I.	Incidental expenses, Post Office Inspector St. John	137 00
P. McPeake, P.M.	do Postmaster, Fredericton	40 99
E. Willis, P.M.	do do St. John	344 14
Western Union Telegraph Company	Telegrams to and from Post Office Inspector, St. John	112 77
Western Union Telegraph Company	do Postmaster, Fredericton	5 28
Western Union Telegraph Company	do do St. John	33 64
Post Office Savings Bank	Commissions to Postmasters upon Savings Bank business (15 months to 31st March, 1888)	296 43
Director of the International Postal Bureau	Proportion of Postal Union expenses (12 mos. to 31st Dec, 1887.)	22 30
C. C. Ford	Postage stamps redeemed and destroyed	99 05
N. W. Ayer & Son	do do	13 63
F. Lawson	do do	10 77
Bell Telephone Co.	Rent of telephone at Inspector's office, St. John (6 months to 31st March, 1888)	20 00
Nova Scotia Telephone Co.	Rent of telephone at Inspector's office, St. John (6 months to 30th September, 1888)	20 00
Bell Telephone Co.	Rent of telephone at Post Office, Fredericton (6 months to 31st March, 1888)	10 00
Nova Scotia Telephone Co.	Rent of telephone at Post Office, Fredericton (6 months to 30th September, 1888)	10 00
Burland Lithograph Co.	Photo-engraving Post Office Money Order forms	483 00
Mortimer & Co.	Lithographing blank forms	8 19
J. & A. McMillan.	Map for Chief Post Office Inspector	6 00
do	British Postal Guides for Post Office, St. John	2 15
S. Lake	Compensation for termination of mail contract, St. George and St. John, upon the opening of the Grand Southern Railway	265 13
H. B. Peck	Expenses as Superintendent of stage service at Moncton during stoppage of railway	27 50
S. Crandall	Freight on street letter boxes from London, Ont., to Moncton	5 00
M. A. MacLeod	Services as laborer, Post Office, St. John	457 50
P. McPeake, P.M.	To pay for collecting letters from street letter boxes, Fredericton	90 00
Postmaster, St. John	Ship letter gratuities paid at Post Office, St. John	28 68
do Fredericton	Refund of deposits on box and drawer keys	3 00
do St. John	do do	18 00
W. Hagerman	Gratuity for charge of mails on Fredericton Branch Railway (1 year to 30th September, 1887)	20 00
T. Allen	Charge and accomodation of Prince Edward Island mails, at Cape Tormentine, season 1887-88	125 00
R. Dunbar	Gratuity for charge of mails at Chatham Junction (1 year to 31st March, 1888)	25 00
	Total	\$2,740 15.

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF MANITOBA, &c.

(K, IN REPORT NO. 3, E.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
W. W. McLeod, P. O. I.....	Incidental expenses, Post Office Inspector, Winnipeg.....	73 80
W. Hargrave, P. M.....	do Postmaster, Winnipeg.....	121 06
C. P. R. Telegraph Co....	Telegrams to and from Post Office Inspector, Winnipeg.....	183 97
G. N. W. do	do do	4 60
Director of the International Postal Bureau.....	Proportion of Postal Union expenses (12 months, to 31st Dec., 1887).....	23 81
C. C. Ford.....	Postage stamps redeemed and destroyed.....	105 17
F. Lawson.....	do do	11 50
N. W. Ayer & Son	do do	14 55
J. Taylor.....	do do	3 68
T. H. Marshall.....	Use of caligraph at Inspector's Office, Winnipeg (from 9th Mar., 1885, to 24th Oct., 1887).....	70 00
Bell Telephone Co.....	Rent of telephone at Post Office, Winnipeg (12 months, to 30th Nov., 1888).....	50 00
Aikins, Culver & Hamilton	Legal expenses, Queen vs. Bryant, tampering with letters in Winnipeg P. O., and robbery of registered letters from mail..	45 00
J. C. McRae.....	Detective services in re Queen vs. Bryant.....	25 00
Brewster & McKay.....	Legal expenses in re balance due by late Postmaster at Kirkpatrick.....	2 50
Burland Lithograph Co..	Photo-engraving Post Office Money Order forms.....	294 00
Mortimer & Co.....	Lithographing blank forms.....	8 75
J. Ard.....	Reward for evidence convicting robber of P. O., Prince Albert..	250 00
J. Sheppard	Conveying dutiable goods from Post Office to Custom House, Winnipeg.....	71 00
G. C. King.....	Conveying dutiable goods from Post Office to Custom House, Calgary.....	25 00
W. C. Allen	Conveying dutiable goods from Post Office to Custom House, Fort McLeod.....	65 00
W. S. Wallace.....	Services as Laborer at Inspector's Office, Winnipeg.....	549 00
J. King.....	do Post Office do	401 25
G. A. Pridham.....	do do do	457 50
J. W. Brereton.....	Expenses at Rat Portage making affidavit regarding registered letters.....	5 50
Postmaster, Swift Current.....	Expenses incurred at Swift Current during the late disturbance in the North-West.....	63 25
Postmaster, Winnipeg....	Refund of deposits on box and drawer keys.....	89 00
	Total.....	\$3,013 89

J. C. STEWART,

Financial Comptroller.

W. H. SMITHSON,

Accountant.

PROVINCE OF BRITISH COLUMBIA.

(K, IN REPORT NO. 3, F.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.	
		\$	cts.
E. H. Fletcher, P.O.I.....	Incidental expenses, Post Office Inspector, Victoria.....	32	20
R. Wallace, P.M.....	do Postmaster do	6	00
N. Shakespeare, P.M.....	do do do	8	55
J. C. Brown, P.M.....	do do New Westminster...	48	60
C. P. Telegraph Co.....	Telegrams to and from Post Office Inspector, Victoria.....	72	50
do	do Postmaster do	0	90
do	Telegram for Postmaster, Vancouver.....	0	30
Director of the International Postal Bureau... Victoria and Esquimaux Telephone Co.....	Proportion of Postal Union expenses (12 mos., to 31st Dec., 1887) Rent of telephone at Post Office, Victoria (15 mos., to 30th June, 1888).....	8	57
Burland Lithograph Co..	Photo-engraving Post Office Money Order forms	250	50
Mortimer & Co.....	Lithographing blank forms.....	3	15
C. C. Ford.....	Postage stamps redeemed and destroyed	37	58
F. Lawson.....	do do	4	15
N. W. Ayer & Son.....	do do	5	24
Postmaster, Victoria.....	To pay street letter-box service, Victoria.....	360	00
do do	Refund of deposits on box and drawer keys.....	129	00
do New Westminster....	do do	18	00
do Vancouver...	To pay for conveyance of dutiable goods from Post Office to Custom House, Vancouver.....	9	00
W. R. Williamson.....	Conveying dutiable goods from the Post Office to Custom House, Vancouver.....	6	00
R. F. Drummond.....	To pay for expenses with mails from Roger's Pass to Illicillewaet during snow blockade.....	3	00
	Total	\$1,063	24

J. C. STEWART,
Financial Comptroller.

W. H. SMITHSON,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

(K, IN REPORT NO. 3, G.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1888.

Name.	Particulars.	Amount.
		\$ cts.
F. de St. C. Brecken, P.M., and Asst. P.O.I.	Incidental expenses, Charlottetown.....	191 65
Anglo-American Tel. Co	Telegrams to and from Charlottetown.....	153 50
Director of the Inter- national Postal Bureau	Proportion of Postal Union expenses (12 mos. to 31st Dec., 1887)	4 99
C. C. Ford.....	Postage stamps redeemed and destroyed	21 67
W. W. Ayer & Son.....	do do do	3 00
F. Lawson.....	do do do	2 36
P.E. Island Telephone Co	Rent of telephone at Post Office, Charlottetown (18 months to 30th June, 1888).....	48 00
do do	do do Summerside (17 months to 30th June, 1888).....	35 41
Burland Lithograph Co.	Photo-engraving Post Office Money Order forms.....	85 50
Mortimer & Co.....	Lithographing blank forms.....	1 80
J. Grant.....	Special services in Post Office, Charlottetown.....	200 00
P. E. I. Navigation Co...	Expenses in connection with Prince Edward Island mails, season 1887.....	222 72
T. C. Muncey.....	Services as telegraph operator at Cape Traverse, Season 1888...	60 00
J. B. Allan.....	do do Cape Tormentine do ...	60 00
J. H. Cundall.....	Maps for Post Office, Charlottetown.....	4 00
	Total	\$1,094 51

W. H. SMITHSON,
Accountant.

J. C. STEWART,
Financial Comptroller.

PART III.

PROVINCE OF ONTARIO.

REPORT No. 6.

SHOWING the Money Order Offices in operation at any time within the Year ended 30th June, 1888; the County wherein such Office is situated; the Number and Amount of Money Orders issued; the Amount of Orders paid; the Amount of Commission arising therefrom, at each Office, respectively, and the Amount paid to the Postmaster at each Office, as compensation for transacting the Money Order business during the same period

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aberfoyle.....	Wellington.....	117	1,622 45	10 63	547 77	4 20
Acton.....	Halton.....	535	8,584 25	63 24	4,249 57	22 67
Ailsa Craig.....	Middlesex.....	448	5,597 54	45 86	2,651 13	15 12
Albion.....	Cardwell.....	269	9,188 87	56 30	3,601 78	23 21
Aldboro'.....	Elgin.....	33	180 93	1 54	68 97	57
Alexandria.....	Glengarry.....	299	7,418 25	53 01	8,337 11	26 13
Algoma Mills.....	Algoma.....	417	18,086 58	107 07	1,370 91	45 56
Allandale.....	Simcoe.....	325	3,970 69	30 02	828 94	10 31
Allenford.....	Bruce.....	264	6,396 34	40 14	643 10	16 08
Allensville.....	Muskoka and Parry Sound.....	240	2,785 98	19 33	960 11	8 20
Alliston.....	Simcoe.....	552	9,069 39	60 83	4,898 22	23 76
Alma.....	Wellington.....	138	2,196 09	14 61	795 07	5 61
Almonte.....	Lanark.....	972	12,600 51	111 39	6,040 66	33 21
Alton.....	Cardwell.....	247	4,395 76	29 07	1,318 46	11 58
Alvinston.....	Lambton.....	482	6,769 08	52 93	2,349 36	17 55
Amherstburg.....	Essex.....	1,088	15,933 44	117 20	5,513 01	44 48
Ancaster.....	Brant.....	312	5,465 45	43 04	1,982 83	14 83
Angus.....	Simcoe.....	55	752 92	6 52	1,046 44	2 69
Appin.....	Middlesex.....	278	4,868 96	30 63	333 92	12 33
Appleton.....	Lanark.....	31	434 13	3 31	14 01	1 07
Arkona.....	Lambton.....	588	10,373 33	75 33	3,645 06	29 06
Arkwright.....	Bruce.....	64	1,133 29	7 21	453 40	3 14
Arnprior.....	Renfrew.....	567	9,849 73	76 65	5,841 01	26 83
Arthur.....	Wellington.....	508	7,802 52	53 81	6,448 88	22 20
Aultsville.....	Stormont.....	249	4,582 73	30 81	1,389 83	12 15
Aurora.....	York.....	620	8,912 48	65 35	11,669 50	24 97
Avening.....	Simcoe.....	166	4,111 92	25 68	321 84	10 46
Aylmer, West.....	Elgin.....	1,514	16,194 87	131 25	12,371 66	44 24
Ayr.....	Waterloo.....	950	9,508 09	75 28	26,258 48	26 74
Ayton.....	Grey.....	209	5,756 91	37 74	907 18	15 22
Baden.....	Waterloo.....	141	3,907 42	27 71	1,834 10	10 11
Bailieboro'.....	Peterboro'.....	108	1,734 16	12 77	445 67	4 57
Bancroft.....	Hastings.....	570	15,442 70	90 97	531 44	38 77
Barrie.....	Simcoe.....	2,062	27,300 34	228 35	30,027 17	76 01
Bath.....	Lennox.....	359	5,741 06	38 81	1,297 74	15 14
Bathurst Street, Toronto	York.....	3,177	37,721 60	439 05	2,778 80	97 69
Bayfield.....	Huron.....	682	14,468 14	90 75	2,125 32	37 45
Baysville.....	Ontario.....	137	3,063 72	21 27	865 99	8 15
Beachburg.....	Renfrew.....	88	2,144 73	14 43	698 05	5 96
Beachville.....	Oxford.....	304	6,525 60	42 36	836 16	17 14
Beamsville.....	Lincoln and Niagara.....	978	14,772 09	111 41	3,337 52	37 47
Beaverton.....	Ontario.....	408	9,664 16	65 70	4,044 77	25 41
Beeton.....	Simcoe.....	284	5,080 94	33 49	3,100 84	13 19
Belle River.....	Essex.....	37	974 30	6 43	1,051 88	2 80

REPORT No. 6—Province of Ontario, &c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compen-sation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Belleville.....	Hastings	3,314	45,199 00	393 25	45,681 80	.....
*Bell Ewart.....	Simcoe	5	121 67	1 35	7 02	30
Bell's Corners.....	Carleton	40	1,442 06	9 14	259 32	3 63
Belwood.....	Wellington	369	6,837 01	47 00	934 80	17 45
Berlin.....	Waterloo	1,829	17,641 96	166 73	29,538 42	54 54
Bethany.....	Durham	197	2,380 48	17 51	635 80	6 19
Bleeker Street, Toronto.	York	531	5,169 33	56 07	267 98	12 92
Blenheim.....	Kent.....	776	8,689 45	63 54	3,460 29	23 25
Bluevale.....	Huron.....	56	1,301 54	8 52	1,066 74	3 75
Blyth.....	do.....	532	6,877 61	50 36	3,279 84	18 23
Bobcaygeon.....	Victoria.....	615	15,860 42	99 65	2,508 36	10 62
Bondhead.....	York.....	72	1,226 49	8 04	722 99	3 35
Bothwell.....	Bothwell.....	915	12,102 51	92 12	4,875 00	32 71
Bowmanville.....	Durham.....	1,111	14,840 54	128 69	12,156 39	40 90
Bracebridge.....	Ontario.....	675	13,113 90	97 31	7,594 74	36 13
Bradford.....	York.....	507	8,906 25	65 98	4,619 27	23 78
Brampton.....	Peel.....	978	15,632 61	127 94	19,787 88	44 50
Brantford.....	Brant.....	3,521	42,409 24	273 93	112,524 76	124 90
Bridgewater.....	Hastings.....	141	1,484 55	10 76	1,512 59	5 84
Bright.....	Oxford.....	265	3,511 09	26 78	1,673 98	8 81
Brighton.....	Northumberland...	1,039	11,293 09	82 30	6,192 10	32 13
Brockton.....	York.....	270	2,793 39	26 57	519 17	7 32
Brockville.....	Leeds.....	2,667	33,349 73	289 13	43,706 72	95 11
Bronte.....	Halton.....	70	836 90	5 67	462 71	2 22
Brooklin.....	Ontario.....	463	6,141 34	44 90	2,290 77	16 81
Brougham.....	do.....	91	2,528 66	16 48	235 75	6 37
Bruce Mines.....	Algoma.....	573	22,731 47	141 16	5,318 30	57 89
Brussels.....	Huron.....	919	15,590 64	109 43	6,969 22	40 75
Burford.....	Brant.....	517	9,716 80	65 60	2,151 65	24 94
†Burk's Falls.....	Muskoka and Parry Sound.....	258	6,712 34	43 81	3,906 29	17 44
Burlington.....	Halton.....	325	4,752 80	36 61	5,495 82	13 77
Byng Inlet North.....	Muskoka and Parry Sound.....	149	3,396 82	20 55	930 39	8 49
Caistorville.....	Wentworth.....	40	627 36	4 20	379 07	1 59
Caledon.....	Cardwell.....	101	4,988 93	27 26	901 48	12 92
Caledonia.....	Haldimand.....	537	10,139 41	67 28	3,605 46	26 74
Cambray.....	Victoria.....	77	2,062 80	14 11	879 09	5 40
Camlachie.....	Lambton.....	73	722 81	6 73	633 16	2 02
Campbellford.....	Northumberland...	1,175	16,629 34	120 73	6,194 95	45 83
Campbellville.....	Halton.....	211	4,132 45	26 33	518 54	10 37
Cannington.....	Ontario.....	616	6,884 08	50 55	6,333 07	18 04
Cardinal.....	Grenville.....	378	6,107 51	49 52	1,992 46	16 37
Cargill.....	Bruce.....	188	2,188 84	16 85	1,311 46	5 50
Carleton Place.....	Lanark.....	757	13,594 45	105 31	8,711 62	36 20
Carlton Street, Toronto.	York.....	1,944	22,491 21	246 84	914 50	57 17
Castleton.....	Northumberland...	269	4,037 01	28 02	964 26	10 61
Cayuga.....	Haldimand.....	752	10,172 27	73 57	3,041 52	26 78
†Cedar Dale.....	Ontario.....	55	676 47	7 92	475 13	1 72
Charing Cross.....	Kent.....	73	1,523 09	10 51	720 71	4 44
Chatham.....	do.....	2,860	32,159 33	305 24	3,493 77	95 81
Chatsworth.....	Grey.....	466	7,835 62	55 90	4,965 50	21 92
Chesley.....	Bruce.....	559	8,900 87	62 64	7,522 56	24 18
Chesterville.....	Dundas.....	66	1,966 64	15 23	1,869 43	6 11
Chippawa.....	Welland.....	141	2,181 51	17 48	2,179 30	7 84
Clandeboye.....	Middlesex.....	72	1,156 10	9 09	928 88	3 07
Claremont.....	Ontario.....	173	4,841 15	31 92	1,683 34	12 58
Clarence.....	Russell.....	94	3,353 43	22 88	1,017 26	9 17
Clarke.....	Durham.....	98	1,507 01	10 43	432 27	4 65

* Closed 30th September, 1837. † Opened 2nd July, 1887.

REPORT No. 6.—Province of Ontario, &c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts	\$ cts.	\$ cts.
Clarksburg.....	Grey.....	446	8,168 12	56 54	6,851 22	23 61
Clearville.....	Elgin.....	292	4,952 36	30 76	465 86	12 40
Clifford.....	Wellington.....	348	5,802 15	40 86	2,797 27	15 57
Clinton.....	Huron.....	967	15,945 80	133 66	22,722 53	44 31
Cobden.....	Renfrew.....	78	2,675 22	17 18	781 94	6 73
Gobourg.....	Northumberland.....	1,726	24,198 59	201 61	18,518 51	72 03
Colborne.....	do.....	1,211	13,240 01	98 80	9,916 12	34 11
Coldwater.....	Simcoe.....	379	8,411 24	53 86	1,118 13	21 81
Collingwood.....	do.....	1,874	23,018 58	172 67	34,684 36	67 45
Colpoys Bay.....	Bruce.....	134	2,823 95	17 87	547 04	7 98
Columbus.....	Ontario.....	79	1,543 12	11 25	634 16	4 71
Conestogo.....	Waterloo.....	120	2,143 12	15 29	921 31	5 68
Consecon.....	Prince Edward.....	286	4,015 03	29 03	1,142 99	10 98
Cookstown.....	Simcoe.....	161	4,548 58	29 64	1,165 44	11 60
Cooksville.....	Peel.....	55	1,665 61	11 48	1,014 73	4 23
Cornwall.....	Stormont.....	1,384	21,467 65	168 93	19,531 96	66 11
Corunna.....	Lambton.....	184	2,316 43	19 01	724 51	7 00
Courtright.....	do.....	286	4,088 73	29 86	2,849 86	11 72
Craighurst.....	Simcoe.....	55	1,267 66	7 77	192 71	3 17
Credit.....	Peel.....	62	1,088 02	8 47	645 71	2 74
Crediton.....	Middlesex.....	241	6,240 98	46 73	1,417 68	15 79
Creemore.....	Simcoe.....	898	21,669 69	132 06	4,012 00	54 66
Crysler.....	Stormont.....	298	11,745 88	71 69	2,741 61	32 35
Cumberland.....	Russell.....	261	4,896 24	32 62	1,185 91	13 34
Delaware.....	Middlesex.....	280	4,344 79	31 88	1,248 21	12 56
Delhi.....	Norfolk.....	684	9,034 11	63 89	2,824 25	23 50
Delta.....	Leeds.....	112	3,121 39	22 88	1,336 16	9 05
Desboro'.....	Grey.....	434	9,596 26	64 69	1,128 93	24 91
Deseronto.....	Hastings.....	760	9,468 38	78 31	3,647 18	26 03
Dickinson's Landing.....	Stormont.....	154	3,518 93	24 85	973 85	9 51
Dorchester Station.....	Middlesex.....	141	2,103 70	15 91	1,118 21	5 24
Drayton.....	Wellington.....	235	3,171 21	24 59	3,778 04	8 74
Dresden.....	Bothwell.....	1,207	23,214 19	159 84	7,390 45	60 68
Drumbo.....	Brant.....	252	4,702 62	32 62	1,047 12	12 11
Duart.....	Elgin.....	263	2,428 23	17 88	423 17	6 08
Dublin.....	Perth.....	126	5,693 75	32 60	1,300 72	15 94
Dunbarton.....	Ontario.....	32	958 55	7 90	183 65	2 53
Dunchurch.....	Muskoka and Parry Sound.....	192	5,986 76	36 45	411 65	15 47
*Dundalk.....	Grey.....	492	13,484 95	82 66	3,271 69	34 18
Dundas.....	Wentworth.....	1,295	20,181 92	163 70	11,662 04	57 09
Dundas Street, Toronto.....	York.....	592	7,771 41	77 72	2,603 37	19 62
Dungannon.....	Huron.....	325	11,591 44	69 61	2,108 29	29 16
Dunnville.....	Monck.....	1,245	15,557 22	116 92	7,656 00	41 52
Dunvegan.....	Glengarry.....	101	2,361 14	16 11	783 25	7 44
Durham.....	Grey.....	803	14,624 16	97 98	8,086 29	39 57
Dutton.....	Elgin.....	397	8,708 77	54 54	2,014 91	23 16
Edgar.....	Simcoe.....	11	103 60	1 20	500 84	69
Eganville.....	Renfrew.....	192	7,142 94	46 70	1,972 87	18 56
Egmondville.....	Huron.....	119	1,124 30	8 55	212 39	2 80
Elmira.....	Waterloo.....	323	4,451 75	37 42	2,402 24	11 82
Elnwood.....	Bruce.....	140	3,567 50	24 05	2,734 98	10 46
Elora.....	Wellington.....	1,037	12,011 02	91 33	6,665 68	32 26
Embro.....	Oxford.....	379	6,922 62	54 44	2,402 98	18 12
Emsdale.....	Muskoka and Parry Sound.....	85	1,960 07	16 67	2,190 04	6 03
Erin.....	Wellington.....	318	6,789 09	46 83	2,554 03	17 99
Essex Centre.....	Essex.....	886	13,359 46	98 36	6,515 02	37 02

* Opened 2nd July, 1887, and closed 27th February, 1888.

REPORT No. 6.—Province of Ontario, &c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Exeter	Middlesex	1,024	15,187 87	113 21	9,483 57	41 05
Farmersville	Leeds	167	3,262 62	24 40	1,791 63	9 46
Fenelon Falls	Victoria	436	9,061 74	59 91	3,385 41	24 01
Fergus	Wellington	1,182	16,747 12	121 20	7,472 69	44 44
Fingal	Elgin	249	5,066 91	36 75	2,253 34	13 57
Fisherville	Haldimand	81	4,281 95	23 12	1,046 99	11 00
Flesherton	Grey	483	13,813 74	87 30	3,460 70	36 08
Florence	Middlesex	362	6,139 07	42 14	3,519 49	16 47
Fonthill	Welland	255	3,588 53	29 01	1,458 74	9 28
Fordwich	Huron	273	7,445 73	47 44	799 56	18 67
Forest	Lambton	1,372	11,473 68	96 50	6,437 56	32 72
Fort Erie	Welland	593	7,653 64	59 48	4,967 95	22 38
Fort William, West.	Algoma	1,032	19,649 45	153 87	2,329 14	49 76
Frankford	Hastings	243	4,243 51	28 82	1,133 05	11 09
Freelton	Wentworth	110	2,197 65	14 19	1,398 37	5 68
Galt	Waterloo	2,980	34,050 92	285 39	36,280 75	95 45
Gananoque	Leeds	1,561	20,166 67	181 07	10,379 99	52 77
Georgetown	Halton	1,011	14,627 70	115 79	7,639 89	38 51
Giammis	Bruce	138	2,170 48	15 09	1,009 92	5 85
Glenallan	Wellington	241	6,390 86	39 17	604 93	16 08
Glencoe	Middlesex	682	12,785 19	89 42	7,150 53	33 70
Goderich	Huron	1,886	27,640 93	212 70	18,376 65	73 35
Gore Bay	Algoma	261	8,246 74	52 96	2,988 55	20 71
Gorrie	Huron	288	5,272 51	33 73	1,903 43	14 18
Grafton	Northumberland ..	189	4,427 57	29 00	2,354 91	11 67
Grand Valley	Wellington	330	4,709 59	32 82	1,918 77	12 29
Granton	Middlesex	187	2,801 86	21 56	1,199 84	7 34
Gravenhurst	Simcoe	546	9,988 10	71 51	5,464 72	27 53
Greenwood	Ontario	109	2,616 09	17 79	1,066 99	7 16
Grimshy	Wentworth	475	10,708 40	70 42	7,927 96	30 49
Guelph	Wellington	4,061	58,084 72	482 01	67,163 64	165 54
Hagersville	Haldimand	581	6,813 96	52 63	3,400 11	18 47
Haliburton	Peterboro'	296	5,419 08	38 55	3,261 93	19 08
Hamilton	Wentworth	9,704	127,300 22	1,253 22	344,827 09	.....
Hampton	Durham	205	4,513 44	29 56	1,117 69	11 53
Hanover	Grey	456	6,007 92	49 90	5,391 34	16 43
Harriston	Wellington	774	11,318 52	84 55	3,682 98	32 38
Hastings	Northumberland ..	215	3,877 55	30 89	1,731 39	10 65
Hawkesbury	Prescott	336	8,311 39	64 61	2,461 86	24 37
Hawkesville	Waterloo	191	6,413 62	47 34	1,108 84	16 24
Hensall	Huron	560	8,355 02	57 57	2,402 16	21 37
Hespeler	Waterloo	576	6,326 74	53 51	4,151 60	18 16
Highgate	Elgin	246	3,283 47	22 93	1,291 23	8 81
Highland Creek	York	46	1,063 86	7 48	345 63	2 74
Hillsburgh	Wellington	206	4,733 63	32 93	2,261 18	12 18
Hillsdale	Simcoe	194	5,944 42	35 07	1,178 50	15 19
Holland Landing	York	34	284 83	2 24	326 08	79
Hollen	Wellington	112	1,340 57	9 71	398 81	3 49
Hoodstown	Muskoka and Parry Sound	59	838 14	6 44	777 96	2 77
Horning's Mills	Grey	128	4,077 45	27 44	2,051 16	10 44
Humberstone	Welland	81	1,269 34	9 45	234 51	3 26
Huntsville	Muskoka and Parry Sound	491	8,370 73	58 51	8,223 67	27 67
Ingersoll	Oxford	1,971	25,860 31	204 70	39,806 73	72 04
Innerkip	do	64	1,242 22	8 80	414 37	3 10
Invermay	Bruce	172	4,129 18	28 73	2,482 54	10 55
Iona	Elgin	102	1,772 06	11 45	626 75	4 43

REPORT NO. 6.—Province of Ontario, &c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M.O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Iroquois	Dundas	391	4,715 22	39 27	4,102 49	13 13
*James Street, Hamilton.	Wentworth	506	4,917 68	57 19	69 18	12 35
Jarvis	Haldimand	247	3,851 91	27 96	2,825 27	10 45
Jordan	Lincoln & Niagara	133	2,274 53	16 18	592 31	5 82
Keene	Peterboro'	150	2,177 68	14 56	430 18	5 81
Kemptville	Leeds & Grenville.	1,130	24,987 47	170 36	9,283 14	69 63
Kettleby	York	181	1,906 87	14 46	443 86	4 76
†Kimberley	Grey	98	2,724 70	16 04	140 45	6 92
Kincardine	Bruce	954	14,769 80	107 37	16,647 23	46 15
King	York	54	1,528 32	11 40	1,106 64	3 82
Kingston	Frontenac	5,016	62,478 85	587 74	92,455 47	.....
Kingsville	Essex	391	4,497 04	40 17	3,084 29	12 16
Kimount	Victoria	229	3,710 97	27 30	1,820 86	10 34
Kippen	Huron	84	1,461 32	9 71	1,810 05	3 70
Kirkfield	Victoria	35	971 36	6 88	806 86	3 31
Kleinburg	York	112	1,805 44	12 48	355 64	4 70
Klock's Mills	Nipissing	98	2,442 30	14 89	4 87	6 10
Komoka	Middlesex	98	1,394 94	10 11	644 50	3 59
Lakefield	Peterboro'	695	11,504 72	85 93	2,859 70	30 65
Lakeport	Northumberland ..	78	991 77	7 38	413 17	2 68
L'Amable	Hastings	310	7,719 98	47 79	508 83	19 53
Lambton Mills	York	85	1,203 18	10 54	1,223 78	3 28
Lanark	Lanark	597	10,952 11	75 25	1,895 17	27 69
Lancaster	Glengarry	560	9,921 12	72 37	3,112 68	27 09
Lansdown	Leeds	129	3,151 51	20 02	1,057 32	8 18
Leamington	Essex	1,280	17,805 23	137 86	6,688 78	48 29
Lefroy	Simcoe	73	1,166 31	10 79	1,589 08	3 54
Lindsay	Victoria	1,547	19,281 65	159 94	26,247 50	56 05
Listowel	Perth	1,464	15,738 11	129 78	13,641 88	43 47
Little Britain	Victoria	152	3,658 55	25 69	788 42	9 30
Little Current	Algoma	420	15,770 35	97 46	7 20 25	39 91
Lloydtown	York	125	2,090 22	13 93	786 78	5 27
London	Middlesex	6,197	89,454 21	805 14	360,641 18	.....
London, East	do	940	11,549 55	104 20	3,678 15	33 49
L'Original	Prescott	234	7,731 19	53 29	3,814 02	21 46
Lucan	Middlesex	345	4,359 83	36 06	3,750 23	12 31
Lucknow	Bruce	1,062	20,053 94	139 28	7,515 47	55 00
Lyn	Leeds	184	2,007 15	16 96	1,802 39	5 86
Lynden	Wentworth	189	5,455 22	34 35	176 39	13 63
Lynedoch	Norfolk	313	4,953 96	36 31	883 17	12 60
Madoc	Hastings	757	10,083 60	78 45	9,334 87	27 67
Magnetawan	Muskoka & Parry Sound	148	4,633 52	29 90	3,934 47	14 89
Manilla	Victoria	52	1,044 65	7 82	1,158 19	2 92
Manitowaning	Algoma	758	26,633 10	157 69	4,693 66	67 52
Manotick	Carleton	317	11,862 10	71 15	1,217 47	30 33
Maple	York	70	1,905 28	14 27	1,208 47	4 95
Markdale	Grey	420	9,600 30	60 53	4,691 69	26 54
Markham	York	469	7,710 23	60 44	12,235 73	33 77
Marmora	Hastings	329	4,856 50	33 47	1,760 86	13 68
Mattawa	Nipissing	353	11,217 71	70 70	3,096 42	28 72
Maxwell	Grey	412	9,981 33	62 52	1,273 54	25 32
Meadowvale	Peel	94	2,542 39	16 33	526 62	6 54
Meaford	Grey	1,768	23,328 45	172 48	17,630 52	65 56
†Melbourne	Middlesex	170	4,303 30	27 30	1,146 48	11 18
Merriville	Leeds & Grenville.	520	14,765 01	98 45	4,829 86	39 63

*Opened 1st October, 1887. †Opened 2nd July, 1887. ‡Late Wendigo.

REPORT No. 6.—Province of Ontario, &c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Merriton.....	Lincoln & Niagara.	467	6,973 50	55 89	1,989 57	18 64
Metcalfe.....	Russell	199	6,041 89	37 82	1,002 69	16 24
Middleville.....	Lanark	112	807 15	6 76	401 40	2 02
Midland.....	Simcoe	762	11,409 36	83 80	4,350 07	29 69
Mildmay.....	Bruce	383	7,042 16	47 34	1,763 17	18 13
Millbank.....	Perth	388	7,725 86	51 23	1,009 25	20 69
Millbrook.....	Durham	553	5,895 75	46 29	4,523 85	17 71
Mille Roches.....	Cornwall.....	208	2,717 26	21 56	221 00	7 06
Milton, West.....	Halton	1,382	16,200 97	124 08	10,071 11	43 28
Milverton.....	Perth	214	4,850 97	32 28	1,604 53	13 01
Minden.....	Victoria	375	8,833 07	56 99	4,092 49	24 22
Mitchell.....	Perth	1,103	16,493 96	125 63	11,801 28	48 57
Mohawk.....	Brant	78	930 67	8 50	388 21	2 42
Mono Mills.....	Cardwell	70	1,788 66	12 14	520 94	4 61
Moore.....	Lambton	103	1,350 92	12 39	1,128 04	5 60
Morpeth.....	Elgin	312	4,946 02	36 32	1,118 53	12 59
Morrisburg.....	Dundas	1,197	16,105 74	132 18	7,686 67	42 84
Morrison.....	Wellington	221	4,066 27	26 63	1,056 02	10 41
Mount Albert.....	York	458	7,929 48	52 64	1,784 23	20 06
Mount Brydges.....	Middlesex	438	9,695 74	61 99	1,181 94	24 86
Mount Elgin.....	Norfolk	127	1,770 15	12 00	387 88	4 45
Mount Forest.....	Wellington	1,800	27,718 83	199 09	16,748 08	79 40
Nanticoke.....	Haldimand	138	2,841 67	17 42	230 68	7 27
Napanee.....	Lennox	1,541	18,162 59	150 93	17,189 83	55 91
Napier.....	Middlesex	160	2,596 34	17 40	697 21	6 69
Nassagaweya.....	Halton	626	7,949 68	53 12	663 96	19 92
Neustadt.....	Grey	209	3,880 34	33 27	557 19	10 05
Newboro'.....	Leeds	244	5,468 13	41 61	2,384 21	14 21
Newburgh.....	Addington	298	4,189 65	32 10	2,364 75	12 26
Newbury.....	Middlesex	317	3,471 96	27 81	1,158 35	9 72
Newcastle.....	Durham	710	11,474 14	76 97	3,462 45	29 46
New Dundee.....	Waterloo	12	525 50	3 00	892 61	1 37
New Edinburgh.....	Russell	118	2,745 49	21 53	579 30	7 23
New Germany.....	Waterloo	171	4,745 26	31 35	854 73	11 92
New Hamburg.....	do	392	7,781 99	58 67	3,611 49	21 24
New Market.....	Ontario	1,036	11,986 56	95 18	8,931 66	33 87
Niagara.....	Lincoln & Niagara	941	10,792 78	87 53	5,608 28	29 68
Niagara Falls.....	Welland	864	11,443 24	97 31	8,815 53	35 49
Niagara Falls, South.....	do	832	16,244 52	114 60	4,537 03	43 25
Nobleton.....	York	121	3,629 67	23 30	436 32	9 26
Norland.....	Victoria	38	768 70	5 27	754 24	2 20
North Augusta.....	Grenville.....	164	4,675 44	29 28	1,358 86	14 08
North Bay.....	Nipissing.....	570	12,075 20	87 42	2,601 16	30 36
North Gower.....	Carleton	190	8,280 64	49 32	1,548 42	20 85
North Port.....	Prince Edward	76	1,511 74	10 63	593 56	4 08
Norval.....	Halton	165	2,739 19	18 40	782 93	7 01
Norwich.....	Oxford	1,370	16,262 43	126 89	8,065 48	43 60
Norwood.....	Peterboro'	347	7,722 81	53 80	3,315 14	20 29
Oakland.....	Oxford	60	1,547 36	10 23	116 13	4 00
Oakville.....	Halton	1,062	18,456 21	137 57	7,071 18	50 37
Oakwood.....	Victoria	257	4,367 92	30 42	625 95	11 14
Odessa.....	Lennox	219	5,188 26	31 75	661 79	13 56
Oil Springs.....	Lambton	493	8,844 63	61 02	2,412 20	22 38
Omamee.....	Victoria	529	11,764 55	74 12	3,110 17	30 75
Orangeville.....	Wellington	1,078	14,832 00	105 77	12,793 68	40 68
Orilla.....	Simcoe	1,607	22,706 21	180 29	23,021 48	67 20
Orono.....	Durham	712	14,924 13	98 37	2,170 98	37 81
Orwell.....	Elgin	83	1,011 74	6 85	139 88	2 64
Oseola.....	Renfrew	61	2,506 92	14 30	589 39	6 63

REPORT NO. 6.—Province of Ontario, &c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.		Total Commission received from Public.		Total Orders Paid.		Compensation paid to Post-masters on M.O. business.	
			\$	cts.	\$	cts.	\$	cts.	\$	cts.
Oshawa	Ontario	1,342	14,804	42	130	54	34,097	63	43	44
Ottawa	Carleton	10,451	190,116	83	1,645	08	151,772	53		
Otterville	Oxford	274	5,872	91	39	95	3,361	25	15	59
Owen Sound	Grey	3,300	48,127	62	369	31	41,877	08	138	41
Paisley	Bruce	452	6,293	15	47	91	8,761	10	17	88
Pakenham	Lanark	259	7,157	45	47	40	1,060	76	18	54
Palermo	Halton	245	4,561	75	29	54	813	72	11	58
Palmerston	Wellington	750	10,301	87	72	84	4,020	90	27	08
Paris	Brant	1,250	13,628	47	117	82	17,241	85	40	27
Parkdale	York	1,090	13,231	20	128	32	8,706	26	37	85
Park Hill	Middlesex	676	8,048	33	63	36	8,314	83	22	89
Parry Sound	Muskoka & Parry Sound	1,469	34,865	52	229	17	6,875	39	89	70
*Patterson	York						169	45		24
Pelee Island	Essex	227	6,347	36	41	54	5,050	87	15	91
Pembroke	Renfrew	1,630	26,408	20	203	69	12,034	57	70	63
Penetanguishene	Simcoe	642	12,518	12	85	93	5,060	37	33	30
Perth	Lanark	1,227	15,803	64	140	46	11,295	30	44	37
Peterboro'	Peterboro'	3,621	46,769	52	391	62	41,524	24	134	36
Petersville	Middlesex	24	351	91	2	72	155	03	1	12
Petrolia	Lambton	2,179	23,294	47	185	23	12,807	25	64	92
Phelpston	Simcoe	25	507	78	3	61	913	71	1	34
Pickering	Ontario	207	2,736	02	21	89	1,524	49	7	14
Picton	Prince Edward	1,798	18,846	31	158	69	15,964	29	58	54
Plantagenet	Prescott	190	6,151	94	42	87	5,079	65	21	30
Plattsville	Brant	209	3,631	38	27	07	1,608	02	9	34
†Plevna	Addington	91	1,942	00	13	65	531	41	4	87
Point Edward	Lambton	481	8,546	15	70	27	2,138	61	22	66
Port Arthur	Algoma	3,055	62,113	19	502	24	11,488	33	161	33
Port Burwell	Elgin	297	8,945	29	55	50	2,468	53	24	83
Port Carling	Simcoe	120	1,914	48	13	84	2,447	74	5	25
Port Colborne	Welland	438	5,812	22	44	99	4,454	17	17	56
Port Dalhousie	Lincoln & Niagara	309	4,915	00	36	12	2,224	84	13	47
Port Dover	Norfolk	992	14,388	73	109	48	4,169	78	37	17
Port Elgin	Bruce	1,029	11,378	62	88	07	5,799	27	31	55
Port Hope	Durham	2,445	27,696	64	235	31	26,261	37	80	43
Port Perry	Ontario	814	9,839	93	78	85	9,002	51	27	28
Port Robinson	Welland	117	1,846	44	13	35	765	72	4	61
Port Rowan	Norfolk	471	11,160	70	71	85	4,133	75	30	00
Port Ryerse	do	57	365	03	3	31	249	25		96
Port Stanley	Elgin	170	2,761	78	21	54	1,305	18	8	31
Port Sydney	Muskoka and Parry Sound	247	3,112	05	22	24	1,871	69	10	44
Prescott	Grenville	2,148	29,305	53	230	26	14,631	50	81	29
Preston	Waterloo	556	6,716	93	65	27	6,789	39	18	83
Pricaville	Grey	239	3,062	59	21	20	2,288	35	9	33
Princeton	Brant	233	3,317	43	25	12	2,060	23	9	20
Puslinch	Wellington	211	3,676	12	23	71	341	55	9	32
Queen St. East, Toronto	York	1,556	16,760	38	188	70	1,098	88	43	41
Ratho	Oxford	96	3,447	17	20	68	684	48	9	03
Rat Portage	Algoma	1,247	28,345	05	213	74	4,731	02	71	89
Red Rock	do	217	4,337	67	33	79	577	98	11	18
Renfrew	Renfrew	782	14,135	49	113	70	5,800	81	37	13
Riceville	Prescott	155	6,130	29	36	22	1,883	65	18	10
Richmond West	Carleton	364	9,977	02	63	81	2,630	34	25	51
Richmond Hill	York	280	5,480	23	39	75	6,032	48	15	44
Ridgetown	Elgin	978	11,763	93	89	08	8,117	81	31	95

* Closed 15th May, 1888.

† Opened 2nd July, 1887.

REPORT No. 6.—Province of Ontario, &c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ridgeway	Welland	434	7,484 57	51 07	1,043 65	19 34
Riversdale	Bruce	37	1,076 86	6 41	982 87	3 52
Riverside	York	499	4,775 25	55 53	237 93	12 27
Rockingham	Renfrew	188	8,134 87	48 41	922 29	21 94
Rockton	Wentworth	65	1,223 84	7 70	512 38	3 58
Rockwood	Wellington	289	4,424 63	31 82	1,422 06	11 41
Rodney	Elgin	429	5,308 64	40 51	1,820 30	14 09
Rosemont	Simcoe	68	1,839 30	11 39	844 24	4 73
Rosseau	Muskoka and Parry Sound	177	3,502 19	24 57	2,705 51	9 56
Rothsay	Wellington	16	299 10	1 91	847 71	74
Russell	Russell	66	3,240 80	19 07	1,442 81	10 29
St. Catharines	Lincoln & Niagara	3,047	40,138 14	339 65	48,314 64	124 64
St. George, Brant	Brant	342	4,304 14	32 75	2,851 28	11 29
St. Jacob's	Waterloo	105	2,405 68	16 43	278 00	6 06
St. Mary's, Blanchard	Perth	1,493	19,263 76	148 86	12,963 77	51 09
St. Thomas	Elgin	3,412	39,539 81	368 94	109,339 08	117 05
St. Williams	Norfolk	148	2,938 98	20 51	710 72	7 82
Sandwich	Essex	247	2,762 48	29 09	4,124 86	9 43
Sarnia	Lambton	2,080	26,107 98	217 86	35,398 12	77 09
Saugeen	Bruce	489	9,732 53	63 65	2,822 55	26 42
Sault Ste Marie	Algoma	2,238	70,657 98	430 90	17,067 53	178 76
Scarboro'	York	103	1,854 01	13 97	605 36	5 08
Schomberg	do	109	1,421 05	9 57	1,689 13	3 75
Scotland	Oxford	232	5,768 28	35 81	1,046 97	15 31
Seaforth	Huron	1,534	27,266 40	209 45	14,893 30	75 07
Selkirk	Haldimand	366	12,012 14	72 41	2,118 82	39 31
Severn Bridge	Ontario	168	2,012 87	15 18	188 07	5 07
Shakespeare	Oxford	190	3,009 06	21 77	2,056 57	9 26
Shannonville	Hastings	242	5,447 81	35 57	603 82	14 20
Sharon	York	46	528 64	3 89	736 19	2 14
Shelburne	Grey	902	15,854 78	108 23	6,488 25	40 93
Simcoe	Norfolk	1,343	16,969 89	136 31	13,363 63	48 63
Singhampton	Simcoe	158	4,065 84	26 15	1,561 09	10 80
Smith's Falls	Leeds & Grenville	911	16,334 87	134 54	17,726 33	43 63
Smithville	Wentworth	1,583	30,785 02	201 15	5,035 25	77 64
Sombra	Bothwell	336	6,266 40	42 97	1,200 93	16 20
Spadina Ave. (Toronto)	York	1,752	20,395 92	220 38	1,478 67	51 94
Sparta	Elgin	169	3,000 90	22 88	1,116 69	8 19
Spencerville	Grenville	464	11,473 36	72 09	793 94	29 04
Springfield	Middlesex	492	7,579 71	52 64	1,021 67	19 23
Springford	Oxford	75	914 39	8 19	206 14	2 41
Stayner	Simcoe	1,129	15,560 71	112 48	6,927 02	41 82
Stella	Lennox	69	1,641 69	13 30	1,429 02	5 84
Stevensville	Welland	341	4,233 22	29 05	373 20	10 60
Stirling	Hastings	543	8,248 49	59 18	3,651 59	23 58
Stirton	Wellington	159	2,724 96	17 14	178 31	6 81
Stony Creek	Wentworth	52	878 71	7 75	890 55	2 30
Stouffville	Ontario	422	9,742 82	69 61	4,446 70	25 58
Strabane	Wentworth	80	1,656 29	11 14	951 99	5 50
*Straffordville	Elgin	1	4 47	05		
Stratford	Perth	2,506	28,813 39	250 61	23,689 92	87 58
Strathroy	Middlesex	1,924	22,333 94	169 95	14,190 42	61 37
Streetsville	Peel	519	10,240 53	68 89	3,852 69	26 49
Sturgeon Falls	Nipissing	44	708 73	5 06	1,270 29	2 13
Sudbury	Algoma	686	24,842 05	180 22	1,890 21	62 52
Sunderland	Ontario	65	875 84	6 75	1,097 90	3 21
Sutton West	York	618	15,979 35	102 45	1,982 22	41 28
Sydenham	Addington	283	7,928 93	49 60	528 97	20 48

* Closed 7th June, 1887.

REPORT No. 6—Province of Ontario, &c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Tamworth	Addington	278	4,823 01	34 16	1,024 18	13 03
Tavistock	Oxford	391	4,198 88	39 26	2,701 29	10 76
Teeswater	Bruce	563	13,227 99	88 68	4,695 90	34 59
*Teeterville.	Norfolk	76	1,365 81	9 45	308 75	3 73
Thamesford	Oxford	356	4,409 80	32 67	582 26	11 46
Thamesville	Bothwell	445	7,910 91	53 93	3,066 82	21 43
Theford	Lambton	486	8,084 88	59 01	1,841 20	21 04
Thomasburg	Hastings	158	2,476 97	14 90	79 11	6 20
†Thornbury	Grey	329	5,498 51	38 67	3,246 21	15 23
Thornedale	Middlesex	88	2,772 60	16 97	359 15	7 06
Thornhill	York	102	2,027 52	15 09	1,440 07	6 78
†Thornton	Simcoe	15	149 49	1 07	53 85	49
Thorold	Welland	915	12,781 11	105 53	10,716 90	41 54
Tilbury Centre	Essex	443	7,597 08	50 40	1,955 56	19 65
Tilsonburg	Norfolk	1,165	13,479 26	106 78	13,614 76	37 69
Tiverton	Bruce	298	5,828 37	41 89	3,041 40	15 62
Toronto	York	25,460	388,734 59	3,802 39	1,514,440 11	
Tottenham	Simcoe	336	5,563 63	38 18	2,575 93	15 55
Trenton	Hastings	1,133	14,563 89	117 83	11,972 06	42 18
Tullamore	Peel	75	1,758 05	11 54	515 55	4 72
Tweed	Hastings	420	6,095 07	43 60	1,691 14	15 84
Underwood	Bruce	402	8,970 51	55 36	1,946 87	23 84
Union	Elgin	79	1,215 33	9 70	546 49	3 40
Unionville	York	171	3,622 36	24 15	2,011 86	9 56
Uxbridge	Ontario	903	14,788 28	107 38	9,851 79	39 92
Vankleek Hill	Prescott	384	9,930 12	80 06	7,574 58	35 83
Varna	Huron	170	3,025 03	19 84	1,102 18	7 65
Victoria Harbor	Simcoe	157	2,313 64	15 81	839 94	6 01
Vienna	Elgin	671	12,301 81	80 76	2,408 83	32 95
Vittoria	Norfolk	479	5,842 96	43 04	1,203 01	15 24
Wales	Stormont	41	911 70	7 12	1,376 41	3 87
Walkerton	Bruce	1,363	19,189 84	139 19	15,493 34	51 47
Walkerville	Essex	314	3,865 47	35 33	1,134 12	10 16
Wallaceburgh	Bothwell	1,321	22,706 71	159 28	6,663 46	59 70
Wallacetown	Elgin	315	6,604 90	44 26	988 90	16 64
Wardsville	Middlesex	549	12,957 13	81 04	2,657 82	33 30
Warkworth	Northumberland	964	19,599 93	124 77	3,437 35	51 16
Warsaw	Peterboro'	82	3,282 73	19 86	386 23	8 34
Warwick	Lambton	237	4,123 58	28 34	1,416 59	10 60
Waterdown	Wentworth	293	5,213 48	39 19	2,216 56	14 03
Waterford	Norfolk	709	8,995 48	62 53	4,313 22	24 60
Waterloo West	Waterloo	601	6,773 93	64 18	28,343 43	22 44
Watford	Lambton	1,100	23,615 02	159 95	8,806 10	61 02
Waubauskene	Simcoe	389	5,534 14	44 92	1,464 82	14 92
Welland	Welland	933	14,628 89	105 91	9,628 50	40 54
Welland Port	Monck	220	6,866 44	41 16	598 72	17 25
Wellesley	Waterloo	330	5,751 72	45 19	2,026 96	14 63
Wellington	Prince Edward	655	11,625 40	80 88	1,304 86	29 24
West Lorne	Elgin	141	2,252 59	17 79	965 99	5 99
Weston	York	484	8,569 55	61 54	3,334 35	22 36
Westport	Leeds	164	5,059 32	32 58	964 32	13 42
West Toronto Junction	York	330	3,690 53	39 85	690 54	9 76
West Winchester	Dundas	311	5,109 71	38 17	2,983 22	13 78
Whitby	Ontario	1,309	12,862 49	113 55	12,738 06	35 89
Whitevale	do	24	970 94	5 92	481 43	2 77
Warton	Bruce	1,719	27,125 80	174 96	6,863 93	71 65
Wilkesport	Bothwell	250	4,824 92	28 80	881 51	12 42

*Closed 17th April, 1888.

†Opened 2nd July, 1887.

‡Opened 1st April 1888.

REPORT NO. 6—Province of Ontario, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Williamstown	Glengarry	82	2,869 73	17 88	1,696 04	7 79
Windsor	Essex	2,270	31,117 64	263 27	36,666 61	46 89
Wingham	Huron	1,084	16,776 65	121 08	12,260 71	24 07
Woodbridge	York	433	9,385 58	60 77	3,250 44	4 02
Woodham	Perth	63	1,545 52	10 59	297 13	32 43
Woodslee	Essex	420	12,863 94	79 58	888 67	110 74
Woodstock	Oxford	3,533	38,772 17	326 96	70,993 55	91 86
Woodville	Victoria	955	36,315 71	211 77	2,132 97	25 64
Wroxeter	Huron	531	9,654 80	75 58	3,114 85	25 99
Wyoming	Lambton	719	,857 09	72 09	3,406 70	9 43
York	Haldimand	120	3,642 58	21 25	599 56	60 74
Yorkville	York	1,770	23,071 02	244 56	4,097 77	31 57
Zurich	Huron	396	12,495 29	79 46	2,295 80	
Total		340,404	5,422,294 47	42,389 95	5,151,225 35	12,224 99

J. C. STEWART,
Financial Comptroller.

G. F. EVERETT,
Superintendent Money Order Branch.

PROVINCE OF QUEBEC.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1888, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Abercorn.....	Brome.....	68	809 53	6 91	205 54	2 03
Acton Vale.....	Bagot.....	70	1,668 86	13 64	2,573 80	8 62
Agnes.....	Beauce.....	193	3,797 73	29 83	1,611 56	10 92
Arthabaskaville.....	Arthabaska.....	308	6,543 27	49 08	4,450 58	23 44
Aylmer East.....	Ottawa.....	300	8,952 29	57 62	2,267 79	24 02
Bagotville.....	Chicoutimi.....	69	2,855 07	16 54	316 95	7 64
Beauharnois.....	Beauharnois.....	473	11,829 21	75 44	3,771 64	30 79
Becancour.....	Nicolet.....	10	344 40	2 70	775 80	2 03
Bedford.....	Missisquoi.....	391	4,532 01	41 86	5,037 39	15 53
Beebe Plain.....	Stanstead.....	57	2,419 62	13 09	2,782 91	6 31
Berthier (<i>en haut</i>).....	Berthier.....	409	8,728 32	62 67	4,940 78	24 01
Black Cape.....	Bonaventure.....	149	4,044 35	26 59	944 29	10 59
Bolton Centre.....	Brome.....	85	1,215 59	11 03	549 65	3 32
Bryson.....	Pontiac.....	142	3,396 08	24 26	1,698 39	9 14
Buckingham.....	Ottawa.....	593	13,435 83	100 91	2,103 96	36 84
Cacouna.....	Témiscouata.....	44	1,152 05	8 05	5,223 96	4 36
Capelton.....	Sherbrooke.....	205	1,880 03	23 15	509 31	5 89
Cap Santé.....	Portneuf.....	35	1,928 11	13 20	812 61	4 84
Chambly Canton.....	Chambly.....	133	3,492 07	24 90	2,485 86	9 82
Chapeau.....	Pontiac.....	53	756 31	5 68	242 35	1 98
Chelsea.....	Ottawa.....	223	4,276 62	30 65	1,285 51	11 62
Chicoutimi.....	Chicoutimi.....	248	11,189 69	70 67	6,710 41	34 87
Clarenceville.....	Missisquoi.....	76	2,581 72	16 88	866 24	7 43
Coaticook.....	Stanstead.....	1,100	11,131 21	109 70	5,994 45	32 28
Compton.....	Compton.....	234	3,474 95	30 58	2,691 23	11 05
Cookshire.....	do.....	346	5,600 64	47 34	3,237 98	18 04
Coteau Landing.....	Soulanges.....	212	7,993 36	49 43	1,476 85	21 56
Cowansville.....	Missisquoi.....	642	7,247 51	62 58	3,485 07	20 13
Danville.....	Richmond.....	388	6,361 70	56 71	6,891 64	25 86
Deschambault.....	Portneuf.....	27	803 27	5 90	946 03	2 72
Drummondville, East.....	Drummond.....	129	2,978 92	23 72	2,988 81	11 30
Dunham.....	Missisquoi.....	269	5,098 30	36 67	1,611 27	14 64
East Farnham.....	Brome.....	101	665 59	6 77	552 73	2 06
Etchemin.....	Lévis.....	116	1,849 71	12 99	1,533 20	5 43
Farnham.....	Missisquoi.....	734	13,689 15	111 43	3,193 22	37 96
Franklin Centre.....	Huntingdon.....	38	1,571 04	10 95	1,038 88	4 93
Frelighsburg.....	Missisquoi.....	177	2,989 96	23 93	1,348 14	8 28
Gaspé Basin.....	Gaspé.....	525	10,427 81	72 50	5,132 60	28 46
Granby.....	Shefford.....	361	6,403 02	51 51	5,027 99	20 34
Grenville.....	Argenteuil.....	320	17,002 25	95 97	3,310 47	45 47
Hatley.....	Stanstead.....	93	1,256 75	10 94	809 73	3 98
Hemmingford.....	Huntingdon.....	65	1,987 65	13 34	920 15	6 15
Henryville.....	Iberville.....	87	3,250 12	24 52	1,197 22	9 01
Hochelaga.....	Hochelaga.....	528	9,069 83	97 34	1,109 60	23 54
Hull.....	Ottawa.....	557	13,538 87	94 73	4,847 33	38 73
Huntingdon.....	Huntingdon.....	334	4,369 29	37 29	7,736 84	15 63

* Opened 2nd January, 1888.

REPORT No. 6.—Province of Quebec, &c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Com-pensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Inverness.....	Megantic.....	173	5,016 48	36 14	4,958 47	14 78
Joliette.....	Joliette.....	611	10,155 19	77 99	6,237 51	31 31
Kamouraska.....	Kamouraska.....	45	1,665 09	11 19	3,593 59	7 76
Kingsbury.....	Richmond.....	201	2,257 29	24 61	242 27	5 94
Kingsey Falls.....	Drummond.....	84	2,062 62	19 90	567 36	6 01
Kinnear's Mills.....	Megantic.....	40	1,339 77	11 43	599 92	4 29
Knowlton.....	Brome.....	822	14,784 37	110 94	3,742 51	41 11
Lachine.....	Jacques Cartier.....	380	5,159 32	55 83	3,403 12	16 74
Lachute.....	Argenteuil.....	390	8,951 13	80 31	6,339 39	27 17
Lacolle.....	St. John's.....	183	5,008 62	34 96	1,759 56	13 84
Lambton.....	Beauce.....	46	1,038 14	8 65	514 71	3 12
Laprairie.....	Laprairie.....	192	4,842 48	37 02	701 90	12 67
L'Assomption.....	L'Assomption.....	1	92 30	50	1,555 29	1 92
Laurentides.....	do.....	94	1,381 94	9 72	383 72	3 64
Lauzon.....	Lévis.....	230	3,735 60	35 96	3,963 39	18 21
Lawrenceville.....	Shefford.....	87	2,707 88	19 35	1,597 53	10 06
Leeds.....	Megantic.....	83	3,073 48	25 94	1,293 51	8 57
Lennoxville.....	Sherbrooke.....	516	6,749 77	60 23	5,220 24	20 83
L'Epiphanie.....	L'Assomption.....	10	415 27	2 60	573 88	1 87
Les Eboulemens.....	Charlevoix.....	190	4,386 77	24 85	985 52	11 14
Lévis.....	Lévis.....	332	7,459 03	55 80	10,976 88	30 53
Little Metis.....	Rimouski.....	52	1,740 62	10 88	2,628 60	4 96
Longueuil.....	Chambly.....	77	2,086 55	18 94	1,575 41	6 42
Lotbinière.....	Lotbinière.....	208	4,547 35	32 30	2,538 83	14 95
Louiseville.....	Maskinongé.....	81	2,284 88	15 67	2,758 57	8 57
Magog.....	Stanstead.....	263	4,269 27	41 36	2,141 40	13 28
Maniwaki.....	Ottawa.....	51	2,076 85	14 02	260 54	5 56
Mansonville.....	Brome.....	320	5,128 27	36 62	979 04	12 96
Massawippi.....	Stanstead.....	62	581 57	6 38	409 60	2 40
*Melbourne.....	Richmond.....	120	1,779 39	15 13	1,191 47	5 80
Montuagny.....	Montmagny.....	187	5,702 54	41 28	4,758 17	20 91
Montreal.....	Hochelaga.....	27,303	424,573 15	4,347 46	942,274 20	.....
Murray Bay.....	Charlevoix.....	726	17,618 57	103 44	6,753 06	44 37
Napierville.....	Napierville.....	105	2,974 58	21 88	1,262 53	9 00
†New Carlisle.....	Bonaventure.....	94	4,822 12	26 34	255 49	12 07
Nicolet.....	Nicolet.....	121	2,103 43	16 74	4,233 94	11 09
†North Wakefield.....	Ottawa.....	23	1,132 58	6 75	8 60	2 84
N.-Dame de Stanbridge.....	Missisquoi.....	303	8,328 57	51 20	378 59	21 31
Ormstown.....	Chateauguay.....	93	2,867 79	23 25	1,643 02	8 39
Paspébiac.....	Bonaventure.....	433	16,317 05	99 98	4,582 43	45 34
Percé.....	Gaspé.....	541	12,737 18	83 70	8,427 17	41 46
Pierreville.....	Yamaska.....	48	2,069 80	11 74	913 20	6 77
Point St. Charles.....	Jacques Cartier.....	1,984	22,588 86	268 21	4,496 36	60 03
Portage du Fort.....	Pontiac.....	150	4,252 70	29 38	2,915 09	11 63
Quebec.....	Quebec.....	5,777	103,125 43	913 16	173,536 26	.....
Quyon.....	Pontiac.....	217	5,476 28	37 26	1,896 49	15 68
Richmond, East.....	Richmond.....	907	11,417 29	101 55	4,844 30	33 90
Rigaud.....	Vaudreuil.....	47	849 23	5 94	1,926 80	3 34
Rimouski.....	Rimouski.....	326	9,955 11	84 78	9,082 15	29 50
River David.....	Yamaska.....	.....	.....	.....	277 71	50
Rivière du Loup (en bas).....	Temiscouata.....	358	8,358 36	64 79	11,040 84	25 80

*Closed 31st December, 1887.

†Opened 1st October, 1887.

REPORT No. 6.—Province of Quebec, &c.—Concluded.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Robinson.....	Compton.....	188	3,138 26	22 98	1,448 60	8 89
Rock Island.....	Stanstead.....	145	1,431 37	10 64	2,360 45	3 78
Roxton Falls.....	Shefford.....	37	574 85	5 64	1,583 30	4 33
St. Andrew's, East.....	Argenteuil.....	91	2,624 85	18 22	4,476 65	9 73
St. Athanase.....	Iberville.....	281	4,222 01	32 01	3,199 51	13 16
St. Barthélemi.....	Berthier.....	455	12,059 32	73 96	398 98	30 58
St. Casimir.....	Portneuf.....	96	3,290 83	21 87	1,877 15	12 09
St. Cesaire.....	Rouville.....	248	3,671 86	28 93	4,724 70	17 10
St. Chrysostome.....	Chateauguay.....	213	6,092 02	44 47	1,356 49	17 22
St. Croix.....	Lotbinière.....	57	2,483 81	16 33	2,617 46	12 10
St. Eustache.....	Two Mountains.....	182	4,916 01	30 45	1,382 29	13 18
St. Felix de Valois.....	Joliette.....	64	2,300 29	17 44	541 22	6 29
St. François Beauce.....	Beauce.....	55	1,660 89	11 06	1,243 01	6 39
St. Geneviève de Batiscan.....	Champlain.....	14	335 58	2 54	1,134 75	3 18
St. Grégoire.....	Nicolet.....	12	570 35	3 25	180 80	1 62
St. Hyacinthe.....	St. Hyacinthe.....	904	12,146 45	108 52	14,736 21	45 17
St. Jean de Chailions.....	Lotbinière.....	54	2,229 38	13 52	516 79	5 85
St. Jerome.....	Terrebonne.....	287	6,010 78	43 85	4,860 02	22 43
St. John's, East.....	St John s.....	821	12,217 63	96 83	8,647 45	36 14
St. Marie de Monnoir.....	Rouville.....	25	201 48	2 35	2,269 81	4 62
St. Martine.....	Chateauguay.....	65	2,415 07	17 05	721 28	6 91
St. Paul's Bay.....	Charlevoix.....	441	14,647 46	84 66	3,974 08	39 66
St. Pie.....	Bagot.....	21	296 41	2 89	813 13	1 92
St. Polycarpe.....	Soulanges.....				98 00	21
St. Raymond.....	Portneuf.....	132	2,269 37	17 16	912 63	5 96
St. Rémi.....	Napierville.....	137	2,488 33	20 24	2,023 97	9 70
St. Roch de Quebec.....	Quebec.....	940	20,367 07	163 02	10,929 43	55 96
St. Sauveur de Quebec.....	do.....	198	4,426 62	29 23	2,944 40	13 64
St. Scholastique.....	Two Mountains.....	147	5,902 90	42 91	2,247 88	15 83
St. Sylvester, East.....	Lotbinière.....	39	1,318 42	11 15	554 32	4 35
St. Sylvester, West.....	do.....	90	1,788 94	11 86	754 68	5 10
St. Thérèse de Blainville.....	Terrebonne.....	196	4,028 57	26 61	2,601 84	10 65
Scotstown.....	Compton.....	172	2,778 79	24 24	2,055 05	9 31
Shawville.....	Pontiac.....	128	2,579 75	18 32	1,024 03	6 47
Sherbrooke.....	Sherbrooke.....	1,888	23,470 58	215 03	21,613 24	75 61
Somerset.....	Megantic.....	30	466 70	4 39	2,127 34	4 41
Sorel.....	Richelieu.....	598	9,220 00	71 60	9,411 34	32 47
South Durham.....	Drummond.....	64	1,307 80	10 20	1,446 32	3 77
Stanford.....	Arthabaska.....	17	386 60	3 80	1,575 64	3 81
Stanstead.....	Stanstead.....	304	2,128 95	21 57	2,528 94	5 91
Sutton.....	Brome.....	204	2,451 41	21 67	1,670 66	7 82
Sweetsburgh.....	Missisquoi.....	256	3,334 75	27 25	1,381 87	9 09
Terrebonne.....	Terrebonne.....	96	1,936 75	13 81	3,669 96	5 24
Three Rivers.....	St. Maurice.....	700	10,683 71	88 19	12,374 40	39 92
Thurso.....	Ottawa.....	104	2,476 66	16 35	2,332 42	8 16
Ulverton.....	Drummond.....	17	334 10	2 45	586 88	97
Valleyfield.....	Beaubarnois.....	365	6,842 31	56 03	4,884 63	20 11
Victoriaville.....	Arthabaska.....	39	831 59	6 45	253 57	2 22
Waterloo East.....	Shefford.....	1,068	13,393 19	114 27	7,983 73	40 18
Windsor Mills.....	Richmond.....	55	925 60	8 24	1,268 54	4 33
Wright.....	Ottawa.....	18	671 53	4 30	522 99	1 73
Yamachiche.....	St. Maurice.....	78	3,240 00	22 75	993 39	9 24
Total.....		70,240	1,256,225 52	10,868 77	1,546,289 06	2,208 33

J. C. STEWART,

Financial Comptroller.

G. F. EVERETT,

Superintendent Money Order Branch.

PROVINCE OF NOVA SCOTIA.

REPORT No. 6.—Showing the Money Order Offices in operation in Year ended 30th June, 1888, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compen-sation paid to Post-masters on M.O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acadia Mines.....	Colchester.....	1,118	19,148 55	148 17	6,091 57	53 74
Amherst.....	Cumberland.....	2,666	32,417 92	273 63	58,172 60	91 60
Annapolis.....	Annapolis.....	1,518	18,734 37	143 88	13,327 18	53 37
Antigonishe.....	Antigonishe.....	1,698	24,280 26	180 72	59,500 34	106 85
Arichat.....	Richmond.....	1,378	38,182 57	233 69	30,536 40	146 08
Athol.....	Cumberland.....	134	1,698 29	12 50	359 11	4 30
*Auburn.....	King's.....	91	779 38	8 06	165 52	1 96
Aylesford.....	do.....	645	8,768 75	68 86	4,430 39	26 92
Baddeck.....	Victoria.....	807	23,604 82	145 97	10,947 82	70 66
Barrington.....	Shelburne.....	683	12,198 09	84 74	11,313 10	44 70
Bass River.....	Colchester.....	124	1,563 97	12 06	2,189 43	6 64
Bayfield.....	Antigonishe.....	197	6,011 99	35 42	655 37	15 47
Bear River, West Side...	Digby.....	786	12,167 77	80 61	5,215 86	36 56
Berwick.....	King's.....	832	16,210 38	125 05	8,821 24	48 24
Boylston.....	Guysboro'.....	156	4,884 85	30 49	1,226 15	13 97
†Bridgport.....	Cape Breton.....	232	5,064 58	32 10	1,235 35	12 78
Bridgetown.....	Annapolis.....	1,308	19,283 90	140 19	16,666 43	59 60
Bridgewater.....	Lunenburg.....	1,754	27,334 74	204 39	11,198 98	76 32
Caledonia Corner.....	Queen's.....	1,033	28,844 70	174 64	4,037 94	75 30
Canning.....	King's.....	652	7,720 89	58 17	6,212 08	27 53
Canso.....	Guysboro'.....	1,469	27,905 74	205 95	2,343 14	71 70
Chester.....	Lunenburg.....	265	5,357 29	37 67	3,482 49	16 78
Cheticamp Chapel.....	Inverness.....	131	4,294 56	24 46	2,189 23	11 05
Cheverie.....	Hants.....	86	1,504 01	10 41	1,121 02	5 87
Christmas Island.....	Cape Breton.....	203	5,788 86	35 95	990 39	15 01
Clarke's Harbour.....	Shelburne.....	160	4,072 17	26 08	2,150 98	14 36
Clementsport.....	Annapolis.....	283	2,931 50	22 28	2,125 88	10 34
Clyde River.....	Shelburne.....	197	4,116 67	25 79	2,950 31	14 25
Cow Bay.....	Cape Breton.....	1,148	23,021 84	150 43	3,073 73	60 49
Cross Roads (C. H.).....	Guysboro'.....	6	86 87	62	189 30	22
Dartmouth.....	Halifax.....	604	6,683 70	61 07	8,058 25	24 65
Digby.....	Digby.....	1,593	24,199 77	182 40	12,173 44	74 97
Economy.....	Colchester.....	355	7,848 87	50 74	2,782 97	25 17
Englishtown.....	Victoria.....	81	1,502 99	9 67	3,209 46	7 98
Five Islands.....	Colchester.....	229	4 808 69	32 44	3,234 13	17 17
Folly Village.....	do.....	91	755 90	6 23	819 60	2 76
Freeport.....	Digby.....	100	2,906 07	20 31	641 46	7 81
Gabarouse.....	Cape Breton.....	197	6,239 44	36 36	1,196 10	15 80
Grand Pre.....	King's.....	193	4,596 83	29 79	1,919 48	12 08
Granville Ferry.....	Annapolis.....	661	10,044 29	69 68	4,244 87	29 38
Great Village.....	Colchester.....	242	4,616 05	34 31	4,114 12	16 84
Guysboro'.....	Guysboro'.....	764	11,055 73	80 24	8,596 82	35 20
Halifax.....	Halifax.....	11,433	174,982 68	1,604 50	534,758 78	.....
Hantsport.....	Hants.....	726	9,415 45	78 03	8,353 83	36 05
Harbour au Bouche.....	Antigonishe.....	463	9,539 53	59 12	4,855 25	33 42
Hebron.....	Yarmouth.....	341	7,183 61	51 12	3,832 79	22 23
Hopewell.....	Pictou.....	309	4,670 62	35 97	7,917 93	23 35
Hubbard's Cove.....	Halifax.....	108	939 73	7 63	615 53	2 62

* Opened 1st October, 1887. † Closed 31st January, 1888.

REPORT No. 6.—Province of Nova Scotia, &c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.		Total Commission received from Public.		Total Orders Paid.		Com-pensation paid to Post-masters on M. O. business.	
			\$	cts.	\$	cts.	\$	cts.	\$	cts.
Isaac's Harbour.....	Guysboro'.....	159	3,088	60	20	22	1,610	53	8	57
Kennetcook.....	Hants.....	153	1,850	39	16	10	987	46	6	30
Kentville.....	King's.....	1,428	19,296	83	156	88	21,126	92	58	63
Kingsport.....	do.....	92	1,115	58	8	68	707	30	3	46
Kingston Station.....	do.....	599	10,230	04	78	62	5,850	93	29	55
Lawrencetown.....	Annapolis.....	567	10,618	89	74	92	5,441	93	30	01
Linga.....	Cape Breton.....	15	375	15	2	22	375	30	1	53
Little Bras d'Or.....	do.....	142	4,240	84	25	32	2,090	42	14	40
Little Glace Bay.....	do.....	844	25,377	45	153	27	3,038	32	64	84
Liverpool.....	Queen's.....	1,567	20,769	75	146	90	5,393	37	56	23
Lockeport.....	Shelburne.....	2,033	28,362	81	209	53	23,911	62	97	68
Louisburg.....	Cape Breton.....	375	8,635	71	52	68	1,882	49	22	60
Lower Argyle.....	Yarmouth.....	67	1,343	55	11	45	2,724	09	9	85
Lower L'Ardoise.....	Richmond.....	98	2,226	62	14	27	1,816	77	7	04
Lower Stewiacke.....	Colchester.....	298	5,190	50	35	18	4,457	86	15	36
Lunenburg.....	Lunenburg.....	1,710	28,734	83	219	75	6,462	86	76	44
Mabou.....	Inverness.....	566	15,591	62	92	79	8,206	69	49	16
Maccan.....	Cumberland.....	293	5,050	57	40	50	2,054	89	13	24
*Mahone Bay.....	Lunenburg.....	51	1,615	83	9	99	71	17	4	11
Main-à-Dieu.....	Cape Breton.....	72	1,803	78	12	34	1,419	07	4	62
Maitland.....	Hants.....	502	7,756	72	58	55	15,081	23	46	53
Margaree Harbor.....	Inverness.....	219	10,626	46	60	68	6,173	33	30	40
Margaretville.....	Annapolis.....	218	4,597	53	30	17	2,136	77	14	51
McGray.....	Shelburne.....	253	7,307	47	45	16	1,409	44	20	78
Meteghan.....	Digby.....	373	12,235	15	74	36	3,428	41	35	20
Merigonishe.....	Pictou.....	109	1,622	48	11	17	332	06	4	15
Middle Musquodoboit.....	Halifax.....	324	9,010	03	61	54	7,476	86	35	16
Middle Stewiacke.....	Colchester.....	48	777	42	4	93	539	55	2	39
Middleton.....	Annapolis.....	1,014	24,872	09	160	25	17,906	06	76	52
Mill Village.....	Queen's.....	243	3,639	64	26	27	1,874	69	11	04
Milton.....	do.....	530	6,635	47	49	36	2,458	89	19	08
New Glasgow.....	Pictou.....	2,505	33,526	12	278	74	35,269	67	113	81
Newport.....	Hants.....	330	6,176	60	43	51	4,715	45	22	06
Newport Landing.....	do.....	171	2,389	83	20	04	728	29	6	92
New Ross.....	Lunenburg.....	236	6,205	13	37	46	652	88	15	92
Noel.....	Hants.....	224	3,821	64	28	58	2,923	70	14	88
North Sydney.....	Cape Breton.....	1,634	34,013	90	237	56	18,536	57	97	20
Oxford.....	Cumberland.....	1,204	27,814	33	179	17	6,416	54	73	94
Parrsboro'.....	do.....	2,099	37,228	10	251	55	10,578	47	99	19
Pictou.....	Pictou.....	2,037	28,098	12	219	64	46,295	21	109	62
Port Hastings.....	Inverness.....	331	8,153	05	49	11	4,084	53	25	19
Port Hawkesbury.....	do.....	545	11,019	90	72	06	11,320	66	32	82
Port Hood.....	do.....	642	17,373	02	106	40	9,369	45	50	07
†Port La Tour.....	Shelburne.....	34	892	04	5	64	460	17	2	61
Port Maitland.....	Yarmouth.....	248	7,724	48	49	92	4,610	76	25	18
†Port Medway.....	Queen's.....	133	3,861	32	22	92	1,245	15	11	63
Port Mulgrave.....	Guysboro'.....	324	7,425	43	48	30	3,553	67	24	39
Port Williams.....	King's.....	170	3,696	44	27	97	2,413	99	10	15
Pubnico Harbor.....	Yarmouth.....	288	5,016	01	34	96	3,742	59	19	55
Pugwash.....	Cumberland.....	911	14,925	54	104	48	6,656	43	44	14
River Bourgeoise.....	Richmond.....	105	2,490	77	15	52	832	34	6	86
River Inhabitants Bridge.....	do.....	208	4,106	37	29	26	585	27	10	95
River John.....	Pictou.....	869	20,257	27	129	69	5,205	26	58	49

* Closed 26th July, 1887.

† Opened 2nd July, 1887.

‡ Closed 19th October, 1887.

REPORT No. 6.--Province of Nova Scotia, &c.--Concluded.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Com-pensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts	\$ cts.
River Philip.....	Cumberland	159	2,865 11	19 89	1,176 14	8 13
Round Hill	Annapolis	119	1,354 46	10 35	378 03	3 46
St. Andrews.....	Antigonishe	74	1,241 98	8 31	2,223 62	7 02
St. Peter's.....	Richmond	483	11,929 93	71 82	5,023 57	34 30
Sandy Cove.....	Digby	78	1,281 99	9 88	1,537 12	5 39
Shelburne.....	Shelburne	1,214	20,347 05	142 91	7,847 63	57 78
Sherbrooke.....	Guysboro'	456	12,168 87	78 47	5,662 97	36 14
Shubenacadie.....	Hants	349	6,634 21	47 99	7,591 56	27 62
Spring Hill Mines.....	Cumberland	2,475	32,897 00	257 34	7,251 95	85 50
Stellarton.....	Pictou	948	11,287 24	85 46	10,275 68	33 24
*Summerville.....	Hants	122	6,030 58	33 69	426 60	15 96
Sydney.....	Cape Breton	1,562	27,738 72	199 46	17,651 90	80 66
Sydney Mines.....	do	296	2,801 06	26 61	3,398 47	10 54
Tangier.....	Halifax	206	4,730 60	30 15	1,238 42	12 50
Tatamagouche.....	Colchester	546	11,654 38	76 49	7,485 28	39 51
Thorburn.....	Pictou	407	6,966 34	61 36	962 44	17 65
Tracadie.....	Antigonishe	172	2,934 71	20 83	3,637 01	15 93
Truro.....	Colchester	3,183	44,662 26	367 75	87,903 67	146 17
Tusket.....	Yarmouth.....	164	2,963 39	24 97	5,504 62	20 01
Upper Mnsquodoboit.....	Halifax	113	2,847 48	16 68	1,186 22	8 84
Upper Stewiacke.....	Colchester	195	3,197 62	24 37	3,506 03	12 83
Wallace.....	Cumberland	582	12,935 71	89 85	9,151 05	47 07
Walton.....	Hants	141	2,569 36	17 92	2,018 68	10 09
Waterville.....	King's.....	601	9,865 91	67 38	2,474 65	27 23
West Bay.....	Inverness	212	3,675 04	26 25	2,500 40	11 98
Westport.....	Digby.....	363	6,818 32	44 10	4,716 70	21 52
West River Sheet Harbor.....	Halifax	315	7,932 88	53 21	2,132 52	21 29
Westville.....	Pictou	1,130	23,367 63	161 76	4,313 41	63 80
Weymouth.....	Digby	134	2,207 09	16 34	5,161 70	14 34
Weymouth Bridge.....	do	398	6,720 75	48 79	8,627 26	20 04
Whycocomagh.....	Inverness.....	373	12,519 22	73 37	8,697 59	43 57
Wilmot.....	Annapolis	119	1,701 75	13 92	2,816 55	8 26
Windsor.....	Hants	1,820	27,511 34	221 69	24,213 76	81 44
Wolfville.....	King's.....	1,346	22,988 27	174 34	21,838 11	64 96
Yarmouth.....	Yarmouth.....	3,396	47,748 07	407 84	84,619 52	162 51
Total.....		94,709	1,657,881 70	12,170 66	1,587,908 71	4,602 33

* Closed 19th November, 1887.

J. C. STEWART,
Financial Comptroller.

G. F. EVERETT,
Superintendent Money Order Branch.

PROVINCE OF NEW BRUNSWICK.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 31th June, 1888, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Albert.....	Albert.....	785	13,934 54	95 82	6,455 88	38 81
Alma.....	do.....	292	4,848 56	32 47	2,480 42	12 67
Andover.....	Victoria.....	555	16,815 17	108 26	4,522 00	45 59
Anagance.....	King's.....	126	1,979 24	13 84	1,435 23	5 40
Apohaqui.....	do.....	163	2,094 54	15 96	2,329 32	6 55
Armstrong's Brook.....	Restigouche.....	313	6,278 95	38 86	1,317 34	16 94
Baie Verte.....	Westmoreland.....	444	9,966 42	69 12	3,129 39	28 14
Bathurst.....	Gloucester.....	1,005	18,338 97	117 83	6,793 42	50 23
Bathurst Village.....	do.....	473	9,541 29	62 55	1,210 34	25 88
Bayfield.....	Westmoreland.....	128	4,819 63	30 33	1,317 39	12 32
Blackville.....	Northumberland.....	62	1,806 49	11 36	835 69	5 20
Bristol.....	Carleton.....	180	4,284 17	29 07	3,706 23	15 83
Buctouche.....	Kent.....	320	7,357 08	49 22	6,276 14	24 78
Butternut Ridge.....	King's.....	450	7,426 01	50 89	1,872 78	19 20
Campbellton.....	Restigouche.....	1,869	31,483 02	226 97	9,009 56	82 17
Campo Bello.....	Charlotte.....	244	8,925 54	50 89	176 92	22 32
Canterbury Station.....	York.....	688	15,765 04	96 54	1,798 61	40 13
Caraget.....	Gloucester.....	288	8,583 81	52 43	771 23	21 84
Carleton.....	St. John.....	553	7,800 95	64 80	9,438 63	30 89
Centreville.....	Carleton.....	216	4,034 24	31 73	5,142 01	21 55
Chatham.....	Northumberland.....	1,685	24,909 95	188 93	17,543 79	77 56
Chipouan.....	Queen's.....	181	4,061 73	29 31	2,163 00	13 36
Clifton, King's.....	King's.....	74	941 99	9 06	421 94	2 88
Collina.....	do.....					
Dalhousie.....	Restigouche.....	763	19,541 35	126 29	6,246 38	52 37
Debeck.....	Carleton.....	219	3,793 95	24 65	653 75	9 82
Dorchester.....	Westmoreland.....	1,098	14,580 07	112 36	11,495 78	42 39
Edmundston.....	Victoria.....	413	21,099 11	122 36	2,012 46	53 71
Elgin.....	Albert.....	406	6,724 22	45 05	3,255 48	18 40
Fairville.....	St. John.....	192	2,506 18	20 34	1,744 75	7 78
Florenceville.....	Carleton.....	199	5,176 39	31 36	2,588 55	14 80
Fredericton.....	York.....	2,777	38,068 34	315 24	55,427 69	
Fredericton Junction.....	Sunbury.....	32	681 12	4 98	1,144 03	1 93
Gagetown.....	Queen's.....	336	5,964 10	42 09	3,024 05	15 31
Grand Falls.....	Victoria.....	297	10,412 26	62 92	2,838 49	29 51
Grand Manan.....	Charlotte.....	666	13,367 96	101 57	3,171 70	36 97
Hampstead.....	Queen's.....	79	2,099 67	14 86	890 59	5 27
Hampton.....	King's.....	281	3,372 17	27 88	2,951 52	10 58
Hartland.....	Carleton.....	192	3,790 69	26 78	2,651 64	12 77
Harvey.....	Albert.....	453	14,782 84	86 21	3,678 49	42 99
Harvey Station.....	York.....	274	5,833 58	36 84	2,758 65	15 73
Hillsborough.....	Albert.....	334	16,372 75	112 86	6,530 56	47 99
Hopewell Cape.....	do.....	207	4,204 78	31 80	3,572 15	11 68
*Hopewell Hill.....	do.....	88	2,683 13	16 14	299 92	6 88
Indian Town.....	St. John.....	874	13,577 88	102 61	3,821 48	37 30
Jacksonville.....	Carleton.....	153	3,707 02	23 32	417 98	9 44
Kingsclear.....	York.....	100	2,395 01	14 90	566 80	6 12

*Closed 31st December, 1887.

REPORT No. 6—Province of New Brunswick, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M.O. business.
			\$ cts	\$ cts.	\$ cts.	\$ cts.
Kingston, Kent.....	Kent.....	719	15,104 64	101 22	7,382 91	45 38
Kingston, King's.....	King's.....	25	460 94	3 94	389 51	1 74
Kintore.....	Victoria.....	48	631 70	5 37	789 08	1 96
Kouchibouguac.....	Kent.....	47	949 42	6 86	729 73	3 73
Lepreaux.....	Charlotte.....	23	269 86	2 48	219 37	98
Markhamville.....	King's.....	45	949 85	6 47	409 43	3 38
Memramcook.....	Westmoreland.....	247	6,033 03	40 22	6,766 13	21 55
Middle Sackville.....	do.....	82	1,008 39	6 97	63 50	2 58
Millerton.....	Northumberland.....	271	4,369 94	34 97	495 06	11 14
Milltown.....	Charlotte.....	463	6,865 78	68 67	1,467 56	18 32
Millville.....	York.....	13	407 42	2 92	122 75	1 02
Moncton.....	Westmoreland.....	5,705	91,232 10	694 98	59,116 80	249 64
Narrows.....	Queen's.....	149	4,107 25	29 40	1 231 70	11 02
Newcastle.....	Northumberland.....	1,268	19,099 81	147 38	12,413 53	59 16
New Mills.....	Restigouche.....	164	2,018 40	15 76	466 59	5 17
Oromocto.....	Sunbury.....	73	1,731 95	11 82	2,516 96	7 45
Ossekeag.....	King's.....	317	5,124 21	37 39	2,134 11	14 34
Penobscuis.....	do.....	263	2,920 74	23 21	2,120 31	8 19
Petitcodiac.....	Westmoreland.....	915	25,676 80	153 44	9,198 21	68 57
Petit Rocher.....	Gloucester.....	236	5,431 07	33 60	1,670 00	14 02
*Portland.....	St. John.....	329	5,137 71	45 49	3,910 98	13 10
Richibucto.....	Kent.....	860	16,646 93	110 94	5,133 47	45 04
Richmond Corner.....	Carleton.....	64	685 60	5 87	582 71	1 88
River Charlo.....	Restigouche.....	71	1,389 97	8 89	293 60	3 62
River Louison.....	do.....	139	2,404 83	15 87	413 59	6 31
Rockland.....	Westmoreland.....	26	270 31	2 15	391 60	1 10
Rothsay.....	King's.....	92	1,154 17	10 16	1,079 79	3 67
St. Andrews.....	Charlotte.....	910	15,747 49	122 29	12,761 25	46 60
St. George.....	do.....	1,105	20,990 19	145 96	6,278 48	59 29
St. John.....	St. John.....	8,239	143,876 96	1,220 64	470,891 23	.....
St. Martin's.....	do.....	306	6,167 72	42 59	3,416 55	19 36
St. Stephen.....	Charlotte.....	1,681	20,146 74	167 28	25,973 47	57 80
Sackville.....	Westmoreland.....	1,645	19,568 33	158 79	26,885 17	58 19
Salisbury.....	do.....	526	5,695 79	45 32	2,713 17	16 14
Shediac.....	do.....	994	23,304 21	154 94	14,635 61	66 65
Sheffield.....	Sunbury.....	209	7,601 20	45 06	1,325 80	19 26
Shippigan.....	Gloucester.....	65	2,002 61	11 68	207 98	5 08
Springfield.....	King's.....	164	3,519 42	25 25	1,902 41	11 18
Stanley.....	York.....	161	1,785 60	12 66	448 81	5 00
Sussex Vale.....	King's.....	1,587	23,912 28	181 74	22,878 49	70 80
Tracadie.....	Gloucester.....	179	4,288 09	26 81	488 44	10 72
Upham.....	King's.....	23	571 03	3 97	513 02	2 01
Upper Gagetown.....	Queen's.....	143	2,631 05	18 34	675 15	7 21
Weldford.....	Kent.....	638	12,707 86	81 24	2,814 11	35 75
Welsford.....	Queen's.....	148	2,685 93	20 09	943 99	7 52
†Westmoreland Point.....	Westmoreland.....	54	1,060 93	8 42	547 69	3 00
Woodstock.....	Carleton.....	1,795	26,619 09	214 45	35,526 10	84 64
Total.....	.....	56,287	997,637 24	7,313 64	965,226 05	2,320 44

* Opened 1st October, 1887.

† Closed 31st March, 1888.

G. F. EVERETT,
Superintendent Money Order Branch.

J. C. STEWART,
Financial Comptroller.

PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 6.—Showing Money Order Offices in operation in the Year ended 30th June, 1888, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alberton	Prince.....	477	8,947 85	62 80	5,668 76	31 92
Charlottetown.....	Queen's	3,738	63,407 63	533 76	70,312 24	.....
Georgetown	King's	386	9,813 06	63 25	5,669 84	33 73
*Kensington.....	Prince.....	109	2,416 03	17 13	389 87	6 14
Mortagne Bridge.....	King's.....	557	14,977 92	97 96	6,216 02	46 50
Souris, East.....	do	411	6,593 81	49 32	6,182 70	27 73
Stanley Bridge.....	Queen's	104	2,061 34	14 39	2,337 46	6 84
Summerside	Prince.....	1,407	24,914 66	183 04	24,346 76	84 81
Tignish.....	do	94	1,837 77	12 58	655 99	5 35
Victoria	Queen's	166	4,923 07	32 45	1,038 84	13 50
Total.....	.....	7,449	139,893 04	1,066 68	122,818 48	256 52

PROVINCE OF MANITOBA.

Archibald	Selkirk	835	36,100 82	218 41	4,386 14	91 50
Birtle	Marquette	717	18,034 65	127 26	9,698 78	51 51
†Boissevain.....	Selkirk.....	298	13,669 09	79 17	5,052 06	34 69
Brandon	do	1,967	45,976 47	348 43	39,675 57	141 28
†Dominion City.....	Provencher.....	160	5,821 19	34 91	1,204 49	14 69
§East Selkirk.....	Lisgar.....	10	3 ⁰⁵ 02	1 91	319 39	83
*Elkhorn.....	Selkirk.....	218	5,997 96	40 00	3,313 96	18 13
Emerson.....	Provencher.....	956	24,768 29	165 83	6,132 17	66 38
Gladstone.....	Marquette	607	18,776 95	114 19	4,099 64	50 56
Minnedosa.....	do	1,069	24,424 61	170 97	11,043 45	68 22
Morden.....	Selkirk.....	943	23,784 73	160 39	10,700 15	61 77
Morris.....	Provencher.....	231	8,518 39	54 40	2,622 26	16 90
Neepawa.....	Marquette	1,101	40,389 65	241 39	6,675 50	103 55
Pilot Mound.....	Selkirk.....	542	19,035 28	127 06	7,076 44	49 26
Portage la Prairie	Marquette	1,923	46,009 83	333 04	19,102 17	120 64
Rapid City.....	do	457	30,570 18	183 36	7,160 89	83 06
Selkirk.....	Lisgar.....	441	10,876 18	76 12	2,660 06	29 79
Souris.....	Selkirk.....	493	16,206 28	105 56	3,421 65	41 53
Stonewall	Lisgar.....	337	6,693 87	51 86	4,539 54	19 33
Winnipeg.....	do	10,687	178,503 55	1,675 32	300,247 55	.....
Total.....	.....	24,392	574,462 99	4,309 67	149,131 86	1,063 62

* Opened 1st October, 1887.

† Opened 2nd July, 1887.

§ Closed 31st March, 1888.

J. C. STEWART,
Financial Comptroller.

G. F. EVERETT,
Superintendent Money Order Branch.

NORTH-WEST TERRITORIES.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1888, &c.

Name of Office.	Territory.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Broadview.....	Assiniboia.....	168	4,235 08	31 34	4,142 36	14 30
*Banff.....	Alberta.....	421	10,836 43	81 87	2,550 02	27 88
Calgary.....	do.....	2,296	44,956 69	383 55	24,733 22	126 09
Fort McLeod.....	do.....	976	23,329 72	177 02	4,790 60	61 06
Maple Creek.....	Assiniboia.....	241	8,602 29	53 43	2,472 76	21 60
Medicine Hat.....	do.....	970	37,779 86	249 20	4,125 60	96 03
Moose Jaw.....	do.....	284	9,204 57	62 77	4,710 86	24 57
Moosomin.....	do.....	586	17,010 61	116 85	11,030 32	49 80
Qu'Appelle.....	do.....	266	7,724 42	53 10	5,930 43	24 33
Qu'Appelle Station.....	do.....	279	6,533 40	57 44	2,819 87	18 53
Regina.....	do.....	1,387	29,563 25	223 41	15,973 78	82 67
Switt Current.....	do.....	216	4,175 99	36 33	689 47	11 14
*Whitewood Station.....	do.....	229	6,062 21	41 84	2,831 88	19 03
*Wolseley.....	do.....	83	1,701 22	14 11	1,161 86	5 10
Total.....		8,402	211,715 74	1,582 26	87,963 03	582 12

PROVINCE OF BRITISH COLUMBIA.

*Ashcroft Station.....	Yale.....	421	12,479 83	84 02	4,161 63	31 86
Barkerville.....	Cariboo.....	658	17,029 05	117 00	8,190 98	42 67
Cherninus.....	Vancouver.....	251	5,174 30	38 12	1,126 82	13 86
Chilliwack.....	New Westminster..	838	21,328 44	143 57	11,165 58	54 68
Clinton.....	Cariboo.....	520	14,328 49	99 66	4,198 27	36 22
Comox.....	Vancouver.....	444	9,116 83	67 93	3,770 87	15 41
*Hope.....	Yale.....	113	3,088 30	21 01	1,376 90	8 60
Kamloops.....	do.....	1,537	52,676 29	369 50	9,419 70	130 38
Ladner's Landing.....	New Westminster..	794	21,326 95	152 08	4,334 61	55 69
Lytton.....	Yale.....	352	16,664 19	100 14	1,472 98	41 77
Nanaimo.....	Vancouver.....	2,522	57,454 79	548 20	8,922 07	151 08
New Westminster.....	New Westminster..	3,820	85,630 91	679 42	44,555 27	226 80
Nicola Lake.....	Yale.....	238	6,184 44	43 68	1,796 17	15 77
North Saanich.....	Vancouver.....	109	1,625 34	14 11	487 25	4 06
Port Hammond.....	New Westminster..	251	3,079 22	32 08	2,369 33	9 30
*Quamichan.....	Victoria.....	262	2,064 07	22 56	580 97	5 60
Quesnelle.....	Cariboo.....	545	15,077 81	95 76	2,949 06	37 91
Soda Creek.....	do.....	213	7,824 53	49 24	1,642 11	19 90
Spence's Bridge.....	Yale.....	268	7,422 83	49 02	1,060 62	18 71
Sumas.....	New Westminster..	142	2,874 34	19 46	2,901 57	7 30
Vancouver.....	do.....	4,649	100,688 82	832 76	49,413 78	265 17
Victoria.....	Victoria.....	8,499	148,337 32	1,457 77	166,100 51	.....
Wellington.....	Vancouver.....	1,176	28,308 28	243 36	1,164 28	72 49
Yale.....	Yale.....	463	16,121 76	100 79	1,299 64	41 72
Total.....		29,085	656,507 13	5,381 24	334,460 97	1,306 15

* Opened 2nd July, 1887.

J. C. STEWART,
Financial Comptroller.

G. F. EVERETT,
Superintendent Money Order Branch.

REPORT No. 7.

SHOWING the Annual Cost of the Money Order System in the Dominion of Canada, specifying in detail the Disbursements for Salaries, &c., during the Year ended 30th June, 1888.

		\$	cts.
J. C. Stewart.....	Half of salary as Superintendent to 1st February, 1888, half being chargeable to Savings Bank Branch.....	816	66
G. F. Everett.....	Seven months' salary as Assistant Superintendent.....	1,341	62
do.....	Five do Superintendent.....	958	38
W. J. Barrett.....	Twelve months' salary as Clerk.....	1,650	00
J. P. Brophy.....	do do.....	1,400	00
R. J. Shaw.....	do do.....	1,400	00
S. S. Thorne.....	do do.....	1,300	00
D. D. McPherson.....	do do.....	1,300	00
W. J. Johnstone.....	do do.....	1,300	00
J. F. Wall.....	do do.....	1,200	00
W. Rowan.....	do do.....	1,150	00
M. K. Dunlevie.....	do do.....	1,000	00
A. W. Wall.....	do do.....	1,000	00
J. H. Spencer.....	do do.....	1,000	00
J. C. Beatty.....	do do.....	827	36
H. N. P. Chesley.....	Salary as Clerk from 1st May, 1888, to 30th June, 1888.....	133	40
F. M. S. Jenkins.....	Twelve months' salary as Clerk.....	650	00
F. H. F. Mercer.....	do do.....	650	00
F. E. S. Grout.....	do do.....	750	00
C. C. W. Lally.....	do do.....	850	00
T. E. Visser.....	do do.....	662	51
W. R. Hanley.....	do do.....	650	00
W. T. Wilson.....	do do.....	650	00
J. L. Olivier.....	do do.....	950	00
J. Mullin.....	do do.....	710	00
E. L. Learoyd.....	do do.....	587	50
G. H. Hayes.....	do do.....	550	00
J. M. Conroy.....	do do.....	537	50
G. L. Plunkett.....	do do.....	990	00
S. Short.....	do do.....	487	50
F. O. O. A. Seguin.....	do do.....	470	84
C. A. Meikle.....	do do.....	470	84
J. S. Hale.....	do do.....	700	00
J. G. Fortier.....	do do.....	462	50
J. C. Martin.....	do do.....	437	41
J. Buckley.....	Salary as Clerk from 19th July, 1887, to 30th June, 1888.....	477	78
E. J. Cousineau.....	Twelve months' salary as Clerk.....	410	97
M. Collins.....	One month's do.....	33	33
Thos. Borbridge.....	Salary as Clerk from 11th April, 1888, to 30th June, 1888.....	121	50
C. A. Clark.....	Twelve months' salary as Packer.....	500	00
A. Wheatley.....	do do.....	412	50
R. C. Garvin.....	do salary as Messenger.....	395	37
Pritchard & Mingard.....	Stamps, &c.....	76	15
E. Chanteloup.....	Repairing stamps, &c.....	2	00
G. P. O., London, G. B. ...	Lists of Money Order Offices in United Kingdom.....	2	86
New York "Journal of Commerce".....	Subscription from 15th Nov, 1887, to 31st Dec., 1888.....	16	88
Banks.....	Allowance for postage.....	310	14
Stationery.....	Per accounts of Stationery Office.....	319	43
The Burland Lithographic Co. (Limited).....	For photo-engraving, Money Order forms.....	6,019	50
Printing and binding.....	Per accounts of Queen's Printer.....	1,505	27
G. F. Everett.....	Travelling expenses.....	153	60
do.....	Differential salary during absence of J. C. Stewart.....	93	41
	Compensation paid to postmasters of Money Order offices.....	24,564	50
	Approximate cost of clerical force employed exclusively in Money Order duties in city post offices.....	18,000	00
	Total.....	\$83,309	21

REPORT No. 8.

SHOWING Losses sustained in conducting the Money Order System in the Dominion of Canada, during the Year ended 30th June, 1888.

	\$	cts.
Money Order funds stolen by burglars from the Post Office at Annapolis, N.S., 27th May, 1886.....	85	07
Money Order funds destroyed at burning of Vancouver Post Office, 13th June, 1886.....	300	00
Balance due by C. B. Kelly, late Postmaster at Shelburne, N.S., 18th Sept., 1886, not recovered.....	662	53
Balance due by Thos. Dale, late Postmaster at Portland, N.B., 23rd Feb., 1886, not recovered.....	257	85
Balance due by W. C. Pipes, late Postmaster at Albert, N.B., 1st June, 1887, not recovered.....	336	39
Money Order funds lost in transmission from Post Office at Grand Manan, N.B., to the St. Stephen's Bank, at St. Stephen, N.B., on 6th and 7th June, 1887.....	565	97
Money Order funds stolen by burglars from the Post Office at Hampton, Ont., 14th July, 1887.....	16	96
Money Order funds stolen by burglars from the Post Office at Mahone Bay, N.S., 19th July, 1887.....	182	30
Money Order funds stolen by burglars from the Post Office at Picton, Ont., 20th July, 1887.....	6	13
Money Order funds lost in transmission from Post Office Inspector, Barrie, Ont., to the Postmaster at Port Sydney, Ont., 30th Sept., 1887.....	5	00
Money Order funds stolen by burglars from the Post Office at Thorndale, Ont., 6th Nov., 1887.....	10	20
Money Order funds stolen by burglars from the Post Office at Bothwell, Ont., on 4th Feb., 1888.....	49	70
Money Order funds stolen by burglars from the Post Office at Edmundston, N.B., on 28th March, 1888.....	141	40
Balance due by Virginie Clément, late Postmistress at St. Paul's Bay, Que., 5th May, 1888, not recovered.....	482	60
Loss upon counterfeit and uncurrent Bank notes, received on Money Order account.....	10	75
Total.....	3,112	85

J. C. STEWART,
Financial Comptroller.

G. F. EVERETT,
Superintendent Money Order Branch.

**ANALYSIS of the Money Order Business of the Dominion of Canada, for
the Year ended 30th June, 1888.**

	No. of Orders.	\$ cts.	\$ cts.
Total amount of Money Orders issued in Ontario.....	340,404		5,422,294 47
do do Quebec.....	70,240		1,256,225 52
do do Nova Scotia.....	94,709		1,657,881 70
do do New Brunswick.....	56,287		997,637 24
do do P. E. Island.....	7,449		139,883 04
do do Manitoba.....	24,392		574,462 99
do do N. W. Territories.....	8,402		211,715 74
do do British Columbia.....	29,085		656,507 13
Total Money Orders issued.....	630,968		10,916,617 83
Total amount of Money Orders paid in Ontario.....		5,151,225 35	
do do Quebec.....		1,546,289 06	
do do Nova Scotia.....		1,587,908 71	
do do New Brunswick.....		965,226 05	
do do Prince Edward Island.....		122,818 48	
do do Manitoba.....		449,131 86	
do do North-West Territories.....		87,963 03	
do do British Columbia.....		334,460 97	
Total issues and payments.....			21,161,641 34
Savings Bank deposits received through Money Order Offices.....			7,722,330 00
do withdrawals paid do do.....			7,514,071 28
Total amount of business transacted.....			36,398,043 12
REVENUE ARISING FROM MONEY ORDER BUSINESS.			
Fees on Money Orders, receipts of Province of Ontario.....		42,389 95	
do do Quebec.....		10,866 77	
do do Nova Scotia.....		12,170 66	
do do New Brunswick.....		7,313 64	
do do Prince Edward Island.....		1,066 68	
do do Manitoba.....		4,309 67	
do do North-West Territories...		1,582 26	
do do British Columbia.....		5,381 24	
Profit in exchange on Money Order business with United Kingdom.....		435 71	
do do Germany.....		200 37	
do do Italy.....		484 41	
do do Switzerland.....		54 81	
do do Belgium.....		107 75	
do do France.....		393 67	
Balance of commission received from Newfoundland on Money Order business with that country.....		350 06	
Balance of commission received from Jamaica on Money Order business with that country.....		87 13	
Amount of void Money Orders, that is, Money Orders issued during the year ended 30th June, 1886, payment of which had not been claimed up to 30th June, 1887.....		2,055 07	
Sundry amounts received for duplicating and transferring Money Orders.		4 18	
			89,256 63
DEDUCT—			
Balance of commission paid United Kingdom on Money Order busi- ness with that country.....		3,147 44	
Balance of commission paid United States on Money Order business with that country.....		76 11	
Compensation paid to United States for services as intermediary in Money Order business between Canada and the Australasian Colonies.....		109 32	
(As this amount exceeds the commission received on Money Orders drawn on the Australasian Colonies by \$24.93, the Canadian Department loses the latter sum in Money Order transactions with the Australasian Colonies during the year.)			
Balance of commission paid Germany on Money Order business with that country.....		162 39	
Carried forward.....		3,495 26	89,256 03

ANALYSIS of the Money Order Business of the Dominion of Canada, for
the Year ended 30th June, 1888.—*Concluded.*

	\$ cts.	\$ cts.
Brought forward.....	3,495 26	89,256 03
Balance of commission paid Italy on Money Order business with that country.....	149 40	
Balance of commission paid Switzerland on Money Order business with that country.....	10 57	
Balance of commission paid Belgium on Money Order business with that country.....	17 50	
Balance of commission paid France on Money Order business with that country.....	67 10	
Cost of exchange on remittances to United States.....	134 82	
Loss in exchange on Money Order business with Jamaica.....	12 00	
		3,886 65
Gross Revenue.....		85,369 38
D<small>EDUCT</small>—		
Losses sustained in conducting Money Order business during the year ended 30th June, 1887, as published in the Postmaster- General's report to Parliament for that year, and now extin- guished.....	1,179 14	
Losses sustained in conducting Money Order business during the year ended 30th June, 1888, as published in the Postmaster- General's report to Parliament for that year, and now extin- guished.....	3,112 85	
		4,291 99
		*81,077 39
*Of this sum, Postmasters received as compensation (see page 22).....		24,564 56
Balance paid over to the Receiver-General.....		56,512 83
		81,077 56

J. C. STEWART,
Financial Comptroller.

G. F. EVERETT,
Superintendent Money Order Branch.

REPORT No 5.

REPORT of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

I.

REGISTERED LETTERS.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
1	Wm. Scott.....	West Quincey, Mass.	1887. July 5...	\$ 22 00	Mrs. Wm. Scott.....	Buctouche, N.B.	Stated not to have been received by the person addressed.	Trace of this letter having been lost at the Shediac Post Office, the Postmaster of that office was held responsible for its loss, and made good contents.	3
2	Stamp Branch, Post Office Department.	Ottawa.....	do 9...	Postage stamps. 2 00	The Postmaster....	Stoneham, Que...	do	Evidence taken in this case pointed to the conclusion that the letter disappeared in the Quebec Post Office. Contents made good by the clerk in the Quebec Post Office by whom it was received, he being unable to show what disposition he had made of it.	3
3	W. Suddaby	Bannockburn ...	do 9...	5 00	Mr. Lyman	Brockville	do	Trace of this letter having been lost at the Bannockburn Post Office, the Postmaster of that office made good contents.	3
4	Jas. Cunningham..	Thornton	do 11...	15 00	S. Trees & Co.....	Toronto	do	Stated to have been contained in a registered package made up by Hamilton and North-Western Railway Post Office for Toronto, on 11th July, 1887, but to have failed to reach the latter office.	2

5	.....	Newburgh.....	do	16...	2 00	Mrs. W. J. Welsh...	Pictou.....	9	The Pictou Post Office was entered by burglars on the night of the 20th July, 1887, and these letters robbed of their contents. The letters themselves were delivered to their respective owners.
6	W. J. Gracey	Deseronto	do	18...	20 28	Samuel Ellis.....	Black River Bridge. Pictou	3	This letter was duly received at the Montreal Post Office, and the clerk who should have delivered it, being unable to account for its disappearance, made good contents.
7	.....	Toronto ..	do	18...	1 00	Mrs. D. Vandusen...	do	9	D'Israeli Post Office entered by burglars on night of 15th August, 1887, and this letter robbed of its contents.
8	Mr. Wilson.....	Ormsby ..	do	19...	4 00	E. Hicks.	do	7	No evidence to account for the alleged discrepancy.
9	Chase Bros.....	Colborne ..	do	19...	4 00	Samuel Croft.....	do	3	Believed to have been stolen by a dishonest assistant in the Chester Basin Post Office, against whom, however, the evidence was not sufficient to warrant prosecution. Contents recovered.
10	.....	Montreal ..	do	19...	25 00	Mrs. John Carter...	do	3	Contained in through bag despatched from Toronto to Port Dover and Lake Huron Railway Post Office on 11th August, 1887, stated not to have reached the latter office. Contents made good by Postmaster of Woodstock, Ont., there being reason to believe that the letter disappeared at that office.
11	.....	Consecon.....	do	19...	10 00	Mrs. A. Conger.....	do	3	Contents made good by Postmaster, Spanish River, the mail in which this letter is stated to have been contained, not having been properly checked at his office.
12	T. M. Bell	Marmora ..	do	20...	31 42	Goodwin & Dingman.	do	3	Stated not to have been received by the persons addressed.
13	The Postmaster.....	Whitechurch, Ont.	do	22...	196 25	McLachlan Bros. & Co.	Montreal.....	3	Stated to have been received without contents.
14	Philomène Bourque	Webster, Mass...	Aug.	1...	10 00	Joseph Bourque.....	D'Israeli, Que.....	7	Only \$5 stated to have been received.
15	P. M. Galarneau & Co.	Montreal.....	do	5...	15 00	Mrs. C. F. Perrin.....	St. Ephrem d'Up-ton.	3	Stated not to have been received by the persons addressed.
16	Levi Oxner.....	Chester Basin, N.S.	do	—...	17 05	J. F. Blanchard & Co.	Truro, N.S....	3	.....
17	Mrs. B. Hutt.....	do ..	do	10...	8 00	Singer Sewing Machine Co.	Halifax, N.S....	3	.....
18	Wm. ..	Toronto.....	do	11...	25 00	F. H. Wood.....	Norwich, Ont.....	3	.....
19	J. C. Phipps.....	Manitowaning...	do	12...	24 00	J. B. Assimeve.....	Spanish River....	3	.....

REPORT No. 5.—1. Registered Letters.—Report of all cases occurring, within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
20	M. Hobart.....	Kingston.....	1887. Aug. 18...	\$ cis. Pair of eye-glasses.	G. S. Hobart.....	Calgary.....	Stated not to have been received by the persons addressed.	The Railway Mail Clerk between Moose Jaw and Calgary having failed to continue registration in this case, made good value of contents. The registered package in which these letters were despatched from Beaverton to Toronto on 19th August, 1887, is stated not to have reached the latter office. Enquiry unsuccessful.	3
21	James Galway.....	Beaverton.....	do 18...	2 06	J. Stevens & Son... }	Toronto..... }	do		2
22	D. McNab.....	do.....	do 19...	35 00	R. H. Gray.....	do.....			
23	C. Ridout.....	Sarnia.....	do 22...	9 00	Odette & Wherry... }	Windsor, Ont... }	Only \$4 stated to have been received.	No evidence to account for the alleged discrepancy.	7
24	Thomas Clancy....	Enterprise.....	do 23...	5 00	S. S. Guess.....	Yaker.....	Stated not to have been received by the person addressed.	The Postmaster of Enterprise failed to enter this letter on the Letter Bill of the mail from his office for Napanee and Tamworth Railway Post Office of 24th August, 1887, and accordingly made good contents.	
25	Joseph R. Smith...	Rowena.....	do 23...	10 00	Hillbourne & Jacobson.	Columbus, Ohio.	do	Evidence in this case pointed to the conclusion that the letter never left the Rowena Post Office. Contents made good by Postmaster of that office.	3
26	W. T. McCready...	Wapella, Assa...	Sept. 1...	5 00	Emma Jefferson.....	Milwaukee, Wis.	Stated not to have been received by the persons addressed.	Stated to have been despatched from Wapella to C. P. R. Mail Clerks, west of Winnipeg, going east, on 1st Sept., 1887, but no evidence of receipt by latter. Contents of letters	3
27	Mr. McMillan.....	do	do 1...	0 50	E. F. Stephenson...	Winnipeg, Man..			

28	A. Westover.....	Sutton Junction.	do	2...	47 63	Ransom, Forbes & Co.	Montreal.....	do	8	made good by two clerks in the Manitoba Inspector's Office, whose failure to check certain returns prevented prompt investigation of loss. The bag containing these letters was cut open at the Sutton Junction Railway Station by a man named Frederick Maeder, who abstracted the letters from the bag and appropriated their contents. Maeder was arrested, tried and sentenced to 5 years in penitentiary. \$53.13 was recovered from Maeder, and handed over to the senders of the letters.
29	do	do	do	2...	23 50	R. Miller & Son.....	do	do	2	Contained in registered package made up at Valleyfield for Montreal, 2nd Sept., 1887, which is stated not to have reached the latter office.
30	S. Fortier	Valleyfield	do	2...	2 00	T. H. Goodwin	New York	do	3	The Postmaster of St. Cyriac being unable to show what disposition was made of this letter, made good contents
31	C. Hill	do	do	2...	5 00	Mrs. G. T. Hill	Richmond, Que.	do	3	Trace of this letter was lost at the Yarker Post Office, and the Postmaster of that office made good contents accordingly.
32	Dr. Sutherland.....	do	do	2...	20 00	Evans Sons & Mas-son.	Montreal	do	3	Postmaster of Montefiore being unable to show how he disposed of this letter, made good contents.
33	J. A. Trovlier.....	do	do	2...	Ring.	H. Roman	do	do	10	Newbury Post Office destroyed by fire on 19th Sept., 1887, and this letter burnt.
34	P. J. McLaughlin..	do	do	2...	2 06	Geo. Carlsake	do	do	10	Gravenhurst Post Office destroyed by fire on the night of 22nd Sept., 1887, and these letters burnt.
35	H. J. Beemer.....	Quebec	do	2...	15 00	Mrs. E. Bouchard..	St. Cyriac.....	do	3	
36	Robert Peel.....	Leafield, Ont.....	do	6...	1 00	S. Mundell.....	Crow Bay, Ont..	do	3	
37	H. Shannon.....	Little Current...	do	17...	20 00	Joseph Wilson	Montefiore, Man..	do	3	
38	Charles McGuire ..	Chatham, Ont.....	do	19...	7 00	Mrs. Chas. McGuire	Newbury	do	10	
39	James Kerr.....	Gravenhurst.....	do	22...	50 00	J. Cleghorn & Son	Toronto	do	10	
40	Geo. P. Cockburn ..	do	do	22...	20 00	J. Bolster	do	do	10	
41	R. K. Johns	do	do	22...	brooches value	Mrs. B. Kimpton..	Holland City, Mich.	do	10	
42	Henry D. Hannah..	do	do	22...	7 00	Mrs. V. Black	Bewdley	do	10	
43	John Sharp.....	do	do	22...	3 00	Bank of Toronto..	Toronto	do	10	
					2 00					

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed	When Mailed.	Alleged Con- tents.	Address of Letter.		Evidence of Loss or Abstraction	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
44	E. A. Cole	Le Breton Flats...	1887. Sept. 24...	\$ 8 33	A. Wolverton.....	Woodstock, Ont.	Only 33c. stated to have been received.	No evidence to account for the alleged discrepancy.	7
45	J. R. Booth.....	Le Breton Flats...	do 23...	30 00	Dumas Durocher.....	Fort Coulonge...			
46	do	do	do 23...	29 13	Robt. Campbell.....	Nipissing			
47	Wm. Cook.....	do	do 24...	25 00	Bushnell & Co.....	Montreal			
48	Jno. Rourke.....	do	do 24...	21 00	Mrs. Jno Rourke.....	Aylmer, Que.			
49	Mr. Young.....	do	do 26...	20 00	W. Gamble.....	Ogdensburg, N.Y.			
50	Mr. Fleck.....	do	do 26...	1 00	C. A. Dewar.....	Chelsea			
51	N. Feldman.....	do	do 26...	12 00	A. Brodsky.....	Montreal			
52	Mrs. Flannery.....	do	do 26...	20 00	Patrick Flannery.....	Perth			
53	J. Marceau.....	do	do 26...	5 00	Mme. J. Marceau.....	St. Gervais.....			
54	J. T. Cheney.....	do	do 26...	10 00	John Newell.....	Eganville.....			
55	A. Hudson.....	do	do 26...	3 00	New Orleans Na- tional Bank.....	New Orleans.....			
56	W. Kipp.....	do	do 26...	17 41	W. Buck.....	Braunford.....			
57	do	do	do 26...	7 50	Rogers & King.....	Montreal.....			
58	do	do	do 26...	8 00	John Hamilton.....	do			
59	J. Branson.....	do	do 26...	5 00	Thos. Nichol.....	do			
60	George Feeley.....	do	do 26...	40 00	A. K. F. McAllen.....	do			
61	J. R. Booth.....	do	do 26...	7 25	Mrs. R. Campbell.....	Nipissing			
62	Wm. Manning.....	Chatham, Ont....	do 25...	5 00	Mrs. Geo. Manning Colborne.....	Colborne.....	do	Believed to have been stolen by a dishonest assistant in the Colborne Post Office, against whom, however, the evidence was not sufficient to warrant prosecution.	3
63	George Pitman.....	Port Rowan.....	do 26...	50 00	Copp Bros.....	Hamilton.....	Stated to have been received without contents.	These letters were robbed of their contents by some person unknown who cut open the mail bag in which they were contained, one despatched from Port Rowan to Simcoe on night of 27th Sept., 1887. The Postmaster of Port Rowan, having entrusted the mail bag in question to an	8
64	L. Biddle.....	do	do 26...	50 00	Federal Bank.....	Simcoe.....			

65	E. Curtis.....	Athlone, Ont.....	do	28...	8 00	Mrs. E. Curtis.....	Toronto.....	Stated not to have been received by the person addressed.	Unauthorized party, was held responsible and made good contents.	3
66	Robert Burbee.....	Clavering	do	29...	43 00	H. D. Cameron.....	Hamilton.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
67	P. O. Inspector.....	Barrie.....	do	30...	95 00	The Postmaster.....	Port Sydney.....	Only \$90 stated to have been received.	No evidence to account for the alleged discrepancy.	7
68	M. Laviolette.....	St. Benoit.....	Oct.	3...	6 00	Pierre Corbeil.....	Oka.....	Stated not to have been received by the persons addressed.	The Oka Post Office was entered by burglars on the night of the 8th October, 1887, and these letters stolen.	9
69	J. R. Booth.....	LeBretton Flats..	do	4...	10 00	Francis Majoki.....	do.....	do	do	2
70	Magloire Coulombe	Chlorydormes ...	do	5...	1 00	Bureau du Cultivateur.	Quebec.....	Stated to have been despatched from Chlorydormes in registered package for Ste. Anne des Monts, but to have failed to reach the latter office. Enquiry unsuccessful.	No evidence to account for the alleged discrepancy.	7
71	S. S. Armstrong....	Cranbourne.....	do	11...	25 00	Paquet & Plamondon.	St. Roch de Québec.	Stated to have been received without contents.	do	7
72	Mrs. Maloney.....	Montreal.....	do	17...	4 00	Rev. G. Johnson....	Chelsea, Que.....	do	do	7
73	Edward Waugh.....	Upper Peel, N.B.	do	18...	5 00	Union Foundry Co	Woodstock, N.B.	Stated not to have been received by the persons addressed.	The Postmaster of Upper Peel having failed to enter this letter on the Letter Bill of the mail from his office for Florenceville East, with which it should have been despatched, made good contents.	3
74	F. E. Mercier.....	Berthier (en bas)	do	28...	72 00	Edonard Mercier...	Ste. Victoire.....	Stated to have been received without contents.	The Victoriaville Post Office is stated to have been entered by burglars on the night of 29th Oct. 1887, and these letters robbed of their contents. The Postmaster of Victoriaville, not having taken sufficient precautions for the safe keeping of the letters, was held responsible for the loss, and made good contents.	8
75	Mrs. J. A. LeBlanc	St. Célestin.....	do	29...	40 00	H. H. Guay.....	Arthabaska Station.			
76	Ooté & St. Pierre	Three Rivers, Mass.	do	29...	10 00	Clément Côté.....	Ste. Victoire d'Arthabaska..			

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
			1887.	\$ cts.					
77	W. McFarlane.....	Toronto.....	Oct. 29...	12 50	H. Fraser.....	Havelock.....	Stated not to have been received by the person addressed.	Mis-delivered at the Havelock Post Office. Contents subsequently recovered from the party to whom the letter was mis-delivered, and handed to the rightful owner.	3
78	H. Leblanc.....	Dumoine.....	do 31...	12 00	Mrs T. Leblanc.....	Ottawa.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
79	James Lyttle.....	Sundridge.....	do 31...	5 00	Miss Mary Boyle..	Airrie.....	do	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
80	Mark Boylan.....	Chester Basin, N.S.	do —	17 50	J. R. Ayer Co.....	Sackville, N.B...	do	Believed to have been stolen by a dishonest assistant in the Chester Basin Post Office, against whom the evidence was insufficient to warrant prosecution. Contents recovered from the party suspected.	3
81	do	do	do	14 00	Hessian & Devine..	Halifax, N.S.....	Stated not to have been received by the person addressed.	do	do
82	do	do	do	9 00	Clayton & Sons.....	do	do	do	do
83	do	do	do	18 00	A. Keith & Son.....	do	do	do	do
84	Levi Oxner.....	do	do	31 30	Charlotte town Woollen Mills.	Charlottetown, P.E.I.	do	do	do
85	A. Merchant.....	Bookton.....	Nov. 2...	42 00	D. R. Foster.....	Waterford.....	Only \$37 stated to have been received.	No evidence to account for the alleged discrepancy.	7
86	Miss E. Masters.....	Parkdale.....	do 4...	2 26	James Ryther.....	Crossland.....	Only 25c. stated to have been received.	do	do
87	Mrs. Bulswiez.....	Winnipeg.....	do 4...	2 00	Zorph Bulswiez...	Beausejour, Man.	Stated not to have been received by the person addressed.	This letter was duly received at the Beausejour Post Office, where it is believed to have been stolen. The security afforded the letter whilst in the Beausejour office not having been satisfactory, the Post-master of that office made good contents.	8

88	Mr. Barnett.....	Easton's Corners	do	18...	7 00	London Mut'l Fire Insurance Co.	London, Ont.....	do	... Stated to have been included in a mail despatched from Ottawa to London on 19th Nov, 1887, which is alleged not to have been received at the London office. Contents made good by two clerks in the London Post Office, who failed to report non-receipt of mail in question.	3
89	Rev. M. S. Garon...	St. Giles.....	do	19...	26 00	Rev Mr. Du Sylva.	St. Isidore, Dorchester, Que.	do	... This letter was duly entered on the letter bill of the mail from St. Giles for Craig Road Station of 19th Nov., 1887; but no trace of the letter could be obtained beyond the latter office. The Postmaster of Craig Road Station made good contents accordingly.	3
90	F. M. Griffin.....	St. Thomas, Ont.	do	20...	9 59	G. L. Dickinson ...	Manotick.....	do	... Contained in registered package despatched by Grand Trunk Railway mail clerks (Montreal and Kingston) on night of 20th Nov, 1887, for Ottawa. Enquiry failed to establish where loss occurred.	3
91	M. Larmour.....	Rowena.....	do	21...	7 88	London Mut'l Fire Insurance Co.	London, Ont.....	do	... Only 88c. stated to have been received.	6
92	James Jessop.....	Newpo-t, Que ...	do	24...	40 00	J. B. F. Letellier...	Quebec.....	do	... Stated to have been received without contents.	7
93	Henri Trudel.....	Montreal.....	do	25...	7 00	O. Magnan	Chicouimi.....	do	... Only \$2 stated to have been received.	7
94	John Wilson.....	Meyersburg.....	do	26...	43 70	Patterson Bros. & Co.	Woodstock, Ont.	do	... Stated not to have been received by the persons addressed.	9
95	Thos. E. Pugh.....	Claremont.....	Dec. 1...		52 00	Thomas Dow	Whitby.....	do	... Stated not to have been received by the person addressed..	9
									... Evidence in this case pointed to the conclusion that the letter was tampered with at the Rowena Post Office, and the Postmaster of Rowena was accordingly held responsible, and made good contents. No evidence to account for the alleged discrepancy.	
									... Evidence in this case seemed to indicate that the letter disappeared in the Woodstock Post Office. Contents made good by Postmaster of that office. This letter was accidentally thrown into the fire with some waste paper at the Whitby Post Office. Contents made good by the Postmaster of Whitby.	

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

iii

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Comp.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
96	Patrick Hendron...	Coldwater	1887.	\$ 9 75	J. Cleghorn & Son	Toronto	} Stated not to have been received by the persons addressed.	} Contained in registered package stated to have been despatched from Coldwater Toronto on the 7th Dec., 1887, but to have failed to reach the latter office.	2
97	do	do	do 6...	10 69	Jas. Park & Son...	do			
98	J. Roberts	Fenella	do 6...	20 00	Joseph Roberts	Norwood	} do	} {The Norwood Post Office was entered by burglars on the night of the 9th Dec., 1887, and these letters stolen. No clue to the perpetrators of the robbery obtained.	9
99	Gilmour & Co	Trenton	do 7...	20 80	John Wright	Rush Point			
100	Singer Manuf. Co.	Peterboro'	do 8...	7 02	Joseph Fisher	Norwood			
101	W. H. Mullins	Norwood	do 9...	8 00	R. B. Stewart	do			
102	A. Ray	Lakefield	do 9...	17 25	Robt. McCracken.	do	} do	} Stated to have been contained in a registered package despatched from Blair in closed bag for Toronto on 7th Dec. 1887, which package is said not to have reached the Toronto office. Enquiry unsuccessful.	2
103	W. H. Clemens	Blair	do 7...	0 80	"Family Herald"	Montreal			
104	S. Porter	Mount Vernon ...	do 14...	12 00	Joseph W. Porter	Toronto	} Only \$7 stated to have been received. Only \$10 stated to have been received.	} No evidence to account for the alleged discrepancy. Evidence pointed to the conclusion that this abstraction had been committed at the Strathclair Post Office, and the Postmaster of that office accordingly made good the loss.	7
105	H. G. Irwin	Logoch, Man....	do 16...	15 00	A. G. Irwin	Strathclair, Man.			
106	J. E. Harris	Cheltenham, Ont	do 19...	100 14	Sutherland, Innes & Co.	Chatham, Ont...	do	} This letter was stolen from the mail bag between Cheltenham Post Office and the railway station by a youth of 15 years of age, named Wm. Smith,	8

34

107	Joseph Tessier.....	Dequen	do	21...	7 00	Jean Tessier	St. Laurent d Or- leans.	Only \$5 stated to have been received.	No evidence to account for the alleged discrepancy. do ...	7
108	Hon. C. A. P. Pel- letier.	Quebec.....	do	23...	19 50	Col. C. E. Panet... Ottawa	Ottawa	Only \$15.50 stated to have been received.	do	7
109	John Annear	Montague P. E. I.	do	28...	6 00	D. H. McDonald... Tracadie, P. E. I.	Tracadie, P. E. I.	Stated not to have been received by the person ad- dressed.	Evidence pointed to the con- clusion that this letter disap- peared at the Tracadie Cross Post Office, and the Post- master of that office made good contents accordingly.	3
110	Mrs. J. Dolton.....	East Templeton..	do	28...	3 60	John Dougall & Son Montreal	Montreal	Only \$2.75 stated to have been received.	Loss made good by Postmaster of East Templeton, it having been ascertained that the let- ter was improperly treated in the East Templeton Post office.	5
111	John Palmer.....	Wardville	do	29...	10 00	Wm. Woodbridge.. Colchester, Ont.	Colchester, Ont.	Stated to have been received without contents.	Evidence pointed to the con- clusion that this letter was tampered with at the Clachan Post Office. Loss made good by Postmaster of Clachan.	5
112	Bank of Montreal..	Brantford.....	do	30...	20 00	Bank of Montreal.. Ottawa.....	Ottawa.....	Stated not to have been received by the persons ad- dressed.	The loss of this letter being at- tributable to carelessness on the part of a Railway Mail Clerk, clerk on the C. P. Rail- way passing east between Mountain Grove and Ottawa on the 31st December 1887, the clerk in question was held responsible, and made good contents.	3
113	J. Disborne.....	King Lake.....	do	27...	0 15	"Household Com- panion," J. P. Thompson.....	New York.....	do	Stated to have been contained in registered package made up by G. T. K. might clerks going east on 1st January, 1888, for Ottawa, which is said not to have reached the latter office. Enquiry unsuc- cessful.	2
114	Mrs. J. Thompson..	Whitby.....	do	31...	14 00	J. P. Thompson..... B. C.	Spillamacheen, B. C.	do		

REPORT No. 5. — I. Registered Letters. — Report of all cases occurring within the Year ending 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidences of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation
					Name.	Place.			
115	Daniel McKeil.....	Hodson, N.S.....	1888. Jan. 3...	\$ cts. 1 00	"Herald and Star"	Montreal.....	Stated not to have been received by the persons addressed. Only \$5 stated to have been received. Stated to have been received without contents.	The Postmaster of Picton, N.S., having failed to continue registration in this case, made good contents. No evidence to account for the alleged discrepancy.	3
116	Archd. McRae.....	Tara.....	do 6...	10 00	James Coleman.....	Allenford.....	do	do	7
117	T. Micheson.....	Almonte.....	do 7..	15 00	Byron W. Loverin.	Greenbush, Ont.	do	do	7
118	W. Nightingale.....	Brussels, Ont.....	do 12...	28 35	Garside, McKellar & Co.	Toronto.....	Only \$4.25 stated to have been received.	do	7
119	Alexander Fraser..	Heathbell, N.S....	do 12...	1 00	Graham & Co.	Montreal.....	Stated not to have been received by the person addressed.	The Postmaster of Heathbell, having failed to enter this letter on the Letter Bill of the mail from his office with which it should have been despatched, made good contents.	3
120	Mr. Trevor.....	Detroit, Mich....	do 16...	10 00	Mrs. Wm. Turner..	Mount Pleasant, Cavan P. O., Ont.	do	This letter (intended for delivery at Mount Pleasant Post Office, Township of Cavan) was sent to the Cavan Post Office, and the Postmaster of that office, being unable to show how he disposed of it, made good contents.	3
121	John Pease.....	Cornish, Maine ..	do 16...	10 00	J. H. Johnson.....	Aylesford.....	do	The Annapolis, N.S., Post Office was entered by burglars on the night of 23rd Jan., 1888, and these letters stolen.	9
122	G. P. Chute.....	Lowell, Mass.....	do 18...	25 00	Joseph Chute.....	Hambourville.....	do	do	
123	Sadie Thorpe.....	Boston, Mass.....	do 18...	5 00	Mrs. D. G. White..	do	do	do	
124	George LeCain.....	do	do 18...	7 00	Addison LeCain..	Kentville.....	do	do	
125	Idella Maplebeck..	Charleston, Mass..	do 18...	5 00	Iem. Maplebeck..	Margaretville...	do	do	
126	Miss May Robinson	Boston, Mass.....	do 19...	8 00	Mrs. C. Robinson ..	Lakeville.....	do	do	
127	Mrs. W. J. Pearson	Kirkton.....	do 20...	0 25	G. A. Walton.....	Toronto.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7

129	W. J. Elric	Saranac Lodge, N.Y.	do	24...	1 00	...	...	...	...	These letters are believed to have been stolen from a mail bag despatched by Mail Clerks on Grand Trunk day train (Kingston and Toronto) for Woodstock on 27th Jan., 1884.
129	Jas. Devine.....	Sydney Mines, N.S.	do	24...	1 00	Rev. M. J. Brady	Woodstock, Ont.	Stated not to have been received by the person addressed.	...	On the arrival of this bag at Woodstock Post Office the Letter Bill and registered portion of the mail were missing, and the bag mutilated. Enquiry failed to discover how, or at what point, the bag had been tampered with.
129	A. McIntyre	do	do	24...	1 00	...	...	...	...	Believed to have been stolen by a dishonest assistant in the Chester Basin Post Office. Evidence insufficient to warrant prosecution. Contents recovered.
131	Miss Keating	Big Tracadie, N.S.	do	24...	1 00	...	...	...	...	Stated to have been contained in a mail despatched from Farran's Point to Montreal and Kingston Railway Post Office, going east, on 28th Jan., 1888, but to have failed to reach the latter office.
132	Mrs. F. MacKenzie.....	Fox River	dp	24...	1 00	...	...	...	...	Stated to have been contained in a mail despatched from Farran's Point to Montreal and Kingston Railway Post Office, going west, on 30th Jan., 1888, but to have failed to reach the latter office.
133	H. Henniger.....	Chester Basin, N.S.	do	25...	6 00	Rev. C. Goodspeed	St. John, N.B....	do	...	Stated to have been despatched by Canadian Pacific Railway, west of Winnipeg Railway Post Office, to Toronto, on the 31st Jan., 1888, but to have failed to reach the latter office. Enquiry unsuccessful. No evidence to account for the alleged discrepancy.
134	O. Baker	Oznsbruck Centre.	do	27...	1 00	"Globe" Printing Co.	Toronto	do	...	Bothwell Post Office entered by burglars on the night of the 4th Feb., 1888, and this letter stolen.
136	do	do	do	27...	0 75	J. Dougall & Son	Montreal	do	...	...
136	The Postmaster.....	Farran's Point...	do	28...	3 00	J. Harper.....	Cornwall	do	...	...
137	T. G. Poole.....	Woodland.....	do	28...	1 00	Rowse & Hutchison.	Toronto	do	...	...
138	John Doughty.....	Fort McLeod.....	do	28...	2 60	J. S. Pearce.....	London, Ont.....	do	...	...
139	Mrs. Harbottle.....	Commanda.....	do	28...	50 00	Mrs. G. C. Harbottle	Keady	Only \$45 stated to have been received. Only \$10 stated to have been received.	...	...
140	H. S. Dunlop	Chesterville	do	31...	25 00	Thos. G. Dunlop...	Spencerville.....	Stated not to have been received by the person addressed.	...	...
141	Maggie McDonald.....	Detroit, Mich.....	do	31...	4 00	Mrs. A. McDonald.	Bothwell.....	...	...	...

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reconciliation.
					Name.	Place.			
142	David Mahamy.....	Buffalo, N.Y.....	Feb. 1...	5 00	Mrs. Jane Washington.....	Windsor, Ont.....	Stated not to have been received by the person addressed.	This letter was erroneously delivered, at the Windsor Post Office, to Mr. James Washington, upon a written order which he alleged was given him by the addressee, but which proved to have been forged. Washington was arrested, tried, found guilty of felony and sentenced to 5 years in penitentiary. Contents made good by the clerk who delivered the letter to Washington.	3
143	N. J. McLeod.....	Matawacthan.....	do 2...	19 00	T. W. McQueen.....	Woodstock, Ont.	Only \$14 stated to have been received.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
144	A. Sauter.....	Forfar, Ont.....	do 4...	3 00	Omer Brown.....	Delta	Stated to have been received without contents	Evidence in this case pointed to the conclusion that the letter was tampered with at the Delta Post Office, and the Postmaster of that office accordingly made good the loss.	6
145	Mr. McKibbin.....	Millford	do 6...	5 00	W. P. Page.....	Toronto.....	do	No evidence to account for the alleged discrepancy.	7
146	Jules Bélair.....	St. Joseph du Lac	do 6...	25 00	Napoléon Bélair...	Ste. Agathe des Monts.	Stated to have been received without contents.	These abstractions were committed by J. L. Charron, a clerk employed by the Postmaster of St. Eustache, who was arrested, pleaded guilty and was sentenced to 5 years in the penitentiary. Losses made good, partly by Postmaster of St. Eustache and	6
147	Esdras Larose.....	St. Eustache.....	do 10..	100 00	J. H. Wilson.....	Montreal.....	Only \$80 stated to have been received.		
148	J. Payment.....	Grande Frenière	do 15...	25 00	F. J. Leclaire & Co.	do	Stated to have been received without contents.		

149	do	do	do	21...	28 00	J. H. Wilson.....	do	...	Only \$5.30 stated to have been received.	partly out of funds recovered from Charron.	7
150	W. Rutledge.....	Burnside, Man...	do	11...	6 00	W. H. Hooper.....	Brandon, Man...	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.		7
151	W. J. Hamlin.....	Allandale	do	15...	25 00	Alex. Mitchell.....	Toronto.....	Only \$21 stated to have been received.	do		7
152	Federal Bank.....	Winnipeg.	do	22...	150 00	P. Garnot.....	Batoche	Only \$100 stated to have been received.	This abstraction is believed to have been committed by an assistant in the Qu'Appelle Station Post Office, who fled the country.		6
153	J. M. Kimball.....	Delhi.....	do	29...	9 10	R. J. Doyle.....	Owen Sound.....	Only \$5.10 stated to have been received.	No evidence to account for the alleged discrepancy.		7
154	Stamp Branch, P. O. Department.	Ottawa.....	do	14...	4 00	The Postmaster....	Chester Grant...	Stated not to have been received by the persons addressed.	Believed to have been stolen by a dishonest assistant in the Chester Basin Post Office, against whom, however, the evidence was insufficient to warrant prosecution. Contents of letters recovered.		3
155	Eli Counteway.....	Chester Basin....	do	29...	1 62	T. B. Crosby.....	Yarmouth, N.S.				3
156	C. St. Onge.....	St. Onge, Ont....	Mar.	2...	24 10	La Banque du Peuple.	Montreal.....	do	Stated to have been contained in a mail despatched from St. Onge, via South Indian, on 2nd March, 1888, to Railway Post Office on Canada Atlantic Railway, but to have failed to reach the latter office.		2
157	Samuel Boddy.....	Farmersville.....	do	7...	40 00	Beal Bros.....	Ottawa.....	do	Stated to have been contained in registered package made up by Brockville and Kingston Mail Clerks, passing east, on the 8th March, 1888, for Ottawa. Enquiry failed to prove where loss occurred.		2
158	James Gordon	Caintown	do	8...	10 00	Samuel Rogers.....	do	do			2
159	Ella Sweinhammer	Chester Basin, N.S.	do	8...	19 30	J. L. Doyle.....	Bridgewater, N.S.	do	Believed to have been stolen by a dishonest assistant in the Chester Basin Post Office, against whom, however, the evidence was not sufficient to warrant prosecution. Contents of letters recovered.		3
160	John Hutt.....	do	do	8...	10 00	Miss J. Snyder.....	Midville Branch, N.S.	do			3

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ending 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
161	A. Lynott.....	Minneapolis, Minn.	1888, March 14...	\$ cts. 10 00	U. Lynott.....	Old Chelsea.....	Stated not to have been received by the persons addressed.	Stated to have been despatched in mail from Montreal to Ottawa on the 19th March, 1888, but to have failed to reach the latter office.	2
162	Adelard Maber.....	St. Guillaume d'Upton.	do 16...	100 00	Mackay Bros.....	Montreal.....	do	This letter was stolen from the St. Guillaume d'Upton Post Office by a lad of 13 years of age, named Ephrem Favreau. The greater portion of the contents were recovered from the boy, and the balance made good by the Postmaster of St. Guillaume d'Upton.	8
163	Mrs. Jane Gordon.	Parham, Ont.....	do 16...	11 00	R. Thompson.....	Harrowsmith.....	do	This letter was duly received at the Harrowsmith Post Office, but the Postmaster of that office, being unable to show how he had disposed of it, was held responsible for its disappearance, and made good contents.	3
164	Silas Charlton.....	Peabody, Mass....	do 15...	10 00	Jas. Stocumb.....	Port Lorne, N.S. }	do	The Port Lorne Post Office was entered by burglars on the 29th March, 1888, and these letters stolen.	9
165	Cromwell Banks...	Olneyville, R.I....	do 20...	30 00	Mrs. E. C. Banks.	do ... }	do		
166	Andrew Thomsen..	Bay City, Mich...	do 22...	10 00	Mrs. Andw. Thomson, care of A. Stewart.	Stratford, Ont....	do	This letter was duly received at the Stratford Post Office, but a conflict of testimony having arisen as to whether or not it was delivered to the addressee, the Postmaster of Stratford voluntarily made good the amount of the contents.	3

167	Mrs. Wm. Robinson Nipissing, Ont.	do	26...	\$5 00	Robert Chant.....	Delta	Only \$75 stated to have been received.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
168	John Lovering.....	Coldwater	do	8 00	John S. Pearce & Co.	London, Ont.....	Only \$1 stated to have been received.	No evidence to account for the alleged discrepancy.	7
169	Miss Campbell.....	Toronto	do	2 50	J. Williams.....	Shelburne	Only 50c. stated to have been received.	do	7
170	Mrs R. Hewett.....	Midland	do	5 00	Mrs. James Riddell	Thornton.....	Stated to have been received without contents.	do	7
171	R. Matheson.....	Belgrave	April 4...	10 00	Robert Spring.....	Auburn, Ont.....	Only \$5 stated to have been received.	Evidence in this case pointed to the conclusion that the letter had been tampered with by a clerk in the employ of the Assistant Postmaster of Belgrave, who was subsequently ascertained to have been dishonest. Loss made good by the Assistant Postmaster of Belgrave.	5
172	Dr. Sayer	Perato	do	25 00	John Nizen.....	Redwood, Ont...	Only \$15 stated to have been received.	No evidence to account for the alleged discrepancy.	7
173	Joseph Bacon.....	St. Louis de Ha! Ha!	do	45 00	Pelletier, Fils & Co.	Rivière du Loup.	Stated not to have been received by the persons addressed.	Contained in registered package stated to have been despatched from St. Louis de Ha! Ha! to River du Loup on 8th April, 1888, but to have failed to reach the latter office.	2
174	James Blaney.....	Nipissing.....	do	5 25	Miss Elizabeth Fisher.	Walkerton	Only 25c. stated to have been received.	No evidence to account for the alleged discrepancy.	7
175	P. O. Inspector.....	Barrie.....	do	25 00	The Postmaster.....	Oakwood, Ont...	Stated not to have been received by the person addressed.	Stolen by a brakeman, named James Fagan, on the Whitby and Port Perry Railway from postal car on that road under charge of Mail Clerk Thos. McCormick. Contents made good by relatives of Fagan. Evidence not of a nature to warrant prosecution.	8
176	H. W. Richardson.....	Waukegan.....	do	45 93	London and Lancashire Life Assurance Co.	Montreal.....	Only \$30.92 stated to have been received.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
177	Mrs. J. Martin.....	Montreal	1888. April 28...	\$ cts. 1 00	Ed. Cloutier.....	St. Roch de Québec.	Stated not to have been received by the person addressed.	Stated to have been despatched from Montreal to Québec in mail of 28th April, 1888. The clerk in the Québec Post Office who checked the Letter Bill of this mail, having failed to report the absence of the letter, which was entered on the Letter Bill, was held responsible for the loss of the letter and made good the amount of its contents.	3
178	A. B. Maston	Quyon.....	May 7...	25 00	W. D. Sawyer & Co	Hamilton	Only \$15 stated to have been received.	Still under investigation.	11
179	Allan Grey	Uxbridge.	do 10...	26 75	W. E. Yarnolds....	Port Perry.....	Stated not to have been received by the person addressed.	Stolen by a brakeman on the Whitby and Port Perry Railway, named James Fagan, from postal car on that road. Contents made good by Fagan's relations. Evidence not of a nature to warrant prosecution.	8
180	M. Tanner.....	Broadview, N.W.T.	do 11...	10 00	Wm. Tanner.....	Melbourne, Ont..	Stated to have been received without contents.	Contents made good by the Postmaster of Broadview, N.W.T., the evidence in the case pointing to the conclusion that the abstraction had been committed at the Broadview Post Office.	5
181	W. H. Fleury	Aurora, Ont.....	do 14...	37 00	Deputy Superintendent of Indian Affairs	Ottawa	Only \$32 stated to have been received.	No evidence to account for the alleged discrepancy.	7
182	Thomas Logan.....	Portage la Prairie. Ris.	do 15...	20 00	W. P. Page.....	Toronto	Only \$10 stated to have been received.	do do	7

183	Ansel. Desrochers. / St. Flavien	do	21...	33 13	Dr. E. J. Morin.....	Quebec	Stated not to have been received by the person addressed.	This letter was duly recorded as registered in the books of the St. Flavien Post Office, but there being no evidence to show that it was despatched from that office, the Postmaster made good contents.	3
184	Lothouse & Beck..	Gelert, Ont.....	do	23...	Ontario	Worsted	Only \$37.16 stated to have been received.	Still under investigation.	11
185	Eugène Presseau ..	Montreal	do	22...	Dame Jos. Lalonde	Fournierville, O.	Stated not to have been received by the person addressed.	This letter was traced as far as the Maxville Post Office, from which office it is stated to have been despatched to the Four-nier Post Office, but to have failed to reach the latter office.	4
186	M. Martin.....	Lorne, Que.....	do	22...	Mrs. J. R. Hirtwin..	Melbourne, Que.	Stated to have been received without contents.	Abstracted by a dishonest assistant in the Melbourne Post Office. Loss made good by Postmaster of Melbourne. (See case No. 190, class I.)	5
187	D. McDougall.....	Millward, Alta....	do	25...	Limoges & DeJournal.	Cochrane, Alta..	Only \$35 stated to have been received.	No evidence to account for the alleged discrepancy.	7
188	Mrs. Bridgeman....	Montreal	June 14...	5 00	Miss Alice Harwood.	Woodstock, Ont.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
189	W. F. Payne.....	Guelph.....	do	18...	J. A. Boulanger....	London, Ont.....	Only \$2 stated to have been received.	do	7
190	Narcisse Etienne...	Wheatland, Que. do	do	18...	Mrs. W. Hardy.....	Melbourne, Que.	Stated not to have been received by the person addressed.	Believed to have been stolen by a dishonest assistant in the Melbourne Post Office, who was arrested, but subsequently succeeded in escaping from the constable who arrested him. Contents made good by Postmaster of Melbourne.	5
191	Dame G. Spenard..	Arthabaskaville. do	do	27...	G. Paquet.....	St. Roch de Québec.	do	These two registered letters, together with three others containing no value, were contained in a mail bag despatched from Arthabaskaville to the Quebec and Richmond Railway Mail Clerks on the night of 27th June, 1888, stolen whilst under the charge of the courier on the said route. Contents made good by the contractor for the Arthabaskaville and Victoria-ville Station service.	8
192	G. Gendreau.....	do	do	27...	J. Ross & Co.....	Quebec.....	do		

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
183	Judge Flamondon...	Arthabaskaville	1888. June 27 ...	\$ cts 5 00	R. Flamondon.....	Montmagny.....	Stated not to have been received by the person addressed.	This registered letter, and one other containing no value, were contained in a mail bag made up at Arthabaskaville for Quebec and Richmond Railway Mail Clerks on night of 28th June, 1888, stolen from the postal car near the Arthabaskaville Railway Station the same night. No clue to perpetrator of theft.	9
184	Jacques Léonard.....	Hull.....	do 29...	29 36	Joseph Sénécal.....	Plantagenet.....	do	Evidence taken in the case gave strong reason for the belief that the safe of the Plantagenet Post Office was left unlocked on the night in question, thereby affording opportunity for the theft, and the Postmaster of Plantagenet, recognizing his responsibility in the matter, made good the losses.	8
185	A. J. Routh.....	Ottawa.....	do 29...	Gold ring, value \$12.	Miss Victoria Duchêne.	do			
186	The Postmaster.....	Plantagenet.....	do 36...	97 03	} Bank of Montreal,	Ottawa.....	do		
197	do	do	do 30...	132 80					

REPORT No. 5.—Continued.

II.

UNREGISTERED LETTERS.

Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Copy.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reconciliation.
					Name.	Place.			
1	Mrs. T. Southcott	Barrie	July 4...	2 90	Maggie Mooney	Lindsay	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
2	J. Aubin	Montreal	do 7...	10 00	Joseph Aubin	St. Antoine de Tilly.	do	do	...
3	Joseph Love	Kingston	do 8...	2 00	Mrs. Mary J. Love	Harrowsmith	do	do	...
4	Alex. Mills	North Bay	do 10...	7 00	Mrs. A. Mills	Toronto	do	do	...
5	C. M. Blakely	Montreal	do 11...	10 00	Mrs. Blakely	Métis, Que.	do	do	...
6	T. A. Vanbridget	Plantagenet	do 11...	24 00	A. S. Woodburn	Ottawa	do	do	...
7	P. H. Selwyn	Brandon, Man.	do 12...	8 00	Mrs P. H. Selwyn	Montreal	do	do	...
8	J. Lamothe	Three Rivers	do 13...	59 55	L. Chaput, Fils & Cie.	do	do	do	...
9	Miss Hodgins	Shawville	do 13...	5 00	Mrs. C. B. Taggart	Ottawa	do	do	...
10	J. Craig & Co	Trenton	do 13...	30 00	J. O. Gardiner & Kingstone Co	Kingston	do	do	...
11	H. Dérome	Quebec	do 13...	20 00	R. W. Sharp	Summerside P.E.I.	do	do	...
12	R. J. P. Smitheman	Rankin	do 14...	3 00	A. Anderson	Ottawa	do	do	...
13	U. St. Orge	Valleyfield	do 16...	12 00	Gebhardt & Berthiaume	Montreal	do	do	...
							Believed to have been stolen by Letter Carrier Antoine Achim, of the Montreal Post Office. See Case No. 245, Class II.		4

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

iii

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	* Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Re-creation.
					Name.	Place.			
14	Miss Jessie Gamble	Toronto	1887. July 19...	\$ cts. 7 00	Mrs. R. Gamble.....	St. Roch de Qué- bec.	Stated not to have been received by person addressed.	No trace, owing to want of registration.	
15	E. J. Smith	Ottawa	do	7 00	P. Smith	Kingston	do	do	
16	Eloi Dufour	Montreal	do	12 00	Eloi Dufour	Isle aux Coudres	do	do	
17	Mr. Littlehales	Barrie	do	2 00	Notman Pad Co.	Toronto	do	do	
18	Beall, Ross & Co.	Montreal	do	1 87	Stroud Bros	Ottawa	do	do	
19	Mrs. R. S. Mowat	Elkhorn, Man.	do	4 00	Mrs. Geo. Mowat	Kingston	do	do	
20	Madame Valin	Montreal	do	2 00	Delphine Bernier	St. Lambert	do	do	
21	T. M. Wait	Pictou	do	14 00	McKelvey & Birch	Kingston	do	do	
22	McCarthy, Peples & McCarthy	Barrie	do	20 00	Geo. S. Hawkins	Thompsonville	do	do	
23	H. H. Date	Montreal	do	4 00	Miss Distin	Toronto	do	do	
24	John Coone	Manilla	do	30 00	Sloan & Mason	do	do	do	
25	Mme. G. Laverrière	Montreal	do	3 00	Wm. Binette	Thurso	do	do	
26	F. Blanchard	do	do	6 00	Mme. E. Lachapelle	L'Assomption	do	do	
27	Thomas Larouche	do	do	7 00	Thos. Larouche	Baie St. Paul	do	do	
28	M. A. Anderson	Ottawa	Aug. 1...	5 00	Mrs. M. A. Anderson	Peterboro'	do	do	
29	Geo. Guigère	Montreal	do	10 00	Mme. Geo. Guigère	Ste. Marie, Beauce	do	do	
30	Mrs. J. P. Cockburn	Marville	do	5 00	Miss A. McGee	Ottawa	do	do	
31	Hugh Inns	Mull	do	16 24	Smith & Duck	Windsor	do	do	
32	D. C. Wilkinson	Toronto	do	2 00	S. E. Lefebvre	Montreal	do	do	
33	Thos. Stock	Montreal	do	5 00	Mrs. T. Stock	Sillery Cove	do	do	
34	Jos. Rocheleau	Montreal	do	6 00	M. J. Rocheleau	Cap de la Made- leine	do	do	1
35	Jos. Hamilton	Embro	do	1 00	"Evening Globe"	Toronto	do	do	
36	J. Owens	Toronto	do	33 00	Fannie Turner	Rosseau	do	do	
37	Jas. Whitson	St. Mary's	do	7 00	Miss J. Whitson	Toronto	do	do	
38	Mme. Lizotte	Montreal	do	2 00	Mme. Malo	Ottawa	do	do	
39	Regina Barré	St. John Baptiste de Montreal	do	3 00	Dlle Louise Trudel	Ste. Genevieve de Batiscan	do	do	
40	H. M. Goodchild	Montreal	do	4 00	Mrs. H. M. Good- child	Ottawa	do	do	

REPORT No. 5.—II. Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation
					Name.	Place.			
73	A. Roy.....	Levis.....	1887. Sept. 7...	\$ cts. 5 00	A. Couture.....	Hull.....	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
74	Mrs. White.....	Tweed Railway Station. Montreal.....	do	7 00	Dr. Sparks.....	Kingston.....	do	do	..
75	Mrs. Wellstead.....	do	do	4 50	Geo. Welland.....	North Nation Mills.	do	do	..
76	Mme. A. Gingras.....	do	do	3 00	Chas. Dusault.....	Ecureuils, Que...	do	do	..
77	Jos. Mitchellree.....	London, Ont.....	do	5 00	Mrs. J. Mitchellree.	Musselburg.....	do	do	..
78	Napoleon Jallet.....	St. J. Bre. de Montreal.	do	1 10	Louis Monty.....	Ottawa.....	do	do	..
79	J. B. Grenier.....	Montreal.....	do	10 00	Mme. J. B. Grenier	Beaumont.....	do	do	..
80	W. G. Pelton.....	Kemptville.....	do	10 00	Maud Olmstead....	Cumming's Bridge.	do	do	..
81	O. Labie.....	Hamilton.....	do	3 00	Mrs. B. Labie.....	Rimmond, Ont.	do	do	..
82	S. J. Carroll.....	do	do	10 00	A. M. Foster.....	Palmerston.....	do	do	..
83	John Hodgson.....	Bayrton.....	do	9 77	Queen City Oil Co.	Toronto.....	do	do	..
84	Rev. O. Berubé.....	L'Orignal.....	do	25 00	Rev. Z. O. Ronthier	Ottawa.....	do	do	..
85	Ida Miller.....	Napanee Mills...	do	3 00	Mrs. W. B. Tucker	Minden.....	do	do	..
86	Thomas Ching.....	Toronto.....	do	5 00	Miss H. Carley....	Williamsville....	do	do	..
87	P. Paquet.....	Montreal.....	do	4 00	Delphine Paquet...	St. Romuald.....	do	do	..
88	A. Plante.....	do	do	8 00	Adolard Plante....	Hull.....	do	do	..
89	J. M. Ferrier.....	Richmond, Ont...	do	8 00	Benny, McPherson & Co.	Montreal.....	do	do	..
90	Mme. J. Plante.....	Montreal.....	do	9 00	Jean Villeneuve....	St. Roch de Qué- bec.	do	do	..
91	John Fuller.....	do	do	4 18	Mrs. John Alexan- der.	Sandy Beach.....	do	do	..
92	Imperial Bank.....	Woodstock.....	do	1 64	Bank of Ottawa....	Arnprior.....	do	do	..
93	F. Chouinard.....	St. Aubert.....	do	2 00	Mlle. M. Roy.....	Quebec.....	do	do	..
94	Thos. Deacon.....	Pembroke.....	do	2 00	Rowell & Hutchi- son.	Toronto.....	do	do	..
95	Miss Lizzie Elson....	Toronto.....	do	6 00	Miss E. Elson.....	Orms town, Que...	do	do	..
96	Joseph Lizotte.....	Montreal.....	do	6 00	Omer Lizotte.....	Sté Anne, Ka- mouraska.	do	do	..

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class of Reclamation.
					Name.	Place.			
131	Geo. Bremner.....	White Lake.....	1887. Oct. 20...	\$ 1 53	W. H. Billing.....	Toronto	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	
132	J. O. Rielly.....	Almonte	do 21...	1 00	P. Boyle.....	do	do	do	
133	A. W. Austin.....	Winnipeg	do 21...	50 00	Mrs. A. W. Austin	do	do	do	
134	A. Shaver.....	Port Dover.....	do 24...	25 00	G. G. Shaw	Victoria	do	do	
135	Miss I. A. Rose.....	Summerstowna	do 25...	11 00	Mrs. Jos. Fortier..	Montreal	do	do	
136	Mrs M. A. Farmer.	Montreal	do 25...	2 00	J. J. Farmer.....	St. Vincent de Paul.	do	do	1
137	Napoléon Renaud..	Hochelega.....	do 25...	10 00	Napoléon Renaud..	St. Sauveur de Québec.	do	do	
138	E. F. Wurtele.....	Quebec.....	do 26...	1 00	H. F. Hitcheson....	Belleville.....	do	do	
139	T. A. Jackson.....	Walkerton.....	do 26...	1 00	Brit. Am. Pub. Co.	Toronto	do	do	
140	Madame Sylvestre..	Montreal.....	do 28...	12 00	Gaillaume Renaud	Côte St. George.	do	do	
141	Stanley Boyes.....	Chatham, Ont....	do 29...	2 00	Lottie Boyes.....	Windsor, Ont....	do	do	
142	Jacques Godbout...	Asbestos.....	do 31...	15 00	A. A. Wilson.....	Montreal	do	do	4
143	Miss J. Clark.....	Montreal.....	do 31...	3 00	Miss E. Clark.....	Ottawa.....	do	No trace, owing to want of registration.	
144	S. R. Barnsley.....	Pleasant Forks...	do	2 00	"Weekly Call".....	Winnipeg	do	do	
145	Miss Lawrence.....	Pembroke.....	Nov. 1...	10 00	John S. Lawrence..	Hamilton.....	do	do	
146	A. E. Erskine.....	McLaren's Depot	do 1...	10 00	Miss A. E. Erskine	Hull	do	do	1
147	Mrs. McNeil.....	Toronto (Street Letter Box.)	do 1...	3 00	Jas. Thompson....	Dracon.....	do	do	
148	F. H. Davidson.....	Trenton	do 2...	2 00	The Ontario Bank..	Port Perry	do	do	

149	Georgiana Tremblay	Montreal	do	5	5 00	Noël Tremblay	Kamouraska	do	do
150	W. R. Griffith	Chapleau Railway Station	do	7	17 00	Mrs. E. Griffith	Perth	do	do
151	Mrs. H. A. French	Almonte	do	8	5 00	Miss Annie Pegan	Toronto	do	do
152	Mrs. Bregan	Kingston	do	8	6 00	Mrs. John Doyle	Chaudière Station	do	do
153	Jesse Wicks	Minden	do	10	10 00	Mrs. Jesse Wicks	Seagrave	do	do
154	Dr. Geo. Hodgins	Toronto	do	10	1 05	Weekly Gazette	Montreal	do	do
155	Hilaire Grenier	Hochelega	do	14	5 00	Elic Marcoux	St. Roch de Québec	do	do
156	G. Selwood	Pembroke	do	16	5 00	Harry Gummer	Guelph	do	do
157	Rev. Sœur St. Barthelemy	Pointe aux Trembles Co. Portneuf	do	18	12 15	Rev. Sœur Ste. Adélaïde	St. Roch de Québec	do	do
158	H. J. Parliament	Pakenham Railway Station	do	21	5 00	Miss S. M. Parliament	Colborne	do	do
159	E. McQueen	Petrolas	do	21	10 00	A. Jardine & Co.	Toronto	do	do
160	Wm. Auld	Watford	do	22	25 00	John C. Auld	do	do	do
161	Major Salt	Parkdale	do	22	10 00	Stanley Spillet	Nantye	do	do
162	John Kerr	St. Stephen, N.B.	do	24	10 00	Mrs. John Kerr	St. John, N.B.	do	do
163	John Macklin	Winnipeg	do	27	5 00	Mrs. J. Macklin	Toronto	do	do
164	W. B. Way	Chalk River	do	28	10 00	Mrs. J. H. Way	Whitby	do	do
165	Joseph Girard	Montreal	do	29	10 00	Mme. Louis Gagné	Grande Baie	do	do
166	Lilly McDonald	Meaford	do	30	4 00	Mrs. R. F. Chapman	Warton	do	do
167	Richard Gourlay	Caledonia	Dec. 2	2	1 00	N. Kent	Toronto	do	do
168	G. Patterson	Winnipeg	do	3	5 00	Mrs. Patterson	Walkerville	do	do
169	W. Ryan	Toronto	do	3	10 00	A. Coté & Co.	Ste. Flavie, Que.	do	do
170	R. Walker & Sons	Toronto	do	5	2 00	E. Drinkwater	Warton	do	do
171	Rev. D. Deacon	Stratford	do	5	6 00	Rowsell & Hutchinson	Toronto	do	do
172	Mme. J. Saucier	Montreal	do	7	20 00	Joseph Saucier	Pont de Maskinonge	do	do
173	Vilda Perron	do	do	8	20 00	Toussaint Auclair	St. Liboire	do	do
174	J. Shanley	London, Ont.	do	8	2 00	Mrs. C. Allen	St. Thomas, Ont.	do	do
175	Geo. J. Troop	Halifax	do	10	5 00	The Globe	Toronto	do	do
176	G. E. McDougall	North Lancaster	do	15	4 00	R. White	Montreal	do	do
177	Mrs. J. Hill	Montreal	do	16	6 00	Roland Hill	Pendleton	do	do
178	J. Lane	Quebec	do	19	4 00	Miss M. H. Lane	Ottawa	do	do
179	J. A. Germain	Sorel	do	19	7 87	Eugén & Pelletier	Montreal	do	do

Baliered to have been stolen by Letter Carrier Antoine Achim of the Montreal Post Office. See case No. 246, Class II.

REPORT No. 5.—II. Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
180	Oscar Olmstead.....	Sault Ste. Marie..	1887. Dec. 19...	\$ cis. 10 00	Mrs. Oscar Olm- stead.	Collingwood.....	Stated not to have been received by the person address- ed.	No trace owing to want of re- gistration.	1
181	J. A. McLellan.....	Broadview	do 20...	5 00	Miss M. Gill	Brockville	do	do	1
182	G. M. Roger.....	Peterboro'	do 23...	5 00	E. Walker.....	Toronto.....	do	do	1
183	Mrs. McLellan.....	do	do 23...	5 00	Miss McLeilan	do	do	do	1
184	Alfred Jepson.....	do	do 23...	3 00	Mrs. Jepson.....	do	do	do	1
185	J. D. Dunn.....	Windsor.....	do 23...	5 00	Miss Mayze.....	Chatham, Ont... Brechin.....	do	do	1
186	Mrs. Stewart.....	Haliburton	do 23...	4 00	Miss Stewart.....	do	do	do	1
187	D. C. Macarow.....	Montreal.....	do 23...	4 00	Mrs. Macarow.....	Kingston.....	do	do	1
188	M. C. Tessier & Co. Ste. Clothilde d'Arthabaska.	do	do 26...	2 15	Beauchamp, Pi- geon & Co.	Montreal.....	do	do	1
189	Xavier Bernier.....	St. Hyacinthe....	do 26...	2 00	Turner, St. Pierre & Co.	do	do	Believed to have been stolen by Letter Carrier Antoine Achim, of the Montreal Post Office. See case No. 246, Class II.	4
190	C. H. Binks & Co.	Montreal.....	do 27...	12 00	Caledonia Ins. Co.	do	do	No trace owing to want of re- gistration.	1
191	T. W. Des Brisay ..	Bathurst, N.B....	do 27...	6 51	Mrs. T. V. Thurgar Goldie & McCul- lough.	Portland, N.B... Gait.....	do	do	1
192	J. W. Higginson...	Hawkesbury.....	do 30...	83 00	do	do	do	do	1
193	Rev. Sœur Marie St. St. Regis.	St. Gervais.....	do 30...	15 00	Rev. Sœur St. Cy- rille.	Sillery.....	do	do	1
194	J. Jones.....	Quebec.....	do 21...	1 00	Rev. C. H. Mock- ridge.	Hamilton.....	do	do	1
195	Mrs. G. Gilmour.....	Joliette.....	do 31...	3 00	Jno. Dougall & Son	Montreal.....	do	do	1
196	Miss Daisy Mason...	Brockville.....	do	2 00	Miss Kane.....	Kingston.....	do	do	1
197	Sarah McPhee.....	Montreal.....	do 2...	1 00	Miss M. McAulay	Ottawa	do	do	1
198	Messrs. Wood Bros.	Kingston	Jan. 4...	6 75	L. Black & Co	Windsor	do	do	1
199	E. Cox.....	Toronto	do 4...	14 00	Guy & Husband.....	Guelph.....	do	do	1
200	Miss M. Kane.....	Pembroke	do 2...	5 00	Miss L. Kane.....	Perrth.....	do	do	1
201	Mrs. Tomlinson.....	Toronto	do 6...	4 00	Mrs. Muckstow.....	Gordon	do	do	1

202	John Wafer.....	Kingston.....	do	7	24	E. W. Jackson.....	Gananoque.....	do	do	1
203	E. B. Brown.....	Brownsville.....	do	7	2 00	"Globe" Printing Co.	Toronto.....	do	do	1
204	Jas. Holland.....	Pictou.....	do	8	3 00	Mrs. Jas. Holland.....	Portsmouth.....	do	do	1
205	C. W. Pearson.....	Montreal.....	do	9	3 00	"Evangelical Churchman."	Toronto.....	do	do	1
206	Jaffray & Ryan.....	Toronto.....	do	9	1 00	J. B. Reid.....	Lefroy.....	do	do	7
This letter, being No evidence to account for the short paid, was sent by the Toronto Post Office to the Dead Letter Office, and thence returned to the writer. When opened at the Dead Letter Office, the letter contained no money.										
207	Mrs. B. Lockwell.....	Laval.....	do	10	4 00	Seur Ste. Nom de Jesus.	St. Romuald.....	do	No trace, owing to want of registration.	1
Stated not to have been received by the person addressed.										
208	John Prescott.....	Liverpool, N.S.....	do	10	10 00	Mrs. John Prescott	Dartmouth, N.S.....	do	do	1
209	Jas. Robertson.....	Almonte.....	do	11	0 25	Robt. Miller & Sons	Montreal.....	do	do	1
210	Miss A. McConnell.....	Toronto.....	do	12	7 00	Miss A. E. McConnell.	Bardville, Ont.....	do	do	1
211	J. H. Ryan.....	Montreal.....	do	13	6 00	Matthew Elliott.....	Kingston.....	do	do	1
212	Robt. E. Starr.....	Waterloo.....	do	17	50 00	Samuel Starr.....	Glen Allan.....	do	do	1
213	H. Bullock.....	Toronto.....	do	19	3 00	Alfred J. Bullock.....	Kingston.....	do	do	1
214	Mrs. W. J. Pearson.....	Woodham.....	do	19	0 25	G. A. Walton.....	Toronto.....	do	do	7
Stated to have been received without contents.										
215	W. H. Allen.....	Carleton Place.....	do	23	0 75	"Farmer's Advocate"	London, Ont.....	do	do	1
Stated not to have been received by person addressed.										
216	Geo. Bolton.....	Oliver's Ferry.....	do	28	8 00	A. Chown.....	Kingston.....	do	do	1
217	do	do	do	28	10 00	F. Chown.....	do	do	do	1
218	Henry Gould.....	Kingston.....	do	29	2 00	Mrs. H. Gould.....	Perth.....	do	do	1
219	Sarah Keat.....	Coleman.....	do	30	14 00	Mrs. P. McArthur.....	Lynnville.....	do	do	1
220	A. Brown.....	Campbellton, N.B.....	do	30	10 00	Lavolette & Nelson.	Montreal.....	do	Believed to have been stolen by Letter Carrier Antoine Achim, of the Montreal Post Office. See Case No. 246, Class II.	4
221	Miss Jessie Letts.....	Thorold.....	Feb.	1	1 00	Miss Jessie Nichol..	Stratford.....	do	No trace, owing to want of registration.	1
222	Mary E. Hutchinson.....	Bayville.....	do	1	1 45	Rev. A. Sims.....	Tilsontown.....	do	do	1
223	H. H. Jones.....	Port Hope.....	do	3	1 25	"Witness" Office.....	Montreal.....	do	do	1
224	Phrebe Follock.....	Warkworth.....	do	3	4 00	Hart & Co.....	Toronto.....	do	do	1
225	F. Walsh.....	Montreal.....	do	3	1 00	Miss M. McAulay.....	Ottawa.....	do	do	1

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Cont.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1888.	\$	cts.				
226	X. Pouliot.....	Montreal.....	Feb. 3...	2 00		Mme. X. Pouliot... Quebec.....	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
227	J. P. Bogue.....	Winnipeg.....	do 8...	20 00		Mrs. Bogue..... Bergerville.....	do	do	
228	C. E. Michaud.....	Yamaska.....	do 8...	5 00		Lavolette & Nelson Montreal.....	do	Believed to have been stolen by Letter Carrier Antoine Achim, of the Montreal Post Office. See Case No. 246, Class II.	4
229	J. P. McKellar.....	Tecumseh.....	do 9...	0 33		Custom House..... Windsor, Ont.....	do	No trace, owing to want of registration.	1
230	John Berdon.....	Strathroy.....	do 13...	15 00		A. L. Berdon..... Toronto.....	do	do	
231	Isidore Mendell.....	Arnprior.....	do 13...	5 00		Mrs. H. Mendell..... Kingston.....	do	do	
232	Mrs. McFarlane.....	London, Ont.....	do 13...	5 00		D. W. Karn & Co. Woodstock.....	do	Believed to have been stolen from one of the lock boxes of the Woodstock Post Office by a person operating from the outside.	9
233	L. H. Packard & Co.....	Montreal.....	do 14...	3 00		John Cole..... Toronto.....	do	No trace, owing to want of registration.	1
234	John Maywood.....	Victoria Road...	do 16...	0 50		Western Ass. Co. do.....	do	do	
235	Rev. M. Provençal.....	St. Césaire.....	do 16...	16 00		D. C. Brosseau..... Montreal.....	do	Believed to have been stolen by Letter Carrier Antoine Achim, of the Montreal P.O. See Case No. 246, Class II.	4
236	B. Hannah.....	Calabogie Station.	do 17...	15 00		Tierney Bros..... Kingston.....	do	No trace, owing to want of registration.	
237	Charles Burchell.....	Vancouver, B.C.	do 21...	5 00		Mrs. C. Burchell... Winnipeg.....	do	do	
238	Rosa Oliver.....	Ellisboro', Assa.	do 21...	2 00		Miss Ridout..... Montreal.....	do	do	
239	E. Vincent.....	Montreal.....	do 23...	13 50		P. Lynott..... Quebec.....	do	do	
240	Geo. Howard.....	Baysville.....	do 22...	20 00		Telfer Bros..... Collingwood.....	do	do	
241	John Lawson.....	Donald, B.C.	do 25...	25 00		Miss Christy Smith Boston Mills, Ont	do	do	
242	Minnie Shields.....	Ottawa.....	do 26...	2 00		Willie F. Shields... Kingston.....	do	do	
243	W. C. McDonald.....	Almonte.....	do 28...	5 00		Mrs. W. C. McDonald. Toronto.....	do	do	

244	Sarah E. Millidge..	Winnipeg	do	28...	3 00	Mrs. T. E. Millidge	St. John, N.B.....	do	do	1
245	R. McLellan.....	Yachell	do	28...	1 00	L. G. Jackson	Newmarket.....	do	do	3
246	J. Bandalasse	Hudson, Que.....	do	29...	3 25	Lavolette & Nelson	Montreal.....	do	This letter was stolen by Antoine Achim, a Letter Carrier on the staff of the Montreal Post Office. Achim was arrested, tried and sentenced to 5 years in Penitentiary.	1
247	J. Washburn	Havelock.....	do	29...	3 00	G. Puffer.....	Castleton.....	do	No trace, owing to want of registration.	1
248	D. Dussault.....	Lotbinière.....	do	29...	1 50	A. J. Boucher	Montreal.....	do	do	1
249	S. J. Williston	Newcastle, N.B.	do	29...	1 55	John Dougall & Son	do	do	do	1
250	Thos. E. Hay.....	Listowel	March	4...	5 00	Wm. Holmes.....	Goderich.....	do	do	3
251	James Brown.....	Toronto (Street Letter Box)	do	8...	30 00	Charles P. Brown	Sault Ste. Marie	do	do	1
252	Alfred Carrier.....	Montreal	do	9...	15 00	Miss Annie Carrier	Toronto.....	do	do	3
253	D. M. McDonald.....	Cumberland.....	do	10...	6 00	T. S. Vipond.....	Montreal.....	do	do	1
254	Harvey Spafford.....	Ganaoquo.....	do	10...	2 00	Mrs. L. Spafford..	Kingston.....	do	do	4
255	C. H. Ives	Viridien.....	do	13...	1 50	W. A. Doyle	Beulah.....	do	do	1
256	F. B. Lacey	Beechmount.....	do	13...	0 60	F. M. Lupton.....	New York.....	do	Stolen by Wm. Shannon, at the time Assistant Postmaster at Kingston.	3
257	Philip McGuire.....	Belleville.....	do	15...	4 00	B. G. McGuire.....	Kingston.....	do	No trace owing to want of registration.	1
258	Mary McKenzie.....	Ruscom Station..	do	19...	3 00	"Globe" Printing Co.	Toronto.....	do	This letter may have been stolen by Alfred Packham, a Letter Carrier on staff of Toronto Post Office, arrested for stealing letters, on the 29th June, 1888. See cases Nos. 315 and 316, Class II.	4
259	Philémon Lebeuf..	St. Raymond.....	do	21...	10 00	Fisher & Blouin...	Quebec.....	do	No trace owing to want of registration.	1
260	A. L. Jarvis.....	Ottawa.....	do	23...	20 00	F. A. Jarvis.....	Halifax, N.S.....	do	do	1
261	Rev. G. B. Monley..	Tullamore.....	do	26...	2 00	Mr. W. Hewet.....	Orangeville	do	do	1
262	Mrs. E. Newell.....	Montreal.....	do	26...	7 00	E. Newell.....	Toronto.....	do	do	1
263	Thomas Trott.....	Rapid City.....	do	26...	1 00	"Witless".....	Montreal.....	do	do	1
264	A. Garreau.....	Montreal.....	do	26...	2 09	C. A. A. Garreau..	Winnipeg.....	do	do	1
265	H. B. D. Bruce.....	Ottawa.....	do	26...	30 00	L. W. Trott.....	Calgary.....	do	do	1
266	Samuel Hopkins...	Viridien.....	April	3...	1 25	W. A. Doyle.....	Beulah, Man.....	do	do	1
267	M. McCrow.....	Penetanguishene	do	4...	2 00	Mrs. M. McCrow...	Rosseau Falls..	do	do	1
268	Jas. Carmichael...	King.....	do	13...	20 00	N. Carmichael...	Kingston.....	do	do	1
269	Lizzie Morrison...	Sault Ste. Marie..	do	16...	3 00	Mrs. D. Morrison	Alliston.....	do	do	1
270	J. F. Perkins.....	Lanark.....	do	14...	30 00	Mrs. J. F. Perkins	Norwood.....	do	do	1
271	S. S. Harvey.....	Halifax, N.S.....	do	16...	50 00	John Harvey & Co.	Hamilton.....	do	do	1
272	W. B. Chapman...	Montreal.....	do	17...	5 00	Mrs. Heaton.....	Toronto.....	do	do	1

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptitulation.
					Name.	Place.			
273	John Brunei.....	North Bay Railway Station.	1888. April 17...	\$ cts. 20 00	Mrs. John Brunei.....	Toronto.....	Stated not to have been received by person addressed	These letters may have been stolen by Alfred Packham, a Letter Carrier on the staff of the Toronto Post Office, who was arrested for stealing letters, on the 29th June, 1888. See cases Nos. 315 and 316 Class II	4
274	A. Elaworth.....	Newcastle, Ont..	do 18...	16 00	W. B. Hamilton.....	do	do	No trace owing to want of registration.	1
275	J. D. Henderson...	Moncton, N.B....	do 20...	10 00	Trueman Jones	Pollett River, N.B.	do	do	...
276	J. W. Collins.....	Montreal.....	do 22...	5 00	Rev. Dr. Collins...	Markham.....	do	do	...
277	Miss Harper.....	Toronto.....	do 27...	5 00	Thomas Symes.....	Markdale.....	do	do	...
278	J. E. Livernois...	Quebec.....	do	0 50	I. A. Gendreauit...	Chicoutimi.....	do	do	...
279	.....	Quebec.....	May 2...	3 35	Alphonse Lamontagne.	Three Rivers.....	do	do	...
280	J. S. Douglas & Co.	Emerson, Man....	do 4...	10 00	J. S. Douglas & Co.	Winnipeg	do	No trace, owing to want of registration.	1
281	Miss A. McMillan..	Hamilton.....	do 4...	2 00	Miss M. McMillan..	Toronto	do	This letter may have been stolen by Alfred Packham, a Letter Carrier on staff of Toronto Post Office, who was arrested for stealing letters on 29th June, 1888. See Cases No. 315 and 316, Class II.	4
282	F. J. Nixon.....	Winnipeg	do 5...	10 00	Miss H. Nixon	do	do	No trace, owing to want of registration.	...
283	H. H. Jones.....	Port Hope.....	do 5...	8 00	Mrs. W. Rogers.....	do	do	do	...

Case No.	Name	Address	Date	Amount	Officer	Notes	Class
284	A. T. Drummond	Montreal	May	7...	Mrs. A. T. Drummond	Hull	1
285	Miss A. Brownlow	New Hamburg	do	1 00	Miss Orderly	Dunnville	do
286	J. F. Dockrill	St. John, N.B.	do	2 00	"The Wesleyan"	Halifax, N.S.	do
287	Miss Sanson	Bobaygon	do	5 25	Mrs. G. B. Wood	Cobourg	do
288	L. G. Hétu	Longue Pointe, Que.	do	3 00	A. Legault	Montreal	do
289	Kate McClinton	Stayner	do	1 15	Marjory Montgomery	Toronto	do
290	Miss L. Freeman	Waterloo	do	2 75	Miss F. Freeman	Barrie	do
291	A. Slater	do	do	5 00	Wm. Caldwell	Glen Allan	do
292	W. Halfpenny	Fergus Railway Station	do	10 00	Mrs. W. Halfpenny	Toronto	4
293	Mrs. Newman	London	do	2 00	Miss C. Newman	do	4
294	W. J. Oliver	Montreal	do	30 00	Mrs. W. J. Oliver	Carleton Place	1
295	M. A. Clarke	Quyón	do	7 00	P. O'Reilly	Ottawa	do
296	Mrs. Newman	London, Ont.	do	2 00	Charlotte Newman	Toronto	do
297	R. Drummond	Stellarton	do	2 00	Miss M. Wilson	Halifax	do
298	Dr. Freeman	Newcastle, N.B.	June	5 00	Mrs. Freeman	Melvern Square	do
299	Miss E. Williamson	Toronto	do	6 00	John McGuire	Montreal	do
300	John Crawford	Montreal	do	1 00	Hayes Crawford	Sorel	do
301	Wm. Thomson	Longford Mills	do	3 00	Mrs. John Thomson	Toronto	do
302	B. K. Robinson	Strathroy	do	45 00	Mrs. C. L. Robinson	do	do
303	John Crawford	Montreal	do	1 00	Hayes Crawford	Sorel	do
304	Mrs. H. McKellar	Hamilton	do	10 00	Mrs. W. H. Porter	Peterboro'	do
305	A. C. T. Beau-chemin	St. Hyacinthe	do	3 00	L. E. Beauchemin	Sherbrooke	do
306	Mr. Rhodes	Uxbridge	do	1 14	Chown & Cunningham	Toronto	4
307	J. M. Lacy	Deloraine, Man.	do	5 00	John Orchard & Co	do	4
308	Mrs. S. Gagné	Sturgeon Falls	do	15 00	Joseph Ste. Marie	Hull	do
309	Mrs. E. Jeffers	Toronto	do	5 00	Mrs. Hewson	Brantford	do
310	Lieut. Daniell	Halifax, N.S.	do	20 00	Lieut. A. S. Palmer	Liverpool, N.S.	do
311	Miss R. Frizell	Toronto	do	50 00	Robert Sparring	Goring	do
312	D. G. Cameron	Montreal	do	3 30	J. D. Wells	Toronto	do
313	Mrs. McCaffrey	do	do	2 00	W. McCaffrey	Huntingdon	do

These letters may have been stolen by Alfred Packham, a Letter Carrier on the staff of the Toronto Post Office, who was arrested for stealing letters on the 29th June, 1888. See Cases No. 315 and 316, Class II.

No trace, owing to want of registration.

Still under investigation. No trace, owing to want of registration.

These letters may have been stolen by Alfred Packham, a Letter Carrier on the staff of the Toronto Post Office, who was arrested for stealing letters on the 29th June, 1888. See Cases Nos. 315 and 316, Class II.

No trace, owing to want of registration.

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ending 30th June, 1888, of abstraction from, or loss of, Letters containing Money, sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reception.
					Name.	Place.			
314	Etta Wedleigh.....	Ulverton.....	1888. June 29...	\$ 2 00	John Murphy & Co. Montreal		Stated not to have been received by person addressed.	Stolen by J. S. Scott, a dishonest Assistant in the Melbourne Post Office, who was arrested but succeeded in making his escape from the custody of the constable who arrested him, and fled the country. Contents made good by Postmaster of Melbourne.	3
315	.....	Winnipeg	do 26...	5 25	Mrs. Mary Dunn ... Parkdale			These two letters were stolen by Alfred Packham, a Letter Carrier on the staff of the Toronto Post Office, who was arrested on the 29th June, 1888, and committed for trial. Part of contents of each letter found on Packham when arrested.	3
316	.....	Aurora	do 28...	1 50	Mrs. J. Henry	Toronto			

RECAPITULATION.
Classification of Cases.

	Regis-tered.	Unregis-tered.
1. Letters stated not to have been received by persons addressed; but for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office.....	23	290
2. Letters contained in mails or mail packages stated not to have reached offices for which they were intended; cause of failure not discoverable	61	7
3. Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good.....	1	15
4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered.....	13	
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by the officers responsible.....	1	
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered.....	39	2
7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the all-ged discrepancy.....	18	
8. Letters stolen, or supposed to have been stolen, from the Post Office or mails <i>en route</i> , the contents of which (or a portion thereof) were recovered or made good.....	31	1
9. Letters stolen from the Post Office or mails <i>en route</i> , the contents of which were not recovered.....	6	1
10. Letters accidentally destroyed during course of Post.....	2	
11. Still under investigation.....	197	
Totals.....		316

W. D. LESUEUR,
Secretary.

WILLIAM WHITE,
Deputy Postmaster-General.

REPORT

STATEMENT of Letters received at the Dead Letter Office, Canada, during
wise, showing how such Dead

TABLE No. 1.—Showing the Number of Letters of all

Number received.				
DEAD LETTERS:—				
Returned from Great Britain		8,817		
do United States		112,298		
do Newfoundland		559		
do New South Wales		163		
do Victoria.....		140		
do Queensland.....		81		
do Mexico.....		73		
do New Zealand.....		71		
do Other colonies and foreign countries..		195		
		122,397		
LESS—Registered, accounted for below.....		2,090		
			120,307	
Returned from Post Offices in Canada, classified as follows:—				
Registered Letters (including those of foreign origin).....		10,721		
Letters found to contain value and recorded.....		3,071		
			13,792	
Ordinary Dead Letters originating in Canada:—				
On hand, 30th June, 1887.....	7,849			
Received during the year ended 30th June, 1888...	222,038			
		229,887		
Dead Letters originating in other countries:—				
On hand, 30th June, 1887.....	6			
Received during the year ended 30th June, 1888...	139,411			
		139,417		
Dead Letters with printed addresses of senders.....		30,968		
do with official franks		9,879		
Returned Dead Letters, i.e., Letters sent out from Dead Letter Office and again returned unclaimed		58,571		
Dead Books, Parcels, &c. :—				
On hand, 30th June, 1887.....	965			
Received during year ended 30th June, 1888.....	31,593			
		32,558		
Circulars, Postal Cards, &c.....		174,596		
			675,876	
				809,975
Carried forward.....				

No. 9.

the Year ended 30th June, 1888, and of their contents, valuable or other-Letters have been disposed of.

kinds received, with the disposition made of them.

How disposed of.	—	—	—	—
DEAD LETTERS:—				
Returned to Great Britain, including all foreign letters not enumerated below; of these were registered (545)		22,127		
Returned to the United States; of these were registered (766)		71,921		
Returned to Newfoundland; of these were registered (5)		493		
Returned to New South Wales; of these were registered (2)		86		
Returned to Victoria; of these were registered. (1)		83		
do New Zealand do (—)		62		
do Bermuda do (—)		55		
do Queensland do (2)		44		
do Other colonies and foreign countries; of these were registered ... (10)		313		
	(1,331)			95,184
Registered Letters returned to writers, including those of foreign origin.....	9,514			
Registered Letters in hands of Postmasters.....	291			
Registered Letters failed of delivery to writers, owing to refusal to redeem, want of address, &c., found to be of no value and destroyed	794			
Registered Letters in Dead Letter Office awaiting claim	122			
		10,721		
Letters containing value returned to writers.....	2,834			
do do in hands of Postmasters.....	79			
do do in Dead Letter Office awaiting claim	158			
		3,071		
				13,792
Ordinary Dead Letters returned to writers.....	264,344			
do do remaining on hand on 30th June, 1888	4,980			
		269,324		
Ordinary Dead Letters with printed addresses returned to senders.....		30,968		
Ordinary Dead Letters returned to Government Departments.....		9,879		
Ordinary Dead Letters without signatures or post-marks, accounts, &c., destroyed	125,103			
Returned Dead Letters destroyed.....	58,571			
		183,674		
Dead Books, Parcels, &c., returned to senders.....	25,803			
do do of no value, disposed of.....	4,865			
do do remaining in Dead Letter Office.....	1,890			
		32,558		
Circulars, Postal Cards, &c., destroyed or otherwise disposed of.....		174,596		
				700,999
Carried forward.....				809,975

REPORT No. 9.—Statement of Letters received at the Dead Letter Office,

TABLE No. 1.—Showing the Number of Letters of all kinds

Number received.	—	—	—	—
Brought forward.....				809,975
SPECIAL LETTERS, classified as follows:—				
Registered Letters received for better address, postage, &c.....		8,897		
Letters found to contain value, received for better address, postage, &c.....		1,210		
Ordinary Letters on hand, 30th June, 1887.....	963		10,107	
do received for postage.....	34,745			
do received for better address.....		35,708		
		18,916		
Drop Letters received for postage.....			54,624	
Unpaid or short-paid Letters for foreign countries on hand 30th June, 1887.....			6,552	
Unpaid or short-paid Letters for foreign countries received 30th June, 1887.....		186		
		12,337		
Returned Dead Letters received.....			12,523	
Postal Cards received for postage.....		4,974		4,543
do do address.....		4,391		
Circulars received for postage.....		416		9,365
do do address.....		526		
Books, parcels, &c., on hand 30th June, 1887, received in that and previous years.....		1,106		942
Books, Parcels, &c., received for postage, better address, or not claimed (of these, 1,344 contained enclosures contrary to law).....		7,192		
			8,298	
				106,954
Carried forward.....				916,929

Canada, during the Year ended 30th June, 1888, &c.—Continued.

received, with the disposition made of them—Continued

How disposed of.	—	—	—	—
Brought forward.....				809,975
SPECIAL LETTERS:—				
Registered Letters returned to writers	2,247			
do forwarded to address.....	6,345			
do in Dead Letter Office awaiting claim	202			
do in hands of Postmasters	49			
do unsigned and of no value, destroyed in consequence of the inability of the Department to return or deliver.....	27			
		8,897		
Letters containing value, returned to writers or forwarded to address.....	1,129			
Letters containing value, in Dead Letter Office awaiting claim.....	50			
Letters containing value, in hands of Postmasters.....	31			
		1,210		
			10,107	
Ordinary Letters, received for postage, returned to writers.....	22,386			
Ordinary Letters, received for postage, forwarded to address	10,115			
Ordinary Letters, received for postage, destroyed, in consequence of the inability of the Department to return or deliver	2,518			
Ordinary Letters, received for postage, remaining on hand on 30th June, 1888.....	689			
		35,708		
Ordinary Letters, received for better address, returned to writers.....	16,375			
Ordinary Letters, received for better address, forwarded to proper address.....	716			
Ordinary Letters, received for better address, destroyed, in consequence of the inability of the Department to return or deliver.....	1,825			
		18,916		
			54,624	
Drop Letters, received for postage, returned to writers.....		1,548		
do do forwarded to address		4,491		
do do destroyed in consequence of the inability of the Department to return or deliver.....			513	
			6,552	
Letters for foreign countries, returned to writers.....		4,886		
do do forwarded to address.....		6,733		
do do destroyed, in consequence of the inability of the Department to return or deliver			503	
Letters for foreign countries, remaining on hand on 30th June, 1888.....			401	
			12,523	
Returned Dead Letters, destroyed.....			4,543	
Postal Cards received for postage, returned to writers or forwarded to address	2,243			
Postal Cards received for postage, destroyed, in consequence of the inability of the Department to return or deliver.....	2,731			
		4,974		
		4,974	88,349	809,975

REPORT No. 9.—Statement of Letters received at the Dead Letter Office,

TABLE No. 1.—Showing the Number of Letters of all kinds

Number received.	—	—	—	—
Brought forward.....				916,929
Grand Total.....				916,929

	SUM
Letters on hand 30th June, 1887.....	11,439
Dead Letters received.....	800,894
Special do	104,596
	916,929

W. D. LESUEUR,
Secretary.

Canada, during the Year ended 30th June, 1888, &c.—*Concluded.*

received, with the disposition made of them—*Concluded.*

How disposed of.				
Brought forward.....		4,974	88,349	809,975
SPECIAL LETTERS—<i>Concluded.</i>				
Postal Cards received for address, returned to writers or forwarded to address.....	2,416			
Postal Cards received for address, destroyed, in consequence of the inability of the Department to return or deliver.....	1,975			
		4,391		
			9,365	
Circulars received for postage, returned to senders.....	404			
do do destroyed.....	12			
		416		
do received for better address, returned to senders or forwarded to address.....	300			
do received for better address, destroyed.....	226			
		526		
			942	
Books, Parcels, &c., held for postage, address, enclosures, or not called for, returned to senders.....		1,757		
Books, Parcels, &c., held for postage, address, enclosures, or not called for, sent to address.....		3,201		
Books, Parcels, &c., held for postage, address, enclosures, or not called for, destroyed, being of no value, and the Department being unable to deliver or return.....		1,602		
Books, Parcels, &c., held for postage, address, enclosures, or not called for, remaining on hand (including balance of previous years) on 30th June, 1888.....		1,738		
			8,298	
				106,954
Grand Total.....				916,929

M A R Y .

Dead Letters disposed of.....	802,825
Special Letters do.....	103,874
Letters on hand 30th June, 1888.....	10,230
	<u>916,929</u>

WILLIAM WHITE,
Deputy Postmaster General.

REPORT No. 9—Continued

TABLE No. 2—Showing the number of Letters received containing Money or other enclosures of value ; the amount and nature of their contents ; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended 30th June, 1888.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1888.	No. of Letters delivered of those received during the Year ended 30th June, 1888.	No. of Letters undelivered on 30th June, 1888, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1888, and now in hands of Postmasters awaiting claim.
		\$ cts.			
3,844	Money (including \$6.31 enclosed in letters under other heads).....	22,034 98	3,550	160	134
61	Bills of Exchange.....	23,306 98	53	2	6
6	Bonds.....	103,010 00	6		
435	Cheques.....	53,576 20	420	5	10
309	Drafts.....	78,524 46	302	3	4
1	I. O. U.....	5 00	1		
1	Letter of Credit.....	486 67	1		
599	Money Orders (Post Office).....	12,256 51	575	10	14
60	Orders.....	1,437 31	51	4	5
12	Passage Certificates.....	441 50	12		
378	Promissory Notes.....	93,474 12	360	7	11
788	Receipts.....	83,745 35	755	13	20
17	Stock Certificates.....	116,700 00	17		
41	Various Certificates.....	1,075 11	41		
545	Registered Letters sent to Dead Letter Office, London, England.....		545		
766	Registered Letters sent to Dead Letter Office, Washington, U.S.....		766		
20	Registered Letters sent to Dead Letter Offices of other countries.....		20		
96	Deeds.....		94	1	1
75	Documents of Value.....		70	2	3
2	Certificates—A. O. U. W.....		2		
6	do Baptism.....		6		
2	do Births.....		2		
1	do Carpenters and Joiners.....		1		
23	do Character.....		21	2	
7	do Church Membership.....		6	1	
1	do Clergyman's.....		1		
29	do Commercial Travellers.....		26	2	1
1	do Custom House.....		1		
1	do Death.....		1		
1	do Divinity.....				1
4	do Engineers.....		4		
4	do Forresters.....		4		
9	do Freemasons.....		9		
3	do Good Templars.....		3		
1	do Government Savings Bank.....		1		
1	do Grain.....		1		
1	do Health.....		1		
7	do Homestead Patent.....		7		
1	do Identification.....		1		
1	do Insurance.....		1		
16	do Knights of Labor.....		15		1
3	do Lacrosse Club Membership.....		2		1
25	do Marriage.....		24	1	
1	do Miners.....		1		
1	do Mutual Aid Association.....		1		
6	do Oddfellows.....		6		
10	do Orange Lodge.....		10		
2	do Ownership of Vessels, &c.....		2		

REPORT No. 9—Continued.

TABLE No. 2—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1888.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1888.	No. of Letters delivered of those received during the Year ended 30th June, 1888.	No. of Letters undelivered on 30th June, 1888, and now lying unclaimed in D. O.	No. of Letters undelivered on 30th June, 1888, and now in hands of Postmasters awaiting claim.
		\$ cts.			
1	Certificates—Pedlars.....		1		
3	do Pensioners.....		3		
11	do Physicians.....		10		1
1	do Pre-emption.....		1		
3	do Pupils.....		2	1	
3	do Registrars.....		3		
2	do Registration.....		2		
5	do Registered Letters.....		3		2
1	do Seaman.....		1		
1	do Surgeon.....		1		
10	do Teachers.....		10		
1	do Telegraph Operator.....		1		
3	do Treasurers.....		3		
5	Abstracts of Title.....		5		
1	Accidents Assurance Ticket.....		1		
7	Account Books.....		5	2	
33	Affidavits.....		24	9	
31	Agreements.....		30	1	
3	Albums.....		3		
1	Apron.....		1		
1	Automatic Pencil.....		1		
1	Badge.....				1
3	Bead Purses.....		3		
2	Bead Work.....		2		
2	Bills of Sale.....		2		
22	Books (various).....		22		
1	Boots.....		1		
1	Brads.....		1		
1	Brass Lamp.....		1		
1	do Pins.....		1		
1	Brooch (Gilt).....		1		
1	Card Case.....		1		
1	Carpenter's Rule.....		1		
1	Cat's Eye.....			1	
1	Charter.....			1	
2	Child's Dress.....		2		
1	Clock Hands.....		1		
4	Clothing.....		4		
1	Collection of foreign coins.....		1		
1	Cotton Goods.....		1		
1	Crown Grant.....		1		
3	Cuff Buttons.....		3		
1	Debenture.....		1		
15	Declarations.....		13	2	
1	Derby Sweepstake Ticket.....		1		
2	Diplomas.....		2		
8	Discharges, N.-W. M. Police.....		6		2
2	do Seaman.....		2		
2	do Soldier.....		2		
1	Door Mat.....		1		
1	Draughtsman's Compass.....		1		
4	Dress Goods (Satin).....		4		
2	Ear-drums.....		2		
1	Earrings (Gilt).....				1
1	Electric Bell Chain.....		1		

REPORT No. 9—Continued.

TABLE No. 2.—Showing the Number of Letters received containing Money or other enclosures of value, &c—Continued,

No. of Letters received during the Year ended 30th June, 1888.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1888.		No. of Letters delivered of those received during the Year ended 30th June, 1888.	No. of Letters undelivered on 30th June, 1888, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1888, and now in hands of Postmasters awaiting claim.
		\$	cts.			
1	Engineer's Testimonials.....			1		
1	Excursion Ticket.....			1		
2	Executions.....			2		
2	False Teeth.....			2		
1	Fancy Pincushion.....			1		
9	Fancy Work.....			9		
1	Feather (Ostrich).....			1		
1	Glass Eye.....			1		
27	Gold Jewellery—Brooches.....			22	5	
4	do Chains.....			4		
1	do Coin, Engraved.....					1
1	do Cross.....			1		
3	do Cuff Buttons.....			3		
10	do Earrings.....			6	4	
63	do Finger Rings.....			49	11	3
4	do Lockets.....			3	1	
1	do Medal.....			1		
1	do Pencil Case.....			1		
2	do Pendants for Chain.....			1	1	
2	do Pens.....			1	1	
9	do Pins.....			6	2	1
1	do Shirt Studs.....			1		
4	do Watches.....			2	1	1
1	do Watch Dial.....			1		
1	Guarantee.....			1		
1	Herbs.....				1	
105	Insurance Policies.....			105		
1	Judge's Order.....			1		
7	Kid Gloves.....			6	1	
2	Keys.....			2		
3	Lacrosse Club Membership Tickets.....			3		
1	do Season Ticket.....			1		
1	Lady's Jacket.....				1	
1	Land Grant.....			1		
11	Leases.....			10	1	
101	Legal Documents.....			95	4	2
1	Licenses—Engineers.....			1		
2	do Fishery.....			2		
4	do Hotel.....			4		
1	do Marriage.....			1		
1	do Timber.....			1		
5	Lottery Tickets.....			5		
1	Match Lighter.....			1		
9	Medals.....			9		
1	Memo. Book.....				1	
1	Military Papers.....			1		
1	Mineral Claim.....			1		
4	Moccasins.....			3	1	
16	Mortgages.....			16		
2	do Assignments of.....			2		
1	do Chattel.....			1		
6	do Discharges of.....			6		
3	Neckties.....			2	1	

REPORT No. 9—Continued.

TABLE No. 2—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued

No. of Letters received during the Year ended 30th June, 1888.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1888.	No. of Letters delivered of those received during the Year ended 30th June, 1888.	No. of Letters undelivered on 30th June, 1888, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1888, and now in hands of Postmasters awaiting claim.
		\$ cts.			
2	Needles.....		2		
2	Notice of Sale.....		2		
1	Orders.....		1		
4	Order Books.....		4		
4	Paintings.....		4		
36	Pass Books—Bank.....		36		
5	do Build'g and Loan Societies.....		5		
14	do Savings Bank.....		14		
1	Passport.....		1		
2	Patents.....		2		
7	Patent Medicine.....		5	2	
2	Pawn Tickets.....		2		
1	Pepper Box.....			1	
5	Permits.....		5		
1	Picture Frame.....		1		
4	Plans.....		4		
2	Pocket Books.....		1		1
1	do Knives.....		1		
16	Powers of Attorney.....		16		
2	Prayer Beads.....		2		
1	do Book.....		1		
1	Proof of Claim.....		1		
1	Quartz.....		1		
1	Raffle Ticket.....		1		
3	Railway Baggage Checks.....		3		
9	do Passes.....		8		1
23	do Tickets.....		17	5	1
2	Rings (Gilt).....		1	1	
2	Satchels.....		2		
1	Sea Pearls.....		1		
2	Seeds.....		1	1	
1	Shirt Studs.....		1		
20	Silk Handkerchiefs.....		15	1	4
1	Silk Hat Crown.....		1		
1	do Scarf.....			1	
9	Silver Jewellery, Brooches.....		8	1	
2	do Case for Scent Bottle.....		2		
2	do Earrings.....		2		
5	do Pins.....		4	1	
3	do Rings.....		3		
1	do Studs.....			1	
26	do Watches.....		24	2	
3	do Watch Chains.....		1	2	
1	Smoker's Set.....			1	
6	Socks.....		5	1	
6	Spectacles.....		5	1	
1	Steamboat Passes.....		1		
6	do Tickets.....		3	2	1
1	Straw Hat.....		1		
31	Summons.....		28	3	
1	Suspenders.....		1		
1	Table Mat.....		1		
1	Testimonials.....		1		
4	Tobacco.....		1	3	
2	Tobacco Pouches.....		2		

REPORT No. 9—*Concluded.*TABLE No. 2—Showing the number of Letters received containing Money or other enclosures of value, &c.—*Concluded.*

No. of Letters received during the Year ended 30th June, 1888.	Nature of Contents:	Value of contents of Letters received during the Year ended 30th June, 1888.	No. of Letters delivered of those received during the Year ended 30th June, 1888.	No. of Letters undelivered on 30th June, 1888, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1888, and now in hands of Postmasters awaiting claim.
		\$ cts.			
2	Transfers of Land		2		
2	Trusses.....		2		
1	Warrant.....		1		
2	Watches (Nickel Plated).....		2		
1	do (Brass).....		1		
3	do Chains (Plated).....		3		
3	do (Works).....		3		
1	Wig.....		1		
7	Wills.....		7		
18	Writs.....		17		1
9	Woolen Goods.....		9		
1	Yarn.....		1		
61	Unopened Letters.....		60	1	
8,294 14,605	Add to these ordinary Registered Letters not enumerated above and Letters containing value not enumerated above, which have been returned forwarded or otherwise disposed of, as shown in Table I	590,074 19	8,760	298	236
	Grand Total of Letters containing value disposed of.....		14,249	142	214
	Grand Total of Letters unclaimed in Dead Letter Office.....		23,009	449	450
	Grand Total of Letters in hands of Postmasters.....		440		
			450		
23,899			23,899		

333 Letters of value remained in the Dead Letter Office at the date of closing last year's Report.

5 Of these have since been disposed of.

338 Still remain in Dead Letter Office.

Of the eleven Letters in the hands of Postmasters at the date of closing last year's Report, eight have been satisfactorily accounted for.

WILLIAM WHITE,
Deputy Postmaster General.

W. D. LESUEUR,
Secretary.

REPORT No. 10.

POST OFFICE SAVINGS BANK, CANADA.—Account of all Deposits received and paid under the authority of the Act 38 Vic., Cap. 7, from 1st July, 1887, to 30th June, 1888, and of the total amount due to all Depositors at the latter date.

	\$	cts.	\$	cts.
Balance due to depositors on 30th June, 1887.....	19,497,750	15	7,514,071	78
Deposits in Post Office Savings Bank during the year.....	7,722,330	00		
Amount of Depositor's Accounts transferred from Dominion Government Savings Bank during the year.....	217,385	10	20,614,228	40
Interest allowed to depositors during the year, computed according to the Post Office Act, 1875, secs. 65, 66 and 67.....	765,639	15	71,804	22
	28,203,104	40	20,689,032	62
			28,203,104	40

J. C. STEWART,
Financial Comptroller.

D. MATHESON,
Superintendent Savings Bank Branch.



REPORT No. 10.—*Concluded.*

POST OFFICE SAVINGS BANK, CANADA.—Statement of expenses incurred from 1st July, 1887, to 30th June, 1888.

	\$	cts.
Salaries at Central Office.....	25,617	33
Payment for extra labor involved in computing interest and balancing depositors' ledgers in July, 1887.....	1,617	97
Compensation to Postmasters.....	12,887	78
Printing and binding (per accounts of Queen's Printer).....	2,994	96
Stationery (per accounts of Stationery Office).....	1,219	49
Miscellaneous, including advertising, telegrams, &c.....	31	40
Total.....	44,348	93

This statement is merely statistical and is collated from various portions of the Public Accounts.

J. C. STEWART,
Financial Comptroller.

D. MATHESON,
Superintendent Savings Bank Branch.

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1888.

Printed by Order of Parliament.



OTTAWA:

PRINTED FOR THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY.

▲ SENECAI, SUPERINTENDENT OF PRINTING.

1889.

*To His Excellency the Right Honourable Lord STANLEY of PRESTON, Governor General
of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the year ending 31st October, 1888.

Respectfully submitted,

E. DEWDNEY,

Minister of the Interior.

OTTAWA, 18th February, 1889.

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ANNUAL REPORT
OF THE
DEPARTMENT OF THE INTERIOR.
FOR THE YEAR 1888.

DEPARTMENT OF THE INTERIOR,

OTTAWA, 2nd February, 1889.

To the Honourable EDGAR DEWDNEY,
Minister of the Interior.

SIR,—I have the honour to submit the Annual Report of the Department of the Interior for the Departmental year 1888, which covers the transactions of the Department at all its agencies to the 31st October last. It includes also a statement of everything of consequence which has transpired in relation to the business of the Department down to the close of the calendar year.

I cannot allow this opportunity to pass without an expression of my sense of the loss experienced by this Department in the death of your predecessor, the late Honourable Thomas White, who had administered its affairs for nearly three years before his decease, during which time he had devoted his well-known ability and industry to acquiring a thorough knowledge of the requirements of the North-West. Indeed, it may truly be said that the strain of the work left him unprepared to resist the attack of sickness which deprived Canada of the services of one of her most worthy public men. Except your own appointment, on the 3rd of August last, to the vacant portfolio, no other important change has taken place either in the Inside or Outside Service of the Department during the past year.

HOMESTEAD AND PRE-EMPTION ENTRIES AND SALES.

Following is a comparative statement of the homestead and pre-emption entries and sales which have been made at the several agencies of the Department during the years 1887 and 1888:—

	1887.	1888.
Homesteads.....	319,500 acres.	420,333 acres.
Pre-emptions.....	87,747 do	70,521 do
Sales.....	114,544 do	197,140 do

It will be observed that the area of the homesteads taken up last year exceeds the area for the previous year by over one hundred thousand acres. The sales of lands show an increase also of over eighty thousand acres. The proportion of the settlers who have availed themselves of the privilege of pre-emption, which has been gradually declining for the last four years, was lower in 1888 than ever before.

From 1830 to 1884 inclusive, as will be seen from the statement in the next following paragraph, an average of about three-fourths of the homestead settlers also entered for pre-emptions; in 1885 and 1886 the average fell to a little under and a little over one-half for the respective years; in 1887 the proportion was only a little over one-fourth; while in 1888 it declined to almost exactly one sixth. The conviction grows among settlers that one hundred and sixty acres is as large an area as the average farmer can profitably work.

The following is a comparative table showing the land transactions of the Department, year by year, from 1872 down to the close of the last Departmental year—

Period.	Homesteads.	Pre-emptions.	Sales.	Total.
	Area in Acres.	Area in Acres.	Area in Acres.	Area in Acres.
Up to 31st December, 1872	40,000	1,600	15,200	56,800
do 1873	136,640	2,400	16,620	155,660
do 1874	215,520	101,461	17,713	334,694
do 1875	84,480	67,314	4,908	156,702
do 1876	52,960	40,406	39,562	132,918
do 1877	145,280	107,715	170,989	423,934
do 1878	308,640	275,240	125,380	709,260
do 1879	555,296	270,178	271,343	1,096,817
Up to 31st October, 1880	200,640	140,790	260,797	602,227
do 1881	438,707	263,647	355,166	1,057,520
do 1882	1,181,652	904,211	613,282	2,699,145
do 1883	970,719	659,120	202,143	1,831,982
do 1884	533,280	364,060	213,172	1,110,512
do 1885	249,652	106,213	126,049	481,914
do 1886	294,960	146,480	138,701	579,141
do 1887	319,500	87,747	114,544	521,791
do 1888	420,333	70,521	197,140	678,994

The following statement, showing the number of homestead and pre-emption entries reported in each year since 1874, and the number and proportion of those entries which have since been cancelled for non-fulfilment of the conditions of entry, has been carefully revised and corrected from the returns which are received every month from the office of the Commissioner of Dominion Lands and the various Dominion Lands Agencies. A comparison of this table with the figures published in the reports for 1886 and 1887 will show that the cancellations which have lately taken place have been principally cancellations of entries made in the earlier years of the settlement of the North-West. A very small proportion of the entries made in recent years have been cancelled, showing that there has been a great decrease in the number of speculative entries and a corresponding increase in the number made by *bona fide* settlers.

Year.	Homesteads.			Pre-emptions.		
	No. of Entries.	No. Cancelled.	Percentage Cancelled.	No. of Entries.	No. Cancelled.	Percentage Cancelled.
1874	1,376	863	63	643	597	93
1875	499	285	59	391	223	57
1876	347	145	42	263	131	49
1877	845	435	51	594	334	56
1878	1,788	1,323	74	1,580	888	56
1879	4,068	1,937	47	1,729	1,407	81
1880	2,074	627	30	1,004	438	43
1881	2,753	864	31	1,649	609	36
1882	7,383	2,868	39	5,654	2,068	37
1883	6,063	1,196	20	4,120	784	19
1884	3,753	528	14	2,762	376	13
1885	1,858	109	6	653	75	11
1886	2,657	28	1	1,046	9	$\frac{1}{2}$ of 1
1887	2,036	12	$\frac{1}{2}$ of 1	585	4	$\frac{1}{10}$ of 1
1888	2,655			454		

CORRESPONDENCE.

The following statement shows the number of letters received and sent by the Department in each year since its establishment. The total number of letters received and sent during last year was 95,705, of which 5,907 were received and 10,121 sent by the Geological Survey Branch. This is a decrease of 13,030 as compared with 1887.

Year.	Letters received.	Letters sent.	Total.
1874	3,482	4,150	7,632
1875	1,974	2,189	4,163
1876	2,256	3,097	5,353
1877	3,137	3,677	6,814
1878	4,642	6,009	10,651
1879	5,526	6,179	11,705
1880	8,222	9,940	18,162
1881	13,605	15,829	29,434
1882	25,600	30,300	55,800
1883	27,180	33,500	60,680
1884	27,525	33,386	60,911
1885	33,970	43,997	77,967
1886	60,964	67,973	128,937
1887	47,845	60,890	108,735
1888	43,407	52,298	95,705

REVENUE STATEMENT.

Herewith is a statement showing the receipts of the Department from year to year since its establishment, on account of homestead and pre-emption fees and sales. This statement has hitherto shown the revenue from the sources mentioned only, and has made no account of the receipts from Crown timber, minerals, grazing lands, and miscellaneous sources. In the future it will be made to show the receipts of the Department from every source, except Ordnance and Admiralty

Lands, of which an entirely separate account is kept. For the Departmental year which ended on the 31st October last, the gross revenue from the public domain amounted to \$629,450.20.

Fiscal Year.	Homestead and Pre-emption Fees.	Ordinary Sales.		Sales to Colonization Companies.	Totals.
		Cash.	Scrp.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July 1, 1872, to June 30, 1873.....	6,970 00	21,616 00	.....	.....	28,586 00
do 1, 1873, do 30, 1874.....	8,290 00	17,897 00	.....	.....	25,987 00
do 1, 1874, do 30, 1875.....	11,570 00	13,591 90	.....	.....	25,161 00
do 1, 1875, do 30, 1876.....	4,700 00	3,704 31	320 00	.....	8,724 31
do 1, 1876, do 30, 1877.....	5,620 00	1,069 90	136,955 16	.....	143,645 06
do 1, 1877, do 30, 1878.....	15,370 00	2,682 24	120,150 54	.....	138,211 78
do 1, 1878, do 30, 1879.....	36,026 00	8,188 44	210,904 84	.....	255,119 28
do 1, 1879, do 30, 1880.....	32,258 00	21,788 47	81,685 86	.....	155,812 33
do 1, 1880, do 30, 1881.....	30,682 75	62,940 84	70,818 30	.....	164,451 89
do 1, 1881, do 30, 1882.....	94,228 90	1,228,434 37	50,590 84	354,036 17	1,727,280 16
do 1, 1882, do 30, 1883.....	127,740 00	516,692 21	33,638 40	248,492 01	935,961 62
do 1, 1883, do 30, 1884.....	70,390 00	423,113 36	40,819 67	253,713 40	788,136 43
do 1, 1884, do 30, 1885.....	42,745 00	198,759 32	45,875 60	1,214 32	288,594 14
do 1, 1885, do 30, 1886.....	40,481 00	76,140 41	214,657 97	.....	331,279 38
do 1, 1886, do 30, 1887.....	26,501 93	48,175 76	337,640 19	.....	412,317 88
do 1, 1887, do 30, 1888.....	28,521 00	52,238 36	313,522 67	10,000 00	404,282 03

Total revenue for fiscal year 1887-88, including timber, minerals, grazing lands, &c., \$540,605.74.

PATENTS.

The number of letters patent issued by the Department in each year since 1874, and the number of those issued in each year which have since been cancelled, is shown by the following statement—

Year.	Letters Patent.	
	No. Issued.	No. Cancelled.
Departmental Year ending 31st October, 1874.....	536	6
do do 1875.....	492	4
do do 1876.....	375	4
do do 1877.....	2,156	13
do do 1878.....	2,597	32
do do 1879.....	2,194	57
do do 1880.....	1,744	41
do do 1881.....	1,768	11
do do 1882.....	2,366	11
do do 1883.....	3,591	16
do do 1884.....	3,837	24
do do 1885.....	3,257	18
do do 1886.....	4,570	17
do do 1887.....	4,599	26
do do 1888.....	3,275	34

It will be observed that there is a large falling off in the number of patents issued for last year as compared with the preceding year. This is accounted for chiefly by the fact that under the amendment to the Territories Real Property Act, passed during the last session of Parliament, the notification to the Registrar from the Minister of the Interior that the lands described therein have been granted to any Railway Company entitled to Dominion Lands under the authority of an Act of Parliament shall be accepted by the Registrar as if such notification were letters patent in favor of such Company. The same Act provides that the notification to the Hudson's Bay Company by the Minister of the Interior, under the provisions of Sub-section 7 of Section 22 of the Dominion Lands Act, of the survey and confirmation of the survey of any township or part of a township, shall be accepted by the Registrar as equivalent to letters patent in favor of the company, for the lands to which they are entitled in such townships or parts of townships under the provisions of the Dominion Lands Act. These notifications usually cover considerable areas of land, and the labour incident to passing the Crown title to these areas has been materially lessened by the operation of the amendment alluded to.

GRAIN CROP.

Almost up to the day when harvesting commenced, the appearance of the grain crops throughout Manitoba and the Territories was excellent, but about the middle of August a frost came which undoubtedly did a good deal of damage. It is difficult to estimate with accuracy the total amount of grain harvested last year, or the proportion which was damaged by the frost. The quantity which has been handled by railways up to the present is not a reliable indication of the whole product of the season. The harvest was late to commence with, and the export would necessarily be much less up to the close of the month of December than for the corresponding period last year; besides which many farmers held their grain while the prices were rising, and now that prices are lower they are not inclined to sell. The Winnipeg Board of Trade, a body which has perhaps the best possible means of coming to a correct conclusion in a matter of this kind, estimates the loss by frost in Manitoba to have been about twenty per cent. of the whole crop. Assuming this to be the case, the injury by frost would be about counterbalanced by the increase over 1887 of the area under cultivation, so that, as far as Manitoba is concerned, the crop figures would be about the same as for 1887.

In the North-West Territories, as you are personally aware, the people never had better crops, and there was practically no damage done by frost.

TIMBER, MINERAL AND GRAZING LANDS.

The revenue from the above sources during the past year amounted to \$121,747.89, an increase as compared with 1887 of \$332.37. The timber dues are in excess of those of 1887 by \$12,046, being for this year \$91,853.89. Of the revenue for timber, \$25,567.51 was derived from bonuses, ground rents and royalties on timber cut from lands in the railway belt in British Columbia, being an increase of \$10,426.04 over the previous year.

Grazing lands show a decrease as compared with 1887, of \$13,328.27, but the dues received for hay, \$3,369.57, exceeded the amount received the previous year by \$1,573.07.

The receipts from minerals other than coal were \$430.75. The amount received from sales of coal lands was \$74,700, being an increase of \$67,050 over the previous year. The total area of coal lands sold up to date is 12,078½ acres, and the total sum received therefor is \$124,508.82.

PRICE OF LUMBER.

Following is a comparative statement of the average prices of lumber within the several Crown Timber Agencies for the last four years, which, it will be observed, have been very much reduced within that time. This is very important to settlers:

	1885.	1886.	1887.	1888.
	Per M.	Per M.	Per M.	Per M.
Edmonton.....	\$25 00 to \$30 00	\$15 00 to \$30 00	\$15 00 to \$23 00	\$20 00 to \$23 00
Calgary.....	25 00 to 30 00	15 00 to 20 00	17 00	12 00 to 18 00
Fort McLeod.....	30 00	30 00 to 37 00	20 00 to 40 00	15 00 to 43 00
Prince Albert.....	30 00 to 45 00	30 00 to 42 00	21 00 to 42 00	20 00 to 42 00
Winnipeg.....	13 50 to 25 00	16 00	10 00 to 40 00	12 50 to 40 00
Cypress Hills.....	10 00 to 15 00	25 00 to 36 00	10 00 to 12 00	no sales.
Lethbridge.....	.....	25 00	30 00	30 00
British Columbia.....	.....	.....	.....	9 00 to 10 00

PRICE OF FUEL.

The Crown Timber Agent at Winnipeg reports that fuel continues to sell at about the figures given in his last annual report, viz. :—

Cordwood on car at Winnipeg, \$3.25 to \$4.50 per cord; at Portage la Prairie, \$2.25 to \$3.00; and the large shipments of cordwood from Dakota to Winnipeg will have a tendency to lower the price of that commodity at the latter place. American anthracite coal is offered at Winnipeg on the cars at \$3.50 per ton, and native (soft) coal is \$7.50 per ton.

LIVE STOCK IN THE TERRITORIES.

The number of cattle, horses and sheep in the North-West Territories, according to the latest information, is as follows:—

Cattle.....	108,361
Horses.....	23,868
Sheep.....	31,435

CROFTER IMMIGRATION.

During the spring of 1888 a number of Crofters emigrated from the West Highlands and Islands of Scotland, chiefly from the Islands of Lewis and Harris, and settled near Pelican Lake in Manitoba. These people are the first colonists who have

settled in this country under the scheme of emigration which has been inaugurated by the Imperial Government. Under this scheme provision is made for an advance of £120 to each family, which is to be repaid in twelve years, and which is secured by a lien on the homestead of the settler.

It was thought desirable that the Crofters should be settled as closely together as possible, and this was also their own wish; but although there is a large area of land available for settlement in Manitoba and the Territories, difficulty was experienced in obtaining within the requisite time a suitable tract, near enough to railway communication, and at the same time of sufficient extent to accommodate so large a number of people in a compact settlement. The Canada North-West Land Company, however, were willing to relinquish certain of their lands for home steading by these settlers and to accept other lands elsewhere, so that it was found possible to settle the Crofters comparatively close to one another.

The Pelican Lake District, in which they are located, is in a fine farming country, well watered and fairly well wooded. It is within 15 miles of a railway, and near a good market. When I visited the settlement, in September last, in company with Mr. Duncan McIntyre and Mr. R. B. Angus, directors of the Canadian Pacific Railway Company, Mr. Hamilton, the Land Commissioner of the same Company, and Mr. William Whyte, Superintendent of the Western Division of the Canadian Pacific Railway, I found that many of the men were absent from their own homes, working for the neighbouring farmers, and I ascertained that they were generally in receipt of good wages, ranging from \$15 to \$30 a month with board and lodging; but from those who were at home, and from the families of those absent, full information was obtained as to what had been done for them, and as to their prospects for the future. They had arrived too late in the spring to do anything that season beyond preparing the land for next year's crops, but that drawback was largely compensated for by their being placed in a fairly well settled country, where there was a demand for labour at remunerative prices. In this way they had time and opportunity to obtain some practical acquaintance with the system of farming best suited for that region, which ought to be of great value to them in next year's work. With but two exceptions those with whom I came in contact expressed themselves as satisfied with what had been done for them, with the land on which they were settled and its locality, and with the prospects for success and comfort in the near future to all of them who were frugal and industrious. The two exceptions were young men from Skye, who would only give a qualified approval of the country, saying: "The land is good enough, but there is just as good land in Scotland if the poor people could only get it."

Many of the settlers not only had land broken for next year, but had secured sufficient hay to feed their live stock during the winter. Those to whom advances had been made had each been supplied with a yoke of oxen, a cow, a waggon, harness, a plough, a stove, and various necessary tools, which having been purchased in large quantities were obtained by the Crofters at much lower rates than ordinary. The houses were found to be fairly comfortable, ranging from 12 by 16 feet to 12 by 22 feet.

When the present circumstances and prospects of these people are contrasted with their former position in Scotland, it will, I think, appear that they have every reason to be satisfied with the change.

It was at one time feared, and a report went abroad to that effect, that the Crofters would suffer during the winter, owing to their being unable to lay in a proper supply of provisions; but inquiry was made personally by Mr. H. H. Smith, Commissioner of Dominion Lands, as to the true condition of affairs, and it was found that none of these people were in actual need, most of them having a supply on hand, while those families who have young men and women to assist them by their wages have a fair amount of money; and, further, the storekeepers with whom the Crofters deal had undertaken to give them credit for what goods they required to carry them through the winter, so that there does not appear to be any substantial grounds for apprehending any want among them during this season.

SCHOOL LANDS SALES IN MANITOBA.

At the request of the Government of Manitoba, a number of school sections in that Province were offered for sale by public auction in January and February, 1888, in the manner and on the terms prescribed by clause 25 of the Dominion Lands Act. The sales were held at five different points, viz.: at Manitou, Winnipeg, Portage la Prairie, Brandon and Minnedosa, the dates being respectively the 10th, 17th, 24th and the 31st of January, and the 7th of February. 19,986.30 acres were disposed of for the sum of \$140,189.12. The first instalment of this (one-fifth), including a few cases where payment was made in full, amounted to \$33,715.77, and was paid in cash. The balance will become due in four successive annual instalments, bearing interest at 6 per cent. The average price per acre realized was \$7, the maximum price \$16.10, and the minimum \$5.

In addition to the sum before mentioned, \$2,158.96 has been received on account of instalments due on former sales, making the total receipts for the year \$35,874.73. It may be observed that this was the first year in which any general sale of school lands was held, only a few isolated sections having been offered in former years.

SCHOOL LANDS IN THE NORTH-WEST TERRITORIES.

No general sale of school lands has yet been held in the Territories, it being considered advisable, in the interest of the school endowment, to wait until these lands shall have attained a higher market value. Upon the recommendation, however, of the Board of Education for the Territories, and in compliance with several applications, school Section 29, Township 24, Range 10 west of the 5th meridian, situated in the anthracite coal region, was offered for sale by public auction on the 22nd of March, 1888. The section was put up in two blocks divided by the Bow River at an upset price of \$20 per acre. The amount realized by the sale was \$30,496, the portion to the south of the river fetching \$70.50 per acre, and that to the north of the river \$20.05. The first instalment amounted to \$6,099.20.

MINERALS IN THE RAILWAY BELT

The ownership of the precious metals in the Railway Belt in British Columbia, which has been in dispute between the Government of Canada and the Government

of the Province since the acquisition of the Railway Belt, has not yet been finally settled. The case was argued in December last before the Judicial Committee of the Imperial Privy Council, Mr. Sedgewick, Q.C., Deputy Minister of Justice, appearing in person on behalf of the Dominion Government; and it is expected that a judgment will be rendered very shortly. It will be remembered that the Supreme Court of Canada have already given judgment in favour of the Dominion. The existence of this dispute has doubtless interfered greatly with the development of the mineral resources of the Belt, but preparation has been made by capitalists and prospectors to enter vigorously upon the work of development as soon as it is definitely settled which Government they have to deal with. Meantime, the pioneer smelting works of British Columbia have been erected at Vancouver, and there is an encouraging prospect that other will be in operation in the near future. The establishment of these works must necessarily have a great effect upon the mineral production of the western portion of the Territories and of British Columbia.

TOPOGRAPHICAL SURVEYS.

A slight increase is noticeable in the operations of this Branch of the Department. The townships formerly subdivided which at the time were beyond the limits of settlement have been gradually taken up, and the new settlers in some localities now find themselves on unsurveyed land. This is particularly the case between Lakes Manitoba and Winnipeg, where a large colony of Icelanders has been formed, and is progressing rapidly. In the Macleod-Calgary District, the fine climate and superior quality of the land are attracting so many settlers that a considerable addition had to be made to the townships already subdivided.

The surveys in British Columbia are now sufficiently advanced to cover the whole of the lands taken up by settlers. The reports of the surveyors confirm the previous estimates of the great value and fertility of the agricultural lands in the railway belt. The abundance and variety of the crops cannot fail to attract very soon a large immigration.

The topographical survey of the Rocky Mountains has been continued on the economical plan inaugurated last year, and, as anticipated, the quality of the work has not only been improved, but its quantity has also been largely increased. The districts surveyed were Crow's Nest Pass and the Bow River Valley, the latter including part of the National Park and of the adjoining coal lands. The maps of these districts will certainly prove very useful.

AREAS OF SUBDIVIDED LANDS.

Hereunder will be found the usual table of subdivision or settlement survey work completed in each year since the commencement of the survey, with the results of last season added:—

	Acres	No. of Farms of 160 acres each.
Previous to June, 1873.....	4,792,292	29,952
In 1874.....	4,237,864	26,487
1875.....	665,000	4,156
1876.....	420,507	2,628

	Acres.	No. of Farms of 160 acres each.
1877.....	231,691	1,448
1878.....	306,936	1,918
1879.....	1,130,482	7,066
1880.....	4,472,000	27,950
1881.....	9,147,000	50,919
1882.....	9,460,000	55,125
1883.....	27,000,000	168,750
1884.....	6,400,000	40,000
1885.....	391,680	2,448
1886.....	1,379,010	8,620
1887.....	643,710	4,023
1888.....	1,131,840	7,074

ASTRONOMICAL WORK.

The Chief Inspector of Surveys, Mr. King, assisted by Mr. Klotz, continued the determination of latitudes and longitudes commenced some years since in British Columbia, the stations occupied this year being Edmonton and Fort Pitt. Their reports contain much valuable information from a scientific point of view. It would now be desirable, in order to complete and make use of the work performed, to make a connection with the eastern seaboard.

GENERAL REMARKS ON THE SURVEY WORK.

The work of the photographer appointed last year has been somewhat impeded by the want of proper quarters. It was found impossible on that account to take full advantage of his services. Steps have been taken to remedy this defect, and it is hoped that he will soon be in a position to do all the work required.

Photography in a survey office serves many useful purposes; for reproductions, copies, enlargements and reductions of maps or plans, it is the quickest and most economical process. Used in connection with lithography, as it is here, it affords the most convenient mode of printing editions of plans or geographical maps.

Surveyors' reports, although containing much valuable information, are little read by the public. Properly selected illustrations reproduced from photographs would not only render the reading attractive, but would give much additional value to the information contained in the reports. It may be added that no report of an exploration now is considered complete without being accompanied by illustrations. Photomechanical processes have been so improved of late that no difficulty is to be apprehended in illustrating the surveyors' reports from the photographs they take, and this would have been done for the present year's report, but for the want of proper quarters for the photographer. The small lithographic office connected with the Topographical Surveys Branch affords special facilities for executing the whole of the work here and at a moderate cost.

In addition to his regular duties in the Topographical Branch of the Department, the photographer had much to do for the Geological Survey. The work of that Branch is of the most varied description, including the development and printing of

the views taken by the explorers, the photographing of fossils and specimens, reproductions of trees, plants and other specimens of natural history, photomicrographs, &c. The work was previously executed by outside artists, and was a considerable item of the Geological Survey expenditure, which is now saved.

It is worth noting that to all the survey Departments of European countries, of the United States, India, &c., well equipped photographic offices are attached. These were organized long before the recent improvements in photography, and notwithstanding all the difficulties they had to contend with, they were found very useful. Now that the processes have become so much simplified, their usefulness has been correspondingly increased. The Coast Survey, the Lake Survey, the Hydrographic Office, the Geographical Survey, and the Geological Survey of the United States have splendidly equipped photographic offices, with numerous assistants, and the most improved apparatus. The whole of the surveys of the Dominion Government are conducted by two offices, the Geological and the Topographical Branches of this Department, and the appointment of one photographer for both is amply justified on the grounds enumerated above.

So long as survey operations did not extend beyond the plains of the North-West Territories, the regular township sub-division surveys afforded all the information necessary for a proper administration of the lands. The country was completely covered by a network of lines, which were quite sufficient to determine the few important topographical features of the prairies. In passing to the mountain region, however, the conditions were found entirely changed, the topographical features were well marked and numerous, and the survey of township and section lines was not only a very expensive operation, but also a useless one in the majority of cases. Since information about the country could not be obtained by means of those lines, it had to be procured independently by surveys having for their object the compilation of a map. The regular processes of topographical surveying were far too expensive, and there was but one method that would allow the execution of the work at a cost commensurate with the extent and resources of the Dominion, and that was photographic surveying. The process has been used for some years in the Alps by the general staff of the Italian Army, for work precisely the same as here. Our first attempt was made in 1887, but owing to imperfect instruments and want of experience, the results were not satisfactory. The attempt was repeated in 1888, and this time with perfect success. It is estimated that the cost will not exceed six dollars per square mile, while the same work executed by the ordinary methods of the Ordnance Survey would cost at least ten times as much.

YUKON AND MACKENZIE EXPLORATION.

In last year's report it was explained that Mr. Wm. Ogilvie had been sent in charge of a survey party to explore the Yukon district. Starting from Victoria in the spring of 1887, he crossed from Chilkoot Inlet to the head waters of the Yukon, and went down the latter to a point near the international boundary between Alaska and Canada, where he spent the greater part of the winter making astronomical observations for the purpose of ascertaining the position of the 141st degree of longitude, the international boundary at that point. His observations have not yet been completely reduced, but an approximate calculation shows that the boundary is nearly

ninety miles below the point where it is marked on the United States maps. This is of great importance, as the line passes through the best gold bearing districts yet discovered in the country.

In the first days of March, 1888, Mr. Ogilvie left his winter quarters for the mouth of the Mackenzie River, following a route never travelled before by any white man and probably by no Indian. He ascended the Ta-ton-duc, a river flowing from the north into the Yukon; and then crossing a mountain range, he discovered the true sources of the Porcupine River. From this he went to Fort McPherson, crossed the Rocky Mountains to the Mackenzie, by which he returned south, thus accomplishing a journey of 2,500 miles, through a country hitherto very little known.

The Yukon district appears to have a much greater value than was previously supposed. It would seem that for gold the best paying streams so far as discovered are in Canadian territory. About 300 miners were in the country in the summer of 1887, but it is difficult to say what amount of gold they have taken out, as they are somewhat reticent on the subject. They all agree, however, that \$8 per day is poor pay, hardly enough to cover expenses. Taking this as an average, they cannot have made less than \$500 each, or \$150,000 altogether. Obtained with the crudest and most primitive appliances, this result shows what may be expected so soon as communications with the interior become more easy, and the importation of improved mining machinery possible. Drift coal was found at various places, indicating the existence of seams further up. Salmon abounds in the rivers, but after ascending so far from the sea, it is not fit to become an article of export, although good enough as food for the Indians. The fur trade is confined to a few points; there are immense districts, teeming with game and fur-bearing animals of all kinds, where Indians never go. Part of the miners' supplies are procured in the country. The lowest estimate of this trade for 1887, is \$60,000. Mr. Ogilvie's report will be an important public document, and will be published and distributed as soon as it can be prepared and printed. Already there are numerous enquiries being made concerning the probable date of its publication, which indicate the interest with which the expedition and its results are generally regarded.

GEOLOGICAL SURVEY.

The annual report of the Director of the Geological Survey upon the operations of that branch forms Part III of this volume. In addition to details of an administrative character, this annual summary report has become the medium of presenting to the public at an early date a condensed account of the principal observations, having an immediate economic importance, which have been made by the members of the staff during the year. Such time as the Director of the Survey was able to spare for personal investigations in the field, was during the past summer spent in various localities in the Provinces of Quebec, Ontario and Manitoba, where points of interest in connection with the general work, of importance because of mineral discoveries, were visited. About a month was specially devoted to the promising mineral country between Sudbury and Sault Ste. Marie, which is now attracting much notice. Several gas wells were also examined, and in consequence of the numerous enquiries made in connection with this particular subject, Mr. Coste was instructed to devote so much of his time as could be spared from the compilation of

the annual statistical report, to the investigation of the natural gas problem. This investigation is now in progress, and promises to be of importance. In British Columbia surveys of a somewhat detailed character were in progress in the Kamloops district, and in that adjacent to the Lower Fraser. The principal object of the work in the last mentioned district was the definition of the coal and lignite-bearing formations, and the determination of the most suitable points at which boring operations might be undertaken for the purpose of searching for workable deposits. From the remarks on the general aspect of mining in British Columbia, made by Dr. Dawson,—whose acquaintance with the geological and mining features of the province now extends over a period of fourteen years—it would appear that he feels the utmost confidence in the result of the developments now in progress, and anticipates an active prosecution of prospecting and mining in the spring. Mr. McConnell, after spending the winter of 1887-88 on the Mackenzie, succeeded in completing his arduous journey by the Porcupine and Lewis Rivers to the Pacific Coast, and in addition to much geological and geographical information of a general kind, has obtained new information of the extent and importance of the oil bearing territory in the drainage basin of the first mentioned river.

In Manitoba and in the Eastern Provinces systematic and detailed work has been in progress during the past season as usual, which, while not as a rule productive of results of striking novelty, calls for a like amount of attention and care on the part of the gentlemen by whom it is conducted, and the results of which appear to be appreciated by the public. Examinations of the geology and mining portions of the country between Montreal River and the northern shores of Lake Huron were conducted by Dr. Bell, who combined this work with that entailed by his appointment to the Ontario Mining Commission. A special investigation, which it is hoped will be completed next summer, is being made of the Du Lièvre phosphate region by Mr. Ingall; the object being to ascertain as definitely as possible the mode of occurrence and distribution of this mineral, the output of which is becoming annually more considerable. Dr. Ellis's field of operations in Quebec included the gold region of the Chaudière and the asbestos district, with respect to both of which practical details are given. In Nova Scotia, the area at present under survey embraces portions of the gold and coal districts.

As in former years, a large number of assays and analyses have been conducted in the laboratory of the Survey by Mr. Hoffmann, or under his direction.

ROCKY MOUNTAINS PARK.

In addition to the 18 miles of roads made in the Park during last year, a considerable amount of work was done this season in ditching, forming and grading roads, covering in all some 7.03 miles.

The road to Devil's Lake was cut out in the autumn of 1887, but it was considered advisable in view of the heavy traffic that might be expected during the summer to widen it and otherwise improve it. This was accordingly done, and Mr. Stewart in his report points out that the quality of the road may be judged from the fact that the drive from the lake to the Canadian Pacific Railway Hotel, a distance of some 9½ miles, has frequently been accomplished within an hour even before the road was fully completed.

The road to the Hot Springs has been widened for carriages, and at the Cave the grounds were graded and levelled.

The pier of the Bow River Bridge which was injured the year before was repaired this season.

The iron pipes leading from the Hot Springs to the tank, and the branch pipes to the Canadian Pacific Hotel and to the Sanitarium, which are laid on the surface of the ground, were in the autumn boxed and packed with moss, and the results are very satisfactory, the water at the bath house of the first mentioned hotel standing at 110 Fahr., after passing through 6,000 feet of pipe, and at the Sanitarium only a few degrees less after passing through 8,000 feet of pipe.

The Superintendent reports that the Cave and Basin have given the greatest satisfaction to visitors. The water from an adjoining spring, at a high elevation, is used for a fountain playing in front of the buildings, and supplies a hydrant from which water can be thrown over each building and can also be used for sprinkling the grounds.

A suggestion made by Professor Saunders, Director of Experimental Farms, who visited the Park in the autumn of 1887, that a greater variety of young trees should be introduced, has been adopted, and the first consignment, some twenty thousand, obtained from the nurseries of the North Western States, have been set out, and the Superintendent reports that nearly all are looking well.

A site has been chosen for a permanent nursery in the Park, which is admirably adapted in every way for the purpose. It is intended in time to collect and cultivate in this nursery specimens of all the varieties of shrubs, plants and flowers that grow among the mountains in the vicinity; and it is expected that they will thus form a great addition to the attractions of the Park.

To enable visitors to enjoy the beauties of the splendid stretches of navigable water in the Park, several steam yachts have been placed on the Bow River and one on Minniwauka Lake.

Mr. Stewart reports that the revenue arising from fees for bathing at the Basin and Cave amount to \$976.20, or 12 per cent. on the outlay on these works.

In addition to the Cave and Basin there are now several bath houses in the Park, namely, the Canadian Pacific bath house, the Sanitarium, and those of Messrs. A. D. Wright, McCaughey & Beatty, and J. W. Brownrigg at the Hot Springs; and the revenue to the Government for the year from the rental of the waters of these baths amounts to \$640.00, or 6½ per cent. on the outlay on the water works.

It was found impossible to obtain a correct estimate of the number of visitors to the Park during the season, as a number come for only a part of a day and do not register, and in many cases the smaller hotels keep no record. From the books of the hotels, however, that have kept a register, and making an estimate of the probable number in addition, Mr. Stewart puts down the number at 5,822.

The hay crop this year was let out by tender, and the revenue therefrom was \$560.

In July last, in company with the Deputy Minister of Justice, I visited the Park where, amongst other business, we had several interviews with the trustees of the school district which has been erected therein. The trustees expected to find it difficult to raise money for the purposes of constructing school buildings, because the title to lands within the Park is not a title in fee simple but only a leasehold. Through the efforts of Mr. Sedgewick, however, and as a result of our visit, the trustees have been enabled to secure, on very reasonable terms, all the money necessary for the purposes they have in view.

I personally inspected all the roads, bridges and general works which had been constructed, or were being constructed, under Mr. Stewart's superintendence, as well as the books and accounts of the agent. The results of this inspection I had the honour to communicate to you on my return journey.

It is very gratifying to find that the efforts of the Government of Canada to establish a health and pleasure resort in the heart of the Rocky Mountains, amid scenery the grandeur and variety of which are not equalled anywhere on this continent, have been so warmly appreciated and so largely taken advantage of by our own people.

Visitors of the tourist class from Great Britain and other countries are increasing in numbers year by year, but I was surprised to find what a very great proportion of the visitors were Canadians. The hotels established in the vicinity of the springs are, as a rule, comfortable and well conducted; and while they appear to afford ample accommodation for the rapidly increasing number of visitors, the patronage they receive has fully justified the expense incurred in constructing and organizing them.

THE CANADIAN AGRICULTURAL COAL AND COLONIZATION COMPANY.

A very important experiment is being tried by the Canadian Agricultural Coal and Colonization Company, of which Sir John Lister Kaye, Bart., is the chief promoter. The Company have acquired ten separate tracts of ten thousand acres each at the following points on the line of the Canadian Pacific Railway, namely, Rush Lake, Swift Current, Gull Lake, Crane Lake, Kincarth, Dunmore, Stair, Bantry, Namaka and Langdon. In order that these farms might each be in one block intact, it was necessary that the Company should acquire the even as well as the odd-numbered sections, so that one-half of each tract, being the even-numbered sections, was purchased from the Government, and the other half, being the odd-numbered sections, from the Canadian Pacific Railway Company. No homestead entries had been made within any of the tracts up to the time when this arrangement was completed, nor were there any squatters upon or claimants to any of the Government lands affected by it. The Company have also purchased the lease and stock of the Powder River Rancho Company. This rancho is situated between the Mosquito Creek and the Little Bow River, and covers an area of 80,000 acres, while the herd of cattle includes upwards of 8,000 head.

The cash outlay by the Company so far, according to a statement furnished by Mr. Mollison, the secretary in Canada, is \$780,000, made up as follows:—

Powder River purchase.....	\$230,000
Buildings on the different farms, fencing, implements, &c.	350,000
Purchase of lands from the Government.....	75,000
Purchase of lands from the Canadian Pacific Railway Company.....	62,500
Deposit as guarantee for the fulfilment of conditions in connection with the purchase of lands.....	62,500

The object of the Company is not only the cultivation of the land, but the raising of stock, including horses, cattle, sheep and pigs. The stallions they have imported are light Clydes, and the majority of them are very fine animals; the mares are well bred Ontario animals. A number of Polled Angus bulls and Shropshire rams which are being imported by the Company are now in quarantine at Quebec. The pigs are Yorkshire Whites, of the large and medium varieties, and very highly bred.

CHEESE FACTORIES AND CREAMERIES.

The past season has witnessed the establishment of the first cheese factory and creameries in that section of the territories lying along the eastern foot hills of the Rocky Mountains. One cheese factory and two creameries have been erected during the year, all of them, however, being on a moderate scale. From the success which has already attended these enterprises, it is safe to prophesy that in the near future they will be followed by others, the district being particularly well adapted for the production of cheese and butter of the finest quality.

GOVERNMENT OF THE NORTH-WEST TERRITORIES.

Part IV of this volume consists, as usual, of the report of His Honour the Lieutenant Governor of the North-West Territories, being the first received since the appointment of the Hon. Joseph Royal to that important position. His Honour reports the country under his jurisdiction as being generally prosperous, the crops having been abundant as to quantity and excellent as to quality. There exists accordingly throughout the Territories a feeling of contentment, and business of every kind has received a great impetus. A list is furnished of the members elected to the new Legislative Assembly, and the Lieutenant Governor states that the system of representation afforded by the Act passed last session by the Parliament of Canada in that behalf gives satisfaction. A session of the Assembly was opened on the 31st October and closed on the 11th December last, at which several important Ordinances were enacted, the chief one being a measure confirming the existing Ordinances as revised and consolidated by a commission appointed for that purpose.

A most interesting part of His Honour's report is that which deals with the educational system of the Territories, and it will be observed that there has been a marked and satisfactory increase both in the number of schools and the attendance of the children. 167 school districts have now been established, showing an increase of 34 during the past year; and at the beginning of the present calendar year, petitions for the establishment of 15 more districts were pending. During the summer

112 Protestant and 23 Roman Catholic schools were in operation, with 3,474 and 735 pupils, respectively, showing an increase of 26 schools and 666 pupils as compared with the corresponding period of the previous year.

In relation to the liquor permit system, His Honour reports that on the 23rd July last he decided to issue permits authorizing hotel-keepers to import into the Territories and sell upon their premises a light beer, of an alcoholic strength not exceeding 4 per cent; that he has taken stringent precautions to guarantee the respectability of the persons to whom such permits should be granted; and that the result has been a marked decrease in the demand for liquor permits, and at the same time an increase in the territorial revenue.

REPATRIATION OF CANADIANS.

I had the honour last year to bring to the attention of your predecessor the correspondence which had taken place between myself and Mr. Duncan Sinclair, D. L. S., who some years ago left Manitoba and with his family took up his residence in Bottineau, Dakota. Mr. Sinclair has since returned to his old home on the banks of the Little Saskatchewan River, and I understand his example is being followed by quite a large number of Canadians who had taken up homesteads in the same locality in Dakota. It is a well-known fact that, in addition to the disadvantage under which Dakota is placed on account of the frequent and fatal blizzards which visit it during the winter season, and the cyclones to which it is subject in the summer, the absence of a fair supply of wood for the purposes of fuel forms a serious drawback to successful settlement. For some years past the settlers in that Territory have been accustomed to supplement their inadequate fuel supply by systematic stealing from the public lands on the Canadian side of the boundary; and to such proportions had this custom grown that it was found necessary during the past year to concert measures to put a stop to it. Accordingly an arrangement was brought to a conclusion in September last, between the Department of Customs, the Department of the Interior, and the North-West Mounted Police, under which a detachment of Police was detailed for service along the boundary between Manitoba and Dakota in the locality lying between Ranges 5 and 9, inclusive, West of the First Meridian. The Commissioner of Mounted Police visited the district in November, last and has reported to the Comptroller that the co-operation of the force had not been demanded too soon, as the destruction of timber by Dakota settlers had been enormous, in addition to which there was extensive smuggling and other evasions of our laws. Since then quite a number of arrests have been made of timber thieves and smugglers, and the depletion of our comparatively limited supply of timber on the Canadian side has been greatly checked.

CARE OF CRIMINAL LUNATICS FROM THE NORTH-WEST.

In July last, in company with the Deputy Minister of Justice, I visited Regina for the purpose of discussing with the new Lieutenant Governor and yourself several important matters relating to the business of this Department in the North-West, among which might be mentioned the care of criminal lunatics from the North-West Territories and Keewatin. During the stay of Mr. Sedgewick and myself in Winnipeg we visited the Stony Mountain Penitentiary, and in conformity with your

own views and the views of the Lieutenant Governor, made arrangements whereby all criminal lunatics from the Territories and Keewatin, who have hitherto been confined in the Selkirk Asylum, which is under the control of the Government of Manitoba, and has for some time been greatly overcrowded, have been placed in a ward of the Stony Mountain Penitentiary erected and equipped for that purpose.

TERRITORIES REAL PROPERTY ACT.

Another of the subjects submitted for your consideration on the occasion when Mr. Sedgewick and I met you in Regina, was the tariff of fees fixed by the Governor in Council for the registration of the various documents having relation to titles to land in the North-West Territories under the Territories Real Property Act. Certain amendments of the tariff were agreed to, which have since been put into effect by the Order in Council of the 23rd November last.

The new tariff came into force on the 1st January last, and by it many of the fees provided for by the old tariff were materially reduced. For instance, the fee for an ordinary certificate of ownership under the old tariff was \$3, under the new tariff it is only \$2. The fee for filing and registering a transfer, mortgage, discharge or instrument under the old tariff was \$2, under the new tariff it is \$1. Under the old tariff the fee for each abstract was \$2, and this amount did not cover the fees for other searches, which fees were additional. Under the new tariff the charge is as follows:—"For each registration abstract, including all charges and certificates, from one to five entries inclusive," is 50 cents, and a fee of 10 cents for each additional entry over five. The fee for a search was reduced from 50 cents to 25 cents; and the fee for the inspection by the registrar of each material instrument of title to land, for which a certificate of ownership was applied for, was reduced from 25 cents to 10 cents.

A number of other changes were made, but those which are above enumerated are the principal ones.

HALF-BREED CLAIMS.

The Superintendent General of Indian Affairs having decided to extend the boundaries of Treaty No. 6, so as to include that portion of the Prince Albert Land District which was outside of ceded territory, and Lieut.-Col. Irvine, late Commissioner of the Mounted Police, having been appointed to treat with the Indians for the cession of their rights within the extended boundaries, it was considered advisable, in pursuance of the policy decided upon by the Government in relation to the Indian title of the half-breeds, to appoint a commissioner to extinguish the half-breed title at the same time. Accordingly, an Order in Council was passed on the 14th December last, under which Mr. Roger Goulet was instructed to accompany Col. Irvine for that purpose.

I would again bring to your attention the fact that in the Public Accounts no notice is taken of the payments on account of Dominion Lands which are made in scrip. The revenue from Dominion Lands for the fiscal year 1887-88 is given in the Public Accounts as being only \$217,083.07, whereas it was in reality considerably in excess of half a million, the difference between the two amounts being the amount of the payments made in scrip. This scrip is issued by the Dominion under the authority of an Act of Parliament, in the same way as ordinary public securities, and there is no reason why payments made with it, in the purchase of Crown Lands, should not be noted in the Public Accounts the same as payments made in Dominion notes. The figures given in the Public Accounts tend to create an erroneous impression as to the volume of business which is being transacted under this head, and give an entirely erroneous impression of the revenue derived from the public lands.

I have the honour to be, Sir,

Your obedient servant,

A. M. BURGESS,

Deputy of the Minister of the Interior.

PART I.

—

DOMINION LANDS.

No. 1.

REPORT OF THE COMMISSIONER OF DOMINION LANDS.

OFFICE OF THE DOMINION LANDS COMMISSION,
WINNIPEG, 1st November, 1888.

Hon. EDGAR DEWDNEY,
Minister of the Interior,
Ottawa.

SIR,—I have the honor to submit the annual report of the Land Board for the year ending the 31st October, 1888, including the special reports addressed to myself by Messrs. Pearce (Superintendent of Mines), Gordon (Inspector of Dominion Lands Agencies), Aikman (Dominion Lands Agent at New Westminster and member of the Land Board), together with the reports of the several Crown Timber Agents in Manitoba and the Territories.

The work performed in my own office is as follows:—

No. of Letters Received.			No. of Letters Sent.		
Months.	1886-87.	1887-88.	Months.	1886-87.	1887-88.
November	1,854	2,084	November	1,604	2,355
December	1,661	2,910	December	1,543	2,538
January	1,950	2,532	January	1,777	2,546
February	2,262	2,058	February	1,780	2,298
March	2,727	2,900	March	2,737	2,851
April	2,526	3,050	April	2,463	3,396
May	2,850	3,340	May	2,480	2,970
June	3,320	3,030	June	3,098	3,299
July	2,808	3,190	July	1,662	2,844
August	2,436	2,990	August	2,133	2,687
September	1,933	2,375	September	1,715	2,159
October	1,863	2,850	October	1,482	2,157
				24,474	32,100
			Seed grain notices and circulars	5,400	4,050
Total	28,096	33,369	Total	29,874	36,150

SUMMARY.

Received.			Sent.		
1887.	1888.	Increase.	1887.	1888.	Increase.
28,096	33,309	5,213	29,874	36,150	6,276

ANNUAL report of the work done in connection with the Cancellation Department
for the year ending the 31st October, 1888.

No. of reports received.

Mr. Aikman.....	465
Mr. Allison.....	522
Mr. Arsenault.....	564
Mr. Bouchier.....	381
Mr. Cook.....	220
Mr. Gunn.....	17
Mr. Meyer.....	206
Mr. Montgomery.....	2
Mr. Park.....	525
Mr. Rochester.....	12
Mr. Rogers.....	342
Mr. Swan.....	580
Mr. Thompson.....	62
	3,898
No. last year.....	2,487
Increase.....	1,411
Number of notices to show cause sent.....	1,599
Number sent last year.....	965
Increase.....	634
Number of inspections ordered.....	1,289
Number ordered last year.....	1,083
Increase.....	206

Land Board Orders.

Cancellations carried out.....	802
Cancellations refused.....	60
Cancellations pending.....	114
	976
Number last year.....	616
Increase.....	360

You will observe that there has been an increase in all branches.

The letters "received" and "sent" show a decided increase; applications for patent approved number this year 1,645, an increase of 278 over last year. I was obliged to reject 216 for various causes.

The reports received from Homestead Inspectors are 1,411 more than last year. This is in part due to the practice of requiring an inspector to visit and make enquiry as to every homestead for which application for patent is made, and in part to the increased demand for land and the consequent applications for cancellations of the entries for homesteads which are not occupied and cultivated as the law demands.

The amendment to the Dominion Lands Act, enabling the entry as homesteads of cancelled and abandoned pre-emptions, has so far worked most satisfactorily. The number of these entries recorded during the past year is 686; in the year ending 31st October, 1887, the number was 67. Great benefit must necessarily result from the opening of these lands. It adds materially to the number of resident settlers

throughout Manitoba and the North-West; the taxes paid by the settlers who occupy the lands, the articles subject to customs duty which they consume, all tend to increase, in a substantial degree, the general revenue. I am convinced that the opening of these lands for settlement has been of greater benefit to the Treasury than would be the proceeds of slow sales, deferred for, possibly, three or four years.

School Lands.

In January last the sales of school lands by public auction, held at Manitou, Winnipeg, Portage la Prairie and Brandon aggregated about 20,000 acres, at an average price of \$7 per acre. This result is fairly satisfactory, but I am inclined to the opinion that a larger acreage would have been sold if the conditions of sale had been somewhat altered. We imposed the condition that the value of the improvements should be paid for the benefit of all settlers who were in actual occupation of the lands on the 1st day of October, 1887. This condition had a deterrent effect upon otherwise likely purchasers who were disinclined to pay for improvements at a valuation always difficult to arrive at, which the Department might impose. As a matter of fact, however careful we may be to value the improvements at their proper worth, it is impossible to do so for the reason that the ideas of the purchasers and our own ideas on this point may be utterly at variance. For instance, a well-to-do farmer may find improvements in the way of a dwelling house, stabling, &c., wholly inadequate and unfit for his purpose. Enforcing payment of their assessed value therefore acts as a deterrent in the purchase of the land so far as he is concerned. I might elaborate this argument considerably, but it seems unnecessary to do so. It is clear to my mind that in order to a proper administration of the school lands it is incumbent upon the Department to offer them for sale without any regard whatever to the interests of the people who illegally occupy them. I am of the opinion that in the majority of cases the detriment to the soil resulting from repeated croppings is not more than compensated for by the value of the buildings, &c., and if the owner of the so-called "improvements" does not purchase the land their value should be ignored so far as the Department is concerned. I think that the sale of these lands should not be hindered by consideration for any individual interest illegally acquired.

I have already submitted to you a scheme for the examination of school lands in order that we may be possessed of the fullest possible information regarding them. It is proposed that inspectors appointed for the purpose shall examine most carefully every quarter section before the lands are offered for sale, after the manner in which the examination of the Canadian Pacific Railway Company's lands is conducted. Their reports will show the character of the soil and other natural features of every legal sub-division, the position of the land in regard to railways, post office, school, church, &c., also its approximate value per acre.

Before the land is offered for sale it will be carefully valued. I estimate that a thorough examination of these lands in the manner proposed will not exceed \$9 per section, and there can be no doubt that the benefit to the school trust as the result of these examinations amply warrants the expenditure.

Land Titles in Manitoba.

Some of the leading firms of barristers in Winnipeg have recently petitioned you on this subject drawing attention to the fact that many titles in the Province, obtained under the homestead provisions of the "Dominion Lands Act," are bad at law, in consequence of the homesteader, before receiving a patent or a recommendation for patent, having conveyed, or agreed to convey, his land, and you are asked to recommend to Parliament the introduction of an Act which will make these titles good. It appears to me that the petitioners are entitled to the relief asked for in respect of all cases where, before conveying or agreeing to convey the land, the homesteader had perfected the residence and cultivation which the law required and had become practically entitled to a patent, and had conveyed in ignorance of the law which prohibited his so doing.

There is another class of cases to which I think any remedial legislation of the character above referred to should be made to apply. I allude to the titles obtained by Mennonites by virtue of their performance of special homestead conditions which, so far as I can see, are not provided for in the Act. It has been the practice of the Department to issue patents to Mennonites, notwithstanding the fact that they have neither resided upon nor, in many cases, cultivated their homesteads. Section 32, 46 Vic., cap. 17, provides that homestead settlers embracing not less than 20 families may, with a view to "greater convenience in the establishment of schools and churches, and to the attachment of social advantages of a like character," be permitted to settle together in a hamlet or village.

This clause of the Act does not however relieve the settlers from the obligation of cultivating their respective homesteads, nor does it allow them to convey or to agree to convey their lands. You are aware that in cases referred to, patents have been granted, notwithstanding the fact that homesteaders have failed to cultivate any part of their lands, and have also mortgaged them to the Waterloo Society (and to companies and individuals for the purpose of paying off the Waterloo Society). This has been done with the knowledge and concurrence of your Department and is fully justified, equitably, by the special governing circumstances. The titles however which have been granted appear to be bad in some cases, and to require and deserve confirmation by Parliament.

Of course a Mennonite in order to obtain a patent must furnish evidence that he has resided in a village and has cultivated land appurtenant thereto; but the Act, as it now stands, requires him to cultivate his own land.

The provisions of the law prohibiting conveyances of land before the homesteader obtains recommendation for patent is, I think, simply intended to ensure fulfilment of the conditions as to residence and cultivation which are properly regarded as, and are according to the statute, the essential acts to be performed in making title. If, notwithstanding the fact that the settler has conveyed his land in contravention of this provision of the law, he has nevertheless performed the requisite residence and cultivation, I cannot see that the public interest will be injuriously affected by legalizing the titles in question.

General Conditions of the Country.

Crops during the past year have been damaged considerably by frost in Manitoba, but in the Territories have escaped damage from this cause except in a few localities. The high price of wheat ruling this year has, I am glad to say, minimized the evil caused by a partial loss of crop in Manitoba. Even without the abnormal increase in the value of wheat, I am satisfied that the settlers would not have suffered very severely from the diminished crop; they do not now depend so much as formerly on the production of cereals. Both in Manitoba and the North-West more attention has been given of late years to the raising of cattle, hogs, and sheep, with extremely favorable results. A loss of the wheat crop is therefore not so serious as it would be if cattle raising were not so much in vogue. A farmer to-day, even if the frost affects his grain and destroys its value for milling purposes, is not very seriously out of pocket so long as the grain is good enough to feed his hogs and cattle.

Speaking of the portions of Manitoba and the North-West Territories traversed by the Canadian Pacific Railway, I am happy to be able to report that the settlers in the past year have made excellent progress. With regard, however, to the settlements bordering on the North Saskatchewan River, I regret that notwithstanding a most bountiful crop they are reported to be not so prosperous as we could wish for. The absence of railways and the consequent impossibility of bringing their grain to market, takes away the value of cereal products that under more favorable conditions would yield a considerable profit.

The Ranching District.

According to the reports of Dr. Allen, Inspector of Ranches, and of Mr. Wm. Pearce, Superintendent of Mines, the cattle industry in Alberta has, during the past

year, been very successful. There is, however, some little conflict between lessees of grazing tracts and settlers who desire homestead entry upon lands which are under lease. I refer to the old leases which prohibit settlement. It is in my opinion desirable that an official of the Department should make a careful examination of all lands embraced in the old leases with a view to reporting to you what leases it is in the interest of settlement and of the general good necessary to cancel after notice as the statute provides. This matter should, I think, be attended to as early as possible.

Excellent effect has so far resulted and is likely to be of permanent and increasing advantage from the reservation of land in the grazing district, bordering on the the rivers, which upon the recommendation of Mr. Pearce have been withheld from sale or settlement with the object of affording shelter to the cattle and access to the water. These reservations are made by the authority of section 30, 46 Vic., chap. 17, which provides for the reservation from homestead entry of lands ordinarily available for that purpose if in your opinion it is desirable in the public interest not to entertain any application therefor.

The Land Grant in aid of the University of Manitoba, provided by 48-49 Vic., Chapter 50, section 2.

I have ordered the temporary reservation of about 250,000 acres of land in the Province, from which, in pursuance of the statute in that behalf, I propose to select the 150,000 to which the university is entitled. I shall endeavor to restrict the grant to not more than two sections in any one township, as it is in my opinion highly desirable in the common interest that an exclusive grant of lands in any locality should be so restricted; if this were not done the settlement of the Province might be seriously retarded.

Repayment of Seed Grain.

In my annual report for last year I drew your attention to the fact that in forwarding seed grain for settlers in Assiniboia and on the north branch of the Saskatchewan River we had expended in all \$108,000. On the 30th October last the books of my office showed that in the proceeds of grain returned and in cash received we had thus far recovered \$20,714.03, also having on hand at Prince Albert at the present time about 5,000 bushels of oats and barley. The terms of repayment entitled the borrowers to return an equal quantity of seed grain over the market price. At the time this arrangement was made the prices were fixed at respectively 50, 25 and 35 cents per bushel for wheat, oats and barley (excepting in the Saskatchewan district) being the then market price. The price of wheat has since advanced, and I have lately issued a circular to all persons who have not as yet made repayment giving them notice that unless the amounts due are paid by the 1st January next, payment after that date will be collected with interest added at the price ruling at the time the payment is actually made. I hope that this notice will have the desired effect. The price of wheat has increased so much, as compared with former years, that I trust our settlers are in a fairly satisfactory condition financially, and for the most part able to discharge their obligations.

Well Boring.

The result of the operations with our well boring machines, which are now in use in the district of Assiniboia, has been tolerably satisfactory. There is however some misunderstanding apparently as to the intention of the Government in introducing these machines. The impression seems to prevail very generally that the Government has undertaken to provide wells in cases of all settlers who are unable to procure water by digging in the ordinary way, and complaint is occasionally made that settlers are unable to obtain the use of our machines. This impression is of course erroneous. The intention of the Government was simply to demonstrate by the purchase and operation of the well borers that water could be obtained by their assistance where ordinary means had failed. This would not have been

attempted had it not been that at the time, owing to loss of crops, the settlers in the North-West were in a depressed state financially and unable to help themselves, not possessing either at that time the municipal organization under which the desired relief might have been provided without pressing too heavily on individuals. These machines have lately been offered to the Government of the North-West Territories, who have accepted the management and disposal of them for the future.

The Revenue from Dominion Lands.

The annexed report of the Inspector of Agencies shows that the revenue from all sources of the Dominion Lands Agents exceeds by about \$150,000 the receipts for the year ending 31st October, 1887.

The expenditure for last year was \$46,071.52, this year it is \$49,345.61, being an increase of only \$3,274.09. This is a very satisfactory result, and does not include revenue from timber, grazing lands and other sources not under the immediate supervision of the local agents.

Pre-emptions.

I drew attention in my report of last year to the steps that had been taken to cancel the existing entries for pre-emptions which were not held by resident settlers, and to render them available for settlement under sub-clause 5, section 38, cap. 54, Revised Statutes. The intention was not to deprive any resident settler of land that in consequence of bad crops or inability resulting from any other cause he is really unable to pay for. It became known to me, however, that in many cases pre-emption lands stood entered in the books of the various agencies of the Dominion Lands, in the names of persons who were not residing upon their homesteads and who apparently had no intention of making the payments required to entitle them to patents.

In a very few cases, possibly in none where a settler has represented himself as being in residence upon his land and unable to meet his payment, have I ordered summary cancellation of the entry. The circular which was issued to all holders of pre-emption entries in default stated that an extension of time might be had on application to me; and in many instances where the entries of persons in that situation have been cancelled in consequence of the facts of the case not having been brought to my knowledge, I have, upon application and a proper representation of the facts, ordered that his entry should be restored, and that the party should be allowed an extension of time within which to pay the principal amount due, or the accrued interest, and interest in advance for such further period not exceeding one year within which he might reasonably expect to pay some proportion of the purchase money. My intention in these cases was that payment by all resident settlers who desired to hold their pre-emptions, might be deferred at least until this year's crop had been marketed.

The effect of this action has been to render available as homesteads a very large number of pre-emptions which for a considerable period of time have remained unoccupied and in every sense unproductive. They were of no use to persons who held them, and in consequence of non-occupation were a positive detriment to the localities in which they were situated.

The policy to be adopted hereafter in respect of pre-emption lands which have not been paid for as the law requires, deserves very serious consideration. The Dominion Lands Act provides in most explicit terms that unless payment is made within the proper time the entry shall be forfeited.

If we continue to defer the actual cancellation of the entries which at law are forfeited, and grant extensions of time without collecting at least the statutory interest on the amount of the purchase money, we shall inevitably incur this danger, interest will accumulate until it amounts to a considerable sum; in the interval the holder of the entry remains in enjoyment of exclusive rights of ownership as to the land; he may possibly make large improvements, and in course of time his occupation and improvements may be of such a character as to render it difficult for the Depart-

ment to cancel the entry without making it appear, to the settler at least, that he is being harshly treated. Delay in the matter of the collection of pre-emption payments appears to be undesirable unless the settler who holds the land evinces good faith by keeping the interest on the purchase money fully paid up.

Land Sales by Railway and Land Companies.

I find upon enquiry into the matter, that the sales for the past year of the several land and railway companies operating in Manitoba and the North-West Territories amount to altogether 236,300 acres, at an average price of \$3.60 per acre. This average may be applied to the whole of the sales both in Manitoba and the North-West. It is, however, explained that the average price of lands sold in Manitoba would be somewhat higher but for the low value of the lands in the sand hills sold by the Canadian Pacific Railway Company at about \$1.50 per acre.

The whole area of land sold during the past year equals, I am informed, the aggregate sales of the three preceding years, and almost all of the land has been sold to actual settlers. This is a gratifying evidence of the increasing settlement of the country.

I have the honor to be, Sir,

Your obedient servant,

H. H. SMITH,

Commissioner.

No. 2.

OFFICE OF THE SUPERINTENDENT OF MINES,
CALGARY, 31st October, 1888.

To the Commissioner of Dominion Lands,
Winnipeg, Man.

SIR,—I have the honor to report through you for the information of the Honorable the Minister of the Interior on the work of my office for the year ending this date.

My duties as member of the Land Board, and the various inspections, reports, &c., arising therefrom, have kept me fully occupied, and they being under your cognizance, it will be unnecessary to recapitulate them here.

Grazing and Ranche Matters.

The past winter was all that could be desired by stockmen; the spring, however, proved unusually stormy, the result being a loss of newly-born calves which was considerably above the average. About 5,000 beef cattle have been shipped from this district to England, the prices received here varying from \$40 to \$50 per head, and the class of beef furnished by them has been an agreeable surprise to those who heretofore had not been acquainted with the excellent quality thereof. The Canadian Pacific Railway Company have, it is stated by the cattle men, done everything possible to promote this traffic.

Manufacture of Leather.

In my last annual report I drew attention to the advantages offered by Calgary, or some point on the Canadian Pacific Railway in the District of Alberta, for such manufacture. Some enquiries have been made of me as the result of said report, and there are good prospects for the establishment of such an enterprise in the near future.

Sheep.

Were it not for the low price of wool, the rearing of sheep would rapidly increase, the country being admirably fitted therefor; but it is asserted at present that business is not profitable, owing to low prices.

Horses.

During the past season a very large number of valuable stallions have been imported, chiefly from Great Britain; also a large number of excellent mares, chiefly from the Eastern Provinces; and in a very few years it may confidently be anticipated that thousands of first class horses will be available for export. No anxiety need be anticipated regarding a profitable market for them.

Nature has been lavish in granting all the requisites to enable the economical growth of healthy horses, with good lungs and well developed muscles, and it only remains for our horsemen to use the necessary judgment in breeding. Our severest winters have caused practically no loss in horses. Considerable attention has, during the past year, been directed to this country both by parties desiring to embark in the business of horse-breeding and also by those looking forward for a supply of first-class horses for the markets of the east.

There are any number of profitable openings for breeders both on a large and small scale in this district.

Dairying.

During the past year one cheese factory and one creamery have been established in the neighborhood of Calgary. The success which has attended these enterprises will no doubt lead to a output of dairying products within a very short time on an extensive scale. My report of last year dealt fully both with the facilities and prospects for the manufacture of an A 1 article, and also of a market for the same.

Reservations for Water and Shelter for Stock.

So soon as the returns of surveys made during the past season have been completed, and I have made a few more inspections, a further list of those lands which, in the stock interests, should be reserved for the above purposes, will be made out and submitted for approval. Public interests have been greatly promoted by these reservations, and will continue to be, if preserved. In my report of last year I alluded to the pernicious practice adopted by the stockmen of our neighbors to the south to obtain control of water and shelter. For certain reasons many parties, either through ignorance or from selfish motives, have through the public prints extolled the principle adopted there, and depreciated the Canadian policy; it might be well that special attention should be directed to this.

Hamlet System of Settlement.

By many it has been urged that the hamlet system is the only one by which very large portions of the country lying west of the 3rd Principal Meridian, east of the foothills and south of the Red Deer and South Saskatchewan Rivers, can be successfully settled. It is a matter worthy of the most careful consideration, and if it should be decided to adopt it, the locations of said hamlets should be selected as soon as possible and held in reserve till required for such settlement.

Irrigation.

I have nothing new to add to my report of last year on this head, except that every year it would seem to be a matter of more moment than in the preceding; and farther, it is worthy of serious consideration whether in that portion of our territory, where the rainfall is light, a reservation in patents to land of the right to construct ditches and canals for irrigation purposes might not with advantage be adopted, similar to the principle adopted in the railway belt in British Columbia, both as regards agricultural and mining purposes.

Prairie Fires.

This subject is receiving a considerable share of public attention, and the present session of the North-West Council will probably not adjourn without legislation thereon, which, it is to be hoped, may, at least to a certain extent, meet the difficulty.

Prairie and Timber Wolves.

The introduction of stag and greyhounds by the cattle men has, to a considerable extent, mitigated the loss and annoyance caused by these pests; at the same time excellent sport is obtained, which increases the number destroyed.

Stock Associations.

It is reported that there is a good deal of stealing of stock, chiefly horses, practised—not by running them to Montana, as formerly, but by altering and defacing brands, and also shipping to the Eastern Provinces. The purchasers not being familiar with the branding system cannot tell whether a purchase has been stolen or not; even if stolen, being so far distant from its owner, it would be doubtful if that point would ever be raised. Cattle are generally killed and the hide destroyed. These evils can be best remedied by the formation of a strong stock association, and the sooner that is done the better.

Mining Statistics.

The advisability of collecting and publishing annually the statistics of the mineral output of the Dominion of Canada is a subject which should receive early attention. This has been attempted, but until the legislation is passed compelling the production of such statistics by the parties who only can give them exactly, the collection of them must prove unreliable and vexatious in their compilation. The experience (particularly of the United States) where such statistics have been collected and published for years, has proved most beneficial, and those who at first objected most strongly on the ground that their publication would injuriously affect their business, after an experience of one or two years would not consent to a return to the old system.

Coal Output.

The chief output of coal has been at Lethbridge, by the North-West Coal and Navigation Company, and has been probably double that of any preceding year. The widening of the gauge of their railway and a connection with the American railway system at Fort Assiniboine would probably lead to a quadruplication of their output. Both of these enterprises will probably be accomplished next year.

Medicine Hat.—The output at this point during the past year has been meagre; legal complications have retarded operations. These, it is stated, have been adjusted so that a renewal of operations may be anticipated. The Medicine Hat Railway and Coal Company assert that they will shortly build their railway and develop their coal properties.

Crowfoot Creek.—On this creek, some four miles north of the Canadian Pacific Railway, the railway corporation has during the past few months been developing some of its coal lands, so far with very favorable results. Certain diamond drill tests are now being made, which will probably prove of as great value as they are of interest.

Bow River Mines, Cochrane.—During the past season the original Bow River Mine has been closed down; another has been opened with, it is stated, ample capital to back the enterprise, and coking furnaces are to be put in operation. As a coking coal, it ranks "A. 1.", and the establishment of these furnaces should prevent a great deal of waste, which heretofore from its character had to be left at the pit mouth. With proper coking appliances, it could be cheaply converted into coke, and a good market in connection with smelting works will no doubt be obtainable in a year or two, as well as for fuel. The coming year will probably witness several diamond drill tests made in that neighborhood, which it is to be deplored was not made at the inception of mining in that locality.

Anthracite.—The opening up and mining of coal at this point was carried on with vigor up to the 1st of June last, about 200 men being so employed, but since then very little has been done.

It is reported that work will shortly be resumed on a much more extensive scale than formerly. The quality of the coal, when properly cleaned, is all that can be desired.

Petroleum.

Considerable prospecting for petroleum has been carried on during the past year in the Lac Dauphin District, Manitoba. No oil chamber of any considerable size has yet been tapped, but the prospects are sufficient to warrant much further and more intelligently conducted operations.

Diamond Drills.

Within the past few weeks two of the above machines have been put in operation, one by the North-West Coal and Navigation Company in the vicinity of Lethbridge, the second by the Canadian Pacific Railway Company on Crowfoot Creek.

The latter company, it is stated, purpose prospecting thoroughly by such means, at many points along the railway line. This is a step which has been

alluded to in many of my former reports as one which gives promise of giving incalculable benefits to the country.

Mining and Minerals other than Coal.

The dispute between the Province of British Columbia and the Dominion Government over the minerals in the railway belt in British Columbia has acted as a "wet blanket" on many enterprises in that territory, but before the opening of another season this point will be decided. It is felt by many who should be good judges that the country is on the eve of great activity in mining matters. One good camp will cause the usual influx of capital, prospectors and miners. The difficulty at present is that the majority of prospectors have neither experience nor capital; most of them are trying to hold several claims, some as many as 20: the result is that none, no matter how rich they might be, are sufficiently developed to warrant capital in taking hold to further develop and operate them. A mining boom would remedy that to a very considerable extent.

Smelters.

The first smelter for the precious metals in Canada is about completed at Vancouver. It would be safe to assert that within a decade a large number of others will be erected between that place and Calgary.

Crops.

Throughout the whole of Alberta, and on this head I will confine my remarks to this district, as I know whereof I speak, the crops were excellent, the yield, both as to quality and quantity not to be surpassed, no failure from drought, frost or insects. The Calgary exhibit this year took the Canadian Pacific Railway prize.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

WM. PEARCE,

Superintendent of Mines.

No. 3.

OFFICE OF THE DOMINION LANDS COMMISSION.

WINNIPEG, 31st October, 1888.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg.

SIR,—I have the honor to submit the following report on the work of my office for the year ending to-day.

In the month of November last, I completed inspections of the Dominion Lands and Crown Timber Agencies at New Westminster, and the Dominion Lands Agency at Calgary.

In the months of December and January I was engaged at Ottawa revising and preparing for the printer a number of forms for use in the Agencies, and with other matters pertaining thereto.

In March inspections were made of the Dominion Lands Agencies at New Westminster, Lethbridge, Regina, Touchwood, Swift Current and Brandon, and the Dominion Lands and Crown Timber Agencies at Calgary.

In April I inspected the Dominion Lands Agencies at Winnipeg, Manitou and Deloraine, and attended the meeting of the Dominion Land Board held at Winnipeg during that Month.

In June I visited the Dominion Lands Agencies at Carlyle and Calgary, and the Dominion Lands and Crown Timber Agencies at Edmonton.

In July I inspected the Dominion Lands Agency at Battleford and the Dominion Lands and Crown Timber Agencies at Prince Albert.

In August I made an inspection of the Crown Timber Agency at Winnipeg.

The results of these inspections have from time to time been communicated through you for the information of the Minister of the Interior.

As a rule, the work of the Agencies continues to be satisfactorily performed. The schedule appended hereto indicates the nature and extent of the business transacted at the several Dominion Lands Offices during the year.

My time, when not occupied with the work of inspection, has been taken up in attending to my duties as a member of the Land Board.

I have the honor to be, Sir,

Your obedient servant,

J. M. GORDON,

Inspector.

ANNUAL REPORT showing work performed at the various Dominion Lands Agencies, for year ending 31st October, 1888.

No. of Agency.	Agency.	Letters.		Circulars.		Recommendations for Patent.						Entries Cancelled.				
		Received.		Sent.		Free Homesteads.			Purchased after 12 Months' Residence.			Homesteads.		Pre-emptions.		
		No.	Cost.	No.	Cost.	No.	Acres.	Refused.	Granted.	No.	Acres.	No.	Acres.	No.	Acres.	
1	Battleford.....	293	\$35	59	208	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Birtle.....	3,117	3,940	62	.....	172	27,360	50	7,840	2	480	.....	143	22,880	.....
3	Calgary.....	1,744	1,592	59	74	32	5,120	7	1,120	1	160	.....	72	11,452	45
4	Coventry.....	530	847	68	44	19	3,040	3	480	.....	.....	.....	21	3,280	116
5	Dufferin.....	2,686	2,926	58	201	206	32,700	89	6,240	.....	.....	.....	70	11,040	13
6	Edmonton.....	588	653	64	.....	71	1,270	.....	.....	.....	.....	.....	3	480	2
7	Lethbridge.....	833	935	66	.....	15	3,120.49	2	303.80	.....	.....	.....	4	800	2
8	Little Saskatchewan.....	2,146	3,048	70	98	83	13,280	1	160	.....	.....	.....	73	11,658.28	98
9	New Westminster.....	1,706	1,576	37	.....	4	7,426	.....	.....	.....	.....	.....	48	7,076	.....
10	Prince Albert.....	907	1,432	66	.....	70	10,978.98	9	1,236	.....	.....	.....	12	1,920	30
11	Qu Appelle.....	5,646	7,424	62	682	367	57,120	50	8,100	.....	.....	.....	129	20,800	988
12	Rocky Mountains Park.....	505	629	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Sonoma.....	4,459	4,723	48	83	307	47,524.73	23	3,602.91	.....	.....	.....	93	14,643.33	86
14	Swift Current.....	204	207	27	.....	4	640	.....	.....	.....	.....	.....	2	320	.....
15	Touchwood.....	793	804	53	24	35	5,978.74	5	778	.....	.....	.....	29	4,644.19	30
16	Parlie Mountains.....	2,519	3,630	64	484	130	20,403.65	17	2,925.16	.....	.....	.....	120	17,864.93	264
17	Winnipeg.....	2,786	2,609	323	1,026	156	24,087.11	10	1,508.71	1	160	.....	117	18,010.98	95
	Totals.....	31,422	37,610	1,226	2,914	1,646	260,718.68	216	34,298.58	4	800	.....	935	146,868.72	1,882
																299,931.24

a. Homesteads recommended for patent at \$1.00 per acre in New Westminster District.

ANNUAL Report showing work performed at the various Dominion Lands Agencies, for year ending 31st October, 1888—Continued.

No. of Agency.	Hay Permits Issued.	Wood Lots.	Mining Locations Recorded.	Second Entries.		Entries by Agent.	Homestead and Pre-emption Entries Granted.										
				No.	Acres.		Lands not Previously Entered.		Cancelled Lands Re-entered.		Pre-emptions, 160 acres.		Homesteads, 80 acres.		Pre-emptions, 80 acres.		
				No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.
1	88	.....	.....	6	960	4	620-86	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	88	.....	.....	112	17,920	8	1,280	118	18,880	.....	.....	.....	.....	.....	.....	.....	.....
3	37	.....	.....	79	12,457	52	8,105	42	6,675-30	31	4,860	14	2,195	.....	.....	.....	.....
4	7	.....	.....	31	4,940	24	3,840	14	2,400	8	1,280	.....	.....	.....	.....	.....	.....
5	76	.....	.....	2	2,480	2	320	76	12,160	6	960	.....	.....	.....	.....	.....	.....
6	46	.....	.....	28	4,109-54	11	1,608-12	1	160	.....	.....	.....	.....	.....	.....	.....	.....
7	15	.....	.....	23	13,612-36	22	2,959-77	2	320	.....	.....	.....	.....	.....	.....	.....	.....
8	83	.....	.....	15	45	7	984	72	11,473-80	6	800	.....	.....	.....	.....	.....	.....
9	2	.....	.....	6	59,835-36	.....	.....	34	5,324	.....	.....	.....	.....	.....	.....	.....	.....
10	24	.....	.....	36	930	8	1,280	7	1,120	.....	.....	.....	.....	.....	.....	.....	.....
11	236	.....	.....	37	5,920	35	5,601-18	81	12,960	31	4,960	.....	.....	.....	.....	.....	.....
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	7	.....	.....	45	7,848-26	35	4,673-81	187	28,778-18	38	6,017-32	2	160	.....	.....	.....	.....
14	.....	.....	.....	10	1,598-33	2	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	13	.....	.....	69	998-50	24	3,811-54	2	320	.....	.....	.....	.....	.....	.....	.....	.....
16	27	.....	.....	20	3,068-06	38	6,061-11	112	18,081-23	55	8,805-78	6	480	.....	.....	.....	.....
17	172	.....	.....	6	960	28	11,227-82	80	12,708-62	4	640	.....	.....	.....	.....	.....	.....
944	2	.....	.....	186	30,270-82	359	38,777-08	828	131,361-13	194	30,938-10	9	720	.....	.....	.....	.....
	2	.....	.....	1,132	178,560-31	250	38,777-08	828	131,361-13	194	30,938-10	9	720	.....	.....	.....	.....

ANNUAL Report showing work performed at the various Dominion Lands Agencies, for year ending 31st October, 1888—Continued.

No. of Agency	Homestead and Pre-emption Entries.				Sales.				Returns to Head Office.			
	Abandoned Pre-emption Homesteads.		Total Homesteads.		Total Pre-emptions.		Homesteads.		Pre-emptions.		General.	
	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	158	25,210	6	960	4	620 86	.....	.....	2	156 38	.....	15
3	1	160	388	62,010	40	6,320	2	320	92	12,840	11	1,610
4	.....	.....	122	19,297 30	66	10,300	1	160	11	1,914 30	45	16,806
5	.....	.....	45	7,360	32	6,130	.....	.....	3	439 60	.....	19
6	66	10,560	159	26,280	9	1,360	.....	.....	49	7,680	91	16,171 16
7	.....	.....	27	4,269 54	11	1,608 12	.....	.....	4	674	9	1,505 96
8	93	14,659 34	209	33,344 76	23	3,149 77	.....	.....	57	8,490	18	2,843 83
9	.....	.....	295	45,159 36	12	1,784	.....	.....	.....	.....	48	8,210 21
10	6	1,002	49	7,448	9	1,440	.....	6,208	8	1,105	5	1,328
11	34	5,440	244	39,192	66	10,661 18	.....	.....	42	6,876 17	18	2,978 08
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	175	27,980 94	483	75,593 70	70	10,846 23	.....	.....	271	42,082 26	89	6,931 79
14	.....	.....	10	1,598 33	2	320	.....	.....	.....	.....	1	144 26
15	.....	.....	71	11,665 60	24	3,611 54	.....	.....	1	153 66	1	320
16	132	21,159 84	288	45,781 18	82	12,642 14	.....	.....	234	37,993 90	11	2,802 04
17	22	3,620 76	178	27,457 20	4	640	.....	160	17	2,421 40	64	6,869 12
.....	686	119,691 88	2,656	420,333 32	454	70,521 84	48	6,848	791	122,433 66	371	67,858 94
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	730
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	86
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12

ANNUAL Report showing work performed at the various Dominion Lands Agencies, for year ending 31st October, 1888—Continued.

No. of Agency.	Expenditure.			Free Grants.			Receipts.				
	Salaries.	Rent.	Contingent.	Total Expenses.	Half Breed.		Pre-emption. (M. B. W.)	Homestead Fees.	Pre-emption Fees.	Inspection Fees.	Interchange Fees.
					No.	Acres.					
1	\$ cts.	\$ cts.	\$ cts.	\$ cts.				\$ cts.	\$ cts.	\$ cts.	\$ cts.
2	1,999 82	240 00	300 00	2,539 92	.....	.....	.....	60 00	40 00	.....	.....
3	1,960 66	144 00	265 04	2,349 70	4	640	.....	8,980 00	400 00	.....	.....
4	2,986 66	480 00	357 04	3,823 60	27	5,280	.....	1,220 00	660 00	2,305 00	60 00
5	1,198 00	180 00	187 52	1,563 52	.....	.....	.....	460 00	320 00	585 00	10 00
6	1,940 29	144 00	347 85	2,432 14	.....	.....	.....	1,590 00	90 00	280 00	.....
7	1,584 00	240 00	493 80	2,317 80	7	1,200	.....	270 00	110 00	1,135 00	30 00
8	2,090 00	90 00	214 07	2,394 07	6	440	.....	740 00	230 00	20 00	.....
9	5,811 98	.....	553 87	6,335 85	.....	.....	.....	2,050 00	120 00	30 00	.....
10	2,274 00	240 00	190 00	2,704 00	.....	.....	.....	2,910 00	.....	1,210 00	30 00
11	4,317 80	.....	819 30	5,137 10	13	2,107	.....	480 00	90 00	310 00	25 00
12	1,200 00	.....	189 78	1,399 78	1	240	.....	2,450 00	660 00	1,365 00	40 00
13	4,384 28	240 00	527 75	5,152 03	.....	.....	.....	4,820 00	700 00	.....	.....
14	.....	.....	.....	.....	2	320	.....	100 00	20 00	.....	.....
15	592 00	46 00	34 35	692 35	.....	.....	.....	660 00	220 00	.....	.....
16	2,823 00	.....	342 09	3,165 09	9	1,440	.....	2,860 00	810 00	80 00	10 00
17	4,443 00	600 00	201 75	5,144 75	2	480	.....	1,720 00	40 00	2,285 00	40 00
	40,709 47	2,788 00	5,848 14	49,345 61	32	9,907	.....	26,260 00	4,510 00	13,740 60	365 00

No. 4.

DOMINION LANDS OFFICE,

NEW WESTMINSTER, B.C., 1st November, 1888.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg, Man.

SIR,—I have the honor to submit the following report on the matters coming within the purview of this agency relating to the Dominion lands within the railway belt in this Province.

The returns for the Departmental year ended the 31st of October last, show that 290 homesteads, covering an area of 45,239 acres, have been entered, that 43 homestead sales, aggregating 6,208 acres, have been completed, at \$1 per acre, and 50 general sales, aggregating an area of 8,210 acres have been made, at \$2.50 per acre, and that 46 entries have been cancelled on applications for inspection and the lands so released regranted to the applicants.

There has also been a considerable increase of business of a miscellaneous character which does not appear in the tabulated returns made to the Inspector.

The reservation of the undisposed of agricultural lands in New Westminster District, made by the Deputy Minister of the Interior and yourself in July last, for the sole use of actual settlers, has met with the unqualified approval of all classes of the community, except, if I may be allowed the expression, the professional land speculators.

The position taken by the Provincial Government in dealing with the lands claimed by both the Dominion and Provincial Governments, and formerly under special reserve for the purposes of the obsolete Sumass Dyking Act, 1878, before the question of title had been finally decided by a competent judicial tribunal and before a definite concession of any of these lands had been made to the Province, has not only been a source of great embarrassment to me in dealing with the settlers, but has proved a source of great anxiety and uncertainty to the settlers themselves, it having placed them as it were between two fires, under which they were not satisfied that they would be safe with either claimant. It is to be hoped, however, that this vexed question will be speedily set at rest, more especially as the Provincial Government have not the shadow of a title to the lands in this reserve, and the Crown grants issued by that Government to settlers, without being confirmed by Act of the Dominion Parliament, are not worth the paper they are written upon. I have however assured the squatters on these lands that should the question of title be finally settled in favor of the Dominion Government, their claims would be duly investigated under the provisions of the Dominion regulations, and be legally and equitably dealt with accordingly.

The surveyed agricultural lands in the New Westminster District, as you are aware, are of limited extent, and the tendency of immigrants being to seek locations as near the Pacific coast as possible, renders it necessary that all lands capable of being settled upon should be surveyed as early as possible. I would therefore respectfully suggest that a party be detailed not later than the 1st April next to survey a tract of land, situate in a north-easterly direction from the Mission, about ten miles from the Canadian Pacific Railway. I am informed by explorers and hunters that the tract consists of a well sheltered valley of the most fertile character, fronting on Stave Lake, and containing an area variously estimated at from 40,000 to 60,000 acres, lightly timbered with alder and vine maple, easily cleared and well watered. Several settlers have lately located in this valley and more are desirous of doing so. Squatting, however, in advance of survey, particularly in a wooded

country, is sure to entail innumerable complications and disputes which are not only expensive, but often difficult to settle to the satisfaction of the parties interested. Hence an early survey of this valley is of still more pressing importance.

The provisions specially framed to encourage fruit culture which were promulgated in the amended regulations applying to British Columbia of the 17th September, 1887, are not yet so well known or understood as might be expected from the important bearing they are destined to have upon the development of what eventually must become one of the prominent as well as permanent industries of the Province. A very good beginning, however, has been made, and an area of 1,000 acres has been entered under these provisions. I may add that the trees planted last spring have thriven unusually well. On one fruit lot, Captain McNaughton's, which I inspected a short time ago, I found that of 150 apple trees planted in the last week of April, all had lived and made for the first season a very vigorous growth of from six to fifteen inches.

In a recent San Francisco paper I saw it stated that in California fruit land is considered to be worth \$400 per acre when each tree produces fruit to the value of \$1. This statement, even allowing a wide margin, taken conjointly with the fact that an unlimited and permanent market for fruit is already afforded by the rapidly increasing population of Manitoba and the North-West Territories, is an indication of the value which may in the course of a few years be placed upon any of our lands dedicated to fruit culture.

Take, for instance, the case of land planted with mixed varieties of apple trees. In this district three year old trees from the nurseries, five years from date of planting, will produce from one to three boxes of apples, worth, according to the season, from \$1 to \$1.50 per box in the New Westminster, Vancouver and Victoria markets. An eighty acre lot, therefore, planted with the regulation number of 40 trees to the acre, and allowing an average of one dollar per tree, would produce at the end of the fifth year fruit to the value of not less than \$3,200, and the value of the land at the expiration of that period would have been increased from the Government price of \$1 to at least \$40 per acre, or from the homestead price of \$80 to \$3,200 for the lot, plus the cost of clearing. In addition there would have been in all probability a sufficient amount realized from the sale of the third and fourth years' fruit to have paid for the care and cultivation of the orchard. The present and future prospects of the fruit growers in British Columbia are of that encouraging and substantial character which should warrant capitalists in seeking to open up this permanent industry which, as the orchards become annually more productive, will yield a correspondingly increased profit on the original outlay of capital.

In all parts of the Province the yield of grain and root crops per acre has been largely in excess of the yield of last year, and for the New Westminster District the following may be considered a fair average:—

Wheat,	50 bushels to the acre.		
Oats,	80 do	do	
Barley,	50 do	do	
Peas,	40 do	do	
Potatoes,	40 tons	do	
Turnips,	50 do	do	
Timothy,	2½ do	do	

Owing to a greater rainfall this season in the Yale-Kamloops District, the pasturage has been more luxuriant than for several years past, and stock will go into winter quarters in the finest condition.

In this district an effort has been made, under the auspices of the Provincial Government, to test the feasibility of obtaining water for irrigation purposes by boring an artesian well on the ranche of G. B. Martin, but no favorable result has yet been obtained.

Discoveries of coal seams have been reported from near Golden, Kamloops, Ashcroft, Cherry Creek, and Chilliwhack, but development has not progressed sufficiently to prove the practical value of any of the seams.

The still pending dispute with the Provincial Government with respect to the ownership of the minerals on Dominion lands, and the exorbitant value placed by discoverers on their claims, have greatly retarded the development of the mineral wealth of the railway belt, and prevented the investment of eastern and foreign capital. The erection of smelting and reduction works at Vancouver, now nearly completed, will inaugurate a new era in the history of mining in British Columbia, and give a fresh impetus to quartz mining operations. At Field and Illecillewaet, several carloads of ore are already awaiting shipment to Vancouver on completion of the works, and present indications point to a most prosperous mining season during the ensuing year.

The site selected by the Department of Agriculture for the experimental farm at Agassiz Station in New Westminster District, is generally approved as affording the most eligible situation for mixed farming and fruit raising; its location immediately on the line of the Canadian Pacific Railway, in full view of the passing trains, will bring it prominently before the travelling public, and being within four and a half miles of the Harrison Hot Springs, it will no doubt prove a source of considerable attraction to the visitors at the springs. These springs I may add are steadily increasing in favor and popularity with the public of the Pacific coast, and a number of applications, I am informed, having been received by the owners, for building sites in the vicinity induced them to lay off a small townsite fronting on the lake, in which a number of lots have been sold at rather fancy prices. In view of the present and prospective importance of the locality in question, I have suggested to the Department the advisability of surveying the flats on the south easterly shore of the lake into villa lots, either for sale or lease to persons desirous of acquiring a summer residence in this picturesque and healthy region.

As regards the Yale, Kamloops and Kootenay districts, I would point out that several important questions affecting these districts are still pending, and for that reason, although a number of confirmed plans of surveys therein have been received by me, I have been unable to take any active steps towards the disposal of these lands. All correspondence and applications however relating thereto have been duly filed for investigation.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

H. B. W. AIKMAN,

Agent Dominion Lands, B.C.

No. 5.

TIMBER, MINERAL AND GRAZING LANDS.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 27th December, 1888.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SIR.—I have the honor to submit the ninth annual report of the Timber, Mineral and Grazing Lands Office of the Department of the Interior.

Statements showing the revenue, amounting to \$121,747.89, derived from Crown timber, mineral and grazing lands, but exclusive of sales, for the Departmental year which ended on the 31st of October last, are appended hereto, together with the reports of the Crown Timber Agents at Winnipeg, Edmonton, Calgary, Prince Albert and New Westminster, B.C. The above amount includes \$315.65 dues on timber cut on school lands.

The revenue exceeded that of last year by \$332.37. There was an increase for timber dues of \$12,046.18, for mining fees \$1.75, for hay dues \$1,573.07, but a decrease for the rent of grazing lands, of \$13,328.27.

For the sake of reference and comparison statements showing, both by fiscal and departmental years, the revenue received for timber, mineral and grazing lands from 1872 up to the 31st of October last, have been prepared and may be found at the end of this report.

The total revenue from the Winnipeg Agency amounted to \$45,558.52, being a decrease of \$52.48, as compared with the previous year.

The agent reports that the quantity of lumber manufactured within his agency was 2,710,227 feet less than the previous year, while the quantity sold was 5,127,568 feet more than in 1887, the stocks in hand being replenished from American logs from which about 21,000,000 feet of lumber was manufactured at Rat Portage, Keewatin, and Winnipeg, and a great portion thereof used by settlers. This has, it is thought, in many cases, prevented local mill men from demanding excessive prices.

The agent says that, owing to the wet autumn, combined with the increased vigilance on the part of the settlers, prairie fires, the spread of which caused great destruction to the timber in previous years, have been less frequent during the past year. In connection with this matter I may say that the Department has taken further precautions during the past year to prevent, if possible, the recurrence of these fires. Agents were told to instruct their forest rangers to impress upon settlers and others with whom they came in contact during their trips of inspection, the great personal interest which all residents have in preventing the country from being denuded of its timber, how much the future value of the property would be reduced by its destruction, and the duty which they owe to the Dominion as law abiding citizens in bringing to justice anyone whom they know to have been guilty of an infraction of the laws and ordinances enacted for the prevention of prairie and forest fires. The agents were informed that the impression is cultivated that these fires are generally started by Indians, but while a good deal of the destruction of the timber complained of might doubtless be traced to the carelessness or ignorance of Indians in putting out their camp fires, it was also certain that the negligence of white men had a great deal to do with it. The agents were further told to instruct

their forest rangers that when they were cognizant of a fire raging in any portion of the country, or even when they were made aware that a fire had taken place, they were to use every means in their power to ascertain how it originated, and take steps to bring about the arrest of the person or persons who started it.

The Department of Indian Affairs has co-operated with this Department, by impressing upon the Indians the great personal interest which they have in preventing the country from being denuded of its timber; also by distributing through its agents copies of the Manitoba Act, and of an ordinance of the North-West Council for the prevention of prairie and forest fires. These laws printed in the form of posters were also spread broadcast over the country by the agents of this Department.

In addition to prairie and bush fires having been started in the manner above indicated, it is alleged that fires destroying a large quantity of timber have been started by sparks from locomotives, caused it may be from the wood burning engines not being provided with spark arresters. The attention of the railway companies has been called to this fact, and it is to be hoped that they will try to prevent in future fires from this source.

Representations have been made to the Crown Timber Agent, by the holders of timber births on the shores of Lake Winnipegosis and streams tributary thereto, of the uselessness of attempting to operate their limits until means are provided by the Government affording them an outlet for their timber, there being no way at present of bringing it profitably to market.

With reference to this I may say that in 1884 the Government caused an examination of the Water Hen River joining Lake Winnipegosis with Lake Manitoba to be made, and it was found to be wholly impracticable as a means of navigable communication; but the engineer who made the examination reported in favor of constructing a canal at Meadow Portage, $1\frac{1}{4}$ miles in length. Nothing further, however, has been done in this direction.

The agent refers in his report to the two ways above mentioned by which an outlet for the timber from Lake Winnipegosis can be obtained; but instead of a canal being constructed at Meadow Portage, he suggests the cutting of a log channel across the same. This, he believes, would be less difficult as well as less expensive than clearing the rock obstructions from the Water Hen River. He estimates that there are about 400,000,000 feet B. M. of merchantable timber in the district, which, if egress were provided, would become a valuable source of revenue to the Government, as well as a boon to the settlers.

In addition to the above reports parties who are interested in timber berths on Lake Winnipegosis and its tributaries have filed in this Department and the Department of Public Works reports upon this subject, and they all seem to agree that the means of egress should be at Meadow Portage.

I am of the opinion that it would be in the public interest if something were done in this matter at an early date, as there is not the slightest doubt but that the revenue derived from the timber would soon cover the cost of constructing a log channel. If a channel be made the logs would, it appears, be towed to Meadow Portage, then taken through the channel, manufactured into lumber, and towed in barges to the White Mud River at the foot of Lake Manitoba, then up the river to Westbourne, a station on the Manitoba and North-Western Railway.

Lumber at Winnipeg averages about \$2 per M higher than last year, owing, the agent says, to a combination on the part of the manufacturers at Rat Portage and Keewatin. Cordwood on car at Winnipeg remains about same as last year, \$3.25 to \$4.50, but the large shipments now being made *via* the Northern Pacific and Manitoba Railway from the State of Dakota to Winnipeg will have a tendency to lower the price. American anthracite coal is selling at Winnipeg for \$8.50 per ton, and native (soft) coal at \$7.50.

The price of lumber within the Winnipeg Agency varies from \$12.50 to \$40, according to kind and quality of lumber. The agent reports that very little lumber from British Columbia has during the past year been offered for sale east of Regina, the

principal shipments from that Province being cedar shingles, for which there is a growing demand. There are twenty-one mills in operation within this agency, cutting timber under Government license.

Next to Winnipeg, the British Columbia Crown Timber Agency, although the last established, has become the most important, the revenue derived therefrom for the last year being \$25,567.51, an increase of \$10,426.04 over the previous year. Of the amount collected \$2,682.50 has been received for bonuses of berths put up to public competition. The area so acquired was about 52 square miles, averaging a bonus of \$51.62 per square mile. The total quantity of lumber manufactured for the year amounted to 24,436,895 feet B. M., and it sold at the rate of \$9 to \$10 per thousand. There are eight saw mills cutting timber within this agency. Their capacity, &c., are shown in Schedule "B" annexed to the agent's report.

The total amount of dues collected for timber within the Calgary Agency during the year amounted to \$10,599.39, being an increase of \$277.74. The total quantity of lumber manufactured was 3,677,308 feet B. M. The price of lumber at Calgary was from \$12 to \$18, at Cochrane \$12 to \$16, at Fort McLeod \$15 to \$13, at Lethbridge \$30. Five saw mills were cutting timber under Government license within this agency last year, and several portable mills under permit.

The total amount of dues collected within the Edmonton Agency was \$6,733.30, being an increase of \$749.34 over the previous year. The price of lumber at Edmonton during the year was \$20 to \$23 per M. feet B. M., and at St. Albert \$23 to \$25. The agent reports four saw mills in operation within his agency.

The total amount of dues collected within the Prince Albert Agency was \$3,419.02, being an increase of \$656.39 over the previous year. Lumber sold at Prince Albert from \$20 to \$42 per thousand, and at Battleford \$30 to \$35. There is only one saw mill within this agency cutting under license, namely, the one at Prince Albert, erected by Messrs. Moore & Macdowall in 1876. There are also several saw mills at Prince Albert and Battleford cutting timber under permit. The quantity of lumber manufactured during the year was 1,755,590 feet.

Saw mill returns, received at head office, give the following quantities of building material as having been manufactured and sold during the year within the five agencies:—

	Manufactured.	Sold.
Sawn lumber.....	49,317,230	51,420,151
Shingles.....	6,241,166	5,363,440
Lath.....	2,267,575	2,464,747

Forty-seven licenses to cut timber over a total area of 2,064 square miles were issued during the year. The areas licensed in the Province of Manitoba, the three Provisional Territorial Districts, and on Dominion Lands in British Columbia, are as follows:—

	Miles.
Manitoba.....	411.56
Alberta.....	1,367.24
Assiniboia.....	59.75
Saskatchewan.....	197.83
British Columbia.....	27.62

The area under license in British Columbia seems small, seeing that the authority of Council has been obtained to issue licenses to cut timber over 58 berths containing approximately a total area of 475 square miles. This is caused from the fact that the returns of the surveys of these berths have not yet been filed here. The regulations provide that this must be done before a license issues.

In addition to the 2,064 square miles in Manitoba and the North-West Territories under yearly license, an area of 791 square miles is covered by twenty-one year leases which were issued prior to December, 1883. Of this latter area 559 square miles are situated on the shores of Lake Winnipegosis, and the lessees of the

berths are amongst those who complain that they cannot utilise their limits owing to there being no outlet to market. These berths were acquired by public auction in 1879.

The number of applications received during the year to cut timber was 107, of which 57 were for licenses to cut timber in Manitoba and the North-West Territories, and the remainder for licenses to cut timber upon Dominion Lands in British Columbia. The number of applications during the previous year was 121. Within the past year 172 Orders in Council which authorized the issue of yearly licenses to applicants to cut timber on lands in Manitoba and the North-West Territories upon their complying with certain conditions, were cancelled for non-compliance. The total area of the berths described in these Orders was, approximately, 8,600 square miles. The number of berths still under license or authorized in the Province and Territories is 290, but it is probable that the Orders which authorized the licensing of some of these berths will soon be cancelled.

Mining Lands other than Coal.

Returns from the Dominion Lands Agents show that during the past year 29 entries were made for mining locations other than coal. The revenue from mining lands for the year was \$430.75, made up as follows:—Fees for entry and registration of assignments, \$231.75, and \$199 in payment of a mining location in British Columbia. The total area of mining locations sold up to date is 1,080.86 acres, which realized \$5,406.50.

No amendments have been made to the regulations since October, 1887.

Coal Mining Lands.

The number of applications during the year was 88, and 50 of the applicants were given the privilege of purchasing within a specified time the location for which they applied; 37 of them bought the land applied for or a portion thereof.

The revenue for the year derived from the sale of coal lands was \$74,700, being an increase of \$67,050 over the previous year. The total area of coal lands sold up to date is 12,078½ acres, and the total amount received therefor \$124,508.2.

Ten leases for twenty-one years each were issued in 1883 and 1883 of lands within the Souris Coal District, but the lessees have not complied with the provisions of their leases.

By an Order in Council dated the 10th of February, 1888, the price of lands containing anthracite coal was raised from \$13 50 to \$20, the latter being the price of this class of lands prior to December, 1885. By an Order in Council dated the 11th of July, 1888, the regulations for the disposal of coal lands in the Province of Manitoba and the North-West Territories were made to govern the disposal of Dominion coal lands in the Railway Belt in the Province of British Columbia.

Grazing Lands.

An Order in Council of the 22nd of February, 1888, amended the grazing regulations so as not to permit a lessee of grazing lands to homestead lands within any tract leased to another for grazing purposes; and by an Order of the 19th March, 1888, provision is made that a lessee instead of being required to place one head of cattle upon his leasehold for each ten acres thereof, is now required to place only one head for every twenty acres, but he is not to exceed that number.

The total number of leases issued by the Department to date is 187. A number of these leases have been cancelled, 44 within the last year. The number of leases now in force is 108, covering an area of 3,252,378 acres.

The following schedule shows the names of the lessees of grazing lands, the number of their ranches, and the areas covered by their leases:—

No. of Ranches.	Name of Lessee.	Area in Acres.	No. of Ranches.	Name of Lessee.	Area in Acres.
1	North-West Cattle Company.....	44,000	145	George Sheetz.....	100,000
2	do do do.....	58,960	146	Canadian Agricultural Coal and	
6	Durham Rancho Company.....	33,000		Colonization Company.....	80,000
11	Alexander Begg.....	1,440	149	P. Doyle.....	60,000
15	Sir F. de Winton and A. J.		152	J. J. Sullivan.....	23,000
	Williams.....	15,000	153	Capt. W. Thorburn.....	2,835
16	D. McEachran.....	29,000	154	D. McEachran.....	16,640
16a	D. McEachran.....	30,000	160	J. K. Kerr.....	42,700
22	Stewart Rancho Company.....	23,000	163	Ingram & Chambers.....	1,280
25	Cochrane Rancho Company.....	73,500	167	Glengarry Rancho Company.....	52,320
26	do do do.....	38,000	176	McDermid & Ross.....	36,588
28	A. B. Few.....	100,000	180	J. H. Conrad.....	89,300
31	Military Colonization Company...	70,000	185	Herbert Samson.....	40,000
33	G. F. Wachter.....	7,000	187	C. A. Bigger.....	11,000
34	Cochrane Rancho Company.....	33,000	189	Greely & Wood.....	8,960
35	North-West Cattle Company.....	55,300	193	Cypress Cattle Company.....	38,750
36a	Moore & Martin.....	33,000	195	Riddell & Green.....	13,400
36	O. W. Martin.....	59,270	197	W. O. Skrine.....	8,700
38	Alfrey & Brooke.....	10,000	201	A. Adzit.....	1,920
42	British American Rancho Co.....	73,320	208	H. D. & F. E. Beveridge.....	3,675
43	do do.....	1,250	207	D. Macpherson.....	18,800
46	Wells & Brown.....	12,000	217	W. Carter.....	5,120
48	New Oxley (Canada) Rancho Co.	80,000	219	O. W. Saunders.....	3,040
55	Winder Rancho Company.....	50,000	225	Medicine Hat Rancho Company...	17,000
56	Bell Brothers.....	5,000	233	G. W. Quick.....	5,972
57	Ives & Sharp.....	5,000	236	R. W. Murphy.....	66,000
59	New Oxley (Canada) Rancho Co.	73,934	240	W. G. Conrad.....	32,580
59a	C. W. Martin.....	26,068	244	W. Tait.....	2,560
61	Brunskill & Geddes.....	8,606	245	Curry Brothers.....	11,000
65	Bell & Patterson.....	6,000	247	G. Alexander.....	2,232
66a	W. J. Hyde.....	3,840	248	A. E. Cross.....	11,000
74	Sir J. Walrond.....	100,000	251	G. L. Broderick.....	4,000
77	New Oxley (Canada) Rancho Co.	100,000	252	Thynne & Hole.....	5,120
82	Walrond Rancho Company.....	100,000	264	G. Alexander.....	2,250
92	W. G. Conrad.....	100,000	265	Jonathan Henderson.....	1,280
93	Garnett Brothers.....	20,000	266	Dixon Gow & Co.....	6,580
94	F. W. Godsall.....	20,000	268	F. W. & J. W. Ings.....	7,040
96	W. F. N. Scobie.....	12,000	280	H. D. Beveridge.....	16,650
101	Alberta Rancho Company.....	27,750	287	S. L. Bedson.....	890
104	W. Bell Irving.....	5,280	289	Sweetwater Rancho and Supply Co.	44,000
107	T. B. H. Cochrane.....	51,000	290	A. Caswell.....	1,920
108	D. McDougall.....	6,000	292	A. E. Cross.....	3,840
111	J. Walter Ings.....	1,920	300	Cochrane Rancho Company.....	60,000
119	North-West Land and Grazing Co.	24,500	305	J. C. Slater.....	320
120	M. Oxarart.....	11,000	306	John Stewart.....	950
122	George Alexander.....	44,000	307	John Quirk.....	11,000
123	W. O. Skrine.....	8,200	308	J. & R. Mitchell.....	3,040
124	B. M. Godsall.....	720	309	Canadian Pacific Colonization	
129	Rev. J. McDougall.....	7,680		Corporation.....	11,000
130	Union Rancheing Company.....	100,000	310	Joseph Fisher.....	2,500
131	Hand-in-Hand Rancheing Co.....	100,000	311	Boright & Parsons.....	6,400
132	J. Ick Evans.....	66,000	313	E. H. Maunsell.....	4,640
135	D. Macpherson.....	41,400	314	A. E. Botterell.....	2,560
137	Brown Rancho Company.....	35,500	315	H. T. Morton.....	640
139	O. O. Gardiner.....	100,000	318	F. W. Peacock.....	1,120
140	E. Meek.....	88,000	320	Charles Carey.....	1,920
141	P. McLaren.....	7,500			
143	T. P. McHugh & Co.....	8,700			
				Total area in acres.....	3,252,378

These lands are situated principally in the District of Alberta and the southern portion of Assiniboia, with a few tracts in the District of Saskatchewan and the Province of Manitoba.

The number of applications received for leases of grazing lands during the year was only 27. Since April, 1887, the time the Department ceased to grant grazing leases except by public competition, there has been a great falling off in the number of applications received.

The amount received for rent of grazing lands was \$26,248.83, as compared with \$39,577. 10 for the year which ended on the 31st of October, 1887. The revenue from this source has been decreasing rapidly since 1886. In that year it amounted to \$47,337.01, in 1887, \$39,577.10, and in 1888, as above stated, \$26,248.83.

The following statement shows the total number of cattle, horses and sheep in what is known at present as the grazing districts of Alberta and Assiniboia, as reported by lessees of ranches, and computed from information derived from other sources:—

	Cattle.	Horses.	Sheep.
Lessees.....	91,765	10,418	18,435
Non-leaseholders.....	11,596	2,950	12,000
Homesteaders.....	5,000	500	1,000
	108,361	23,868	31,435

Mr. Pearce in his report to the Commissioner, which is embodied in the Departmental report for the year, touches upon certain matters in connection with the grazing industry which I have not referred to.

The following is a statement of the correspondence, applications received, and returns examined:—

Number of letters sent.....	4,445
Number of pages of memoranda and schedules.....	660
Timber:—	
Number of berths applied for.....	107
Number of Orders in Council authorizing issue of licenses to cut timber.....	27
Number of licenses for timber berths drawn up.....	45
Number of returns from sawmills received and verified....	125
Number of returns of surveys of timber berths received and examined.....	16
Number of permits issued to cut timber.....	2,467
Grazing—	
Number of applications for grazing lands received.....	27
Number of leases of grazing lands authorised to be issued.	11
Number of leases of grazing lands issued.....	19
Number of permits to cut hay issued by the Dominion Lands Agents.....	887
Mining—	
Number of applications for coal locations received.....	88
Number of coal locations of 320 acres and less sold.....	37
Number of entries for mining locations by Dominion Lands Agents..	29
Number of mining locations other than coal sold.....	1
Number of stone quarries applied for.....	4
Number of mill sites applied for.....	1
Number of applications for water power.....	0
Number of sites for smelting works applied for.....	5

I have the honor to be, Sir,

Your obedient servant,

G. U. RYLEY,

Clerk of Timber, Mineral and Grazing Lands Office.

[PART I]

STATEMENT of Receipts on account of Crown Timber, for the twelve months ending the 31st October, 1888.

Month.	Bonus.	Ground Rent.	Royalty on Returns of Sales.	Permit Fees and Dues.	Seizures Dues and Fines for Treepass.	Miscellaneous.	Totals.
1887.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
November.....	923 50	5 19	1,162 80	2,473 99	4,970 06	.....	9,535 54
December.....	315 00	1,045 00	1,333 38	1,142 57	423 30	.....	4,259 25
1888.							
January.....	73 75	4,226 95	1,177 94	1,300 13	11 40	60 25	6,850 42
February.....	.....	5,020 00	1,065 52	1,379 55	3,182 54	.....	10,647 61
March.....	1,000 00	1,745 35	2,025 77	1,094 54	245 61	.....	6,111 27
April.....	598 50	214 92	555 85	1,480 66	606 25	35 00	3,489 18
May.....	421 00	580 80	1,868 36	1,827 77	3,329 43	.....	8,027 36
June.....	828 00	1,036 13	1,342 34	1,961 29	515 41	.....	5,683 17
July.....	.....	2,161 33	3,767 54	1,216 16	760 60	.....	7,905 63
August.....	.....	103 50	5,239 33	2,023 72	763 74	2 50	8,132 79
September.....	.....	852 54	4,798 15	375 90	4,161 12	2 00	10,189 71
October.....	150 00	1,347 58	6,554 23	2,042 19	600 31	12 00	10,706 31
Totals.....	4,307 75	18,339 29	30,891 21	18,318 47	19,569 77	111 75	91,538 24
School Lands during the year, including \$5.50, part of Revenue 1886-87.....							315 65
Total.....							91,853 89

G. U. RYLEY,

Clerk of Timber, Mineral and Grazing Lands

DEPARTMENT OF THE INTERIOR,
OTTAWA, 31st October, 1888.

STATEMENT of Receipts on account of Grazing, Hay and Mineral Lands, for the twelve months ending the 31st October, 1888.

Month.	Rents from Grazing Lands.		Hay Dues.	Mining Fees.	Royalty from Coal lands.	Royalty from Stone Quarried.	Totals.	Remarks.
	Cash.	Scrip.						
1887.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
November ...	1,517 42	1,057 78	104 70	72 00	2,751 90	
December....	102 46	2,034 28	178 14	5 00	2,319 88	
1888.								
January	57 55	740 00	23 60	14 00	835 15	
February	487 77	2,200 00	*302 00	2,989 77	* \$90 (Scrip) included.
March	1,580 54	624 00	29 20	.....	.....	.....	2,233 74
April	233 89	1,694 00	28 35	15 00	.....	.....	1,971 24
May	990 71	4,122 85	38 28	.....	.....	.....	5,151 84
June	167 03	4,507 50	408 20	5 00	.....	.....	5,087 73
July	57 27	320 00	321 20	25 00	.....	.....	723 47
August	183 06	.....	1,311 00	20 00	3 10	26 75	1,443 91
September...	77 84	960 00	450 95	89 75	.....	.....	1,578 54
October	532 88	{ 320 00 1,680 00 }	{ 273 95	.....	.....	.....	2,806 83
Totals	5,988 42	20,260 41	3,369 57	231 75	17 10	26 75	29,894 00	

G. U. RYLEY,
Clerk of Timber, Mineral and Grazing Lands.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 31st October, 1888.

A.—Statement showing Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Departmental Year 1872-73 and ending the 31st October, 1888.

From 1st November to 31st October each Year.	Timber Dues.		Grazing Lands.		Hay Dues.	Rents and Bonuses from Coal Lands.	Mining Fees.	Royalty from Stone Quarried.	Totals.	Totals added from Year to Year.
	\$	cts.	Cash.	Scrip.						
1872-73	662	05							662	05
1873-74	1,247	00							1,247	00
1874-75	3,146	00							3,146	00
1875-76	387	00							387	00
1876-77	320	00							320	00
1877-78	1,820	00							1,820	00
1878-79	3,388	15							3,388	15
1879-80	31,339	95							31,339	95
1880-81	44,524	17							44,524	17
1881-82	75,781	26	10,123	60		80	00		85,984	86
1882-83	150,712	27	18,778	83		880	00	95	170,468	82
1883-84	93,765	86	10,642	50	136	20	29	43	105,157	05
1884-85	63,533	84	20,342	74	491	60	401	48	84,856	16
1885-86	70,917	70	26,723	72	1,703	45	190	27	119,825	94
1886-87	77,871	91	11,528	77	1,798	50	230	4	119,479	72
1887-88	91,538	24	5,988	42	3,369	57	231	75	121,432	24
Totals.....	711,065	40	104,128	58	7,086	32	1,708	40	894,237	11

C B.—STATEMENT showing Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Fiscal Year, 1872-73, and ending the 31st October, 1888.

Fiscal Year.	Timber Dues.		Grazing Lands.		Hay Dues.	Rents and Bonuses from Coal Lands.	Mining Fees.	Royalty from Stone Quarried.	Totals.	Totals added from Year to Year.
	\$	cts.	Cash.	Scrp.							$	cts.	$	cts.
1872-73.....	109	25							109	25
1873-74.....	1,710	55							1,710	55
1874-75.....	3,335	25							3,335	25
1875-76.....	357	00							357	00
1876-77.....	320	00							320	00
1877-78.....	1,630	00							1,630	00
1878-79.....	325	00							325	00
1879-80.....	25,121	46							25,121	46
1880-81.....	32,028	16							32,028	16
1881-82.....	68,763	14	2,245	00		40	00		68,763	14
1882-83.....	90,066	46	23,844	43		880	00		90,066	46
1883-84.....	147,983	00	11,370	80		498	90		147,983	00
1884-85.....	87,474	99	17,089	75	23	00	14	00	87,474	99
1885-86.....	64,820	31	29,562	51	207	25	232	40	64,820	31
1886-87.....	65,111	74	14,242	77	968	05	40	00	65,111	74
1887-88.....	94,964	55	5,922	47	1,509	40	135	00	94,964	55
Revenue to 30th June, 1888.....	674,130	86	103,277	53	4,829	22	1,705	30	674,130	86
July, 1888.....	7,905	63	57	27	321	20			7,905	63
August, 1888.....	8,132	79	183	06	1,211	00	3	10	8,132	79
September, 1888.....	10,189	71	77	84	450	95			10,189	71
October, 1888.....	10,706	31	532	88	273	95			10,706	31
Totals	711,055	40	104,128	58	7,086	32	1,708	40	894,237	11

WINNIPEG CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,

CROWN TIMBER OFFICE,

WINNIPEG, 31st October, 1888.

A. M. BURGESS, Esq.,

Deputy of the Minister of the Interior,
Ottawa.

SIR,—I have the honor to submit my annual report of the business transacted within the Winnipeg district for the year ended this date, to be read in connection with which are the following detailed statements, namely:—

A.—Statement of revenue derived from timber dues and other sources.

B.—Statement of saw mills operated under Government license in the Province of Manitoba, and in Assiniboia as far west as the third initial meridian, and in what is known as the "Disputed Territory," together with the quantities of material manufactured, sold and on hand by each lessee respectively.

C.—General office returns, and other information respecting the work of the office.

The gross revenue of my agency, for the year amounts to \$45,558.52 as against \$45,611 for the preceding year. In addition to this amount, however, my forest rangers have been instrumental in the collection of a considerable sum for dues on hay cut in trespass on Dominion Lands, but which has been credited to the several agents of Dominion Lands in whose districts the trespasses were committed.

From schedule B you will perceive that the quantity of timber manufactured during the year amounts to 17,409,136 feet B.M., which, compared with last year, shows a decrease of 2,710,227 feet B.M., while the quantity sold was 22,349,589 feet B.M., an increase of 5,127,568 feet B.M. over last year; the stock on hand being replenished from lumber manufactured from American logs, of which about 21,000,000 feet B.M., were imported from the State of Minnesota, and manufactured at Rat Portage, Keewatin and Winnipeg.

A large portion of the lumber made from these imported logs has found its way to the homesteads of the settlers, and has had the effect, no doubt, in many cases of preventing local millmen from demanding excessive prices. This large importation of logs is, it would seem, due to the fact that the "Disputed Territory" is still unavailable for the issue of timber licenses.

Very little British Columbia lumber has this year been offered for sale east of Regina; the principal shipments from that Province being cedar shingles, for which there is an increasing demand.

No lumber or other timber products have been exported from this agency to the United States during the year.

Prairie fires have been less frequent during the past year than for several preceding years, and the damage from this cause has been comparatively slight, the wet autumn, combined with increased vigilance on the part of the settlers, contributing to this.

I am glad to be able to report that the settlers from Dakota, who have for several years past been committing such serious depredations on the timber lands of the Crown in the townships near the International Boundary, in Ranges five to nine, are at last being held in check, greatly to the satisfaction of our own settlers whose supply of wood is none too great for their own wants. It was found that with our limited staff of Forest Rangers, little or nothing could be done to prevent the stealing of our timber by the Dakota settlers. Nothing but an armed force, it was found, was capable of preventing the trespass; hence the Department has recently established a frontier patrol of Mounted Police, whose services so far have proved most efficacious.

I beg to report that representations have frequently been made to me by the holders of timber licenses on the shores of Lake Winnipegosis and streams tributary thereto, of the uselessness of attempting to operate their limits until means are provided by the Government for affording them an outlet for their timber, there being no way at present of bringing it profitably to market. There are two ways by which this difficulty could, in my opinion, be overcome. One is by clearing the rock obstructions from Water Hen River, to make the same navigable; the other, by cutting a log channel across Meadow Portage, a distance of about a mile and three-quarters, to connect Lake Winnipegosis with Lake Manitoba. The last named plan I believe to be the least difficult as well as the least expensive.

From information collected during the last four years, I estimate there are about 400,000,000 feet B. M. of merchantable timber in the district mentioned, which, if egress were provided, would become a valuable source of revenue to the Government, as well as to the settlers.

Owing to pressure of office work this year, I was obliged to forego my accustomed tour of inspection through my district. I found time, however, to visit the Icelandic settlement, on the west shore of Lake Winnipeg, of which inspection you were furnished with a full report.

I also, later in the season, made a trip down the Whitemouth and Winnipeg Rivers as far north as Lac du Bonnet. As the time at my disposal was short, I only inspected the land and timber on or near the shores. The timber along the banks of the Whitemouth River to within about four miles of its mouth is all killed by fire, which occurred about seven years ago. The land for the most part is of the best quality for agricultural purposes. Following down the Winnipeg River to the lower end of Lac du Bonnet, its shores are covered with a thick growth of poplar, spruce and tamarac, the poplar predominating. The river between the points mentioned, a distance of about thirty miles, is from a quarter to two and a half miles in width, and is navigable for large-sized craft. The land appears to be well adapted for farming purposes. At one Indian village I saw tomatoes, corn, potatoes and other vegetables growing of a size and quality that could not be surpassed in Manitoba. The position of this territory, however, is such that until railway facilities are afforded agricultural products could not be sent to market.

Referring to Schedule C and comparing it with last year, it will be seen that lumber averages about \$2 per M. feet higher. There is no good reason why this should be so, it being the result of an agreement on the part of the manufacturers at Rat Portage and Keewatin, who combined to give effect to the rise mentioned. This state of affairs will probably continue until the question of the ownership of the territory now in dispute between the Dominion Government and that of Ontario is settled, and the timber lands made available for lumbermen generally.

Cordwood is selling at about the same figures as last year, viz, \$3.25 to \$4.50 a cord on car at Winnipeg, and \$2.25 to \$3 at Portage la Prairie. Large shipments of oak, ash and maple cordwood are being made *via* the Northern Pacific and Manitoba Railway from the State of Dakota to Winnipeg. This will have a tendency to lower the price of that commodity at this point.

American anthracite coal is selling at \$8.50 per ton on car, while the price for native (soft) coal is \$7.50 per ton, the same prices that were quoted a year ago.

While the majority of the settlers in my district are well satisfied with the existing timber regulations, and the active measures adopted by the Government to enforce them, it is to be regretted that this year's report shows that 1,368 seizures were made of timber cut in trespass on Dominion Lands, being an increase of 670 over the preceding year. Although an increasing number of permits are each year being applied for, it still requires the utmost vigilance on the part of our Forest Rangers to protect Crown timber from being illegally cut.

It will be seen from Schedule C that the routine work of the office has largely increased since last year. It is still being performed with the assistance of the accountant and one other clerk.

The Forest Rangers have been unremitting in their endeavors to protect Crown timber lands from trespass, and their conduct generally, in the discharge of their duties, has been such as to deserve favorable notice.

I have the honor to be, Sir,

Your obedient servant,

E. F. STEPHENSON, *Crown Timber Agent.*

[PART I]

35

SCHEDULE A.

STATEMENT OF RECEIPTS ON ACCOUNT OF CROWN TIMBER, FOR THE YEAR ENDING 31st OCTOBER, 1888.

Month.	Bonus.	Ground Rent.	Royalty	Permits.	Seizures, Dues and Fines for Trespass.	School Lands.	Refunded Disbursements.	Coal Mines Royalty.	Stone Quarried Royalty.	Total.	Amounts collected at Head Office.	Grand Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1887.												
November	5 19	422 73	1,987 80	225 31	10 00	.....	.....	.....	2,651 03	923 50	3,574 53
December	245 00	585 52	803 11	314 10	3 50	.....	.....	.....	1,951 23	58 00	2,009 23
1888.												
January	187 25	130 28	1,238 50	11 40	51 00	.....	14 00	.....	1,642 43	313 75	1,956 18
February	159 21	1,224 72	286 93	51 75	.....	.....	.....	1,722 61	.....	1,722 61
March	1,370 00	1,892 09	936 88	165 41	96 30	.....	.....	.....	4,560 68	.....	4,460 68
April	1,109 62	462 81	1,353 8	483 25	25 35	35 00	.....	.....	2,469 44	250 00	2,719 44
May	140 00	676 91	1,485 35	781 12	36 75	.....	.....	.....	3,120 13	20 00	3,140 13
June	31 13	809 02	1,159 63	483 06	21 50	.....	.....	.....	2,503 39	.....	2,503 39
July	659 73	2,934 40	907 17	381 91	5 50	.....	.....	.....	4,898 71	.....	4,898 71
August	103 50	3,642 41	757 98	735 59	2 50	2 50	3 10	6 75	5,254 33	.....	5,254 33
September	852 54	4,367 48	48 30	107 29	.....	.....	.....	.....	5,375 61	.....	5,375 61
October	1,160 53	4,776 56	1,408 28	580 31	6 00	12 00	.....	.....	7,933 68	10 00	7,943 68
Collections at Head Office	10 00	4,854 49	20,859 45	13,311 15	4,564 68	310 15	49 50	17 10	6 75	43,983 27	1,575 25	45,558 52
Totals	1,315 25	260 00	20,859 45	13,311 15	4,564 68	310 15	49 50	17 10	6 75	.....	.....	.....

E. F. STEPHENSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
WINNIPEG, 31st October, 1888.

SCHEDULE " B " showing the number of Saw Mills in the Province of Manitoba and the Districts of Keewatin and Assiniboia operating under Government license, for the Year ending 31st October, 1888.

Name of Owner or Owner and Assignee.	Where Situated.	Kind of Power.	Horse Power.	Capacity per 12 hours	Commenced Operations.	Location of Limits.	Description of Timber.	Quantity of Lumber manufactured during Year ending 31st October, 1888.	Quantity of Lumber sold from amount on hand 31st October, 1887, and manufactured to 31st October, 1888.	Quantity of Lumber on hand 31st October, 1888.	Quantity of Shingles, manufactured during Year ending 31st October, 1888.	Quantity of Shingles, sold from amount on hand 31st October, 1887, and manufactured to 31st October, 1888.	Quantity of Shingles on hand 31st October, 1888.	Quantity of Lath manufactured during Year ending 31st October, 1888.	Quantity of Lath sold from amount on hand 31st October, 1887, and manufactured to 31st October, 1888.	Quantity of Lath on hand 31st October, 1888.	Remarks.
Boyd & Crow	Fisher River	Steam	75	30,000	1880	Fisher River, Lake Winnipeg	Spruce and tamarac.	2,250,000	1,974,157	2,350,845							
Brouse & Co., George I	Bad Throat River	Water	20	7,000	1879	Bad Throat River do	do	211,084	228,282		618,000	939,500					
Brown, Rutherford & Co	Fisher Bay	Steam	80	10,000	1884	Fisher Bay do	do	1,200,000	700,000	1,950,000							
Bucknall Bros.	Millwood	do	75	30,000	1885	Little Boggy Creek	do	668,067	616,440	893,197	290,000	260,500	189,500	101,250	24,500	154,750	Will not worked, season 1888.
Bulmer & Co., F. T	Keewatin	do	80	50,000	1884	Crow Lake, Lake of the Woods	Red and white pine.										
Cameron, Alexander	Minnedosa	do	25	8,000	1878	Riding Mountain	Spruce and tamarac.	79,539	145,122	96,126							
Dick & Banning	Keewatin	Water	150	60,000	1881	Lake of the Woods	Red and white pine.	3,082,563	3,727,117	2,720,000	1,197,250	947,250	1,000,000	471,000	981,450	164,550	
Federal Bank of Canada	Ebb and Flow Lake	Steam	75	20,000	1883	Ebb and Flow Lake, Lake Winnipeg	Spruce and tamarac.	1,000,000	1,562,331	252,309							
Jermyn & Bolton	Minnedosa	do	50	15,000	1880	Riding Mountain	do		13,765	37,238		2,750		3,772	43,028		
Jonasson, Stgr	Bad Throat River	do	40	12,000	1886	Bad Throat River	do	917,289	713,366	491,541	935,500	970,750	383,000	137,100	134,350	37,850	
Keewatin Lumbering & Manf. Co.	Keewatin	Water	210	120,000	1880	Islands, Lake of the Woods	Red and white pine.	3,837,386	3,689,124	2,014,497				467,000	318,000	149,000	License cancelled.
Likely, John	Fort Alexander	Steam	25	8,000	1884	Bear Creek, Winnipeg River	Spruce and jack pine	258,330	348,330								
Manitoba and North-Western Railway Co.	Ebb and Flow Lake	do	80	6,000	1885	Ebb and Flow Lake, Lake Winnipeg	do and tamarac.	210,000	173,777	143,385							
Millar & Patton	Bird Tail Creek	do	50	20,000	1880	Riding Mountain	do do										Resumed operations, August, 1888.
McFadyen, D	Sec. 19, Tp. 11, R. 16, W	do	16	3,000	1884	do	do do	207,000	207,000		520,000	520,000					
Morton, George	Turtle Mountain	do	40	12,000	1882	Turtle Mountain	Oak and poplar										
North-West Timber Co	Bull Head Bay	do				West Shore Lake Winnipeg	Spruce and tamarac.		251,553	413,140							Lumber manufactured from logs purchased at sheriff's sale by Jas. Cocoran.
Rainy Lake Lumber Co	Rat Portage	do	95	60,000	1883	Rainy Lake	Red and white pine.	2,000,000	5,086,409	2,582,664		577,275	105,975	200,000	476,900	258,100	
do	St. Francis	Water				do	do		952,509	968,496							
Ross, David	Whitemouth	Steam	35	10,000	1880	Whitemouth River	Spruce and tamarac.	968,496	968,496								Cancelled.
Smith, Samuel	Turtle Mountain	do	20	7,000	1881	do	Poplar		8,262								
Sprague, Daniel	Winnipeg	do	75	25,000	1882	Roseau River	Pine and spruce.		402,152	340,645				2,150	23,350		Mill not worked, season 1888.
Stewart, John	Fort Ellice	do	25	3,000	1883	Township 32, Range 2, West 2nd	Spruce and tamarac.										Mill not worked, season 1888.
Wells Bros.	Balmoral	do	16	3,000	1884	do 17, do 2, East 1st	do and poplar										
Whimster & Kyall	Strachclair	do	25	6,000	1880	Riding Mountain	do and tamarac.	493,402	573,402	230,000	204,250	459,250	91,500				Timber berth abandoned.
Watts, A.	Norquay	do	16	3,000	1882	Township 7, Range 9, West	Oak and poplar										
								17,409,136	22,349,589	14,505,562	3,147,000	3,736,775	1,750,975	1,378,500	1,962,322	807,278	

The undermentioned Timber Licenses changed hands during the Year 1888:—

License No.	From	To
29	Boyd & Crow	The Selkirk Lumber Co.
112	Mitchell, H. B	Messrs. Bucknall.

SCHEDULE C.

GENERAL OFFICE Return for the Twelve Months ending 31st October, 1888.

Description of Return.	Number.	Compared with Last Year.	
		Increase.	Decrease.
Number of letters written	4,970	1,183	.....
do circulars sent.....	2,401	25	.....
do letters received.....	2,061	265	.....
do permit issued, homesteaders free	702	164	.....
do do subject to dues.....	1,368	670	.....
do seizures made.....	1,490	459	.....
do mill returns received and verified.....	45	.....	44

E. F. STEPHENSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
WINNIPEG, 31st October, 1888.

COMPARATIVE PRICES of Lumber sold at the principal points in the Winnipeg District during the Years 1887 and 1888.

Place.	Kind.	1887.	1888.
Birtle, Man.....	Spruce and tamarac, per M. feet.....	\$14 00 to \$18 00	Average \$2.00 per M. feet more than 1887 prices.
Boissevain, Man	do do do	15 00 " 18 00	
Brandon, Man.....	do do do	14 00 " 18 00	
Langenburg, Assa....	do do do	18 00 " 20 00	
Minnedosa, Man.....	do do do	10 00 " 18 00	
Moose Jaw, Assa.....	do do do	15 00 " 21 50	
Moosomin, Assa.....	do do do	15 00 " 19 00	
Portage la Prairie....	do do do	14 00 " 16 00	
Rat Portage, Ont.....	Red and white pine do	10 00 " 30 00	
Regina, Assa.	do do do	18 00 " 30 00	
do	Spruce and tamarac do	15 00 " 18 00	
Seikirk, Man.....	do do do	10 50 " 12 00	
Winnipeg, Man.	do do do	12 50 " 16 00	
do	Red and white pine do	13 00 " 40 00	
<i>British Columbia Lumber.</i>			
Winnipeg, Man.....	Cedar lumber for finishing (clear).....		\$45 00 to \$50 00
do	Douglas fir do		35 00 " 40 00
do	Cedar common boards.....		18 00 " 20 00
do	Douglas fir common boards.....		3 50 " 3 50
do	Cedar shingles (clear).....		

E. F. STEPHENSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
WINNIPEG, 31st October, 1888.

EDMONTON CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1888.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg, Man.

SIR,—I have the honor to enclose the annual statements of my office, which show that the amount collected for timber within my agency amounted to \$6,767.36, being an increase of \$973.26 over the previous year.

The crops have been very good, and well saved. We will have a large quantity of oats and potatoes over our requirements. Farmers will have no inducement to grow more than will supply the local demand until such time as we have railway facilities, but from present appearances it will not be long before we have them in this part of the country.

I have the honor to be, Sir,

Your obedient servant,

THOS. ANDERSON,

Crown Timber Agent.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1888.

Month.	Royalty on Returns.	Bonus.	Ground Rent.	Permits Fees and Dues.	Seizures, &c	Miscellaneous.	Total.	Amounts collected at Head Office.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1887.									
November	267 96			18 50			286 46		286 46
December			45 00	12 50			57 50	800 00	857 50
1888.									
January	239 93		230 00	24 38		10 25	504 56		504 56
February			122 40	83 13			205 53	1,602 50	1,808 03
March				27 08			27 08		27 08
April	46 18			68 82			115 00	105 30	220 30
May				24 24			24 24		24 24
June			260 00	334 39			594 39	1,000 00	1,584 39
July	130 44			55 27			185 71	760 00	935 71
August	158 60			37 98		1 00	263 03		263 02
September									
October	250 67			5 50			256 07		256 07
Total	1,093 68		647 40	751 79	5 44	11 25	2,509 56	4,257 80	6,767 36
Amounts collected at Head Office.	1,093 68		4,905 20	751 79	5 44	11 25			

Add \$20.64 collected prior to 31st October, 1887, and received at Head Office subsequent to that date..... 20 64

Deduct \$54.70 collected prior to 31st October, 1888, but not received at Head Office until after that date..... 54 70

Grand Total **6,733 80**

THOS. ANDERSON, Crown Timber Agent.

CROWN TIMBER OFFICE, EDMONTON, 31st October, 1888.

SCHEDULE B.

GENERAL Office Return for the Twelve Months ending 31st October, 1888.

Description of Return.	Number.	Compared with Previous Year.		Remarks.
		Increase.	Decrease.	
Number of letters written.....	583	.....	118	
do do received.....	210	.....	12	
do permits issued.....	53	.....	15	
do seizures made.....	32	24		
do mill returns received....	14	5		

THOS. ANDERSON,

*Crown Timber Agent.*CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1888

SCHEDULE

SHOWING the Saw Mills in the Edmonton Crown Timber Agency, operating

Name of Owner or Owner and assignee.	Where Situated.	Kind of Power.	Horse Power.	Capacity per 12 hours. Feet.	Commenced operations.	Description of Timber.	Logs cut at
D. E. Fraser & Co...	Edmonton	Steam...	30	10,000	1880	Spruce.....	Hardisty's limit on North Side of the Saskatchewan River.
Lamoureux Bros.....	Stony Plain....	do ...	20	5,000	1883	Spruce.....	Stony Plain on North Saskatchewan River.
The St. Albert Mission.....	St. Albert.....	Water...	20	5,000	1882	Spruce.....	Near Egg Lake.....
• Moore & Macdowall	White Mud. ...	Steam...	40	10,000	1885	Spruce.....	White ¹⁰ Mud, North Saskatchewan River.
Totals .....	.....	.....	.....	.....	.....	.....	.....

* Mr. John Kelly assigned to Messrs. Moore & Macdowall.

CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1888.

C.

under Government License, during the Year ending the 31st October, 1888.

Quantity of Lumber manufactured during the Year ending the 31st October, 1888.	Quantity of Lumber sold during the Year ending the 31st October, 1888.	Quantity of Lumber on hand on the 31st October 1888.	Quantity of Shingles manufactured during the Year ending the 31st October, 1888.	Quantity of Shingles sold during the Year ending the 31st October, 1888.	Quantity of Shingles on hand on the 31st October, 1888.	Quantity of Laths manufactured during the Year ending the 31st October, 1888.	Quantity of Laths sold during the Year ending the 31st October, 1888.	Quantity of Laths on hand on the 31st October, 1888.
Ft., B.M.	Ft., B.M.	Ft., B.M.	No.	No.	No.	Bundles.	Bundles.	Bundles.
787,665	331,731	934,515	390,500	220,500	170,000	10,125	10,125	.....
448,074	597,384	229,995	283,000	369,500	9,000	66,650	178,750	13,000
100,000	97,474	367,146	12,000	18,500	89,500	.....	.....	.....
702,562	103,375	657,421	181,000	239,250	107,000	.....	.....	.....
2,038,301	1,129,964	2,189,077	866,507	847,700	375,500	76,775	188,875	13,000

THOS. ANDERSON,
Crown Timber Agent.

CALGARY CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
CALGARY, 3rd December, 1888.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg, Man.

SIR,—I have the honor to submit my annual report of the business transacted within this agency for the year ended the 31st October last.

Schedule "A."—Statement showing the revenue derived from timber dues.

Schedule "B."—Number of sawmills operating under Government license in the District of Alberta and part of Assiniboia.

Schedule "C."—General office returns and other information respecting the work of this office.

I have the honor to be, Sir,

Your obedient servant,

C. L. GOUIN,

Crown Timber Agent.

SCHEDULE A.
STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1888.

Months.	Royalty on Returns.	Bonus.	Ground Rent.	Permits, Fees and Dues.	Seizures, &c	Miscellaneous.	Total.	Amounts collected at Head Office	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1887.									
November	471 58			4 50			476 08		476 08
December	192 41			15 50			207 91		207 91
1888.									
January	115 30			9 30			124 60	3,504 50	3,629 10
February				19 25			19 25	3,391 80	3,411 05
March	133 68			4 20			137 88	252 95	390 83
April	61 04			4 40	2 34		70 78	200 00	270 73
May				14 00			14 00	100 00	114 00
June				3 50			3 50		3 50
July	209 58		500 00	21 33			730 91		730 91
August				807 54		1 00	808 54		808 54
September				6 50			6 50		6 50
October	293 43			102 56		30	396 29		396 29
Total	1,480 02		500 00	1,011 58	2 34	1 30	2,995 24	7,449 25	10,444 49
Amounts collected at Head Office.			7,149 25	200 00					
Total.....	1,480 02		7,649 75	1,311 58	2 34	1 30			198 95
Add \$198.95 collected prior to 1st November, 1887, and received at Head Office, subsequent to that date.									
Deduct \$44.05 collected prior to 31st October, 1888, but not received at Head Office until after that date.....									
Grand Total.....									10,599 39

C. L. GOUIN,
Crown Timber Agent.

CROWN TIMBER OFFICE,
CALGARY, 31st October, 1888.

SCHEDULE

SHOWING the Saw Mills in the Calgary Crown Timber Agency, operating

Name of Owner or Owner and Assignee.	Where Situatcd.	Kind of Power.	Horse Power.	Capacity per 12 hours. Feet.	Commenced Operations.	Description of Timber.	Logs Out at
Peter McLaren	Mill Creek and Fort McLeod Mill	Water...	30	5,000	.....	Spruce, fir and pine.	Mill Creek
James Walker	Kananaskis....	Steam...	60	15,000	1887	Spruce, pine and cypress.....	Kananaskis River....
N.-W. Coal and Na- vigation Co	Lethbridge ...	do ...	20	5,000	1885	Spruce.....	South Fork of Old Man River
Calgary Lumber Co.	Cochrane.....	do ...	75	20,000	1886	Spruce and cy- press pine	Cochrane.....
Eau Claire and Bow River Lumber Co.	Calgary.....	do ...	75	25,000	1887	Douglas pine, fir and spruce.....	Calgary.....
Louis Sands .....	.....	do ...	30	18,000	.....	Pine and spruce...	Cypress Hills.
Totals .....	.....	.....	.....	.....	.....	.....	.....

* No returns received during the year.

CROWN TIMBER OFFICE,
CALGARY, 31st October, 1888.

B.

under Government License, during the year ending the 31st October, 1888.

Quantity of Lumber manufactured during the year ending the 31st October, 1888.	Quantity of Lumber sold during the year ending the 31st October, 1888.	Quantity of Lumber on hand on the 31st October, 1888	Quantity of Shingles manufactured during the year ending the 31st October, 1888	Quantity of Shingles sold during the year ending the 31st October, 1888.	Quantity of Shingles on hand on the 31st October, 1888.	Quantity of Laths manufactured during the year ending the 31st October, 1888.	Quantity of Laths sold during the year ending 31st October, 1888.	Quantity of Laths on hand on 31st October, 1888.
Feet.	Feet.	Feet.	No.	No.	No.	No.	No.	No.
1,066,755	515,449	690,317	478,750	163,250	300,500	.....	.....	.....
404,626	175,086	317,835	39,250	41,000	.....	125,000	17,100	118,900
653,950	777,090	.....	.....	.....	.....	.....	.....	.....
33,000	45,100	9,050	.....	.....	.....	11,000	29,000	4,000
1,518,976	858,827	816,255	.....	.....	.....	457,050	181,050	405,000
*	.....	94,467	.....	.....	107,750	.....	.....	.....
3,677,308	2,371,552	1,927,924	518,000	204,250	408,250	593,050	227,150	527,900

C. L. GOUIN,
Crown Timber Agent.

SCHEDULE C.

GENERAL OFFICE Return for the Twelve Months ending 31st October, 1888.

Description of Return.	Number.	Compared With Previous Year.		Remarks.
		Increase.	Decrease.	
Number of letters written	440	78	.....
do received.....	337	24	.....
Notices sent.....	103	.....	.....
Free permits issued.....	108	.....	.....
Permits subject to dues issued.....	18	.....	14	
Seizures made.....	1	1	.....
Mill returns received.....	24	.....	5	

C. L. GOUIN,

Crown Timber Agent.

CROWN TIMBER OFFICE,
CALGARY, 31st October, 1888.

PRINCE ALBERT CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
PRINCE ALBERT, 31st October 1888.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg, Man.

Sir,—I have the honor to submit, for your information, the following report of the business transacted by this office for the Departmental year which ended on this date.

The revenue for the year, from all sources, amounted to \$3,220.33, being \$267.02 over that of the preceding year.

The following statements are annexed hereto:—

(A.) Statement showing revenue derived from timber dues.

(B.) Number of sawmills operating under Government license in the District of Saskatchewan.

(C) General office returns and other information respecting the work of this office.

I have the honor to be, Sir,

Your obedient servant,

R. S. COOK,

Acting Crown Timber Agent.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1888.

Month.	Permit fees and dues.	Seizures.	Total.	Amounts collected at Head Office.	Totals.
1887.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
November.....	269 87	.....	269 46	11 33	280 79
December.....	9 59*	.....		
	63 25	43 00	161 45	.....	161 45
	4 00*	51 20*			
1888.					
January.....	14 50	.....	28 00	.....	26 00
	11 50*	.....		
February.....	74 63	.....	114 33	.....	114 33
	9 50*	30 20*			
March.....	117 63	.....	120 18	.....	120 18
	2 50*	.....		
April.....	121 30	.....	202 20	.....	202 20
	45 90*	35 00*			
May.....	559 38	20 75	583 13	184 31	767 44
	3 00*	.....		
June.....	130 59	.....	173 69	3 00	176 69
	43 10*	.....		
July.....	337 00	17 00	499 25	.....	409 25
	55 25*	.....		
August.....	337 87	.....	347 37	.....	347 37
	9 50*	.....		
September.....	364 99	.....	409 69	.....	406 69
	44 70*	.....		
October.....	113 99	.....	204 94	.....	204 94
	70 95	20 00*			
Total.....	2,804 54	217 15	3,021 69	198 64	3,220 33
Amounts collected at Head Office...	14 33	184 31			
Total.....	2,818 87	401 46			
Add \$213.72 amount collected prior to 1st November, 1887, and received at Head Office subsequent to that date.....					213 72
Deduct \$15.03 amount collected prior to 31st October, 1888, but not received at Head Office until after that date.....					3,434 05
Grand Total.....					15 03
					3,419 02

NOTE—Dues collected at Battleford shown thus *

R. S. COOK,
Acting Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, 31st October, 1888.

SCHEDULE B

SHOWING the Saw Mills in the Prince Albert Crown Timber Agency, operating under Government License, during the Year ending the 31st October, 1888.

Name of Owner or Owner and Assignee.	Where Situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced operations.	Description of Timber.	Logs cut at	Quantity of Lumber manufactured during the year ending the 31st October, 1888.	Quantity of shingles manufactured during the year ending the 31st October, 1888.	Quantity of Laths manufactured during the year ending the 31st October, 1888.	Quantity of Laths sold during the year ending the 31st October, 1888.
Moore & Macdowall.	Prince Albert, N. W. T.	Steam	75	35,000	1876	Spruce, pine and poplar....	Sturgeon River....	1,755,590	1,709,666	574,666	1,728
								1,132,151		4,365	

R. S. COOK,
Acting Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, 31st October, 1888.

SCHEDULE C.

GENERAL Office Return for the Twelve Months ending 31st October, 1888.

Description of Return.	Number.	Compared with previous year.	
		Increase.	Decrease.
Number of letters written.....	467	9	
do do received.....	343	47	
do permits issued.....	215	38	
do seizures made.....	5	2	
do mill returns made.....	6	3	
do permits issued at Battleford.....	44		

R. S. COOK,

*Acting Crown Timber Agent.*CROWN TIMBER OFFICE,
PRINCE ALBERT, 31st October, 1888.

BRITISH COLUMBIA CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
NEW WESTMINSTER, 31st October, 1888.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg, Man.

SIR.—I have the honor to submit my annual statement of timber matters in the Province of British Columbia, for the year ending this date, to which the following statements are attached, viz :—

A.—Statement showing the amount of revenue from all sources.

B.—Statement of sawmills operating under Government license, together with the quantities of material manufactured and sold by each lessee respectively.

During the past year there have been many enquiries by Eastern Canadian and American lumbermen, with the view of establishing extensive mills in the Province at an early day. The Douglas pine and cedar of the Province are recognized by competent judges to be, in many respects, superior to any wood found in the east, while the trees contain from 5 M. to 25 M. feet B.M., something almost incredible to eastern men, and defective trees are the exception.

Another advantage lumbermen have here is that they have the whole civilized world as a market, these superior woods finding ready access by water to the markets of China, Japan, Australia and the South American Provinces; while the demand, in consequence of the completion of our great National and Imperial highway, is steadily increasing for our finer grades in the Canadian North-West Territories and Western and Eastern Canada, as well as the Western States.

Considering therefore that the lumber supply is almost exhausted in the east, and we on the Pacific coast possess the pine and cedar forests of America, the trade must, in the near future, assume enormous proportions.

I have the honor to be, Sir,

Your obedient servant,

T. S. HIGGINSON,

Crown Timber Agent for Dominion Lands in British Columbia.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1888.

Month.	Dues on Timber Cut under License.	Bonus.	Ground Rent.	Permits.	Seizures, Dues and Fines for Trespass.	Miscellaneous.	Total	Amounts collected at Head Office.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1887.									
November	288 16			225 00	4,744 75		5,252 91		5,252 91
December	276 28				15 00		291 28	257 00	548 28
1888.									
January	514 00					50 00	564 00	10 28	574 20
February	892 83				2,895 61		3,787 94	25 70	3,813 64
March					50 00		50 00	1,000 00	1,050 00
April			150 80		123 00		123 00	146 50	269 50
May	1,174 24				2,329 00		3,504 04	591 00	4,245 04
June	533 32				12 60		545 92	893 00	1,378 93
July	524 92				366 35		891 27	1 60	892 87
August	1,470 14				28 15		1,498 29		1,498 29
September	367 05				4,031 39		4,398 44		4,398 44
October	1,282 87		6 80	25 50			1,315 17	330 25	1,645 42
Total	7,318 31		157 60	250 50	14,595 85	50 00	22,372 26	3,195 25	
Amounts collected at Head Office		2,692 50	512 76						
Grand Total	7,318 31	2,692 50	670 35	250 50	14,595 85	50 00			25,567 51

T. S. HIGGINSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., 31st October, 1888.

SCHEDULE B.

Showing the Saw Mills in the Crown Timber Agency New Westminster, B.C., cutting Timber under Government License, during the Year ending the 31st October, 1888.

Name of Owner or Owner and Assignee.	Where Situated.	Kind of Power.	Capacity per 12 hours.	Description of Timber.	Logs cut at	Quantity of Lumber manufactured during the Year ending 31st October, 1888.	Quantity of Lumber sold during the Year ending 31st October, 1888.
Royal City Planing Mill Co.....	New Westminster....	Steam	Feet. 75,000	Douglas pine, spruce and cedar.	Townships 1 and 2, New Westminster District...	12,378,878	12,378,878
Brunette Saw Mill Co.....	do	do	40,000	do	do	4,868,908	4,868,908
W. O. Wells (Palliser Lumber Co.).....	Palliser.....	do	20,000	do	Wapta River.....	438,178	438,178
F. Robinson.....	Beaver.....	Water	20,000	do	Quartz Creek.....	4,208,535	4,208,535
Knight Bros.....	Popcum	do	50,000	do	Tps. 1, 2 and 3, New Westminster District...	85,598	85,598
Hugh Burr	Ladner's Landing....	Steam	10,000	do	Tps. 1 and 2, New Westminster District	567,000	567,000
J. McDonald.....	Craigellachie.....	do	20,000	do	Eagle River.....	1,100,000	1,100,000
S. W. MacKay.....	Griffin Lake.....	do	15,000	do	do	800,000	800,000
Totals.....	.....	.....	.....	.....	.....	24,438,895	24,438,895

T. S. HIGGINSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., 31st October, 1888.

No. 6.

ORDNANCE AND ADMIRALTY LANDS.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, 10th December, 1888.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honor to submit a report of the transactions connected with the Ordnance and Admiralty Lands for the fiscal year ended 30th June, 1888.

The schedules annexed, marked A, B and C, respectively, show the extent of the monetary transactions during the year, and exhibit a very satisfactory increase in the receipts over those of the preceding year.

(A.) Statement of sales.—But few sales have been made during the year, the proceeds amounting to \$8,254.46, of which sum \$7,954.46 has been paid. At Grand Falls, Victoria County, New Brunswick, 10 lots (area 65 acres), were sold for \$400. In the city of Kingston a block of land comprising an area of $31\frac{7}{10}$ acres and forming part of what is known as the "Herchmer Farm" was sold to the "County of Frontenac Agricultural Association" for the purposes of a show ground, for the sum of \$3,500 cash. In the city of Toronto a small piece of land, one-fourth of an acre, was sold to the Trustees of the "Consumers Gas Company of Toronto," for \$1,000 cash. In the city of Ottawa 17 ordinary town lots and three-fourths of a lot have, by the payment of \$3,354.46, made by the respective leasees, been converted into freehold, in accordance with the terms and conditions contained in the original leases granted by the Principal Officers of Her Majesty's Ordnance.

(B.) Statement showing the several localities of Ordnance properties on account of which moneys have been received. On the 19th January last, an Order in Council was passed authorizing the issue of a lease to Mr. David Chalmers, of part of lot No. 1 ($15\frac{1}{8}$ acres), in block B, in the town of Owen Sound, for quarrying purposes, for a term of ten years, at an annual rental of \$150, payable half yearly in advance. At Rondeau Point ("Pointe aux Pins"), in the County of Kent, Ont., the fallen timber, of little value, was sold to Mr. John Witherford, for the sum of \$41, and at the same place the standing timber, average small, was, by authority of an Order in Council passed on the 8th March last, sold to Mr. T. L. Pardo, for the sum of \$500. In December, 1887, 554 ties, which had been illegally cut on the "Naval Reserve," known as lot No. 13 in the 11th Concession of the Township of Vespra, in the County of Simcoe, and had been delivered to the Northern and North-Western Railway Company by one Thomas Traviss, were sold to the said company for \$92.72, (at the rate of 18 cents per tie).

(C.) Statement of amounts received (monthly) during the fiscal year. Total receipts \$36,238.48, being \$14,527.21 in excess of the receipts of the previous year.

I am pleased to be in a position to state that since the close of the fiscal year the receipts of this branch have been equally satisfactory. For the five months ended 30th November they amounted in the aggregate to \$29,725.31, as against \$13,044.66, received during the corresponding five months of last year, showing an increase of \$16,680.65.

There are a number of vacant lots situated in the City of Ottawa and at Kingston, Amherstburg, Fort Erie, Prescott, Sorel, Chambly, Quebec, Vespra, Edmundston and Dalhousie, the sales of which will in the future produce a considerable revenue.

It is my intention to submit for your consideration at an early date a scheme for the disposal of these properties. The valuable water power and the premises known as the "Old French Fort" attached thereto, situate at Coteau du Lac, formerly leased to Mr. G. I. Beaudet, are now unoccupied. I respectfully recommend that a lease of this property for a term of five or more years be offered to public competition in the course of the ensuing spring.

The work of this office has greatly increased during the year. 692 letters were received during the fiscal year; for the same period 726 letters (in addition to a number of reports) were written. Upwards of 300 notices and statements of account were prepared and forwarded to tenants and purchasers in arrears. 7 leases were issued; 64 fiats for Letters Patent prepared; 51 assignments registered, and 181 warrants issued for the Bank of Montreal at Ottawa to receive moneys.

There are at the present time about 1,100 accounts open in the books of this office with the respective purchasers and tenants of Ordnance Lands situated in the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick.

I regret to say that many of the tenants and purchasers of Ordnance Lands are heavily in arrears, and that it has been found necessary to place a large number of accounts in the hands of the law officers of the Crown for collection. In certain cases sales have, for good and sufficient reasons, been cancelled, and the several properties included in the said cancellations have been resumed under the provisions of the Act 23 Vic., cap. 2, sec. 20.

To the details of the work already given, may be added the consideration of conflicting claims, errors in surveys, preparation of numerous and varied reports, &c., &c.

The staff of this office consists of the clerk in charge and two assistants.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

A.

STATEMENT of Sales made during the Fiscal Year ended 30th June, 1888.

Locality.	No. of Lots Sold or Redeemed.	Amount Sold for.	Amount Received on Account.
		\$ cts	\$ cts.
Grand Falls, N. B.	10	400 00	100 00
Kingston.....	135 lots, 31 ⁷² / ₁₀₀ ac.	3,500 00	3,500 00
Ottawa.....	17 ¹ / ₂	3,354 46	3,354 46
Toronto.....	1	1,000 00	1,000 00
Total.....	163¹/₂	8,254 46	7,954 46

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS,
OTTAWA, 10th December, 1888.

B.

STATEMENT showing the several Localities on account of which moneys have been received during the Fiscal Year ended 30th June, 1888.

Locality.	Amount.	Locality.	Amount.
	\$ cts.		\$ cts.
		Brought forward.....	10,072 24
Amherstburg.....	66 50	Owen Sound.....	75 13
Chambly.....	268 78	Ottawa.....	10,580 01
Crosby, South.....	9 26	Prescott.....	300 00
Coteau du Lac.....	45 00	Point Pelee.....	400 00
Bimsley.....	9 70	Rondeau.....	541 00
Fort Erie.....	100 00	Sorel.....	7,982 76
Grand Falls.....	265 76	Sarnia.....	40 00
Kingston.....	8,470 32	South River.....	10 00
Longueuil.....	425 00	St. Mary's Island.....	20 00
Montreal.....	112 00	Toronto.....	6,124 02
Nova Scotia.....	30 25	Vespra.....	99 72
Niagara.....	91 00	Wolford.....	21 40
New Brunswick.....	73 07	Registration fees.....	22 20
Niagara Falls.....	104 00		
Oxford.....	1 60		
Carried forward.....	10,072 24	Total.....	36,288 48

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS,
OTTAWA, 10th December, 1888.

C.

STATEMENT of Receipts on account of Ordnance and Admiralty Lands for the Fiscal Year ended 30th June, 1888.

Date.	Registration Fees.	Rent or Interest.	Principal.	Total Amount.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1887.				
July		1,584 36	695 75	2,280 11
August.....	1 00	1,013 77	3,690 00	4,704 77
September		917 37	3,979 32	4,896 69
October		264 01	29 00	293 01
November		172 08	698 00	870 08
December		1,574 14	6,186 24	7,760 38
1888.				
January	7 20	550 22	1,008 88	1,566 30
February		852 87	1,296 50	2,149 37
March		338 32	537 50	873 82
April	14 00	1,510 24	168 82	1,693 06
May		964 50	6,868 75	7,833 25
June		682 57	685 07	1,367 64
Totals.....	22 20	10,422 45	25,843 83	36,288 48

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

DEPARTMENT OF THE INTERIOR,
 ORDNANCE AND ADMIRALTY LANDS,
 OTTAWA, 10th December, 1888.

No. 7.

ACCOUNTANT'S REPORT.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

DEPARTMENT OF THE INTERIOR,
ACCOUNTANT'S BRANCH,
OTTAWA, 26th December, 1888.

SIR,—I have the honor to submit the following report referring to the accounts of this Department for the year ending 31st October, 1888.

Since my last report the accounts of the Geological Survey have been transferred to this office, so that the accounts which, at one time, were kept in different offices of the Department are now all concentrated in the Accountant's Branch. The new system of accounts introduced in July, 1883, has been applied to the Geological Survey, so that any statement or information required in relation to any of the several appropriations under the control of the Minister of the Interior can be furnished by this office on very short notice.

There has been a considerable increase in the work during the year attributable to various causes. The system of registration of titles, under the provisions of the Territories Real Property Act, has caused a good deal itself; the registrars furnish statements each month, giving details of the various fees collected, which statements must be checked before being transmitted to the Auditor General. The vigorous prosecution of work in the Rocky Mountains Park, at Banff, North-West Territories, during the year, has necessarily thrown a great deal of extra labor on this Branch. A system has been prepared by which the Audit Office can thoroughly check the Revenue of the Dominion Lands and Crown Timber Agencies, and complete statements in detail of all the receipts of agents are sent to the Auditor monthly. This change has caused a great increase of work, not only at this office, but at the agencies.

The winding up of colonization companies has necessitated the issue of a large amount of scrip; during the year nearly 2,000 scrip notes have been issued in connection with these companies and in settlement of half-breed claims.

Since my last report scrip record books have been opened and all the scrip issued since August, 1885 (the date when scrip was first drawn in this office) has been entered. The record is most complete, comprising some 16,000 scrip notes, showing the date of issue, number, amount, date and manner of redemption, so that the history of any scrip note can be traced at once. A statement of all scrip issued and redeemed previous to the 5th August, 1885, is in course of preparation.

During the departmental year, 1885, 4,400 cheques were issued against 8,000 during the present year.

The cash revenue, this year, is \$241,866.62, or an increase of \$53,378.86 over last year. The scrip redeemed and warrants located, this year, represent an amount of \$387,583.58, or an increase of \$146,252.10 as compared with last year. The net increase in cash and scrip for the present year as compared with 1887 is \$200,000 in round numbers.

The total receipts from Ordnance Lands, during the year ended 31st October, 1888, amounted to \$51,024.36, or an increase of \$23,891.08 as compared with last year.

The great increase in all the above mentioned items clearly shows that a very large amount of work has been performed by a comparatively small staff, consisting of three permanent officers and four extra clerks.

Hereto annexed you will find a detailed statement of receipts on account of Dominion Lands, showing the monthly revenue from all sources for the twelve months ended 31st October, 1888.

I have the honor to be, Sir,

Your obedient servant,

J. A. PINARD,

Accountant.

STATEMENT of Receipts on account of Dominion Lands for the Year commencing 1st November, 1887, and ending 31st October, 1888.

Month.	Homestead Fees.	Pre-emptions.	Improvements.	General Sales of Lands.	Timber Dues.	Rents from Grazing Lands.	Royalty from Stone Quarries, Hay Fees, &c.	Maps Sales, Office Fees, &c.	Inspection Fees, Interchange of entries, &c.	Surveyors, Kxami-nation Fees.	Colonization Lands.	Rocky Mountains Park.	Miscellaneous.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1887.	1,400 00	210 00	82 00	2,618 92	2,525 54	1,517 42	176 70	199 10	819 20	10 00	.....	1,321 00	.....	12,819 88
November.	1,940 00	320 00	100 00	6,006 22	4,269 25	102 46	183 14	146 8.	855 80	.....	.....	128 25	255 41	14,297 34
1888.	1,335 00	185 00	41 00	5,833 26	6,850 42	67 55	37 60	73 75	740 00	.....	.....	65 00	10,000 00	25,218 58
January ...	1,520 00	260 00	136 00	4,719 63	10,947 61	487 77	222 00	86 75	915 00	.....	.....	205 58	.....	19,200 34
February ...	1,520 00	370 00	83 56	2,669 43	6,111 27	1,650 54	29 20	115 02	915 00	120 00	.....	294 25	.....	13,868 27
March ...	1,980 00	310 00	60 00	2,768 68	3,489 18	233 89	43 35	91 00	1,080 00	.....	.....	283 10	10,025 00	20,364 20
April ...	2,770 00	440 00	184 78	4,235 56	8,327 36	990 71	38 28	171 50	1,635 00	30 00	.....	305 25	.....	18,818 44
May ...	3,800 00	760 00	552 60	6,961 34	5,893 17	167 03	413 20	364 17	1,905 00	.....	.....	349 15	304 30	21,149 96
June ...	2,800 00	550 00	225 50	5,428 29	7,903 63	57 27	346 20	73 70	1,710 00	40 00	.....	493 15	9,134 12	29,811 86
July ...	2,600 00	680 00	203 71	4,732 64	8,132 79	183 06	1,260 85	105 00	1,610 00	.....	.....	605 58	5 00	20,118 65
August ...	1,800 00	310 00	107 25	2,571 46	10,189 71	77 84	640 70	114 70	925 00	.....	.....	230 05	.....	16,896 71
September.	1,780 00	360 00	1,301 61	6,735 32	10,706 31	534 86	273 93	130 75	1,050 00	80 00	.....	351 57	.....	23,302 39
October ...	26,395 00	4,735 00	2,078 01	56,320 79	91,038 24	5,988 42	3,565 17	1,651 25	14,060 00	280 00	.....	4,630 91	29,623 33	241,866 62
Scrap and Warrants	.....	.....	.....	341,243 17	.....	20,260 41	80 00	.....	.....	.....	26,000 00	.....	.....	387,883 58
Grand Total.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	629,450 20

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 18th December, 1888.

[TABLE]

APPENDIX A.

STATEMENT of Entries, affecting Dominion Lands, which were made at the Head Office and at the Agencies of the several under-mentioned Colonisation Companies during the Year commencing the 1st November, 1887, and ending the 31st October, 1888.

Where Made.	Homesteads.		Pre-emptions.		Special Grants.		Hudson Bay Co.		O P Railway		Manitoba & N-W. Railway.		Manitoba & S-W. Railway.		N-W. Coal & Navigation Company.		Total.			
	No.	Acres.	No.	Acres.	No.	res.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.		
Head Office. ....	...	.....	.....	.....	47	6,526	24	74,059	301	142,475	20	12,730	10	1,843	41	24,150	44	261,783	
Saskatchewan Land and Homestead Co.	2	320	2	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shell River Colonization Co.	3	480	3	480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
York Farmers Colonization Co.	9	1,440	6	960	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
The Temperance Colonization Society.	10	1,507	2	223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.	24	3,747	13	1,983	47	6,536	24	74,085	301	142,475	20	12,730	10	1,843	41	24,150	12	1,730	267,513

[PART I.]

WM. M. GOODEVE,
Chief Clerk, Patent Branch.

DEPARTMENT OF THE INTERIOR,
LANDS PATENT BRANCH, OTTAWA, December, 1888.

APPENDIX B.

ABSTRACT of Letters Patent covering Dominion Lands situated in Manitoba, the North-West Territories and British Columbia, issued from the Department of the Interior between the 1st of November, 1887, and the 31st of October, 1888.

No.	Nature of Grant.	1887-1888.		1886-1887.	
		Number of Patents.	Area in Acres.	Number of Patents.	Area in Acres.
1	Homesteads	1,731	269,464	2,335	373,601
2	Sales	999	175,425	1,446	445,348
3	Half-breed allotments.....	66	15,840	174	41,760
4	Grants under Manitoba Act	28	2,553	76	6,768
5	Commutation right of common, &c	23	2,289	39	3,437
6	Special grants	37	4,629	40	7,248
7	Hudson Bay Company	20	26,973	3	974
8	Canadian Pacific Railway Company.....	270	122,310	322	121,584
9	North-West Half-breed grants	54	9,302	60	12,908
10	Coal land sales			3	605
11	Free wood lots	2	40	1	20
12	Vancouver Island Railway grants			6	653
13	Manitoba and North-Western Railway Company grants	22	12,800	51	43,972
14	School land sales	8	1,450	1	40
15	Manitoba and South-Western Colonization Railway	7	1,203	32	10,259
16	North-West Coal and Navigation Railway Company	2	3,336	6	1,868
17	Mining land sales			4	321
18	Leases	3			
19	Fore-shore rights	3			
	Total	3,275	647,644	4,599	1,071,364

WM. M. GOODEVE,
Chief Clerk, Patent Branch.

DEPARTMENT OF THE INTERIOR,
LANDS PATENT BRANCH, OTTAWA, December, 1888.

PART II.

DOMINION LANDS SURVEYS.

No. 1.

REPORT OF THE SURVEYOR GENERAL.

DEPARTMENT OF THE INTERIOR,
TECHNICAL BRANCH,
OTTAWA, 20th December, 1888.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honor to report as follows on the operations of the Technical Branch of the Department of the Interior during the year 1888:—

Except in British Columbia the surveys are generally in advance of settlement, and few sub-division surveys will be required for some time. In British Columbia the survey of the lands settled upon has been completed.

MANITOBA.

The surveys executed in Manitoba are, for the greater part, sub-division surveys. One township was sub-divided near Whitemouth by Mr. J. W. Fitzgerald; the land is of the same character as in the adjoining townships, wooded and wet.

A petition having been received from the Icelandic Society, and from a number of settlers, for further surveys between Lakes Manitoba and Winnipeg, north of Shoal Lake, four contracts were let for the sub-division of ten townships. The contractors were Messrs. Brownlee, Deane, Freeman and Traynor. The country being low and marshy, most of them waited until the cold weather set in before commencing work. The winter season offers greater facilities for carrying on a survey of this description: the lakes and marshes can be crossed on the ice; the reeds are cut down by frost, and the scrub, being bare of leaves, does not require to be cleared to the same extent as in summer time. The only drawback, and it is a serious one, is the impossibility of building proper mounds around the corner posts.

The Icelanders seem to have adopted the country between Lakes Manitoba and Winnipeg and along the shores of these two lakes. Mr. Fawcett reports a continuous settlement of these thrifty settlers from Grindstone Point, on Lake Winnipeg, to the mouth of the Red River, and their settlements in the interior increase so fast that they had to apply for new surveys. The land is very rich, but low and marshy; it must be well adapted to stock-raising and dairy farming.

Mr. R. C. McPhillips completed the surveys which he commenced last year on Big Island, Lake Winnipeg, also a settlement of Icelanders; in addition to which he surveyed in the townships at the mouth of the Red River, a few lines which had been left unsurveyed at the time of the original sub-division.

In South-Western Manitoba some of the settlers complained that the marks on their posts were, in many instances, erroneous, causing much confusion. Mr. Green was accordingly detailed there and effected the necessary corrections to the satisfaction of all parties concerned.

The main highway from Westbourne to Gladstone having been located before the construction of the Manitoba and North-Western Railway, it was found, when the latter was built, that, although the road and the railway ran very close to each other, they did not follow precisely the same course. This was very inconvenient to those farmers whose lands were thus cut at two different points and who had in consequence to maintain an unnecessary number of fences.

With the consent of the Provincial Government and of the municipalities interested, an Order in Council was passed authorizing a change of the main highway. The survey was made by Mr. C. P. Brown.

NORTH-WEST TERRITORIES.

Settlement in the western parts of the Territories is progressing very fast and the demand for surveys increasing every year.

The great bulk of the surveying done was in the McLeod-Calgary district. Immediately north of Calgary, on the Rosebud and Knee Hills Creeks, over twenty townships were sub-divided. The land is well watered and is reported as being of first quality. These surveys were made at the request of the Calgary Agricultural Society, the contractors being Messrs. Drummond, Talbot, Vincent and Wolf.

West of Calgary and near the Indian Reserve of Morleyville some fractional townships, in which settlers were established, were surveyed by Mr. Brabazon.

Three contractors, Messrs. Magrath, MacMartin and Bigger were at work between Lethbridge and the International Boundary, on the St. Mary's River, and sub-divided some twelve townships or fractions of townships. In addition to these Mr. McMartin surveyed one full and two fractional townships in the Porcupine Hills, north-west of Fort McLeod.

In accordance with a requisition from the Lieutenant Governor of the North-West Territories, Mr. Green located the trails from the Blackfoot Crossing to Calgary, and from the latter place to Morleyville, north and south of the Bow River. Having completed this work he went to Dsioraine, Manitoba, where, as already stated, he corrected some inaccuracies in Townships 3 and 4, Ranges 31 and 32.

At Prince Albert Mr. Lestock Reid located the Carrot River trail, and completed the location of another trail on the south side of the Saskatchewan River. He also executed several minor surveys, corrections or examinations in seven townships.

Mr. Bourgeois started to make the survey of the trail from Carlton to Green Lake, but on the 20th of July, the "Bulldog" flies were in such quantities that the horses could not endure any longer and work had to be suspended until the 20th of August. Mr. Fawcett who travelled further north in the same district refers also to the unusual quantities of these flies, which were said to be sufficient to kill horses and cattle.

On his return Mr. Bourgeois was stopped at Duck Lake and instructed to visit the half-breed settlements in order to define the river lots on which half-breeds were located and permit them to make entry for their lands. Finding that it was impossible to travel in the country until the winter roads were opened, Mr. Bourgeois decided to return home until winter had set in.

Mr. St. Cyr commenced the survey of the boundaries of the Rocky Mountains Park in the fall of 1887. He was out all winter and did not complete the work until spring. All the accessible parts of the park's boundary are now established. Surveys of this character are of course slow and expensive, difficulties of all kinds confronting the surveyor. Mr. St. Cyr next executed some minor surveys in the valley of the Bow River, and then proceeded to Golden where he commenced a survey of the Columbia River for the purpose of defining the southerly boundary of the Railway Belt. He found it to cross "Jubilee Mountain," a place which has lately attracted much attention on account of some rich finds of argentiferous galena.

Mr. McArthur continued his topographical survey of the Rocky Mountains. He commenced at Copper Mountain, working eastward, the course of the survey embracing the National Park.

Further south, at Crow's Nest Pass, Mr. Drawry was engaged on similar work, and covered about 350 square miles. With a little more experience, it is expected that these surveys will average 400 square miles per season for each party. The party being composed only of a surveyor and two laborers the cost per square mile is very small.

As usual, smoke was the great obstacle to topographical operations.

BRITISH COLUMBIA.

The progress of the work in the Province of British Columbia has been very satisfactory, the surveys being now either abreast or in advance of settlement.

When it was decided to extend the system of Dominion Lands Surveys to British Columbia, the first step taken was to make a survey of the railway line, establishing reference marks at various points. The distance from each mark to the nearest section or quarter section post was next calculated and tabulated at the head office, under the direction of the Chief Inspector of Surveys. With this table a section or quarter section post can be planted anywhere along the railway by a short measurement. It was soon found that the reference marks were being removed, burned and displaced, and immediate steps were taken to establish the section and quarter section posts along the railway line wherever this could be done. This was completed during the present year.

The work had previously been brought from the west to Leanchoil. Mr. Dufresne took it there and carried it to Sicamous Narrows, where he joined on Mr. McLatchie's surveys. Mr. Dufresne had the misfortune to break two instruments during the season, a serious loss to a surveyor.

Mr. Garden took the work at Lytton and carried it to Shuswap Lake, where he joined on Mr. Fawcett's surveys, the intervening space as far as Sicamous having been previously covered by Messrs. Fawcett and McLatchie.

From Lytton to the coast the work was executed by Mr. Cotton, who also made various sub-divisions and re-surveys in New Westminster district, and established the limit of the Railway Belt on Pitt and Slave Lakes.

Another party was employed in the valley of the Spallamcheen River under Mr. McLatchie, who had already been working there in 1887. This is one of the best agricultural districts in the Province, and the settlers are reported as raising magnificent crops of grain and vegetables. The Provincial Government spent considerable sums of money last summer in opening a road from Enderby along Deep and Cance Creeks, and in improving the communication from Enderby to the railway station of Sicamous. The erection of a roller mill and placing of a steamer on the Spallamcheen River had the effect of giving a great impetus to wheat growing in the valley.

EXPLORATIONS.

There were two exploratory parties. One under Mr. Ogilvie started in the spring of 1887, and after crossing at Chilkoot Inlet to the Yukon and descending the river, wintered at the intersection of the Yukon River by the International Boundary between Alaska and the North-West Territories. During the winter he took an extensive series of observations for determining the longitude of the place, and notwithstanding the partial failure of the arrangements made for carrying out corresponding observations in the east, it is expected that a very approximate longitude will be obtained. Mr. Ogilvie crossed during the winter from the Yukon to the Porcupine River; ascended the Porcupine in the spring, and crossed over to the Mackenzie by which he returned south. When last heard from he was at Fort Simpson, his survey having been carried successfully so far. His report has not yet been received.

Another exploratory party under Mr. Fawcett started from Athabasca Landing at the end of May for the mouth of the Clearwater River, the object being to connect Messrs. Ogilvie and Klotz's surveys of the Athabasca and Nelson Rivers by a line along the Churchill River. Mr. Fawcett was not able to reach the Nelson River and had to return through Cumberland. From this point he went down the Saskatchewan to Grand Rapids. Finding that the last steamer of the season had left for Winnipeg, he had to cross Lake Winnipeg over its whole length with his two small canoes, at the end of November, the most stormy month of the year. This fact speaks well for the seaworthiness of the Peterboro' canoes.

ASTRONOMICAL WORK.

The determination of latitudes and longitudes was continued under the direction of Mr. King, Chief Inspector of Surveys. Our new instruments were received during the winter, and consist of a fine astronomical transit of 34 inch focus and 3 inch aperture, and a sidereal clock with electric attachment, both by the well known makers, Messrs. Cooke & Sons. The observatory at Winnipeg was moved from near the railway station to a lot on Princess street; the new transit was set up there on a solid masonry pillar, the clock being placed in the basement of the Clarendon Hotel and connected with the observatory by a telegraph line a quarter of a mile in length.

Two stations, Edmonton and Fort Pitt, were occupied during the season by Mr. Klotz, Mr. King being at Winnipeg.

Before going to Edmonton, Mr. Klotz proceeded to Kamloops in order to make observations for longitude corresponding to those of Mr. Ogilvie on the Yukon, in accordance with a prearranged programme. An 8½ inch reflector by Brashear had been ordered for the purpose, but, not arriving in time, the observations for star occultations had to be made with a smaller telescope.

INSPECTION AND CORRECTION OF SURVEYS.

This work is under the direction of Mr. Dennis, Inspector of Surveys. He had five parties, each in charge of a surveyor, occupied during the whole season, examining the work under contract, investigating reported errors, correcting discrepancies and doing other miscellaneous surveys.

Mr. Belanger retraced the 5th Initial Meridian, from the 7th to the 14th base line, and the 4th Initial Meridian, from the 13th correction line to the north boundary of Township 54. He renovated the lines, building new mounds, &c.

Mr. Driscoll went first to Whitemouth and Western Manitoba to examine various surveys. From there he proceeded to the Red Deer River for the purpose of examining some surveys under contract; moved to the 8th base line to investigate a reported error which he found not to exist, and connected the 5th Initial Meridian with the International Boundary.

After making some other surveys in the Calgary district, he returned to Manitoba for the examination of several contracts.

Mr. Leclere started from Calgary and was chiefly engaged in removing the posts of river lots on the Red Deer River. He also examined several surveys.

Mr. O'Keefe proceeded from Medicine Hat, and, after doing some work in the vicinity, moved to the South Saskatchewan, where he removed the posts of river lots.

Mr. Vicars, starting from Moose Jaw, examined various surveys west of the 2nd Initial Meridian; afterwards he went to Western Manitoba where he renovated some old surveys. Mr. Vicars reports that most of the errors which he found were due to bad chaining.

OFFICE WORK.

There has not been much change in the amount of office work; it is of such a miscellaneous nature that any decrease in one direction is compensated by an increase in another direction.

The correspondence consisted of:—

Letters received.....	920
Letters sent.....	<u>1,360</u>

The accounts examined and payments made were—Accounts examined and passed, 203; amount of accounts, \$121,190.00; cheques forwarded, 910.

In the draughting room the work was as follows:—
Plans received with corresponding field notes:—

Sub-division surveys.....	104
Outlines.....	13
Road surveys.....	12
Correction and inspection surveys.....	155
Settlements and town plots.....	9
Miscellaneous.....	83
Number of plans examined.....	170
Township plans compiled or plotted from field notes.....	186
Township plans, copies made by hand.....	76
Miscellaneous plans, sketches and diagrams made.....	109
Miscellaneous tracings made.....	147
Plans completed for printing.....	175
Proofs examined.....	215
Statutory declarations received.....	74
Progress sketches received.....	55
	55

An account against the Hudson's Bay Company for cost of surveys was prepared.

A revised map of the railway belt in British Columbia was compiled.

Also a small map of the Yukon District for the use of the committee on MacKenzie River Basin.

Among the other miscellaneous work were included the preparation of contracts with accompanying sketches for surveyors, the revision and copying of reports, copying field notes and statutory declarations, making descriptions for patents, &c.

The lithographic office printed the following number of copies:—

	No. of Copies Printed.
207 township plans.....	11,385
Maps.....	12,579
Circulars and miscellaneous.....	33,179
	33,179
Total.....	57,143

The photographer, Mr. Topley, was fully engaged during the whole year: he had about one thousand negatives to develop and to make prints from, part of these being for the Geological Survey. The want of proper quarters prevented us from taking full advantage of his services.

BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

The Board has again lost one of its members, Mr. Milner Hart, whose occupations prevented him from attending the meetings, and who felt compelled on that account to tender his resignation.

Mr. Hart was one of the original members of the Board when first organized, and was connected with the surveys of Dominion Lands from the beginning, filling the office of Inspector of Surveys for a long time. His great experience and high standing in the profession make the loss of his services severely felt. Mr. Hart was replaced by Mr. D. C. Morency, Inspector of Surveys for the Province of Quebec.

Meetings of the Board were held in Ottawa in February and August, 1888.

The following gentlemen, having passed the requisite examinations, were granted commissions as Dominion Land Surveyors:—

Examined at Ottawa:—

- C. E. Bourgeault, St. Jean Port Joli, Que.
- G. M. White, Toronto, Ont.

A. M. Bowman, P.L.S., Berlin, Ont.
 H. J. Bowman, P.L.S., Berlin, Ont.
 L. A. Dufresne, Montreal, Que.
 Examined at Aylmer, before Mr. B. Magrath:—
 J. F. Ritchie, Aylmer, Que.
 Examined at Calgary, before Mr. W. Pearce:—
 T. W. Chalmers, Fort McLeod, Alta.
 Examined at Winnipeg, before Mr. W. F. King:—
 J. L. Doupe, P.L.S., Winnipeg, Man.
 Preliminary certificates were granted to:—
 P. L. Naismith, Montreal, Que.
 M. C. McFarlane, Montreal, Que.

The correspondence of the Board of Examiners amounted to:—

Letters received.....	215
Letters sent.....	<u>197</u>

APPENDICES.

The following documents are appended:—

1. Schedule showing Dominion Land Surveyors employed during the year.
2. Reports of the Chief Inspector of Surveys, the Inspector of Surveys, and the Surveyors in charge of parties.
3. Examination papers of the Board of Examiners for Dominion Land Surveyors.

I have the honor to be, Sir,

Your obedient servant,

E. DEVILLE,
Surveyor General.

SCHEDULE of Dominion Land Surveyors employed during the Year
ending 31st October, 1883.

Surveyor.	Residence.	Description of Work.
King, W. F.....		Longitudes and latitudes of Edmonton and Fort Pitt.
Klotz, Otto J.....	Preston, Ont.....	do do do do
Fawcett, Thos.....	Gravenhurst, Ont.....	Survey of part of Churchill River.
Ogilvie, Wm.....	Ottawa, Ont.....	Survey of Porcupine and Mackenzie Rivers. Approximate determination of Alaska Boundary.
Cotton, A. F.....	New Westminster.	Sub-division and other surveys in New Westminster District Posting sections along Canadian Pacific Railway, from New Westminster to Lytton.
Garden, Jas. F.....	Vancouver, B. C.....	Posting sections along Canadian Pacific Railway, from Lytton to Shuswap Lake.
Dufresne, J. I.....	Montmagny, Que.....	Posting sections along Canadian Pacific Railway, from Shuswap to Leachboil.
McLatchie, J.	Ottawa, Ont.....	Sub-division surveys in Spellamcheen Valley.
McArthur, J. J.	Aylmer, Que.....	Topographical survey in Bow River Valley, including the National Park.
Drewry, W. S.....	Belleville, Ont.....	Topographical survey in Crow's Nest Pass and vicinity.
Bourgeois, John	Three Rivers, Que.....	Survey of trail, Carleton to Green Lake.
Brown, C. P.....	Winnipeg, Man.	Survey of Westbourne Highway.
Reid, J. L.....	Port Hope, Ont.....	Survey of trail through Township 48, Range 24, and Township 49, Range 23, West of the 2nd Initial Meridian. Corrections to old surveys in Prince Albert District.
Green, T. D.....	Ottawa, Ont.....	Survey of trails between Calgary and Morleyville, north and south of the Bow River, respectively. Part of trail from Blackfoot Crossing to Calgary. Re-sub-division of Townships 3 and 4, in Ranges 31 and 32, west of Principal Meridian.
St. Cyr, A.....	Quebec, Que.....	Survey of part of outlines of Rocky Mountains Park of Canada; part of 7th Correction Line, west of the 5th Initial Meridian. Traverse of parts of Bow and Columbia Rivers, and part of sub-division of Township 24 in Range 9, Township 24 in Range 10 and Township 25 in Range 11, all west of the 5th Initial Meridian.
Brownlee, J. H.	Brandon, Man.....	Sub-division of Township 22 in Range 6, and fractional Townships 22 in Ranges 9 and 10, west of Principal Meridian.
Brabazon, A. J.....	Portage du Fort, Que	Sub-division of Township 27 in Range 5; parts of Township 26 in Range 5; Township 26 in Range 6, and Township 28 in Range 5, all west of the 5th Initial Meridian.
Bigger, C. A.	Ottawa, Ont.....	Sub-division of Townships 2 in Ranges 24 and 25; Township 4 in Range 23; part of fractional Township 5 in Range 23; and part of Township 3, Range 24, all west of the 4th Initial Meridian.
Drummond, Thomas..	Kamloops, B. C.....	Sub-division of Townships 30 and 31 in Ranges 25 and 26, and Township 30 in Range 27 all west of the 4th Initial Meridian.
Deane, M.....	Lindsay, Ont.....	Sub-division of Townships 22 in Ranges 4 and 5, and Township 23 in Range 5, all west of Principal Meridian.
Freeman, N. R.....	Milton, N. S.....	Sub-division of Townships 23 in Ranges 7 and 8, and fractional Townships 21 in Ranges 7 and 8, all west of Principal Meridian.
Fitzgerald, J. W.....	Peterboro', Ont.....	Sub-division of Township 15 in Range 11, east of Principal Meridian.
Magrath, C. A.....	Lethbridge, Alta.	Sub-division of Townships 8 in Ranges 19 and 20; Township 6 in Range 20; west half of Township 6 in Range 21; Townships 5 and 7 in Range 22; and Township 6 in Range 19, all west of the 4th Initial Meridian.
McPhillips, R. C.....	Winnipeg, Man.....	Sub-division of fractional Townships 25 in Ranges 5 and 6, and fractional Township 16 in Range 6, all east of Principal Meridian.

SCHEDULE of Dominion Land Surveyors, &c.—Continued.

Surveyor.	Residence.	Description of Work.
MacMartin, G. E.....	St. Andrews, Que....	Sub-division of Township 2 in Range 26, Township 12 in Range 29, and fractional Townships 12 and 13 in Range 30, all west of the 4th Initial Meridian.
Talbot, A. C.....	Montmagny, Que.....	Sub-division of Townships 27 and 28 in Ranges 21 and 22, west of the 4th Initial Meridian.
Traynor, I.....	Dundalk, Ont.....	Sub-division of Township 21 in Ranges 3 and 4, west of Principal Meridian.
Vincent, F.....	Fraserville, Que.....	Sub-division of Townships 27 in Ranges 23 and 24, Townships 28 in Ranges 23, 24, 25 and 26, and Townships 29 in Ranges 25 and 26, all west of the 4th Initial Meridian.
Wolf, C. E.....	Ottawa, Ont.....	Sub-division of Townships 29 in Ranges 23, 24 and 27, and Townships 30 in Ranges 23 and 24, west of the 4th Initial Meridian.
Dennis, J. S.....	Ottawa, Ont.....	Inspection and correction Surveys.
Belanger, P. R. A....	L'Islet, Que.....	Re-survey of 4th and 5th Initial Meridians.
Driscoll, A.....	Aylmer, Que.....	Correction of Surveys.
Vicars, John.....	Gannington, Ont....	do do
Leclerc, Ohas.....	St. Jean Port Joli, Q	do do
O'Keefe, D. C.....	Fort Ellice, Man....	do do

No. 2.

REPORT OF W. F. KING, CHIEF INSPECTOR OF SURVEYS.

DEPARTMENT OF THE INTERIOR,
TECHNICAL BRANCH,

OTTAWA, 10th December, 1888.

The Surveyor General,
Department of the Interior,
Ottawa.

SIR,—I have the honor to submit my report for the current year.

The field operations of this Branch of the Department may be classed under two general heads, land surveys and geographical surveys.

Under the former heading come all surveys having for their direct object the division of the land for agriculture and settlement, and surveys connected therewith, such as trail surveys, &c. As these surveys are very fully discussed by Mr. Dennis, the Inspector of Surveys, in his report, it is unnecessary for me to say anything about them here.

The term geographical may be applied to those surveys which, although they may have important practical uses, yet have not direct application to the purposes of settlement. Such are geographical explorations, topographical surveys, astronomical determination of positions, and governing surveys generally, that is, surveys for the proper placing of points or lines on which other surveys are to be based.

No surveys properly called governing surveys were undertaken during the past season. An example of this kind of survey is the traverse or deflection survey of the Canadian Pacific Railway line in British Columbia, on which I had the honor to report two years ago.

TOPOGRAPHICAL SURVEYS.

Topographical surveys have been conducted in the Rocky Mountains during the last two seasons by Messrs J. J. McArthur and W. S. Drewry, Dominion Land Surveyors.

Their method of work is a triangulation survey of short sides, filling in the details by means of photography. This work is very cheap, requiring only very small parties, but there is the disadvantage that a party selected and equipped with a view to topographic work is not the best for triangulation in a difficult and mountainous country. When the principal peaks have been fixed beforehand, the surveyor can perform the photo-topographic work over quite a wide extent of country without any assistance, except in the way of transport, &c., which requires but one or two men. But a triangulation cannot be economically performed by so small a party, or by one survey party working alone, for pickets or station marks must be set on each peak, and these points must afterwards be returned to for the purpose of observing the angles. It is obvious that one party alone will waste much time in travelling over the same ground several times, and that economy would be subserved by two or more parties making a proper division of the work.

If an attempt is made by the topographic party to make a triangulation of the mountain peaks without setting stations, inaccuracies result which may render the survey useless.

EXPLORATORY SURVEYS.

During the summer Mr. Fawcett made a micrometer survey of part of Athabasca River, from the mouth of Lesser Slave River to Athabasca Landing; of the canoe route from the junction of the Athabasca and Clearwater Rivers along the upperwaters of Churchill River as far as Frog Portage, where the canoe route between Cumberland House on the Saskatchewan, and Reindeer Lake intersects; and of the canoe route from Frog Portage to Cumberland.

He thus connected Mr. Ogilvie's traverse of the Athabasca, made in 1884, with Mr. Klotz's of the Saskatchewan, made in the same year. It was intended that he

should continue further along the Churchill and Burntwood Rivers to connect at Split Lake with Mr. Klotz's traverse of Nelson River, but the approach of winter prevented him from going further than Frog Portage.

Mr. Ogilvie last year traversed the upper waters of Yukon River from Taiya Pass to his winter quarters near the 141st meridian of longitude. This year he has traversed part of Mackenzie River. Mr. Ogilvie not yet having returned and being away from mail communication, no information can be given of the extent of his operations during the year.

The following are the micrometer surveys made up to the present time:—

Peace River, Fort Chipewyan to Dunvegan, 604 miles, by William Ogilvie, 1884.

Athabasca River, from Athabasca Landing to Fort Chipewyan, 431 miles, by William Ogilvie, 1884.

Athabasca River, from mouth of Lesser Slave River to Athabasca Landing, 69 miles, by Thos. Fawcett, 1888.

Upper Churchill River, from the Athabasca at Clearwater River to Frog Portage, 563 miles, by Thos. Fawcett, 1888.

Frog Portage to Cumberland House, 180 miles, by Thos. Fawcett, 1888.

Saskatchewan River, from the Forks to Grand Rapids, 416 miles, by Otto J. Klotz, 1884.

Nelson River, from Lake Winnipeg to Hudson's Bay, 435 miles, by Otto J. Klotz, 1884.

Part of Lake Winnipegosis and connecting waters, 573 miles, by J. I. Dufresne, 1887.

Shore line of Lake Winnipeg, 1,030 miles, by F. W. Wilkins, 1886.

Winnipeg, English, and Albany Rivers, and connecting waters, from Rat Portage to Cat Lake, 504 miles, by Thos. Fawcett, 1885.

North Saskatchewan River—from Rocky Mountain House to 5th Initial Meridian—89 miles, by Joseph Doupe, 1885.

Yukon River—from Taiya Pass to Longitude 141° west, by William Ogilvie, 1887.

Part of Mackenzie River, by William Ogilvie, 1838.

On all these surveys the angles of the traverse have been measured with small theodolites, and the distances with the Lugeol micrometer.

Errors in the survey may occur either in reading the angles or in measuring the sides. Errors arising from the angles when proper care is taken, especially when they are closed out by frequent azimuth observations, should not be of large amount, and will not accumulate sufficiently to produce large errors in the positions established by the survey.

The case of errors in the length measurements, however, demands further consideration.

The Lugeol micrometer consists of a telescope with an object glass cut into semi-circular halves. The distance of an object is found by reading with a micrometer screw the relative movement of the two halves of the object glass necessary to bring the two images of a rod of known length held at the distant station into end contact.

Then if x represents the distance of the rod from the object glass, m the linear distance apart of the centres of the half lenses, b the known length of the rod, f the principal focal length of the object glass, the theory of the telescope gives

$$x = \frac{b f}{m}$$

From this we get the differential formula

$$d x = \frac{x}{b} d b + \frac{x}{f} d f - \frac{x^2}{b f} d m$$

that is, the error in distance caused by an error in the measured length if the base is proportional to the distance; that caused by change in the focal length (resulting

perhaps from change of temperature) is also proportional to the distance; and that caused by error in the micrometer reading is proportional to the square of the distance.

In one of the micrometers, which I have measured, the pitch of the screw is one thirty-fourth of an inch, so that one division of the micrometer corresponds to a movement of each half of the object glass of $\frac{1}{3400}$ of an inch. The focal length f is 13 inches, and the length of rod usually used is about 10 feet.

One division of the micrometer will subtend an angle of about 8", which is probably near the limit of accuracy in observation with a telescope of this size and power used at moderate distances. The error of an observation at a long distance is most likely greater than this.

Calculating with the formula

$$dx = -\frac{x^2}{bf} dm$$

assuming the probable error of one reading to be 4" and that four readings are taken, so that dm may be taken as $\frac{1}{2}$ a division divided by $\sqrt{4}$ or $\frac{1}{4}$ of a division, we get using the above constants for the error in chains caused by the probable error in the mean of the readings of $\frac{1}{4}$ of a division.

At 40 chains, $dx = 0.12$ chains.

80 do $dx = 0.48$ do

$1\frac{1}{2}$ miles, $dx = 1.08$ do

$\frac{1}{2}$ do $dx = 1.91$ do

3 do $dx = 4.30$ do

It should be borne in mind that the probable error in a distance obtained by a number of sights increases not as that number but as the square root of the number, so that if a distance of 50 miles is surveyed by 100 sights of 40 chains each, the probable error due to this cause is 1.20 chains, instead of 12.00 chains; while if the sights were one mile long each, the probable error in this distance would be 0.48 by $\sqrt{50}$ or 3.41 chains nearly. But it must be also remembered that if the errors are not accidental but constant the probable error increases directly as the number of sights.

These results show that the utmost care is necessary in taking the readings. Observations should be taken with reversed motion of the screw, so as to avoid the effect of lost motion. Sights should be taken as short as possible consistently with the nature of the work. Further, at long distances irregular and excessive refraction may occur, and the brightness, and therefore to some extent the distinctness of the image decreases with the square of the distance.

These results have been derived from the formula $x = \frac{bf}{m}$, *i. e.*, the distance

is inversely proportional to the micrometer reading. This has been found in practice to be not quite, though nearly true; see Mr. Klotz's table of distances measured with both micrometer and chain in the report of the Department for 1886, also Mr. Dufresne's report in 1887. The micrometer readings in all cases increase with the distance slightly faster than they should by the law of proportionality.

This may be due to personal peculiarities of the observer, to slight irregularities of refraction, or to optical defects in the telescope. It is quite possible that any of these may have an effect in a constant direction.

It is therefore usual for each observer to make trial for himself, before and after his survey, of his micrometer on chained bases of different lengths. He thus gets the distance corresponding to each micrometer reading tabulated for use in the field.

This procedure, of course, cuts out constant instrumental errors; but I wish to point out that it is very dangerous to measure distances with the micrometer much above the limits of the table made by experiment; also that when this table has been made from distances measured over land and the survey is made over water,

the refraction may be different under the changed conditions; and that although accidental errors tend to counterbalance one another in a great number of courses, especially if the distances are nearly equal, yet any constant errors will accumulate.

It is practicably impossible in a rapid survey, especially where there are lakes with wide bays, to always avoid long sights, and the greatest accuracy therefore cannot be assured, and large closing errors must be expected in these long traverses of hundreds of miles.

The remedy which I would suggest is the more frequent closing of these surveys upon known points upon themselves or upon the traverse surveys—a closing to be made at say, each 200 miles. Then any abnormal error occurring in any of the pieces would at once show itself, and might be located in the notes of the survey, or if of sufficient importance could be discovered by a re-survey. Important points also, wherever possible, should be fixed astronomically or otherwise.

ASTRONOMICAL DETERMINATION OF THE 141ST MERIDIAN.

Before Mr. Ogilvie started on the Yukon expedition, a programme of lunar observations for longitude was arranged. He was to make these observations at his winter quarters on the Yukon River, near the 141st meridian, which is the International Boundary line, while corresponding observations of the same lunar phenomena were to be taken at Kamloops, B.C, the longitude of which had been found by the electric telegraph.

I have already reported to you the result of my work at Kamloops in October and November, 1887. The weather was unfortunately very unfavorable. From a report on his observations, received last summer from Mr. Ogilvie, it appears that the weather at his station was very similarly unfavorable, cloudy and misty, so that he got very few of the occultations in the programme. Later on in the winter, however, he got a large number of lunar culminations, apparently good observations, which I am confident will give a good determination of the longitude.

The second part of the programme of corresponding observations was to be observed in May, and Mr. Klotz went to Kamloops for that purpose. In his report he states what he effected.

TELEGRAPHIC LONGITUDE DETERMINATIONS.

I now pass to the telegraphic longitude work which has been this year, as last, under my immediate charge, and in the observations for which I have personally participated.

My coadjutor in this work, and fellow observer, was Mr. O. J. Klotz, D.T.S., whose report will be found below.

The same arrangement of the work, as last year, was followed, I taking the observations at the central station and Mr. Klotz those at the out stations.

When Mr. Klotz returned in the spring from Kamloops to Winnipeg, he had the observatory buildings moved from the rented lot, previously occupied near the Canadian Pacific Railway station, to a lot belonging to the Department, and situated between Princess and King streets, a more central and convenient locality, and one free from the vibrations caused by passing trains. He also had a pier erected for the transit instrument and made other necessary preparations for the season's work.

I went to Winnipeg in the beginning of June. A few days were occupied in adjusting the transit instrument and the clock.

We then took observations on three nights for personal equation, having the transit instruments set up side by side. After this Mr. Klotz set out for Edmonton. The observations for the longitude of that place lasted from the 8th to the 21st July. The next station he occupied was near Fort Pitt, on the 4th Initial Meridian, where he also observed for latitude. The observations were completed on 12th September, after which he returned to Winnipeg.

A second series of observations for personal equation was taken at Winnipeg during three nights. A triangulation with the necessary azimuth observations to connect the observatory with its former position, and with the lines of the land surveys, completed, on 6th October, the season's field work.

Longitude determinations require that the sky shall be clear simultaneously at both stations for the three or four hours required to obtain a sufficient number of observations. This condition is not usually perfectly fulfilled in more than about one night in three, especially when the stations are far apart.

Our standard number of nights for the determination of each longitude was six, if they were perfect, *i. e.*, sufficiently clear to enable us to observe twenty stars at each station; a greater number of nights of course were required if they were imperfect.

In previous years the standard number was four. The greater number of nights of course gives better results, but necessarily greatly increases the time at a station. Hence this year we have to report only two determinations of longitude, against three last year, and four the year before.

I considered it advisable to obtain also six nights observation for personal equation, so that its determination should be as good as that of any of the stations. Of the six nights, three were in June before the other work began, and three in October after its completion. The results of the six nights accord well with one another, showing that no change took place in our personal equation during the summer. The result shows that I record transits about two-fifths of a second later than Mr. Klotz, he recording by "eye and ear" and I by "eye and hand," tapping the instants with an electric key upon the chronograph tape. Last year our personal equation, also constant during the season, was only about one-seventh of a second (in the same direction as the above) or about one-third of its amount this year. The difference may be, at least in part, accounted for by the use of different instruments during the two seasons. Of course different personal equations may be expected with telescopes of very different powers. I also found this year, by some experiments, that I recorded transits by "eye and hand" about three-tenths of a second later than I did by "eye and ear."

THE TRANSIT INSTRUMENT AND METHOD OF WORK.

The instrument used by Mr. Klotz was the same as he used in 1887, a Troughton & Simms portable transit, aperture $2\frac{1}{2}$ inches, focal length 28 inches, mounted on an open cast iron frame.

The instrument with which I was provided was the new transit instrument purchased last year from Cooke & Sons of York, England. Its focal length is 34 inches, and aperture 3 inches, and it is mounted on a heavy and very firm cast iron stand. It is furnished with an apparatus for reversing the telescope axis, which is raised out of the wyes by depressing a lever under one end of the axis. By means of this apparatus the instrument can be reversed and set upon a star in the reversed position in about 50 seconds.

The pier which was erected for this instrument at the observatory in Winnipeg was of stone, surmounted by brick and built up from a depth of six feet below the surface of the ground. As I mentioned above, it was erected but a short time before I began my observations. Therefore some settling of the pier was to be expected which would result in a twisting as well as disturbance of level.

The readings of the striding level, which were taken each night, show a slight tendency to relative subsistence of the west end of the pier in the earlier part of the season. This end of the instrument was the heavier, and the lever of the reversing apparatus was also at this end, so that the pressure in reversing would assist this effect. The change of level, however, during the time occupied by any night's observations was almost imperceptible.

The amount of twist of the pier may be estimated by comparison of the azimuths of the instrument deduced from the observations throughout the season. These azimuths vary from three-tenths of a second during the first observations in June to

nearly one second in October. The change of azimuth is very nearly proportional to the time, slightly decreasing with the time. The average per day over the whole season is $0^s.007$, being $.011$ at the beginning, and $.004$ at the end of the season.

Twist is more likely to occur in the heat of the day than at night, and I have therefore felt justified in assuming that during the three or four hours of star observation, the azimuth of the instrument remained sensibly constant, and the observations have been computed with this assumption.

I found that the pressure on the lever, in the act of reversing the axis, caused a change in the level reading of about two divisions, but this seems to be due to some springing of the metallic parts of the instrument, as the bubble invariably ran back to its place after a minute or two.

The mean of a number of careful determinations by level readings in both positions of the axis shows an inequality of pivots. The effect of this on a level reading amounts to $.22$ of a level division, which must be subtracted from the observed inclination when the clamp end of the axis is east.

The value of one division of the striding level was found by bringing the telescope tube down to a nearly level position and setting the level upon it, and then bringing the bubble of the small setting circle level into play. Then any small motion of the telescope in altitude is measured by the difference of reading of each level. Hence is obtained the value of one division of the striding level in terms of a division of the setting circle level. The striding level of Mr. Klotz's transit, the value of a division of which had been well determined, was then in the same way compared with the circle level. This gave the value of one division of my level in terms of Mr. Klotz's, and therefore in seconds. The value of one division as thus determined is $0^s.06$. Since the two sensitive levels were compared with one another by comparing each with a less sensitive level, the result cannot be considered satisfactory.

A redetermination was made by another method, by transits of a circumpolar star. One end of the axis is raised by means of the foot screw, and its inclination found in terms of one division of the striding level. The transit of a circumpolar star is taken over two or three of the threads. The other end of the axis is then raised, the transit observed over the other threads, and the inclination of the axis again noted. The two sets of transits being reduced to the centre thread, the difference of time between them, by a simple calculation, gives the value of a division. By this method it was found to be $.069^s$, not far from the result by the other method.

Both ends of the axis were provided with covers to prevent as far as possible heating by the lamps. Although only one end of the axis was provided with a lens for interior illumination, a lamp was always placed at each end of the axis. With this arrangement there was very little disturbance of the level by unequal heating, though this sometimes occurred when the lamps were burning with very unequal heat.

The diaphragm contained five vertical and two close horizontal threads. The equatorial intervals were about 12 seconds. There was no movable thread.

The collimation error was at the beginning of the work made as small as possible by adjusting with the assistance of a collimating eye piece and a mercury reflector. The collimation error then was $.09^s$ for the middle, or $.15^s$ for the mean, thread. This remained very constant during the entire season, the differences of the different determinations not exceeding the probable error of a determination.

The collimation error has been determined for each night's observations by placing it as an unknown in the equations of condition; but a good many determinations were made by the independent method, *i.e.*, by observing the transit of a slow moving star over some of the threads, and then reversing the instrument and observing the transits over the same threads again.

The latter method is to be preferred on the general principle of having as few unknown quantities as possible in the equations of condition, but the comparison of a large number of determinations which I made in this way indicates some objections which may be urged against it. Stars sufficiently close to the pole are few in num-

ber, and it is difficult to get more than one in a night unless those of very small magnitude are chosen. If a very faint star is selected the observation cannot be made accurately unless the sky is very clear and the air very calm; and further the estimation of the instant at which such a star is on the thread is uncertain, to perhaps some seconds of time, and there may be a personal equation of the observer between such stars and the stars ordinarily taken in the longitude programme. The latter portion of these remarks applies also to a great extent to all near circumpolar stars. These remarks are corroborated by the fact that the results by this method on several nights when I observed the collimation by two or more stars are very divergent, differing frequently by several hundredths of a second, a discrepancy much greater than the differences between the results of different nights as found by the equations of condition. Further, it may well be claimed that, if there be, as there may, any change of collimation during the night, arising from heating of the instrument or any other cause, the result obtained by the equations of condition will represent more closely the average collimation error than an isolated observation or observations taken before or after the observations to which the resulting correction is to be applied.

In the working out of the observations the observed times of transit over the mean thread are corrected for inclination of the axis, for assumed rate of the chronometer and for diurnal aberration, and then subtracted from the right ascensions. These form the numerical terms of the condition equations. Assuming then that the azimuth, collimation and chronometer correction, remain constant throughout the night, we have these three unknown quantities in as many equations as we have stars, and combining them all by the method of least squares, we get their most probable values. The chronometer correction is thus determined, with a probable error ranging from $\cdot 009$ to $\cdot 016$.

The probable error of one night's longitude derived from the comparison of two results such as this will be from $\cdot 013$ to $\cdot 023$. This must further be increased on account of the probable error of exchange of signals.

The difference between the results of different nights is frequently greater than this, from which it appears that there are sources of constant error which are not provided for in the ordinary method of work. Probably the most considerable of these sources of discrepancy is variation of the personal equation of the observers.

THE ASTRONOMICAL CLOCK.

The clock was also purchased from Messrs. Cooke & Sons. It is an astronomical clock of the usual form, having a pendulum beating seconds. The pendulum has the compensation known as Graham's, the rod being of iron and the bob a hollow iron cylinder containing mercury.

To avoid as much as possible irregularities of temperature, the clock was set up in the cellar of the Clarendon Hotel, on Portage Avenue, and stood there on a block of stone set on the ground. It was connected by telegraph wire with the observatory, which was about a quarter of a mile distant.

The clock was provided by the makers with an electric attachment. This consisted of two steel springs nearly in contact, the upper one of which was struck by a small knob projecting from the pendulum rod, and was by it forced into contact with the lower spring when the pendulum was at its lowest point. The contact points of the two springs were of platinum.

Thus the circuit was made through the springs at every beat of the pendulum, that is, at every second, and by means of the wire connection with the observatory the beat could be recorded there on the tape register.

With this arrangement it was impossible to distinguish one second from another, as the maker had provided no means of identifying the beginning of the minute, as is usual with astronomical clocks, and necessary when the clock is out of sight of the observer.

I therefore had to obtain the assistance of a clock maker who placed a small brass wheel on the axis of the second hand. A light piece of wire pressed on the grooved circumference of this wheel, and the battery current was made to pass through the wheel and the wire touching it before it passed through the make circuit springs. The continuity of the metallic connection was interrupted by a small piece of rubber let into the circumference of the wheel and covering about one thirtieth of the circumference. Hence when the wire came into contact with the rubber the circuit was broken and the striking of the pendulum against the springs had no effect, but during the remainder of the revolution when the wire was no longer in contact with the rubber the pendulum made circuit every second as before.

The result was that the register tape showed a mark for every second except the last two seconds of the minute, there being no mark after the 57 seconds until the beginning of the next minute. In observing, the particular minute and the hour were identified by means of a chronometer in the observatory.

The apparatus was used in this form about half the season, but I found that the contact at the points became less perfect with use, either from the intrusion of dirt, or from oxidation of the points by the heat of the current. The pressure of the wire on the wheel had to be very gentle, since very little friction there will stop a clock, and in order that the two springs actuated by the pendulum should come into good contact, it was necessary that the pendulum should strike the upper one with considerable force. The resulting checking of the pendulum combined with the friction on the second hand axis, rendered a very fine adjustment necessary in order to keep the clock running, and the presence of small particles of dust or oxidation caused by the spark, soon destroyed the contacts.

I therefore removed the springs and replaced them by a cup of mercury below the pendulum, into which the point at the end of the bob dipped at each beat, thus making circuit. The retardation of the pendulum now having been got rid of, it was possible to use stronger pressure against the axis of the second hand and to get a better contact.

There are two ways in which this apparatus can be used. It can be placed directly in the circuit so that each beat of the pendulum makes the circuit, and the current passes during only the small fraction of a second while the point is in the mercury or the springs are in contact, while the circuit is broken during the remaining time. The other method is to place the clock in an alternative circuit, so that the battery current passes through the line and the instruments at the other end during all the time except when the contact in the clock is made when the current taking the course of less resistance passes through the clock and withdraws the current from the line.

In the former method a spark occurs whenever the parts brought into contact separate again. This spark gradually oxidizes the metallic surfaces and spoils the contact. In the latter method there is no spark. For the spark is caused by the induced current in the magnet coils, and therefore can only occur when the circuit is broken. But the circuit in which the magnet coils are is never broken, since it is metallically continuous either through the battery or through the clock.

Some further advantages may be claimed for this method in that the armatures are worked by a breaking of the circuit or withdrawal of the current, and the magnet core then loses its magnetism quicker than it receives it again by the making of the circuit. This effect is produced by the action of the secondary current induced by the magnet coils. The armature time being then reduced, by using a break circuit arrangement, to a very small quantity, its variations also, from changing electromotive force or other conditions, are necessarily small, and a more accurate result is obtained, since the armature time can only be eliminated from the results on the assumption that it is a constant quantity.

The proper working of the alternative circuit method requires very good contacts in the clock, since imperfect contacts offer a very great resistance to the current, and if the resistance becomes too great, the current will pass not through the clock but through the outer circuit.

RATES OF CHRONOMETERS.

Mr. Klotz was unable at his stations to keep his chronometer at a uniform temperature, as I did the clock, but had to keep it in his observatory, subject to extremes of heat and cold.

As a rate correction has to be applied to the observed times of all observations to reduce them to the common instant of exchange of signals, the determination of the rate under different temperatures is necessary.

Mr. Klotz has attempted this by frequent determinations of the error of the chronometer both by direct observation and by comparing it with the clock.

Assuming the rate formula to be

$$r = r_0 + z \times (t - \theta_0)^2$$

where r_0 and θ_0 are the rate and temperature at best compensation and z a constant for the chronometer (Professor Bond's formula), the problem becomes this:

Supposing the observed rates and temperatures to be plotted in rectangular co-ordinates, rates parallel to axis of x , and temperatures to that of y , required a parabola whose axis is parallel to the axis of x which shall best represent the observations. Then r_0 , θ_0 , are the co-ordinates of the vertex and z is the reciprocal of the latus rectum.

The method of least squares might be applied to obtain these constants of the parabola, but an examination of the observed rates shows such great differences that this method cannot be considered applicable.

The inference is that the rate curve is not a parabola when the temperature is changing, although it may be when the temperature remains steady long enough, so that the balance wheel, the balance spring and other parts of the chronometer may come to the same temperature.

When the temperature is changing, and the different parts of the chronometer are at different temperatures, the rate probably depends not only on the actual temperature as shown by the thermometer, but also upon whether the temperature is rising or falling, and upon the rate at which it is rising or falling.

In comparisons and tests of chronometers at fixed observatories, it is usual to keep the chronometer for several days at the same temperature, so that it obtains its proper rate for that temperature. This of course was impracticable in our work, and moreover it was desirable to find the rates under the actual conditions of work.

Probably Mr. Klotz's plan is the best, *i. e.*, to pick out three rates observed when the temperature was steady, and to compute the curve for these three points. Since, however, the range of temperature is not more than about 25 degrees, and observations have not been taken on both sides of the temperature of the best compensation, the results can only be considered approximate, slight errors in the assumed data making great changes in the form of the curve.

Hence with different data he gets two different results:

$$r = + 11.30 - .00376 (\theta - 6.1)^2$$

$$r = + 10.64 - .00177 (\theta + 11.9)^2$$

either of which represents the observation at the middle temperatures fairly well although large discrepancies appear at high and low temperatures.

From data derived from comparisons made in Boston last year, the formula is

$$r = - 2.03 + .0068 (\theta - 67.8)^2$$

This, however, does not represent the observations nearly so well.

Mr. Klotz's formulæ do not permit of any losing rate greater than 11.30 and 10.64 respectively. However, during 1887, rates of the same chronometer have been observed as great as 16, losing, at temperature 24° F, which probably indicates that the parabolic form does not suit the rate curve at extreme temperatures.

EXCHANGE OF SIGNALS.

Exchange of signals was made on each observing night in the same manner as described in last year's report. For reasons given in Mr. Klotz's report, however, we

had great difficulty this year in getting satisfactory exchanges with the automatic signalling apparatus. A principal difficulty was that Mr. Klotz's chronometer made a very short break of the circuit, less than a twentieth of a second, which was often not sufficient to break the circuit at my end of the long line. My clock, however, the duration of whose break was twice as long, gave no trouble. When this trouble occurred, we usually found that the taps by hand ("arbitrary" signals) were, on account of the longer duration of the break, easily recorded at both stations.

I desire here to express my obligations to Mr. Gisborne, Superintendent of Government Telegraph Line, and to Mr. Jenkins, of the Canadian Pacific Railway Telegraph Line, for their courtesy and assistance by which our work was greatly facilitated.

During the last two years we have observed at five stations. Our observations do not give the longitudes of these stations but only the differences between their longitudes and that of Winnipeg, and their absolute longitudes cannot be determined until that of Winnipeg has been. There is an uncertainty in the longitude of Winnipeg of an eighth of a mile. This is the discrepancy between determinations by two different methods, and the real inaccuracy may be greater than this. I therefore beg to point out that this work cannot be considered completed, nor the results already obtained of very much value, until a good determination is made of the longitude of Winnipeg.

I have the honor to be, Sir,

Your obedient servant,

W. F. KING,

Chief Inspector of Surveys.

No. 3.

REPORT OF OTTO J. KLOTZ, D.T.S.

DETERMINATION OF LATITUDES AND LONGITUDES.

PRESTON, 15TH DECEMBER, 1888.

SIR,—I have the honor to submit the following report on my astronomic work of the past season.

In compliance with your instructions under date of 21st March, 1888, I left Ottawa for Kamloops, B.C., on the 29th of that month, for the purpose of observing moon culminations and occultations of stars in conjunction with Mr. W. Ogilvie on the Yukon; he, by a pre-arranged programme, was to take similar observations, and from the combination of the two, the longitude of his station was to be determined (the longitude of Kamloops being known) and thereby the position of the 141st meridian, a boundary line of Alaska, near his station.

As requested I remained at Winnipeg a few days to make the necessary arrangements for the removal of the old observatory which was on private property, to a more convenient place and permanent point of reference. The Dominion Government lot lying between Princess and King streets was found to be well suited for the purpose. As the old log stables and storehouses on the lot, used some fifteen years ago in connection with the Dominion Lands surveys, were occupied by private parties, and the Winnipeg city council having erected a frame building on the lot, notice was given to the occupants to quit the premises, which was done, the council removing their building also.

The accumulation of fifteen years of rubbish and manure, the dilapidated fence and rotten log buildings, made it a little expensive to put the lot in proper shape. After such had been done, it was enclosed by a seven-foot high board fence, with an entrance on Princess street and one on King street.

I left Winnipeg on the 10th April, and arrived at Kamloops, B.C., on the 13th.

It may be interesting to note the change of climate experienced in crossing the major part of the continent. At no season of the year is this change so noticeable as in April. As in such a journey the latitude does not vary greatly, the climatic change consequently would not be very great; but the following will show that in spring the actual change is the reverse of that due to latitude, that is, that the more northerly latitudes have the milder climate.

Latitude undoubtedly does exert its influence everywhere, but there are other conditions—dependent upon the local and general topography of the country—which come into play, and these latter frequently obliterate the effect from the mere difference of latitude. When I left Ottawa both sleighs and waggons were in use; in Toronto the weather was fine, no snow, and building operation in progress; at North Bay ice was being hauled in sleighs from the lake for the ice houses; Port Arthur was still in the grasp of winter; Winnipeg, lying fully a hundred miles farther north than Port Arthur, had fine, bright weather, and very little snow was to be seen there; while at Portage la Prairie there was still less; at Brandon, however, it was very cold and sleighing in full swing. Having crossed the Côteau, the low range of hills west of Moose Jaw, the change was very marked, no snow being visible save on the distant Cypress Hills to the south. Medicine Hat is probably the mildest place in Canada east of the Rocky Mountains. Here people were seen gardening and many

fields had already been seeded and planted. Even at Canmore, in and on the east slope of the Rocky Mountains, the air was mild and no snow was lying in the valley. Snow was lying of course on the summit of the mountains where the railroad crossed. After crossing the gold range and entering the basin or plateau of British Columbia every trace of winter was left behind, and green hill sides greeted our view, enhanced by the reflections from the placid waters of Shuswap Lake and the South Thompson.

Immediately upon my arrival at Kamloops, I began unpacking transit FO1 described in my report of last year. As Mr. W. F. King, Chief Inspector of Surveys, has described the method and theory of lunar observations in his report of last year, it is not necessary here to repeat them.

The station occupied in Kamloops lies between the one occupied in 1885, and the one occupied in 1886, the former being the one that was connected with Seattle, Washington Territory, and the latter with Winnipeg. The three stations at Kamloops are connected by a triangulation.

Occultations.

For the prediction of the occultation of stars by the moon during the lunation, April-May, the elements as given in the American ephemeris were used.

Computations were made for:—

ψ Leonis.
 80 Virginis.
 η Libræ.
 χ Ophiuchi.
 31 Sagittarii.
 50 Sagittarii.
 δ Capricorni.
 ψ^1 Aquarii.
 ψ^2 Aquarii.

And from these the occultations of:—

80 Virginis.
 31 Sagittarii.
 ψ^1 Aquarii.
 ψ^2 Aquarii.

were found to be visible at Kamloops.

There were some other occultations, but occurring in the day time were invisible.

Mr. King suggested to me a graphical solution for the long and laborious mathematical one for computing the time of occultation and the position angle of the point of immersion and emersion of the star and the moon's limb.

This graphical solution was found to be very serviceable and much shorter than the other. The accordance between the results by the two methods will be seen in the following :—

Date.	Star.	Computation.		Graphical Solution.
			H. M.	H. M.
1888.			H. M.	H. M.
April 24.....	80 Virginis.....	Immersion L. S. T..... 14 14·6 Emersion L. S. T..... 14 58·9 Position—Angle Im..... 66°·57 do Angle Em..... 347°·45		14 14·2 14 58·3 66°·75 347°·00
April 29.....	31 Sagittarii.....	Immersion L. S. T..... 20 40·7 Emersion L. S. T..... 21 37·6 Position—Angle Im..... 121°·32 do Angle Em..... 229°·80		20 40·8 21 38·6 121°·8 227°·8
May 4.....	♃ ¹ Aquarii.....	Immersion L. S. T..... 18 47·0 Emersion L. S. T..... 19 44·0 Position—Angle Im..... 34°·16 do Angle Em..... 286°·7		18 57·7 19 45·1 34°·5 286°·7
May 4.....	♃ ² Aquarii.....	Immersion L. S. T..... 19 47·1 Emersion L. S. T..... 20 52·6 Position—Angle Im..... 97°·75 do Angle Em..... 216°·21		19 47·6 20 52·6 98°·3 217°·6

The following may serve as an illustration of the graphical solution :—

The occultation in 24th April, 1888, of 80 Virginis; dec.—4° 49'·6, at Kamloops, lat. 50° 40' 39", long. 8h 01m 18s·4, will be considered.

The projection is made on the plane passing through the centre of the earth and perpendicular to the line joining the star and centre of the earth. The observer as seen from the star will appear to describe an ellipse, the major axis of which is equal to the diameter of the observer's parallel of latitude

$$i. e. = \rho \cos \varphi'$$

where φ' = geocentric latitude, and ρ = radius of earth, and the semi-minor axis will be the projection of the radius of that parallel

$$i. e. = \rho \cos \varphi' \sin \delta'$$

where δ' = declination of star.

For a star on the equator, dec. 0°, the observer would appear to move in a straight line.

The centre of the earth will be projected at the distance of $\rho \sin \varphi' \cos \delta'$ from the major axis.

(The ephemeris gives a table for obtaining the geocentric co-ordinates of a place from the geographic.)

Now Y in the American ephemeris expresses in terms of the earth's radius the distance of the axis of the moon's shadow (which is in this case a cylinder) at geocentric conjunction from the centre of the earth. Y thus depends upon the declination of the moon and star when in geocentric conjunction.

We may express Y , too, as being equal to $d \sin (\delta - \delta')$

where d is the distance of the moon from the centre of the earth expressed in terms of radius of the earth.

The orbit of the moon being so large relative to that of the observer and lying nearly in a plane perpendicular to the plane of projection, her orbit is projected into a straight line.

Let us now assume some convenient scale for our diagram.

Five inches as representing the radius of the earth is what I used.

From any point A as centre with radius

$$A B = \rho \cos \varphi'$$

describe the circle $C D B$.

Draw $A F$ perpendicular to the diameter $C B$, and lay off $A F = \rho \cos \varphi' \sin \delta'$ (δ' being negative for this star, F falls above A). The ellipse described upon $A B$ as major axis and $A F$ as semi-minor axis will be the projection of the apparent motion of the observer as seen from the star.

Lay off $A R = \rho \sin \varphi' \cos \delta'$

R will be the projection of the centre of the earth.

From the ephemeris we find the Washington mean time given at geocentric conjunctions in right ascension for moon and star.

In this case the mean time is $15^{\text{h}} 05^{\text{m}} \cdot 6$, and as Kamloops is $2^{\text{h}} 53^{\text{m}} \cdot 1$ west of Washington, the Kamloops or local M. T. of geocentric conjunctions will be $15^{\text{h}} 02^{\text{m}} \cdot 6 - 2^{\text{h}} 53^{\text{m}} \cdot 1 = 12^{\text{h}} 12^{\text{m}} \cdot 5$.

[PART II]

H in the ephemeris is the hour angle of moon and star when in geocentric conjunction referred to the meridian of Washington, and equals $+ 3^{\text{h}} 51^{\text{m}} \cdot 0$.

Hence local hour angle for that moment

$$= + 3^{\text{h}} 51^{\text{m}} \cdot 0 - 2^{\text{h}} 53^{\text{m}} \cdot 1 = + 0^{\text{h}} 57^{\text{m}} \cdot 9 = 14^{\circ} \cdot 5.$$

Now at A from the line AF lay off to the right (hour angle being positive) the angle $FAG = 14^{\circ} \cdot 5$.

To the right and left of AG lay off the hour lines AH , AL , AK and AN , one hour apart.

From the points L , G , H , K and N drop perpendiculars upon BC , and divide these perpendiculars in the proportion of AD to AF hereby obtaining the points L' , G' , H' , K' , N' .

These points are then on the ellipse and represent the position of the observer as seen from the star at even hours from conjunction in RA ; the observer being at G at geocentric conjunction at H one hour thereafter, and so on.

Taking Y from the ephemeris we lay off from R , RP towards A and equal to Y . Thus P is the moon's position at geocentric conjunction.

Also take from the ephemeris x' and y' and lay off $PQ = y'$ towards R , if y' is negative, and QS parallel to AB and equal to x' .

x' and y' are the differential co-ordinates of the moon, giving in terms of the earth's equatorial radius the motion of the moon, in $R A$ and dec. during one hour. The $R A$ of the moon always increases, hence x is always positive; y' is $+$ or $-$ as the declination of the moon increases or decreases.

Through P and S draw an indefinite straight line SU ; this will very nearly represent the moon's path.

P is her position at conjunction, S one hour afterwards, and U ($PS = PU$) an hour before conjunction.

Thus the point U corresponds with the observer's position at L' , P with G' and S with H' .

The hour spaces in the moon's path may be sub-divided into five or ten minute spaces (or any other fraction of an hour) and a proportional division made on the observer's hour spaces.

The object now is to find two corresponding points, one on the ellipse and the other on the straight line US , whose distance apart shall be exactly equal to the moon's radius ($\cdot 2723$ in terms of the earth's equatorial semi-diameter.)

If an occultation occurs at all, there will be two such pairs of corresponding points, one pair for immersion and one for emersion.

To find these points we set a pair of dividers to this distance and then measure from one point on the straight line to its corresponding point on the ellipse until we find a pair that satisfies the condition.

The point for immersion we find $13^{\text{m}} \cdot 2 = PZ$ before conjunction, and for emersion $30^{\text{m}} \cdot 5 = PZ'$ after conjunction.

(In the diagram the chords of the ellipse are used instead of the arc, without sensibly affecting the result).

We have already found the local M. T. of geocentric conjunction to be $12^{\text{h}} 5^{\text{m}} \cdot 5$, hence the local M. T. of occultation at

$$\text{Immersion} = 12^{\text{h}} 12^{\text{m}} \cdot 5 - 13^{\text{m}} \cdot 2 = 11^{\text{h}} 59^{\text{m}} \cdot 3$$

$$\text{and Emersion} = 12^{\text{h}} 12^{\text{m}} \cdot 5 + 30^{\text{m}} \cdot 5 = 12^{\text{h}} 43^{\text{m}} \cdot 0$$

Bringing these to local sidereal time we have

$$\text{for Immersion } 14^{\text{h}} 14^{\text{m}} \cdot 2$$

$$\text{and Emersion } 14^{\text{h}} 58^{\text{m}} \cdot 3$$

It is evident that the accuracy of the result obtained is dependent upon the accuracy with which the construction has been performed.

Care must be taken that not too long chords are used on the ellipse as co-incident with the arc.

Z being the position of the moon and Y that of the observer at immersion, if we draw YW parallel to AD and produce ZY to V then will the angle WYV be

the position-angle = $66^{\circ}.75$ of the star, measured from the north point on the moon's limb through the east, at immersion. This is for use with the equatorial. Similarly the position-angle $W'Y'Z' = 347^{\circ}$ is found for emersion.

For an alt-azimuth, whose motion in altitude is in a plane passing through the centre of the earth, we would join $R'Y'$ and produce it, then the angle between $R'Y'$ produced and $V'Y'$ will be the position angle for immersion.

We have now all the data for observing the occultation of 80 Virginis, we know within a minute when the occurrence takes place and know at what point on the moon's limb to watch for it.

One soon acquires rapidity in construction for the graphical solution.

The great advantage of the method lies in the fact that one soon discovers from the path of the moon whether an occultation is possible or not, thereby saving a great deal of computation otherwise necessary by the mathematical method.

The weather was unusually cloudy at Kamloops during my stay, contrary to my expectations based upon my experience in October, 1885, when night after night I had cloudless skies. Another feature of the weather seemed peculiar, and that is, that frequently there would be a cloudless sky during the day, but with nightfall clouds would spring up and increase in density till all stars were hidden. This is rather the reverse of what obtains in the North-West Territories.

There is little rain fall at Kamloops, yet it threatens very often; and many a time the inhabitants are tantalized in seeing a heavy rain storm coming up the river, and, just before reaching the town, making a sharp turn and proceeding in its course up the North Thompson River before their very eyes.

The first occultation, that of 80 Virginis, took place on the night of 24th April. Although heavy clouds floated about up till midnight, yet I managed to get time stars and the transit of the moon.

As the moon was nearly full, difficulty was added in seeing small stars.

The star to be occulted was of the 6th magnitude.

Full twenty minutes before immersion I hunted for the star and kept on doing so up to the time of immersion, but the glare of the moon was too great. About a minute before contact, a light cloud passed over the moon and almost thickened to obscuration. At emersion I made another effort although satisfied it would be futile. A minute before emersion I watched at the proper point on the moon's limb, but my telescope, $3\frac{1}{4}$ inches aperture, failed to reveal the desired object, although the sky was now beautifully clear. Even at the distance of 20 minutes thereafter the star remained invisible.

Unfortunately the large reflector of $8\frac{1}{2}$ inches aperture, which was bought for these observations, had not yet arrived, and did not arrive during my stay here, so that I was obliged to use the small refractor, $3\frac{1}{4}$ inch, mounted equatorially.

Before the next occultation on 29th April, a peculiar phenomenon was seen.

On 26th April, just before sunset, a brilliant and complete (semi-circle) rainbow was projected against the dark blue eastern sky. It was a double one. The peculiarity was a very faint streak between the two. The streak extended from near the north foot of the inner or primary bow upwards nearly to the outer or secondary one, and leaning a little to the left or north. The order of the colors in the streak was the same as that in the primary, that is green towards the inside.

Probably significant is the fact of that foot or end of the rainbow appearing over the placid waters of the South Thompson River, sheltered by Mt. St. Paul to the north.

Clouds and rain prevented observing the occultation of 31 Sagittarii on 29th April.

On 4th May two occultations occurred, that of Ψ^1 Aquarii and that of Ψ^2 Aquarii; the immersion of the latter followed the emersion of the former within three minutes.

The sky was clear and cloudless and the immersion of Ψ^1 well obtained, although the limb of the moon was "boiling," but during the following interval of nearly an hour the sun had risen whereby the three remaining phenomena became invisible.

MOON CULMINATIONS.

For observing the transit of the moon a programme was prepared for each culmination, having two sets of time stars and one polar each before and after the culmination.

By this means the chronometer correction is obtained, and applying the same to the time of transit of the moon's bright limb, after having corrected for instrumental errors and semi-diameter, gives the right ascension of the moon.

The culminations of April 21st, 23rd and 24th were obtained, and will be combined with the corresponding ones taken on the Yukon for the longitude at point of observations.

As the longitude of Kamloops is known by telegraph I have compared it with that which would result were we to determine it by a single moon culmination, which would be possible were the lunar tables perfect.

The ephemeris gives the right ascension of the moon for every hour Greenwich mean time. Hence from an observed right ascension we can interpolate the corresponding Greenwich mean time, and, knowing the local mean time of transit, we obtain from the difference of the two mean times the difference of longitude, or, as Greenwich is the zero meridian, the longitude of the place.

The longitude of Kamloops as deduced from moon culminations is as follows:—

	h.	m.	s.
April 21.....	8	01	25.9
do 23.....	8	01	15.5
do 24.....	8	01	13.9
Mean	8	01	18.4
By telegraph.....	8	01	18.4

This co-incidence of the mean with the telegraphic result is accidental.

The observations are rather too few to draw any conclusions of the relative accuracy of a single or of the mean of a number of longitude determinations obtained at a station and deduced directly from mean culminations without corresponding observations at a station whose longitude is known.

However, as on our exploratory surveys, hundreds of miles in length each, the surveyor is always provided with a transit, and as he frequently begins such survey at a point whose longitude is practically unknown, moon culminations as above would give the longitude within three quarters of a mile, in our northern latitudes, a quantity scarcely appreciable for maps of large exploratory surveys.

In such cases it would be well to observe also at the end of the survey whereby the difference of longitude of initial and terminal points would be obtained, and this can then be compared with the difference resulting from the traverse.

There are no data at hand for making further comparisons of the merits of independent moon culminations, and the conclusions arrived at are based on the above observations.

JUPITER'S SATELLITES.

The various phenomena of Jupiter's satellites, transits, occultations and eclipses, are theoretically adapted for longitude determinations, but practically are useless except perhaps the last, from which a rough approximation may be obtained.

On 1st May the eclipse—disappearance—of satellite II was observed. Jupiter was at the time surrounded by a halo equal to his diameter. The sky was clear and the eclipse well seen, the low magnifying power making the disappearance sudden. However, the mean time of occurrence compared with the Washington mean time is largely at variance with the known difference of longitude between the two places—

On 3rd May an attempt was made to observe transit ingress, shadow egress and transit egress of satellite II.

The first two were invisible, and the last first became visible as a "wart" on the limb six minutes after its actual transit (as given in the ephemeris) and it was not till fully twenty minutes after such transit that the satellite was distinctly seen as separated from the planet.

At the time of observation the limb of Jupiter was "boiling," which added to the difficulty of distinct vision.

These observations were not taken with the view of utilizing them for longitude determinations, but simply to see what approximation they would give, and the result leads one to infer that longitudes depending thereon are extremely unreliable.

After the April-May lunation, I returned to Winnipeg to continue, in conjunction with Mr. W. F. King, the telegraphic longitude determinations inaugurated in 1885.

Before Mr. King's arrival from Ottawa, I had a stone pier three feet square sunk in the observatory six feet into the ground and mounted with a tapering brick pier, capped with a dressed limestone, 29 by 15 by 5 inches, into which was cemented and bolted the bed-plate of the new Cooke & Son transit.

As Mr. King used this instrument, he will give a description thereof.

As a sidereal clock had also been obtained from Cooke & Son to replace one chronometer, it was essential that it be set up in a place where it would be subject to as little change of temperature as possible.

To erect a suitable clockhouse on the observatory grounds would have been comparatively expensive (the observatory itself, being a mere wooden shell, could not contain it), so, under the circumstances, the most suitable place was obtained, through the kindness of the proprietor, in the basement of the Clarendon Hotel. Here I had a brick pier sunk two feet into the ground and projecting about three inches above the floor, the top being made a level surface of Portland cement for receiving the clock.

To connect the clock with the observatory a telegraph line of about a quarter of a mile in length was constructed.

When Mr. King arrived our first work was to observe for personal equation.

As the clock was not yet running we both used chronometers, Hadlock 4082, and Hutton 1180, the same which we used last year.

REFLECTOR.

As the new reflector had now (June) arrived, we set it up before my departure for Edmonton.

The reflector was built by J. A. Brashear, of Alleghany, Pa. It is a Newtonian mounted equatorially of $8\frac{1}{2}$ inches aperture and six feet focal length. The speculum is of silvered glass, the tube of sheet iron painted, the fittings for adjusting of brass, and the heavy stand of cast iron.

By means of two tangent screws the instrument can be accurately adjusted in declination and right ascension. The eye tube has rack and pinion movement for focusing. There are four eyepieces, with magnifying powers up to 300. A small attached telescope near the eye end serves as a finder, without which it would be almost impossible to set the telescope on any particular celestial object save the moon, especially when using high power eye pieces.

The surfaces of the speculum and diagonal or "flat" appear to be as nearly perfect as is possible, judging from the very fine definition.

On the 19th of June I left for Edmonton, *via* Calgary. From the latter place the 200 mile journey northward was made with carts, buckboard, and a spring wagon for the more delicate parts of the instruments.

In this distance there is practically not a foot of waste land, all being ready to be utilized by an industrious people.

At Edmonton it was intended to occupy Mr. King's latitude station of 1877, but such being impracticable on account of excavations made there, a station was established 70·2 feet south-east thereof, the azimuth being 120°·07.

After erecting the temporary observatory, about a quarter of a mile of telegraph line was built to connect the observatory with the Government line.

Through the kindness of the Superintendent of Telegraphs of the Canadian Pacific Railway, we were enabled to have nightly a through circuit from Edmonton to Winnipeg, connection being made at Qu'Appelle between the Government and Canadian Pacific Railway lines.

The Government line is throughout of No. 6 galvanized wire and supported on porcelain insulators. Along the line of about 600 miles were distributed the following batteries:—

Beginning with Edmonton, the old terminal of the line, 48 cups; Fort Pitt, 22; Battleford, 67; Clarke's Crossing, 20; and Qu'Appelle, the other terminal, with 45 cups: altogether 202 cups; but the full strength of these was from various causes not always on the line.

LONGITUDE—EDMONTON.

Observations for longitude and the accompanying exchange of chronometer and clock beats with Winnipeg were made on 8th, 9th, 10th, 11th, 16th, 18th, 19th and 20th July, so that the resulting longitude, or more strictly speaking the difference of longitude between Edmonton and Winnipeg, should, with the application of a good determination of our personal equation, give a very accurate result, in fact the most accurate of any station so far determined.

At the time of writing the numerical value has not yet been deduced.

While at this station a total eclipse of the moon occurred on 22nd July, and it was intended to observe it, but a clouded sky prevented it, only the end being distinctly seen.

The next station to be determined being on the Fourth Initial Meridian or longitude 110°, near Fort Pitt, I had a scow built for transport down the North Saskatchewan, as this means of locomotion—drifting—was more rapid and at the same time less expensive than by the trail, which, since the advent of the railway, has been little travelled. The craft was 17 by 7 feet and 2 feet deep, built of one inch rough lumber caulked, and would carry over two tons, although our load was only 3,500 lbs.

This mode of travelling is in one respect similar to that of the old Red River cart,—one cannot get far in an hour, but by persistently keeping at it considerable ground will be covered.

The water being still high in the river from rain and the melting snows in the mountains there was a good current.

The river flows in a deep valley and has cut banks on the concave side. At Edmonton there are coal exposures, lignite, which are worked for local consumption, and occasionally barges are loaded for Battleford and Prince Albert, the latter place over 400 miles down the river. After leaving Edmonton no regular rock formation was seen; the banks and the little that can be seen of the adjacent country appear wooded, although with small sized poplar and occasionally some spruce, until we pass St. Paul's or rather where St. Paul's was, for there is nothing left there now, when prairie is seen. Whenever prairie was seen only on one side of the river it was invariably on the north side, that is, on the slope facing the south. This characteristic may be described as universal in the North-West—that the slope facing the north on a hill side is always more heavily wooded than the one facing the south. The reason thereof may be found in the fact that the former receives less heat, has less evaporation, is consequently moister and hence less subject to fires than the latter.

Large game—moose and black bear—is very plentiful this season.

While floating on the water we were comparatively free from mosquitoes, but at night when camp was hurriedly pitched on shore myriads swarmed around us.

After completing the journey of upwards of 200 miles we found that the current had drifted us at an average rate of 3 miles per hour.

Fort Pitt was reached late on 1st August. The following morning, in company with the Hudson's Bay officer, I drove to the Indian Agency at Onion Lake, about 14 miles, to find the 4th Initial Meridian.

The western boundary of the west Indian reserve was supposed—as shown on the map—to be co-incident with that meridian, but none of the Indians could show me where the boundary of their reserve was. The following day, however, in company with my assistant, the desired meridian was found by cuttings through bluffs, and by following these for some miles we got the intersection of that meridian with the Government telegraph line—the desired place for observing.

Lumber for the observatory had been shipped previously from Edmonton by the steamer "North-West" to Fort Pitt. The building was erected by my assistant and myself, for the nearest carpenter was over a hundred miles away. The cutting and splicing of the telegraph line was also done by us.

The position of the observatory was four chains east of the meridian, and its azimuth, from a point $19^{\circ}685$ north of the southeast corner of township 55, range 1, west, was $95^{\circ}81$.

On the adjacent Indian reserve there are about 500 Indians. They are the Indians of Frog Lake remembered by the massacre and outbreak in 1885.

It was gratifying to see them at work. During August they were busy putting up hundreds of tons of hay, being provided with mowers, horse rakes, waggons, oxen and some horses. In the beginning of September the wheat and barley was harvested, men and squaws following the reaper and binding. The Indian and half-breed also have a predilection for tent life, and especially in the summer is it difficult to restrain the Indian from living in a tent instead of in his log house on the reserve; but as the Government furnishes him with no cotton for tents, desiring to discourage this remnant of his former nomadic life, the Indian frequently sacrifices his blankets therefor, the skin-tent having vanished with the buffalo. The reason for the preference of a tent to a house may be found in the fact that the ground in the tent is softer to lie on than a floor; and furthermore that no sweeping or cleaning is necessary in a tent: when it gets too dirty the squaw simply shifts it to a clean spot.

Each Indian has his own patch of potatoes and turnips, and sometimes other vegetables.

From what was seen one could not help believing that they were making strides towards civilization, and will in time, when cattle raising is more extensively inaugurated, become, in a large measure, self-supporting.

During my stay of nearly seven weeks here the first sharp frost occurred during the night of 15th August, when the thermometer registered 28° F.

The aurora borealis or northern lights were especially vivid the same night. Beginning in the north they spread to and over the zenith till they fully passed the celestial equator. Then lifting in the north they hung like an animated dome over us through which the stars shone with undiminished lustre. At one time from the north-western horizon emanated what appeared to be dense white clouds, but it turned out to be that mysterious phenomenon, the aurora borealis.

Its color is mostly white, yet frequently a green and occasionally a red hue is seen.

Its affinity with terrestrial magnetism and electricity has long been known, and its connection with solar activity and disturbances observed, but these facts are as yet far from unravelling its origin, the forces that guide it and what peculiar condition varies its color.

As Mr. King was absent in Ottawa during August on official business I observed during the interval for inequality and irregularity of pivots, for value of one division of the striding and zenith telescope levels, and for latitude.

INEQUALITY OF PIVOTS.

The following readings were taken for the determination of the inequality of pivots of transit FO1.

The lamp was lighted 20 minutes before commencing the readings, as is done when taking transits. It was kept burning and was always on side of clamp, hence the correction necessary for weight of lamp and its stand. In observing transits it is found more convenient to change the position of the lamp than to change the small reflecting mirror.

Another lamp and stand is being made for the instrument whereby the changing of the lamp which is always unsatisfactory will be avoided.

The V's of transit and level are each 90° so that the general formula for inequality of pivots

$$p = \frac{B' - B}{2} \left(\frac{\sin i_1}{\sin i_1 + \sin i_2} \right)$$

becomes

$$p = \frac{B' - B}{4}$$

in which

p = inequality of pivots.

B, B' = inclinations given by level for clamps west and east respectively.

$2 i_1, 2 i_2$ = angle of V's of level and transit respectively.

STATION $\varphi = 53^{\circ} 43'$, $\lambda = 110^{\circ}$.

Number of Determination.	Setting Dec.	Clamp.	Level Readings.		B and B'	B. Corrected for weight of Lamp.	B' - B.	Remarks.
			E.	W.				
1	- 10°	E	17.0	19.5	div. B' = +.25 B = -.60	div. +.25 +.12	div. +.13	61° F. 4h. 20m. p.m.
		W	19.0 19.6 18.0	17.5 16.8 18.4				
2	0°	W	17.9	18.5	B = -.62 B' = +.15	+.10 +.15	+.05	
		E	19.0 19.0 17.0	16.6 17.3 19.3				
3	+ 90°	E	17.2	19.0	B' = -.17 B = -.82	-.17 -.10	-.07	Value of one division of level at 60° F. = 3" .21.
		W	19.3 20.1 17.5	16.8 15.8 18.5				
4	+ 100°	W	17.5	18.5	B = -.75 B' = +.15	-.03 +.15	+.18	
		E	19.9 19.1 16.5	15.9 16.8 19.4				
5	+ 10°	E	16.8	19.1	B' = +.12 B = -.42	+.12 +.30	-.18	
		W	18.8 19.6 17.2	17.0 16.4 18.7				
6	+ 20°	W	17.2	18.6	B = -.45 B' = +.35	+.27 +.35	+.08	
		E	19.6 18.9 16.3	16.4 17.0 19.6				
7	+ 110°	E	16.6	19.4	B' = 00 B = -.67	00 +.05	-.05	
		W	19.4 19.8 17.5	16.6 16.1 18.5				
8	+ 120°	W	17.4	18.6	B = -.72 B' = +.02	00 +.02	+.02	
		E	20.0 19.4 16.7	15.9 16.8 19.4				
9	+ 130°	E	16.6	19.7	B' = +.10 B = -.97	+.10 -.25	+.35	
		W	19.5 20.6 17.8	16.8 15.8 18.7				
10	+ 140°	W	17.8	18.8	B = -.60 B' = +.12	+.12 +.12	00	
		E	20.0 19.5 17.0	16.6 17.2 19.8				
11	+ 150°	E	16.9	19.8	B' = +.12 B = -.67	+.12 +.05	+.07	59° F. 5h. 20m. p.m.
		W.	19.6 20.4 17.8	17.2 16.5 19.0				

From the above we have the mean of—

$$B^1 = - \overset{\text{div.}}{.52} \text{ and } B = - \overset{\text{div.}}{.56}$$

$$B^1 - B = + \overset{\text{div.}}{.04} \\ = + \overset{s}{.008}$$

hence

$$p = + \overset{s}{.002}$$

a quantity too small to be taken into account. Another series of 11 determinations without the lamp, that is without the one end of the axis being continually heated, gave exactly the same result.

From this it is inferred that the effect of heat from the lamp is inappreciable, a result contrary to expectation.

The determinations were made, very carefully however, with the Troughton & Simms level, which is encased in gypsum and is not as sensitive as could be desired, so that the best results could not be obtained.

It may here be stated that it was much regretted that the three delicate Fauth levels for the transit disappointed us again, the same as last year (since which time they were refilled), for when they were unwrapped they were found to have leaked, the cement at the ends having partially dissolved and thereby rendered them useless.

IRREGULARITY OF PIVOTS.

The following series of readings was taken for the determination of the irregularity of pivots of transit FO1:—

The striding level interfering with the telescope tube prevented taking any readings for the setting of 40° to 86° declination inclusive.

STATION $\phi = 53^{\circ} 43'$, $\lambda = 110^{\circ}$. 13th August, 1888.

Number of Determination.	Setting Dec.	Clamp.	Level Readings.		Inclination. B'	B _o — B'	Remarks.
			E —	W +			
	0				Div.	Div.	
1	0	E	20.1 19.3	19.7 20.5	+ .20	— .23	57° F.
2	+ 90	E	19.5 20.3	20.2 19.5	— .02	— .01	2 h. p. m.
3	— 85	E	19.7 19.6	19.8 19.9	+ .10	— .13	
4	— 10	E	19.6 19.7	19.7 19.6	.00	— .03	
5	+ 90	E	19.8 19.4	19.4 19.8	.00	— .03	
6	+ 10	E	19.0 19.6	19.8 19.3	+ .12	— .15	
7	+ 20	E	19.5 19.3	19.4 19.5	+ .02	— .05	
8	+ 90	E	18.8 18.9	19.7 19.5	+ .37	— .40	
9	— 80	E	19.2 19.2	19.1 19.2	— .02	— .01	
10	+ 100	E	19.1 19.3	19.1 18.9	— .10	+ .07	
11	+ 20	E	19.0 18.6	19.0 19.5	+ .22	— .25	
12	+ 90	E	18.8 19.0	19.2 18.9	+ .07	— .10	
13	+ 110	E	19.2 18.7	18.7 19.2	.00	— .03	
14	— 70	E	19.5 19.0	18.1 18.6	— .45	+ .42	
15	+ 10	E	18.6 18.9	18.7 18.4	— .10	+ .07	
16	+ 90	E	19.4 18.5	17.7 18.3	— .47	+ .44	
17	+ 90	E	18.7 18.8	17.9 17.8	— .45	+ .42	62° F.
18	0	E	18.8 17.4	17.5 18.7	.00	— .03	2 h. 50 m. p. m.
					Mean B _o = — .03		

[PART II]

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STATION $\varphi = 53^{\circ} 43'$, $\lambda = 110^{\circ}$. August 13th, 1888.

Number of Determination.	Setting Dec.	Clamp	Level Readings.		Inclination. B'	B _o - B'	Remarks.
			E -	W +			
	°				Div.	Div.	
1	0	W	18.7 19.5	17.1 16.4	-1.17	+ .06	61° 5 F.
2	+ 90	W	19.6 18.2	16.2 17.6	-1.00	- .11	3 p. m.
3	- 85	W	18.5 19.7	17.1 15.8	-1.32	+ .21	
4	- 10	W	19.6 18.2	15.9 17.3	-1.15	+ .04	
5	+ 90	W	18.4 19.4	17.2 16.1	-1.12	+ .01	
6	+ 10	W	19.5 18.2	16.2 17.5	-1.00	- .11	
7	+ 20	W	18.6 19.8	17.0 15.8	-1.40	+ .29	
8	+ 90	W	19.8 18.4	15.7 17.2	-1.32	+ .21	
9	- 80	W	18.4 19.8	17.1 15.6	-1.37	+ .26	
10	+ 100	W	20.1 17.8	15.3 17.4	-1.30	+ .19	
11	+ 20	W	17.5 19.7	17.6 15.4	-1.05	- .06	
12	+ 90	W	19.8 17.6	15.1 17.4	-1.22	+ .11	
13	+ 110	W	17.6 19.7	17.4 15.2	-1.17	+ .06	
14	- 70	W	19.6 17.7	15.4 17.3	-1.15	+ .04	
15	+ 10	W	17.6 18.9	17.4 16.0	- .77	- .34	
16	+ 90	W	19.1 17.8	15.9 17.3	- .92	- .19	
17	+ 90	W	17.6 19.4	17.6 15.9	- .87	- .24	59° F.
18	0	W	19.2 17.5	16.1 17.9	- .67	- .44	3 h. 50 m. p.m.
					Mean B _o = -1.11		

As the setting circles of the transit were set for the latitude of the place it was more convenient to set the circles at even degrees of declination than for even degrees zenith distance, hence declination appears in one of the columns in the above readings instead of zenith distance as is usual.

Arranging the corrections to be applied for irregularity of pivots, as deduced from the above, in the order of the zenith distance, we have the following:—

Zenith Distance	Corrections.	
	Clamp E.	Clamp W.
°	S.	S.
61.....	— '006.....	+ '008
54.....	— '026.....	— '038
44.....	— '008.....	— '044
34.....	— '030.....	+ '024
24.....	— '030.....	+ '026
14.....	— '028.....	+ '024
4.....	— '026.....	+ '016
— 6.....	— '020.....	+ '008
— 16.....	— '012.....	'00
— 26.....	— '002.....	— '004
— 36.....	+ '010.....	— '008
— 46.....	+ '014.....	+ '038
— 56.....	— '006.....	+ '012

Where several readings were taken for the same declination (zenith distance) the mean has been taken for the above table of corrections.

LATITUDE.

At this station 109 determinations for latitude were made from 21 pairs of stars, with zenith telescope FO. 1, the instrument employed during the past three years for that purpose.

So large a number of observations was made because I had the necessary time therefor at my disposal, and will thereby be enabled to deduce the probable error of declination of stars used and the probable error of observation, *i. e.*, of star bisection.

As heretofore the stars used were selected from the United States Coast Survey list, omitting those marked with an asterisk.

No reductions for latitude have as yet been made.

Time observations were obtained daily at this station, except on 5th September when the sky was totally obscured.

During the latitude observations time was obtained from the standard stars used in the latitude programme. As stated in previous reports in taking zenith telescope observations I invariably record the time of transit also, a custom not usually followed, but by noting the time a check is obtained on the azimuth of the instrument and also upon the chronometer correction. This latter quantity was especially desired so as to have a continuous record of the chromometer, and by means of this, combined with the numerous daily temperature readings, to be able to evolve the rate curve of the chronometer.

LONGITUDE—110° MERIDIAN.

The longitude observations for this station were begun August and finished on 12th September following. There was more difficulty experienced at this station in getting an exchange of clock and chronometer beats over the telegraph line between Winnipeg and here than when at Edmonton with an increased circuit of nearly 200 miles.

A "ground" was made at the observatory by burying in moist earth a coil of telegraph wire. Hereby we were enabled to test for a break whether it was east or

west of us, but more particularly was it done to strengthen the current eastward by cutting off the 200 miles west, on which there was only the Edmonton battery.

There was seldom or never any difficulty in obtaining the Winnipeg signals; the trouble that did occur was that Winnipeg failed to get our signals, *i. e.*, while Winnipeg would be calling us we would be unable to break Winnipeg. When this was the case the efforts of the two expert operators, one at each end, failed to overcome the difficulty by adjustment of the telegraph instruments.

At the Winnipeg end there was a heavy battery, while at this end there was none, the nearest one, a small one, being 15 miles away at Fort Pitt, the next over a hundred miles, so that apparently the electricity at this end lacked momentum to carry it to Winnipeg, being at its inception smothered, so to speak, by the resistance and leaks.

Regarding leaks it may be mentioned that at the time a part of the Government line east of Clark's Crossing was under re-construction, having new poles put up; at night the wire would sometimes be lying on the grass (prairie) and when there was dew a serious or total "ground" would be made.

However, a sufficient number of successful nights was obtained to give a good longitude determination.

In reducing transits it has been found that the residual for a zenith star, when computing the probable error, is generally larger than that for other stars. The reason of this is undoubtedly due to the uncomfortable and strained position which the body has to assume in observing a zenith star, whereby the perception is affected.

It was most earnestly hoped and desired that the position of the Third Initial Meridian—longitude 106° —be also fixed this season, but from the lateness of the season and low temperatures at night, Mr. King and I were both of the opinion that however desirable it was to obtain such this season, it could not be done without seriously deteriorating the value of the work already done, inasmuch as the real value of good longitude work depends upon a good determination of the personal equation of the two observers, and the latter which only involves a fraction of a second cannot be well obtained if the observers are subjected to low temperatures while observing, whereby the nervous system will be in an abnormal condition, and its action different from that when under the influences which obtained when observing at Edmonton and at the Fourth Initial Meridian. Or in other words, the rapidity of sight, that is, the time elapsed between the happening of a visible occurrence and its perception, varies for different temperatures.

The last work of a season is always for personal equation.

In astronomic work especially must quantity be sacrificed for quality.

From the Fourth Initial Meridian I drove 300 miles to Swift Current, the nearest railway station, and thence proceeded by rail to Winnipeg.

Here the transit FO.1 was set up in the observatory, 9 feet west of the transit of Mr. King (the observatory is divided into two observing compartments, each 9 feet square), and observations for personal equation begun.

The method pursued was the same as that of the past three years. Each one determined from the transits of programme of 20 stars his own chronometer or clock correction, and by exchange of chronometer and clock beats over the connecting wire and recorded on a Morse register, obtained the time shown, to the one-hundredth of a second, by the clock and chronometer for a common instant.

Applying the clock and chronometer corrections computed for this common instant to the times shown at comparison respectively, and allowing for the effect of 9 feet difference of longitude of the two instruments, an equality of results should occur were there no personal equation.

The difference which is however shown is the personal equation, and shows how much the one observer anticipates the other, a quantity entering directly into a longitude determination.

RATE.

The greatest difficulty which the field astronomer has to combat in longitude determinations is the rate of his chronometer.

If a single transit would suffice for a time determination, and an exchange of signals with the other observatory were possible immediately afterwards, then the question of rate would be of little or no import. But as numerous transits must be observed in order to determine certain unknowns—the azimuth and collimation constants—besides the time correction it is necessary to know the rate of the chronometer during the time of observation, so that the transits can all be reduced to a common time (usually the time of exchange of signals or beats.)

From the daily observations we obtain the difference between the two consecutive chronometer corrections and apparently thereby the daily rate, but as the chronometer is unavoidably subjected to different temperatures every day, its rate is necessarily also subject to fluctuation, as the rate is a function of the temperature.

The following tables will show the temperatures as shown by a thermometer lying on the face of the chronometer.

The dates given are astronomic.

CHRONOMETER TEMPERATURE.

Date.	Time.	Temperature.	Date.	Time.	Temperature.	Date.	Time.	Temperature.
1888.	h. m.	°	1888.	h. m.	°	1888.	h. m.	°
July 6.....	10 30	52	July 12.....	12	62	July 19.....	2	63
	12	49		24	58		10	63
	20	48	July 13.....	2	59		11	62
July 7.....	2	54		10 30	58		12	60
	10 30	56		11 30	57		13 30	56
	12	53		20	52		20	54
	20	49	July 14.....	2	58	July 20.....	2	60
July 8.....	2	58		12	54		9 30	58
	10 30	64		22	51		11	56
	13	60	July 15.....	2	54		12	54
	13	58		12	54		13 30	53
	14 30	54		20	52		20	53
July 9.....	21	53	July 16.....	2	57	July 21.....	2	59
	2	60		10	61		9 30	62
	10 30	67		11 30	59		11	59
	12	66		12 30	57		20	56
	13 30	62½		13 30	54½	July 22.....	2	73
July 10.....	20 30	62		20	52		20	57
	2	66	July 17.....	2	60	July 23.....	2	68
	10 30	68		10	66		9 30	61
	12	64		11 30	64		20	57
July 11.....	20 30	57		20	59	July 24.....	2	66
	2	61	July 18.....	2	66		9	59
	10 30	59½		10	63		20	58
	12	57		11 30	61	July 25.....	2	69
	13	54½		12	58		11	64
	14	52		13 30	58		20	66
July 12.....	20	52		20	59	July 26.....	2	68
	2	60						

CHRONOMETER AND OBSERVATORY TEMPERATURES.

STATION, Fourth Initial Meridian.

Date.	Time.	Temperature.		Date.	Time.	Temperature.	
		Chrono- meter.	Observa- tory.			Chrono- meter.	Observa- tory.
1888.	h. m.	°	°	1888.	h. m.	°	°
Aug. 8.....	20 30	46	.....		20	38	47
do 9.....	3	54	.....		22	43	53
	7	59	.....		24	48	55
	7 30	59	.....	Aug. 16.....	1 30	52	59
	9 30	55	.....		3	55	61
	10	51	.....		5	59	64
do 10.....	20 30	41	.....	do 16.....	6 30	60	59
	2	61	.....		8 30	49	48
	4	64	.....		12	45	43
	8	60	.....		14	44	42
	11	56	53		16	40	38
	20	51	59		20 30	43	56
	24	59	69		22 30	51	68
do 11.....	1	65	72		24	58	71
	2	67	74	do 17.....	1 30	64	75
	3	70	76		3	67	76
	4	72	77		4 30	71	77
	5	74	75		6	74	73
	6 30	75	73		8 30	61	60
	7 30	74	68		10	61	60
	8 30	70	65		11 30	59	57
	11	65	58		14	58	56
	12	59	57		15	57	55
	20	52	54		16	56	55
	24	56	63		20	56	62
do 12.....	2 30	62	69		22	60	73
	5	65	67		23 30	65	78
	6 30	65	64	do 18.....	0 30	69	81
	8 30	59	59		2	74	85
	10 15	59	55		3 30	80	89
	12 30	57	55		5	83	89
do 13.....	22 30	54	51		6	85	89
	1 30	54	55		7	86	82
	3	55	61		7 30	76	74
	4	57	59		9	72	69
	5 30	59	59		10	72	69
	7 30	59	56		11	70	68
	8	57	52		16	61	58
	10	50	47		20	59	64
	11	51	50		21	60	67
	21	50	56		23 30	64	71
do 14.....	23 30	56	64	do 19.....	0 30	70	72
	0 30	59	64		2	69	73
	4	64	67		4 30	73	75
	6	65	65		6	74	74
	8	61	61		8 30	62	59
	10	59	57		11 30	58	56
	12 30	58	57		14	57	55
	20 30	56	61		16	53	52
	23 30	59	66		20	54	61
do 15.....	0 30	62	65		24	65	74
	3 30	64	65	do 20.....	1 30	70	78
	5	64	66		3	74	81
	7 30	64	57		4 30	77	80
	9 30	57	51		6	78	77
	12 30	46	42		8	69	67
	16 30	34	32		10 30	64	63

Chronometer and Observatory Temperatures—Continued.

Date.	Time.	Temperature.		Date.	Time.	Temperature.	
		Chrono- meter.	Observa- tory.			Chrono- meter.	Observa- tory.
1888.	h. m.	°	°	1888.	h. m.	°	°
	12	61	59		7	68	66
	14	59	58		10 30	61	59
	16	58	57		14 30	57	54
	20 30	59	68		20 30	52	59
	22 30	64	76		22 30	54	62
	24	70	81		24	58	66
Aug. 21.....	1 30	74	83	Aug. 28.....	2 30	63	65
	3	78	86		4	64	65
	5	83	88		6	65	63
	7	85	79		10	49	47
	8	74	72		12 30	49	44
	10	67	64		20 30	49	58
21.....	12 30	58	54		22	51	62
	13 30	54	56	do 28.....	1	61	69
	20	56	67		2 30	66	74
	22	62	78		4	69	77
	24	69	86		5 30	74	77
do 22.....	2	73	91		6 30	74	69
	3 30	76	91		9 30	61	59
	4 30	77	93	do 27.....	12	61	61
	5 30	78	91		15 30	59	56
	7	77	76		20	57	62
	11 30	63	60		22 30	59	65
	13	60	58		24	62	67
	14	58	57	do 29.....	2 30	65	69
	20 30	58	67		5	68	69
	23	64	75		6	69	67
do 23.....	1 30	74	84		9 30	53	51
	3	76	84		12	52	*42
	5	77	86		14	51	*42
	7	76	76		20	45	53
	9 30	68	66		23	51	64
	11	65	63	do 30.....	1	59	74
	12 30	64	62		3	67	74
	19	58	59		4	69	73
	22	60	59		6	70	68
	24	60	62		7	60	59
do 24.....	2	63	69		9	54	52
	5	67	67		12 30	53	48
	7	63	64		15	50	45
	8 30	57	54		20	46	58
	10	55	52		22	52	67
	13	48	*42		24	60	72
	20 30	47	57	do 31.....	2	67	75
	22	50	57		4 30	73	76
	24	56	62		6	74	76
do 25.....	2	59	67		7	66	64
	4	63	69		9	64	58
	6	67	69		12	55	54
	7	59	57		14	50	48
	10 30	50	50		20	48	55
	13	50	49		21 30	52	64
	20	51	55	Sept. 1.....	0 30	64	75
	24 30	56	65		1 30	68	78
do 26.....	1	64	71		3	72	79
	3	68	74		4	74	79
	4 30	71	74		6	77	77
	6	72	70		10	61	69

* Outside.

Chronometer and Observatory Temperatures—Continued.

Date.	Time.	Temperature.		Date.	Time.	Temperature.	
		Chrono- meter.	Observa- tory.			Chrono- meter.	Observa- tory.
1888.	h. m.	°	°	1888.	h. m.	°	°
	11 30	59	58	Sept. 7.....	2	61	64
	13 30	56	54		4	63	64
	15	54	53		5 30	64	64
	16 30	54	49		7 30	50	47
	20	52	61		9 30	46	43
	22	56	64		11 30	44	43
	24	61	67		13	46	45
Sept. 2.....	3	67	70		14 30	40	.....
	5	68	62	do 8.....	15 15	42	*34
	6	61	59		0 30	54	67
	10	47	45		1	57	67
	12	46	44		3	62	68
	15	42	*34		4 15	67	67
	20 30	42	55	do 8.....	6	65	61
	22 30	47	62		8	52	50
do 3.....	1	57	66		10	52	51
	3	62	69		13	50	50
	4	65	71		16	49	48
	5	68	71		20	49	50
	7	67	55		23	52	56
	9	48	46	do 9.....	1	53	56
	12	47	47		6	54	52
	14 30	44	44		8	49	47
	21	47	56		9	45	43
	23	53	62		12	44	43
do 4.....	1	58	66		20 30	44	47
	3 30	63	67	do 10.....	23	46	54
	5 30	64	61		2	52	59
	8	58	57		3 30	56	52
	10	55	54		5	50	50
	13	54	54		6	49	49
	16	53	49		7 45	47	47
	21	50	55		10 30	46	45
do 5.....	1	56	60		12 30	42	41
	3	57	60		15	42	38
	5 30	59	59		16	40	*32
	8	58	57		20	38	39
	10	54	52		23	40	46
	12	53	52	do 11.....	2	45	56
	15	53	51		4	52	59
	17	51	47		5	54	57
	20 30	51	56		7	50	50
	23	55	64		10	46	47
do 6.....	1	59	67		13 30	44	44
	2	62	67		15 30	44	43
	3	64	66		20 30	42	47
	5	64	63		22	45	56
	10	55	54		24	55	67
	13	54	53	do 12.....	2 30	62	72
	14 30	51	50		4 30	67	72
	16	51	48		6	68	67
	20	49	54		8	60	60
	22	51	59		11	59	59
	24	57	64		13	58	56
					21	52	56

*Outside.

It is certain that the spring balance and mechanism of the chronometer do not change simultaneously with the thermometer but always lag behind. Only when the thermometer has remained for several hours at the same temperature is it safe to assume that the chronometer has attained that temperature too.

It was the practice never to open the lid of the chronometer during the day but to take the temperature readings through the glass top, only opening the outside case for that purpose.

In the evening, however, as soon as the outside temperature had fallen to that of the chronometer thermometer then the lid of the chronometer was opened so that no rapid change of the chronometer temperature would occur when the lid would have to be opened for taking transit observations, as these were taken by the "eye and ear" method.

Plotting the daily temperature curves, and the curve resulting from plotting the daily difference of consecutive chronometer corrections to some convenient scale on the same axis of abscissæ as the temperature curve, a general conformity of the latter to the former will be seen.

Yet during most days the range of temperature of the chronometer thermometer was too great to allow of assuming the temperature of the chronometer to have followed, hence equations could not be formed for the daily rate from all the temperatures noted.

Were we to do so, our equation would be of the form

$$\sum r\theta = \delta\tau_1 - \delta\tau_2$$

where $r\theta$ is the rate for a temperature θ , the summation being for the different temperatures with the corresponding rates during the day, each rate being multiplied by the fraction of a day during which its temperature lasted.

$\delta\tau_1$ and $\delta\tau_2$ are two consecutive chronometer corrections. The summation should therefore give a quantity equal to the difference between the two consecutive chronometer corrections as obtained from transits. Each rate would be expressed by the equation

$$r^1 = r + z(\theta - \theta^1)^2$$

in which θ^1 is any temperature and r^1 its corresponding rate, θ the temperature of compensation and r the rate therefor, z the temperature constant.

To obtain the chronometer constants by this method would require the formation of the three normal equations for the three unknowns, θ , r and z , from a very large number of equations of condition.

A solution by this laborious method would have been undertaken if all thermometer readings could have been assumed as giving the temperature of the chronometer.

There were, however, a few cloudy days where the thermometer showed almost the same reading during the 24 hours, and these data were more satisfactory for deducing the constants.

At Winnipeg I was enabled to make frequent daily comparisons, on the register, of the chronometer in the observatory with the sidereal clock in the basement of the Clarendon Hotel where the temperature was comparatively uniform.

These comparisons combined with the known rate of the clock gave directly the rate of the chronometer. But the question here also arose for what temperature is it the rate, if between two comparisons the thermometer had varied ten degrees or more as was sometimes the case.

For available data I was here again obliged to confine myself to such consecutive comparisons as had the same, or nearly the same temperature.

Finally the chronometer was put into the basement beside the clock, and during 41 hours 10 comparisons were made on the register at the observatory.

While observing for personal equation at Winnipeg in October, comparisons were made before beginning the transit observations, then again midway in the programme and finally at the end of the programme. This gave from the known rate of

the clock the rate of the chronometer at that time, irrespective of what the temperature was, and such rate was used for the reduction of those particular observations

However, when at a distant station, such frequent comparisons were impracticable, and hence the rate not directly obtainable.

The following are the comparisons at Winnipeg of the chronometer and clock. The chronometer was in the observatory except for the last ten comparisons, when it was beside the clock. The observatory building is a mere wooden shell, subject to a large range of temperature, although the shutter was partially open in the daytime for circulation of air.

The sidereal clock was enclosed in a second case, 24 by 30 inches, to make it less subject to change of temperature.

The thermometer was placed in the inside of the outer case, and the door of the latter was opened for taking the reading.

Date.	Chronometer.		Clock.	Chronometer Temp.	Clock Temp.	Deducted Daily Rate of Chron. or Clock.
	H. M. S.	H. M. S.	H. M. S.	° F.	° F.	S.
1888.						
September 29	15 32 24.730	15 40 00		59	53	
	17 06 24.532	17 14 00		58	53	+ 3.03
	22 24 23.600	22 32 00		48	50	+ 4.22
	11 55 20.313	12 03 00		54	51	+ 5.84
do 30	15 00 19.690	15 08 00		64	58	+ 4.82
	17 59 19.260	18 07 00		68	53	+ 3.48
	20 56 18.839	21 04 00		56	53	+ 3.42
	0 15 18.000	0 23 00		53	53	+ 6.07
October 1	12 06 14.109	12 14 00		44	47	+ 7.90
	15 00 13.170	15 08 00		50	47	+ 7.70
	18 00 12.352	18 08 00		51	49	+ 6.54
	20 52 11.542	21 00 00		41	48	+ 6.78
	22 43 10.758	22 51 00		39	47	+ 10.17
	0 17 09.901	0 25 00		36	46	+ 13.13
do 2	12 09 03.470	12 17 00		40	44	+ 13.01
	15 09 02.113	15 17 00		55	46	+ 10.61
	17 57 01.358	18 05 00		54	49	+ 6.73
	20 51 00.463	20 59 00		43	49	+ 7.41
	22 40 59.769	22 49 00		42	49	+ 8.92
do 3	0 02 59.226	0 11 00		42	49	+ 9.53
	12 06 54.261	12 15 00		45	48	+ 9.88
	17 54 52.298	18 03 00		60	51	+ 8.12
	20 43 51.491	20 52 00		54	51	+ 6.87
	23 57 50.085	0 06 00		49	51	+ 10.44
do 4	12 20 44.112	12 29 00		45	48	+ 11.53
	15 42 42.663	15 51 00		57	50	+ 10.36
	17 56 42.000	18 05 00		56	50	+ 7.16
	20 36 41.189	20 45 00		50	50	+ 7.30
	22 24 40.405	22 33 00		38	49	+ 10.45
do 5	0 03 39.495	0 12 00		36	48	+ 13.24
	7 09 35.573	7 18 00		29	44	+ 13.26
	13 00 31.948	13 09 00		44	48	+ 14.87
	13 45 31.516	13 54 00		48	48	+ 13.82
	16 26 30.473	16 35 00		56	48	+ 9.33
	21 51 23.715	22 00 00		46	48	+ 7.74
do 6	21 24 28.529	22 33 00		42	48	+ 9.86
	6 43 24.595	6 53 00		38	47	+ 11.35
	15 01 20.709	15 10 00		50	51	+ 11.24
	16 36 20.070	16 45 00		51	51	+ 9.69
	18 04 19.479	18 13 00		51	54	+ 9.67
	21 27 18.169	21 36 00		52	54	+ 9.36
do 7	22 32 17.709	22 41 00		52	54	+ 9.97
	6 53 14.446	7 02 00		50	50	+ 9.38
	16 03 10.776	16 12 00		50	51	+ 9.61
	20 12 09.242	20 21 00		51	53	+ 8.87
	2 32 06.625	2 41 00		50	50	+ 9.92
	7 45 04.732	7 54 00		48	48.4	+ 8.71

Selecting the best data from the above, regard being had to a wide range of temperature, we obtain for chronometer Hadlock 4082 for θ 66° $r = -2^s.22$ (gaining) Sept. 30.

θ $50^\circ.8$ $r = +3^s.76$, mean of 9 comparisons when clock and chronometer were side by side.

θ $37^\circ.5$ $r = +7^s.57$, Oct. 1.

	h.	m.	m.	s.
The clock correction Oct. 1 at 22 45 was			-1	31.752
do Oct. 2 do			-1	37.312
do Oct. 4 do			-1	49.020
Hence daily rate clock Oct. 1-2			= -	5.56
do Oct. 2-4			= -	5.85

Substituting the chronometer values in the general rate equation, we obtain the constants

$$r = +11^s.30 \text{ (losing)}$$

$$\theta = 6^\circ.1$$

$$z = -.00376$$

At Edmonton we have some good data too, but the temperature is confined within too narrow limits, and consequently not so well adapted for deducing the constants.

July 6-7,	θ $51^\circ.7$	$r = +5^s.46$
do 9-10	θ $64^\circ.8$	$r = +.20$
do 19-20	θ $57^\circ.1$	$r = +2^s.19$

Solving for the constants we have

$$r = +10^s.64$$

$$\theta = -11^\circ.9$$

$$z = -.00177$$

Although there is a disparity between the two sets of constants, yet for the mean temperature 51° of the observations at the Fourth Initial Meridian the rates deduced from the constants are nearly the same, being from the first set $+3^s.72$, and from the second set $+3^s.62$, and slowly diverging on either side of that temperature.

The following table shows the rate of the chronometer Hadlock 4082, for every degree of temperature from 40° to 65° F., computed from the constants.

$$r = +11^s.30 \quad \theta = 6^\circ.1, \text{ and } z = -.00376.$$

Temperature.	Daily Rate.	Hourly Rate.	Temperature.	Daily Rate.	Hourly Rate.
°	s.	s.	°	s.	s.
40	+ 6.98	+ .291	53	+ 3.03	+ .126
41	6.72	.280	54	2.87	.111
42	6.45	.269	55	2.71	.098
43	6.18	.258	56	2.54	.081
44	5.90	.246	57	2.38	.065
45	5.61	.234	58	2.21	.049
46	5.31	.221	59	2.04	.033
47	5.01	.209	60	+ .88	+ .016
48	4.70	.196	61	- .28	- .001
49	4.38	.183	62	- .65	- .019
50	4.05	.169	63	- .97	- .036
51	3.72	.155	64	- 1.30	- .054
52	+ 3.38	+ .141	65	- 1.74	- .072

Deducing now by means of our chronometer constants the change of chronometer correction during any particular day, under the assumption that the absolute chronometer temperature was that shown by the thermometer lying on the face of the chronometer, we invariably find where there has been a large range, and consequently a rapid change of temperature, that the summation of the various rates for their respective times during the twenty-four hours is less than the difference between the two adjoining chronometer corrections obtained from transits.

From this it appears that the rate deduced in such cases from the temperature readings of the thermometer in the chronometer box is in each case too high (numerically small), showing that the thermometer reading was always higher (when rising) than the temperature of the chronometer. This appears natural. We have therefore in the day time the thermometer reading always higher than the temperature of the chronometer when there is a large range or fluctuation; in the early evening the reverse is the case.

I assume that if the thermometer remains at nearly the same temperature for two hours, then the chronometer at the end of that time will have practically the same temperature as shown by the thermometer.

In case, however, the fluctuations in temperature have been small during the twenty-four hours we will find a closer agreement between the rate in one day deduced from the various temperatures of that day and that obtained from the two adjoining chronometer corrections.

For instance, for September 4—5.

By first set of constants, rate in one day	≡	+	2s.49
second do do	=	+	2.84
chronometer corrections do	=	+	2.72

For reduction of the observations at the Fourth Initial Meridian the first set of constants will be used; for those at Edmonton the second set, as its constants were deduced from data obtained at that place.

No numerical values for latitude or longitude have as yet been computed.

The two astronomic stations at Edmonton, Mr. King's of 1877, and mine of this year, and also the one at the Fourth Initial Meridian are each marked by a heavy iron bar suitably indented with a cold chisel for identification.

Before leaving Winnipeg I stored all the astronomic instruments in the vault of the Dominion Lands office, except the sidereal clock, which was set up in the office of the Commissioner of Dominion Lands, it being desirable that the clock be kept running during the winter months.

Thanks are again due to the Canadian Pacific Railway Company for the use of its line in connection with the longitude work, and also to its officers and those of the Government line for their hearty co-operation.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

OTTO J. KLOTZ.

D.T.S.

E. DEVILLE, Esq.,
Surveyor-General,
Ottawa.

No. 4.

REPORT OF J. S. DENNIS, INSPECTOR OF SURVEYS.

INSPECTION AND CORRECTION OF SURVEYS.

OTTAWA, 6th December, 1888.

SIR,—I have the honor to submit the following report of the surveying operations of this Branch under my charge during the past season:

In accordance with instructions from you, dated the 23rd of April last, I proceeded to the North West, reaching Winnipeg on the 26th of the same month. At that point I was joined by the surveyors who had been appointed to carry on the correction surveys under my immediate instructions, and, after completing arrangements for the supplies and staff needed by the different parties, and purchasing and shipping certain iron bars needed for the subdivision surveys of the season, I proceeded west and started a party from Moose Jaw, under charge of Mr. John Vicars, D.L.S., to effect correction and examination surveys required in that vicinity.

At Medicine Hat I started a party under the charge of Mr. D. C. O'Keeffe, D.L.S., with instructions to complete the work, begun last year, of the removal of the posts and mounds defining the river lots in townships adjoining the South Saskatchewan and Bow and Belly Rivers.

I then went to Calgary, which was to be my headquarters during the summer, and from there I started two parties under the charge of Messrs. Driscoll and Leclerc, Dominion Land Surveyors, who were to effect correction and examination surveys in the western portion of the Territories. I also issued the necessary instructions to Mr. P. R. A. Bélanger, D.L.S., who started from Calgary, for his guidance in making the required examination on the 4th and 5th Initial Meridians, and effecting certain other correction surveys.

At the above mentioned points the horses and other outfits belonging to the Department were distributed among the surveyors requiring them, and the additional horses, &c., required were purchased.

The parties engaged in correction surveys remained in the field as long as the weather permitted work to be advantageously carried on, the last to come in being Messrs. Belanger, Vicars and Driscoll, who returned late in November. I returned to the office myself on the 3rd ultimo.

The work completed during the season by parties working under instructions from me was as follows—a detailed schedule of the same being appended for convenience of reference:

1. The 5th Initial Meridian was retraced and chained from the 7th Base to the 14th Base, and the mounds rebuilt.
2. The 4th Initial Meridian was retraced, chained and corrected from the 13th Correction line to the north boundary of Township 54.
3. Twenty-nine township outlines were re-surveyed and corrected.
4. Thirteen water area surveys were examined and verified.
5. The posts and mounds defining river lots were removed in thirty-four townships.
6. A "tie" survey between the 5th Initial Meridian and the International Boundary, necessitating the re-survey of forty-two miles of line, was effected.
7. The partial re-subdivision of six townships on the Red Deer River, with necessary traverse of lakes and river, was completed.

8. The marks of the original survey in Township 17, Range 20, west 1st Principal Meridian were re-established, which involved the re-survey of most of the sub-dividing lines.

9. Four townships in South-Western Manitoba were re-surveyed and the marks of original survey obliterated.

10. Certain correction surveys were performed in the Prince Albert district by Mr. J. L. Reid, under instructions issued before I left the office in the spring. Mr. Reid has reported to you direct from time to time regarding these surveys; the work completed by him is set forth in the schedule herewith.

Sub-division Contracts.

Fourteen contracts for the sub-division of townships were let during the season. In nine of these the work was completed before the close of the summer season, and the necessary examination was performed, in most cases by myself, assisted by Mr. Driscoll and his party. Those that I was unable to visit were examined by Mr. Driscoll, and he also performed an examination in contract No. 7 of 1887. Of the remainder, four being in the swampy country in the vicinity of Lake Manitoba, the contractors were granted permission to defer beginning work until late this fall, in consequence of which no examination was made. The remaining contract was not examined owing to the staff available for that purpose being fully engaged elsewhere.

The sub-division work in the contracts examined was found to be very fair; as a whole, the work may be said to be above the average.

Reports in detail, accompanied by sketches and field notes, of the examination surveys performed, have already been forwarded to you.

Of the thirty-nine townships sub-divided this season about twenty-eight may be classed as good agricultural land. Those situated to the north-east of Calgary are in some instances broken, but they are well watered and have an abundant supply of fine grass, and there is a small quantity of timber along some of the small streams intersecting them. The soil is very rich in many of the townships and is particularly well adapted for mixed farming..

The townships comprising contract No. 4, to the west of Calgary, are broken by the Foot Hills, and portions of the land sub-divided are heavily wooded. The parts butting on the Bow River are open and the soil is good, the grass being long and rich, but owing to their proximity to the mountains I am afraid that agricultural operations will suffer somewhat from summer frosts.

The townships sub-divided in the south-western portion of the Territories are very good agricultural land, particularly those near Lethbridge and along the St. Mary's River.

It may safely be said that each season's surveying operations in the North-West Territories tend to prove the assertion which has often been made, that a very small portion of the country is unfit for agriculture in so far as the soil is concerned.

Of the townships sub-divided this season in Manitoba, only a small portion may be classed as agricultural land, most of them being more or less swampy and heavily wooded.

Trail Surveys.

Three parties were engaged in surveying and marking old or original trails in the Territories during the season, under charge of Mr. J. L. Reid, Mr. John Bourgeois and Mr. T. D. Green.

Mr. Reid surveyed certain trails in the Prince Albert district, and the questions arising in regard to location, &c., were settled in accordance with instructions issued by you from headquarters.

Mr. Bourgeois surveyed the trail from Carlton to Green Lake. As this trail passes through a very sparsely settled country none of the many difficulties met

with on other trails under survey, of satisfying the settlers with the location, were encountered.

Mr. Green was employed, up to the time of his being moved to southern Manitoba, to carry out certain re-subdivisions referred to later on, in surveying the north Blackfoot, and the north and south Morleyville trails from Calgary. Previous to the survey I accompanied Mr. McMillan, the Trail Commissioner, over all the disputed portions of these trails, and we arranged all matters of deviations, &c., so as to meet the wishes of the settlers to be served with the trail, and to prevent delay in making the survey.

I am pleased to be able to state that although many disputes arose at different points, we were able to so arrange in almost every case that the trail as surveyed met the wishes of the settlers; and I think the location of the trails as surveyed in the Calgary district is such as to thoroughly satisfy the large majority of the settlers interested. This is particularly pleasing considering the many disputes which have been met with, and the trouble which might have arisen in connection with their settlement.

There are, however, many points in reference to the trails and the surveys of the same which require consideration and settlement in view of the important part which their location and improvement are sure to play in the future municipal affairs of the Territories.

The 5th Initial Meridian.

It was expected that Mr. Bélanger's examination and remeasurement of the 5th Initial Meridian from the 7th to the 14th Base would determine the location of the error which the closings of some of the bases from the east on this meridian indicated as existing somewhere between these points. The remeasurement however proved that the error does not exist as supposed on the 5th Initial Meridian, and the inference now is that it will be found somewhere on the 4th Initial Meridian.

Mr. Bélanger began an examination and remeasurement of the latter meridian, but owing to the lateness of the season he had to discontinue work before very much was accomplished. As it is important that the error mentioned should be located, I think the remeasurement of the remainder of the surveyed portion of this meridian should be effected next spring so that the error may be located and the necessary corrections made to put the 4th Initial Meridian in the same good shape in which the 5th Initial Meridian now is. It is also desirable that the exact conditions of the chainage and azimuth of the Initial Meridians which may be said to be the main or primary lines of our survey system, should be accurately known.

It may also be mentioned that the remeasurements of these meridians will furnish some valuable and interesting data relative to the results of the corrections applied at different points, to make the chain surveys accord with the latitudes as determined by astronomical observation.

While at Calgary during the summer my time was fully occupied with correspondence, and also in attending to many other matters connected with the surveys in progress, in addition to those herein referred to, and in regard to which I reported to you from time to time.

In the latter part of June, in accordance with your instructions, I visited Townships 3, 4, 5 and 6, in Ranges 31 and 32, West 1st Principal Meridian, and completed the necessary examination to determine the best course to be followed in correcting the original survey of those townships.

I found that a complete re-survey of the townships would be necessary, and to enable this to be done I obtained from the settlers in the townships their signatures to the petitions required before the re-survey could be effected. I reported to you at length regarding my visit to the above townships; and in accordance with your permission I detailed Mr. T. D. Green, who had about finished the trail surveys in the Calgary district, to effect the re-sub-division of Townships 3 and 4, Ranges 31 and 32.

As there were no settlers in Townships 5 and 6, Ranges 31 and 32, their re-division is left for another season.

In July I accompanied the Deputy Minister to British Columbia, and while at New Westminster I met Mr. Cotton who was surveying in that district for the Department, and discussed with him certain matters relating to the surveys in progress.

Since my return to the office I have been kept busy in connection with the returns of the season's surveys, and the many questions arising in regard to correction surveys completed and required. In this connection I may say that the office work connected with correction surveys alone has increased to such an extent that there is now ample work to keep a staff of three draftsmen engaged during the winter in preparing new plans and effecting necessary corrections in old ones.

As the facts regarding the general progress in farming, ranching, &c., made during the past year in Manitoba and the North-West Territories will no doubt be dealt with by officers of the Department resident there, I will therefore confine myself to saying that I found the general feeling throughout the country to be that the question of the wonderful fertility and adaptability of the larger portion of the country to successful agricultural pursuits, may now be looked upon as settled beyond all question, owing to the enormous crops which have been raised during the past two seasons in all parts of Manitoba and the Territories, and, although in some districts a portion of the grain was touched with frost this year, the country as a whole has been blessed with an exceedingly bountiful harvest.

Of the staff employed under my immediate instructions, in effecting correction and other surveys, I beg to say that the work entrusted to each was carried out in a thoroughly satisfactory and efficient manner.

I forward herewith the reports of Messrs. Driscoll, Vicars, O'Keefe and Leclerc, Dominion Land Surveyors, in charge of sub-parties, in regard to their operations.

The reports of Mr. P. R. A. Bélanger and Mr. J. L. Reid will be forwarded to you direct.

I have the honor to be, Sir,

Your obedient servant,

J. S. DENNIS,
Inspector of Surveys.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

REPORT OF D. S. O'KEEFE, D. L. S.

FORT ELLICE, MAN., 29th October, 1888.

SIR,—I have the honor to forward the following report of my season's operations.

In accordance with instructions dated the 26th April I proceeded to Medicine Hat, at which point I met you and was provided with my horses and outfit and detailed instructions regarding the work to be performed.

The first work done was the building of pits required to mark points on the trail surveyed last year from Medicine Hat to Dunmore, and effecting some changes in the location of the same near Medicine Hat; this work was finished on the 23rd of May.

I then proceeded to Township 12, Range 8, W. 4th Initial Meridian and commenced the work of removing the posts and mounds defining river lots in this township. I did not look for a double row of posts and mounds marking river lots, but later on I found that in townships where river lots fronted in centre of sections, and between which front line and the river regular section lines were surveyed, the lots were posted on both lines, and the removal of the double posts and mounds entailed a great deal of extra work, which I presume was not expected, as the plan did not show these extra posts and mounds.

A great deal of work had to be done in retracing and measuring lines in the rough country along the rivers, and in the sand hills, to enable me to find the river lot posts and mounds, and in many cases I found no posts or mounds at points shown on plans, while others were found where they were not supposed to exist.

In nearly all cases the section posts on surveyed lines were marked for river lots, in which cases I corrected the marking.

I completed all the work in the townships set forth on the list attached to my instructions, excepting the work in three townships on east side of the river, and duly forwarded the plans of each township showing the work done. The date of commencing and finishing work in each township was noted on the plan. The points at which iron posts stand were also indicated.

I reached Calgary on the 15th instant and at that point turned in my horses and outfit, and after my party were paid off I returned home.

I have the honor to be, Sir,

Your obedient servant,

D. S. O'KEEFE, D. L. S.

J. S. DENNIS, Esq.,
Inspector of Surveys,
Ottawa.

REPORT OF C. F. LECLERC, D. L. S.

CALGARY, ALBERTA, 10th October, 1888.

SIR,—I have the honor to submit the following report of the season's operations. In accordance with instructions I left Calgary on the 26th of May, and proceeded to Township 19, Range 19, west 4th Initial Meridian. I was unable to commence work in that township before receiving my instrument, as the lines to be re-surveyed were broken by deep ravines, so I moved camp to the Red Deer River and commenced the work of removing the posts and mounds defining the river lots surveyed in townships adjoining that river.

I carried on this work until the 14th of June, when I moved camp back to the Bow River, receiving further instructions from you in reference to the work at Lathorn on the way down.

Resuming work in Township 19, Range 19, we were delayed by a rainfall of more than a week's duration, and were therefore unable to complete the work before the 28th of June.

I did not find the errors reported as existing in this township.

I then moved camp to Townships 18 and 19, Range 4, west 4th Initial Meridian, and in accordance with instructions I retraced and measured the west boundaries of these two townships, and found the error to exist in the last quarter section adjoining the correction line. The correction of this error necessitated the re-survey of this line across Ranges 4 and 5.

While at work at this point I had to send to Medicine Hat for a fresh supply of provisions, and on completion of the work I proceeded to Townships 21 and 22, Ranges 7, 8, and 9, west of 4th Initial Meridian, for the purpose of traversing the lakes and rivers in these townships.

I traversed all the lakes of 20 acres and upwards in these townships, as provided by clause 91 of the Manual of Surveys.

Crossing the Red Deer River on the 15th of August I completed the removal of river lot posts and mounds in the townships shown in the list attached to my instructions. I then returned to Township 22, Range 9, to complete the traverse of the Red Deer River.

The banks of the river were found covered with dense heavy brush which was very hard to cut. During the first day's operations one of my party cut his foot badly, and as I was short of men and had no brush hooks suitable for work of this kind,

I concluded that it would be impossible to go any further with this survey without great loss of time, and I wrote you asking to be furnished with additional help.

While waiting for your reply I completed the rest of the work in Townships 22, Ranges 7 and 8, and the removal of the river lot posts in Township 21, Range 1.

This work being finished I proceeded to Tilley Station on the Canadian Pacific Railway to procure a further supply of provisions.

On my arrival there I received your letter informing me of your inability to send me any additional help, and instructing me to proceed to Calgary, which point I reached on the 6th inst.

I have completed all the work allotted to me, excepting the traverse of the Red Deer River in Township 22, Range 9, west of the 4th Initial Meridian, above referred to.

I am now preparing the returns of the season's operations, which will be forwarded at an early date.

I have the honor to be, Sir,
Your obedient servant,

CHAS. FR. LECLERC, *D.L.S.*

J. S. DENNIS, Esq.,
Inspector of Surveys,
Ottawa.

REPORT OF JOHN VICARS, D. L. S.

CANNINGTON, ONT., 3rd December, 1888.

SIR,—I have the honor to submit the following report of the water area correction and other surveys entrusted to me during the past season.

On the 24th of April I left Cannington for Winnipeg, which point I reached on the 28th, where I received my instructions, and at once started for Moose Jaw, at which point I found my party waiting for me.

After a few days delay in getting camp outfit ready, I started for Township 23, Range 3, west of 2nd Initial Meridian, and in accordance with instructions, on my arrival in this township I commenced the verification of certain water area surveys. These completed, I next proceeded to Township 26, Range 21; thence to Township 26, Range 1; thence to Township 27, Range 11; thence to Township 29, Range 1, all west of 2nd Initial Meridian, in which townships I completed the necessary verification of water area surveys.

This work being finished I went to Fort Qu'Appelle, reaching that point on the 30th of June, and after having completed the calculations and plans of my water area surveys, and reported to you, I worked eastward checking the boundaries of certain sections in Township 21, Range 13, Township 19 A, Range 11, and Township 18, Range 9, all west of the 2nd Initial Meridian. I then corrected a meridian in Township 18, Range 8, and ran the east boundary of Township 19 A, Range 9, both west of the 2nd Initial Meridian.

This work completed I returned to Moose Jaw, where one of my assistants, through ill health, was forced to resign. Having reported to you, I started north to survey the east boundaries of Township 25, Range 3, and Townships 27 and 28, Range 3, all west of the 3rd Initial Meridian.

The east boundary of Township 25 I found had been surveyed, and as the azimuth and chainage was very nearly correct, I was doubtful how to proceed, and returned to Moose Jaw and reported the facts to you.

I then started south to perform certain corrections in Township 3, Range 27, west 2nd Initial Meridian, and Township 4, Range 3, west 3rd Initial Meridian.

Having completed these corrections I returned to Moose Jaw, where I found the two men you had sent me, and your instructions regarding certain work to be performed in Manitoba.

I started at once for Township 16, Range 22, west 1st Principal Meridian, which point I reached on the 13th of October, and having finished the survey of a certain water area, which I was instructed to perform in this township, I proceeded to Township 17, Range 20, west 1st Principal Meridian. In this township it was reported that a great many of the posts marking the original sub-division had been lost. I found this report correct; a great many of them had been burnt, or so covered with wind fall or grass, that it was only with the greatest difficulty that their location could be found. In some cases I found the location of the original post by cutting the old blaze mark to find the B. T., and then digging for the point of the old post.

In accordance with instructions I re-established as many of the section and quarter-section corners as I thought would be required for the present use of settlement, and although it is a timbered township I built mounds around all the posts placed, and re-opened and re-blazed the old lines.

The work in this township was slow on account of the *brulé* and wind fall which covers the most of it, but as the soil is first-class I don't think it will be more than a year or two before all the land will be taken up. There are now six settlers in the township.

On completing this work I proceeded to Brandon, at which point, in accordance with instructions, I sold my horses and outfit by auction, and then proceeded to Winnipeg, arriving there on the 18th of November, and after my party was paid off I started for home.

Of the corrections made during the summer I may say that the errors principally arose from bad chaining, the line directions in most cases being found correct, or nearly so.

Before closing my report a few remarks regarding the character of the country in which I passed the season, and its productions, may not be out of place.

Too much cannot be said in praise of the country from Moose Jaw east to Manitoba, and from Fort Pelly south to the Canadian Pacific Railway, and the best evidence of its fertility is that it is nearly all taken up by settlers. During the whole of my travelling in this section of the country, which covered over one thousand miles, I was never out of sight of settlers' houses, or improvements, and in no part of the Territories which I visited did I see a poor crop.

When *en route* to Manitoba in the fall I made it a point to ask every settler whom I met how his crop had turned out, and the invariable reply was "splendidly;" 40 bushels of wheat, and 75 bushels of oats, to the acre, were not uncommon.

It may sound incredulous, but I actually saw a fair crop taken from a field where the seed had merely been harrowed in on the stubble.

This section of the country, although not equalling the Alberta district for grazing, is well adapted to stock-raising, and it is a common sight to see herds of from 40 to 200 head of horses or cattle belonging to one farmer.

In the parts of Manitoba which I visited, a portion of the wheat was badly nipped by frost, but barley and oats almost entirely escaped.

It is a curious fact that while on one farm the grain was badly frozen, on the adjoining farm not a grain would be touched. Much, of course, may depend on the lay of the land, but I think from observations and enquiry that the remedy lies with the farmers themselves; earlier sowing, better cultivation; and more judicious harvesting will in a great measure do away with the complaint of frozen grain.

Regarding the Willow Bunch and Wood Mountain districts, I do not think that they are first class from an agricultural point of view. I may be mistaken, however, as I had not a good opportunity of judging, there being no grain sown at Wood Mountain and very little at Willow Bunch. The district is, however, well adapted for stock raising, and large herds of horses and cattle are to be seen at both places.

I was surprised to find a large cheese factory in operation at Willow Bunch; it is owned by Mr. Le Garie, and everything seemed to be in perfect order.

I was informed that there was plenty of coal at Wood Mountain, but I did not see any. At Little Wood Mountain Lake, which lies some eighteen miles to the east of Wood Mountain, I found a coal seam about 18 inches in depth situated in a cut bank. I selected a specimen, but unfortunately it has been lost.

I have the honor to be, Sir,
Your obedient servant,

JOHN VICARS, *D.L.S.*

J. S. DENNIS, Esq.,
Inspector of Surveys,
Ottawa.

REPORT OF A. DRISCOLL, JUN., D. L. S.

OTTAWA, 5th December, 1888.

SIR,—I have the honor to submit the following report of my operations in Manitoba and the North-West Territories during the past season.

Under instructions from you, I left home on the 20th April and proceeded to Whitemouth, Manitoba, where I attempted to make an examination of the sub-division of certain townships in that vicinity, but finding the country very wet I was unable to accomplish much. I reported the facts to you, and in accordance with your instructions that the work should be left until it froze up in the fall, I proceeded to Winnipeg and joined you there.

After a few days in Winnipeg, spent in making the necessary preparations for the season's work, I went to Brandon, and from thence south to Township 6, Range 17, west of the 1st Principal Meridian, where I completed the verification of a water area survey.

I then visited Township 11, Range 17, west 1st Principal Meridian and effected a partial re-sub-division in the south-east corner of the township. After completing this work I went to Calgary, and being provided with the necessary horses, carts and outfit, I travelled north to the Red Deer River, and made a verification survey of certain water areas in Townships 36, 37 and 38, Range 28, and Townships 37, 38 and 39, Range 27, all west of the 4th Initial Meridian.

Returning south I re-surveyed the 8th correction line across Ranges 4 and 5, west of 5th Initial Meridian, making the necessary changes in positions of posts and mounds in the adjoining sub-divisions.

I then went to the 8th Base for the purpose of examining into all errors reported to exist on this base in Range 6, west of 5th Initial Meridian. Great difficulty was experienced in reaching this point. The only trail available was that along the old cutting of the base line, and as this was closely studded with stumps and blocked in many places with fallen timber it was impossible to get along with our carts, so I left them and packed what supplies and outfit we wanted on our horses' backs. Having no pack saddles this method of transport was found far from satisfactory, and we found it a difficult matter to keep the packs on our horses while climbing over fallen timber and up and down steep hills; however, we at last reached the desired point only to find that the reported error did not exist.

Returning to Calgary I remained there a few days preparing sketches of the work completed, and then travelled south to the intersection of the 2nd Base and 5th Initial Meridian. During the following six weeks I was engaged in making a survey to effect a "tie" between the 5th Initial Meridian and the International Boundary. This was accomplished by first retracing the 2nd Base east from the 5th Initial Meridian to the meridian between Ranges 27 and 28, and from that point retracing this meridian south to the north boundary of Township 1, that being as far as had previously been surveyed, and then surveying the meridian in Township 1 to its intersection with the International Boundary line.

Some few remarks regarding the country traversed by the meridian below the boundary of Township 1 and the boundary line, may be of interest.

Looking south from the township corner, Chief Mountain is seen directly on the line, and almost immediately after leaving the corner the Foot Hills are met, and the line runs through these Foot Hills to the intersection with the International Boundary which falls on a stony ledge in the valley of Lee's Creek. Those hills are covered with dead pine and spruce, and a good growth of young pine.

The dead pine and spruce is of large size and a great deal of it perfectly sound, which could be used for building purposes. This belt of timber furnishes the building and farming material used by the Mormons, ranchers, and other settlers in the vicinity; and I think that if they were allowed to remove the dead timber free of present dues, they would use it, and leave the live timber for which they have to go much farther in towards the mountains.

About two miles east of the intersection of this meridian with the boundary line, the country becomes open and rolling, with a soil of rich black loam, the grass is very long and rich, and the country is well watered with numerous small fresh water lakes and spring creeks.

My next work was the resuming of the eastern outline of Townships 1 and 2, Range 25, west of 4th Initial Meridian. The wonderful growth of the "bunch" grass along this line is worthy of remark; in many places it reached nearly to the waist and chaining through it was a somewhat difficult matter.

After completing the last mentioned work I returned to Fort McLeod where I met you, and from there I accompanied you and assisted in the examination of subdivision contracts numbers 1, 2, 3, 5, 6, 7, 8 and 14, and then returned to Calgary, where I stored my horses and carts.

I then proceeded with my party to Manitoba for the purpose of examining contracts 9, 10, 12 and 13, situated in the vicinity of the Narrows of Lake Manitoba. On arriving on the ground I found that in only one contract had work been completed, viz, contract No. 13, and I effected the necessary examinations.

Returning to the railway line I went east to Whitemouth and completed the examination, which was attempted in the spring, of Townships 11, 12 and 13, Ranges 9, 10 and 11, east of 1st Principal Meridian.

This work occupied more than two weeks, and as most of the country embraced by these townships is muskeg and swamps, which were not frozen, the work proved very disagreeable.

This examination completed my work for the season, and I returned to Winnipeg, where my party was paid off, after which I returned to Ottawa.

I have the honor to be, Sir,
Your obedient servant,

A. DRISCOLL, JUN., *D.L.S.*

J. S. DENNIS, Esq.,
Inspector of Surveys,
Ottawa.

SCHEDULE of Correction and Verification Surveys performed during the season of 1888, to accompany report of J. S. Dennis, Inspector of Surveys.

Township.	Range.	West of	By whom performed.	Description of Work Done.
30	4	5	A. Driscoll.....	Resurvey of North boundary.
31	4	5	do	do of South and East boundaries.
11	17	1	do	do in Sections 2 and 3.
30	3	5	do	do of North boundary.
31	3	5	do	do of South do
28	6	5	do	North boundary of Section 31 re-measured.
1	25	4	do	Resurvey of East boundary.
2	25	4	do	do do
6	17	1	do	Verification of Water Area Survey.
38	27	4	do	do do
36	28	4	do	do do
39	27	4	do	do do
37	27	4	do	do do
37	28	4	do	do do
38	28	4	do	do do
4	28	4	do	} Certain boundaries of these Townships were resurveyed in connection with the Survey to make a tie between the 5th Initial Meridian and the International Boundary.
4	29	4	do	
4	30	4	do	
3	28	4	do	
2	28	4	do	
1	28	4	do	
5th Initial Meridian			P.R.A. Belanger	Retraced, chained and marked from 7th to 14th Bases.
4th do			do	do do corrected between North boundary of Township 55 and 13th Correction Line.
55	25	4	do	Resurvey of North boundary.
55	20	4	do	do do do
55	23	4	do	do South do
55	24	4	do	do do do
55	18	4	do	do North do
23	3	2	Jno. Vicars.....	Verification of Water Area Survey.
26	2	2	do	do do
26	1	2	do	do do
29	1	2	do	do do
27	1	2	do	do do
71	13	2	do	Boundaries of certain Sections re-measured.
19A	11	2	do	do do
18	9	2	do	do do
18	8	2	do	Resurvey of Meridian.
19A	9	2	do	Resurvey of East boundary.
25	3	3	do	do do do
3	27	2	do	do South do
4	3	3	do	do East and West lines in Township.
16	22	1	do	Verification of Water Area Survey.
17	20	1	do	Lost corners re-established.
48	24	2	J. L. Reid.....	North boundaries Sections 32, 33, 34, 35 and 36, and East boundaries 35 and 36, resurveyed.
45	27	2	do	North boundary of Section 6, resurveyed.
45	28	2	do	Posts on South boundary of Township corrected.
45A	26	2	do	Posts and mounds of old system removed.
45A	27	2	do	do do do
45A	28	2	do	do do do
44	27	2	do	Posts and mounds of erroneous survey removed.
19	19	4	C. F. Leclerc...	Resurvey, East boundary.
18	4	4	do	do East and North boundaries.
19	4	4	do	do South boundary.
21	7	4	do	Lakes and river traversed.
21	8	4	do	do do
21	9	4	do	do do
22	7	4	do	do do
22	8	4	do	do do
22	9	4	do	do do

SCHEDULE of Correction and Verification Surveys, &c.—*Concluded.*

Township.	Range.	West of	By whom performed.	Description of Work Done.
21	10	4	O. F. Leclerc ...	Posts and mounds defining river lots removed.
22	10	4	do	do do do do
21	11	4	do	do do do do
21	12	4	do	do do do do
22	12	4	do	do do do do
22	13	4	do	do do do do
22	14	4	do	do do do do
23	14	4	do	do do do do
24	15	4	do	do do do do
24	14	4	do	do do do do
25	15	4	do	do do do do
25	16	4	do	do do do do
26	16	4	do	do do do do
26	17	4	do	do do do do
21	1	4	do	do do do do
12	5	4	D. C. O'Keefe...	Placing pits on Medicine Hat and Dunmore trail.
12	8	4	do	Posts and mounds defining river lots removed.
13	9	4	do	do do do do
12	10	4	do	do do do do
13	10	4	do	do do do do
11	11	4	do	do do do do
12	11	4	do	do do do do
11	12	4	do	do do do do
11	13	4	do	do do do do
11	14	4	do	do do do do
11	15	4	do	do do do do
11	16	4	do	do do do do
12	16	4	do	do do do do
18	3	4	do	do do do do
18	4	4	do	do do do do
19	2	4	do	do do do do
19	3	4	do	do do do do
20	1	4	do	do do do do
20	2	4	do	do do do do
9	22	4	do	do do do do

J. S. DENNIS,
Inspector of Surveys.

No. 5.

REPORT OF J. I. DUFRESNE, D.T.S.

SUB-DIVISION SURVEYS IN KOOTENAY DISTRICT, BRITISH COLUMBIA.

MONTMAGNY, 20th November, 1888.

SIR,—I have the honor to submit the following report of my operations during the past season.

In compliance with instructions received on the 18th April last, I arrived at Leancoil on the 1st May, and proceeded thence westward, surveying section lines adjoining the Canadian Pacific Railway.

Township 26, Range 19, west of the 5th Initial Meridian.

The valley of the Wapta River, along which the Canadian Pacific Railway passes, is from one-half to three-quarters of a mile wide.

The soil is sandy and of very poor quality, and the sub-soil is generally gravel. There is no merchantable timber near the railway.

Township 26, Range 20.

The valley presents nearly the same aspect; the soil is in some parts covered with loose stones.

Township 27, Range 21.

There is no flat in this township. The Wapta River flows between two lofty ranges of mountains, presenting almost perpendicular walls of rock.

Township 29, Range 24.

The railway line closely follows the south side of the Columbia River. There is no flat, and the section lines were run on the sides of steep mountains. The timber is nearly all burnt or killed by fire.

Township 29, Range 25.

A considerable flat occupies the south part of Section 36 and nearly all of Sections 26, 27, 34 and 35. In the last two sections the only hay land in the vicinity is found, comprising about 160 acres.

The valley of the Beaver River in this township and in Townships 28 and 27, Range 25, and Township 27, Range 26, varies from a few chains in width to half a mile, and is bounded by steep mountains. The soil is a sandy loam with gravelly sub-soil.

Fair timber is generally found along the railway in Township 29, Range 25; mostly cedar, Douglas fir, and hemlock.

Townships 28 and 26, Range 25.

Some good timber is met with in these townships, and also in the south part of Township 27 in the same range.

The timber in the valley of the Beaver River is of small diameter, from 12 to 30 inches; but the trees reach a great height, sometimes over 200 feet.

Townships 26, Ranges 26 and 27.

The valley of the Illecillewaet River, in which the railway runs, is very narrow and the mountains are steep on each side.

The soil is a good sandy loam three or four inches deep, and occasionally stony; the sub-soil is sand and gravel.

Good hemlock, fir, and cedar are found in some parts.

Township 25, Range 28.

About the middle of Section 22 the valley changes its character and a well timbered flat of good sandy loam is reached; this comprises about 200 acres and lies chiefly in Section 16 and in the north-west part of Section 15. Cedars are often met with here from 5 to 8 feet in diameter. Another flat is situated in Section 17.

From this point until Township 24, Range 29, is passed, the valley of the Illecillewaet is again narrow, and the mountains steep. Some good timber may be found, although three-fourths of it has been ruined by fire.

Township 23, Range 1, west of 6th Initial Meridian.

Nearly all the way through this township the Illecillewaet River flows in a canyon and there is no timber of value.

Township 23, Range 2.

The valley suddenly opens out, forming a well timbered flat of several square miles in extent; for the most part comprised between the railway, which curves northward, and the Illecillewaet, which bends to the south and empties itself a few miles further on into the Columbia River.

In Section 33 the railway crosses the Columbia and enters Eagle Pass in Section 32.

Townships 23, Ranges 3, 4 and 5.

Through these townships we follow the valley of the Eagle River, which is narrow with precipitous mountains on either side. The soil is a rich sandy loam, but not exceeding from 3 to 5 inches in depth, and the sub-soil is sand and gravel. Nearly all the valuable timber along this part of the railway has been destroyed by fire, making the country present a desolate appearance. The forests, when not completely destroyed by a second fire, slowly disappear by windfalls.

Townships 23 and 22, Range 6.

The valley is generally wide, in some places fully a mile, and contains much better land and some good timber.

While I was camped at Sicamous on the 2nd October I unfortunately met with an accident to my transit, this being the second instrument injured during the season.

On the 2nd of October, having completed my work, I discharged my party at Donald.

I have the honor to be, Sir,
Your obedient servant,

J. I. DUFRESNE, D.T.S.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 6.

REPORT OF J. L. REID, D.L.S.

CORRECTION SURVEYS AND TRAIL SURVEY IN PRINCE ALBERT DISTRICT.

PRINCE ALBERT, 28th November, 1888.

SIR,—I have the honor to report that I have completed the corrections as per your instructions in the following townships:—

Township 48, Range 24, west 2nd Initial Meridian.

do	45	do	27	do	do
do	45	do	28	do	do
do	45A	do	26	do	do
do	45A	do	27	do	do
do	45A	do	28	do	do
do	44	do	27	do	do

I have also completed the survey of the trail along the south shore of the North Saskatchewan River from the east boundary of Township 49, Range 24, to the east boundary of Section 17, Township 49, Range 23, west of the 2nd Initial Meridian, and also the survey of the Carrot River trail.

I take this opportunity of mentioning the better feeling and more buoyant confidence returning to the people of this district, which cannot but be apparent to any careful observer, and of which there has been a great lack since the troubles of 1885. The crops, though not so abundant as last year, far surpassed them in quality, and with the assured belief in the long looked for railway communication next year, all classes are looking with great confidence to the future.

I have the honor to be, Sir,

Your obedient servant,

J. LESTOCK REID.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 7.

REPORT OF T. D. GREEN, D.L.S.

SURVEY OF TRAILS NEAR CALGARY AND RE-SUB-DIVISION OF TOWNSHIPS IN TURTLE MOUNTAIN DISTRICT.

SIR,—I have the honor to submit the following report of the surveying operations conducted by me during the past season.

PART I.

During the fore part of the season, my work consisted in surveying according to instructions dated 14th April, 1888, the following old trails :

(A.) "That part of trail from Blackfoot Crossing to Calgary, north of Bow River, from the west limit of Blackfoot Indian Reserve as far as Calgary."

(B.) "That part of the trail from Calgary to Morleyville, north of Bow River, from the north-east corner of Section 36, Township 24, Range 2, west of the 5th Initial Meridian, as far as Morleyville."

(C.) "The trail from Calgary to Morleyville, south of Bow River, and near the Elbow River."

After having completed all preliminary operations, I began actual field work on Thursday the 10th day of May, by digging the pits around the iron posts of road survey in Sections 13 and 14 of Township 24, Range 1, west of the 5th Initial Meridian, which were reported as left unfinished last year.

I then journeyed eastward and on the 12th of May camped near the western boundary of the Blackfoot Indian Reserve at a favorable distance from the initial point of work. A supply of wood and pickets was first hauled from the banks of the Bow River before surveying operations began here, and in the meantime the iron posts left by me last year at the north-east corner of Section 14, Township 21, Range 25, west of the 4th Initial Meridian, on the south side of Bow River, were brought over and taken to Gleichen whence they were shipped to the Inspector of Surveys at Calgary.

Continuing the survey westward from the western limits of the said Indian Reserve we passed through the lands of the Military Colonization Ranching Company and crossed to the north side of the Canadian Pacific Railway track about half a mile east of Langdon Station. From this place the trail is followed as far as the meridian line between Ranges 28 and 29 west of the 4th Initial Meridian, where the survey closes on a point 8.53 chains north of the eastern quarter-section post of Section 12, Township 24, Range 29. The township road allowance is then followed northwards to the north-east corner of the last named section, and then westward till it reaches the eastern banks of the Bow River, when the road survey is again picked up and continued in a north-westerly course along such banks until it reaches the 5th Initial Meridian, and then follows this line northwards till it meets the road survey of 1887, thus connecting with the road leading to Calgary and completing the survey to this town. This work was concluded by the 11th day of June.

(B.) The part of trail from Calgary to Morleyville was begun on the 12th June and completed to Morley Station on the Canadian Pacific Railway on the 21st of July. About ten miles west of Calgary this route is rough and stony and continues so to the end, and it will require the expenditure of a considerable amount of labor and money to make it a good road, especially on the approaches to Ghost River. A slight deviation from the original trail was made at Cochrane, so as to follow the present travelled trail and use a bridge constructed by the Cochrane Ranche Company over Big Hill Creek ;

also in surveying the trail or road through the Morleyville settlement, the present travelled road was followed throughout, which deviates somewhat from the road, as shown by Dominion Land Surveyor Bélanger's plan, in lot 5 A, but all this has been properly attended to by the Commissioner of Trails. In making the survey through the Stony Indian Reserve, the road was followed in accordance with the wishes of the resident Indian Agent.

(C.) On Monday the 23rd of July, I began the survey of the trail or road from Morley Station to Calgary, south of Bow River. The western section of this route is quite rough and gravelly and considerable timber exists in the immediate vicinity thereof; but as the trail approaches Jumping Pound Creek the gravel deposits become less numerous and the digging of pits less difficult. While we were encamped near the crossing of this creek, the Commissioner of Trails visited me and recommended a deviation (which was effected) in Section 30, Township 24, Range 4, west of the 5th Initial Meridian. At the south boundary of this section the survey is connected with the section road allowance, and with but a slight deviation from the north boundary of Section 19 of the last named township, continues to follow the same eastwards to the north-east corner of Section 22, Township 24, Range 3, west of the 5th Initial Meridian, and then southward to the north-east corner of Section 15 of this same township. A survey for a road is then made along the northern boundary of Section 14, after which the old trail is again picked up and followed till within a short distance of the eastern boundary of the township.

Across Township 24, Range 2, the road to Calgary is mostly fenced, and the survey was made to follow the same in order to comply as nearly as possible with the wishes of the settlers. It will thus be observed that throughout this survey many deviations from the old trail have been effected in accordance with instructions from the Inspector of Surveys and the recommendations of the Commissioner of Trails.

The fenced part of the road ends near the centre of Section 1 of the last mentioned township, and from this point the survey again follows the old trail until it joins the road allowance north of Section 8, Township 24, Range 1, which affords a direct route to the town site of Calgary, and completes the surveys as required by instructions dated 14th April, 1888. On completion of the above mentioned work, I connected the road survey of the Fort McLeod and Calgary trail with Atlantic Avenue of the town of Calgary.

PART II.

On Monday, the 20th of August last, I was instructed to proceed to Deloraine, and thence to Townships 3 and 4, Ranges 31 and 32, west of the Principal Meridian, in order to re-sub-divide the same in accordance with a petition forwarded to the Department of the Interior by the majority of interested settlers. The same evening I left Calgary for Winnipeg to purchase supplies for the remainder of the season, and then proceeded to Deloraine where my party was in camp, having come across from Brandon. The day after my supplies reached Deloraine I started for the above named townships, and on the 4th of September began the re-sub-division of the same by running the meridian line between Ranges 31 and 32.

The first township to be re-sub-divided, after the outlines were completed, was Township 4, Range 32, west, which consists of gently undulating prairie. The land is of excellent quality and many of the sections have already been entered for, although there are only a few resident settlers. Thunder Creek traverses the south-eastern part of this township, but, unfortunately, water remains throughout the season only in pools in which doubtless there are springs.

Township 4, Range 31, west, was next re-sub-divided, and consists of gently rolling prairie, with very good soil, but stony in places. There is also a good deal of shrubbery scattered throughout this township. North Antler Creek comes closely along the eastern boundary. Entries have been made for a few sections only.

Township 3, Range 31, west, was next reached, and like the foregoing, consists of gently rolling prairie with very good soil, and stony in places, although not so much so as the next preceding township. Many homesteads have been entered for, and several houses can be seen breaking the monotony of a prairie view.

Township 3, Range 32, west, was the last of the four to be re-subdivided, and was completed on the 22nd day of November. This township affords splendid facilities for mixed farming, as the land is of excellent quality for cultivation, grows luxuriant grass and is well watered by Thunder Creek, with its branch, Lightning Creek, flowing through the centre, and the South Antler on the west and south sides. This township is very well settled, and there are few, if any, vacant homestead lands.

These townships are specially adapted for grazing, as there are numerous hay meadows of good grass.

I have the honor to be, Sir,

Your obedient servant,

T. D. GREEN, *D.L.S.*

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 8.

REPORT OF A. SAINT-CYR, D.L.S.

SURVEY OF BOUNDARIES OF ROCKY MOUNTAINS PARK.

OTTAWA, 28th November, 1888.

SIR,—I have the honor to transmit the following report of my operations, since my last report, dated 12th December, 1887.

I went on with my survey of the boundaries of the Rocky Mountains Park, and they have been determined in every place whither I could have access.

From the Cascade River the north-western boundary line of the Park extends over a gentle slope up to the top of a mountain, which is the first of the range lying along the Devil's Head Lake, on the north side. At the twelfth mile, the line passes about one chain from the foot of an over-hanging cliff, the altitude of which above the line is nearly 1,500 feet.

I produced this line as far as the fifteenth mile. Here it lies at an altitude of between two and three thousand feet above the level of the lake, and as I could not produce it any further on account of the deep snow, which then covered the mountains, I proceeded by trail to Canmore, where I surveyed that part of the south-east boundary line extending from M 7.50 to M 10.00. This line is crossed by the Bow River between M 8.50 and M 9, and by the Canadian Pacific Railway at 734.75; chains from the south-west angle of the Park.

The south-east boundary line is situated at about $3\frac{1}{2}$ miles from Canmore Station. Timber is found only on the south-west side of the valley of the Bow River.

Having completed my survey in that quarter, I went back to Banff in order to trace the south-east limit where it crosses the valley of the Spray, a tributary of the Bow River.

To reach that limit, I was obliged to make the survey of the Spray from its mouth for a distance of nearly $8\frac{1}{2}$ miles. The Spray flows in a north-westerly direction, with an average width of not over 100 feet. It is a very rapid stream, forming a long succession of cascades, the most remarkable of which is about $3\frac{1}{2}$ miles from its mouth. Two miles further up is the junction of two branches of the river, the larger of which flows from the west.

The flats through which the Spray River flows do not exceed 15 chains in width, whilst the valley extends about $\frac{1}{2}$ of a mile on each side.

The ranges of mountains bounding this valley are generally covered, up two-thirds of their height, with Douglas pine and spruce, the largest of which are about twenty inches in diameter. On the first five miles however, the forest on the east side has been partially destroyed by fire and is replaced by a very thick growth of young pine and poplar.

The part of the south-east limit surveyed in the valley of the western branch extends from M 1.50 to M 3.

A range of steep mountains rising to an altitude of 1,550 feet between the two branches of the Spray River, prevented me from crossing over to the valley of the east branch; so I went back to the junction of the two branches and made the survey of the east branch up to the Park limit. The distance surveyed on this branch is a little more than a mile. That part of the Park limit which crosses the valley is comprised between M 3.75 and M 5.50. In the southern part of this limit good timber, such as spruce, balsam and pine, is to be found, and lumbering could be profitably carried on.

Having completed the survey of the south-east boundary in the valleys of the Spray and Bow Rivers, I surveyed the north eastern boundary line of the Park. With the exception of the first two miles, where the country is undulating, the line runs through the Foot Hills till we come to M 5 where it follows the eastern slope of the range of mountains forming the left bank of the Ghost River. This chain of mountains is the first seen as one comes from the east.

Here again the fire has destroyed what was once a luxuriant forest of pine, except here and there a few clumps which the conflagration has spared. In some spots the ground is covered to the height of 4 or 5 feet with calcined logs, in others the blackened trees are standing.

From the third mile up to the north-east angle of the Park, there is a valley watered by several large creeks. A forest of spruce, pine, and balsam covers the whole of this part of the country.

On the north-west boundary line I was also able to survey the twenty-fifth and twenty-sixth miles, and on the south-east boundary line the twenty-fourth, twenty-fifth and twenty-sixth miles. Near the twenty-fifth mile, the south-east boundary line is crossed by Ghost River, the width of which is a quarter of a mile. When I passed there in the month of April, the bed of the river was quite dry. It is only about the beginning of June, when the accumulated snow begins to thaw on the top of the neighboring mountains, that the Ghost River becomes an actual torrent. The flood lasts from June to September.

The Ghost River bifurcates in the north-western part of Township 26, Range 8, west of the 5th Meridian. Its north-western branch arises near the north-western boundary line of the Park, and the other branch at a short distance south of the south-east limit.

Several squatters have taken up land and settled along the Ghost River, and have already cleared a considerable extent of land, on which they principally grow potatoes, turnips, &c. Their chief occupation is ranching, for which that part of the country is very well adapted.

Sub-division Survey.

According to further instructions dated 21st April, issued from your office, directing me to sub-divide part of Townships 23, 24 and 25, Ranges 9, 10 and 11, west of the 5th Initial Meridian, as soon as I had completed the survey of the Rocky Mountains Park I returned to Canmore, in the vicinity of which the townships above mentioned are situated.

The parts of the townships which I sub-divided, lying on the steep declivities of the mountains, constitute a poor, agricultural country.

The forest has been partially destroyed by fire, only a few clumps of pine and spruce being seen.

On the west side of a small creek which flows through the south-east quarter of Section 11, Township 24, Range 10, there is a mine of anthracite coal, which was first opened by prospectors two or three years ago, and has been bought since by an English company, who this fall have set a few men at work. They intend to begin mining in earnest next spring. The bed of coal is about 7 feet thick and is on a horizontal plane. Opposite the mine just mentioned, there is, on the other side of aforesaid creek, another coal pit, which is on a considerable incline.

Anthracite coal is also found on the north-east quarter of Section 10, in the same township.

Two coal pits have also been dug near a creek on Section 30, Township 24, Range 10, and anthracite coal which appeared to be of good quality has been found under a bed of sand, at the depth of 3 feet.

In order to determine the area of the sections adjoining the Bow River, I made a survey of that part of it comprised between the south-east boundary line of the Park and the east limit of Township 24, Range 10, west of the 5th Initial Meridian, being a distance of 9 miles.

The Bow River enters Township 24, Range 10, at the north-east corner of Section 31. Two miles below that point the river is divided by islands into 3 wide channels, which unite again in a single stream $3\frac{1}{2}$ miles further down.

The interior of these islands is mostly covered with thick brushwood, and along the shores there is a growth of middle sized spruce. Proceeding down the river I noticed that the right shore is generally well wooded with merchantable spruce timber, while on the left side the timber is poor. On both sides of Bow River the soil is good.

The limestone rocks are visible everywhere. I noticed a kiln at Gap Station in which limestone was being burnt as I passed.

The current of the Bow River is very swift, so much so that the crossing of the river becomes very dangerous at the time of flood, owing to the islets formed of jammed wood and stumps on which the water breaks with fury. I could not swim the ponies across without running the risk of drowning them. Two ponies were drowned a few days before during an attempt by the owner to swim them over. So I thought it was safer to send them to Banff, where they crossed the river over the iron bridge built there by the Government.

After finishing the survey of Bow River, I proceeded according to instructions received to correct errors existing in the eastern portion of Township 24, Range 10, west of the 5th Initial Meridian.

SURVEY OF THE COLUMBIA RIVER.

The object of this survey was to fix the limit of the railway belt.

In accordance with new instructions dated Ottawa, 28th July, I proceeded to Leancoil Station as suggested, but seeing that it was impossible to go up Beaverfoot River I went to Golden City.

Immediately after my arrival at Golden City I had two canoes built, and in the meantime I occupied myself in preparing a new table of distances for micrometer readings.

Everything being ready I proceeded on the 28th of August to the Columbia River by following a branch of the Wapta, a distance of over a mile. I reached the Columbia River, 15⁰⁰ chains above the steamboat landing.

The distance surveyed between the steamboat landing and the limit of the Railway Belt is over 41 miles by the river. At that point I planted on each side of the river a post ten feet long, six inches square, four feet being buried in the ground.

These posts were marked "Limit of the Railway Belt," and the position of the one on the left shore of the river was defined by a bearing tree.

The general course of the river is north-westerly, and its average width is 100 yards.

All the way from the limit of the railway belt down to the steamboat landing the river winds its way through the low and marshy meadows where myriads of wild geese and ducks are seen during the whole summer. The part of these flats bordering the river is covered with cotton-wood, spruce, poplar and alders.

But few streams fall into the Columbia River in that distance. The first important stream which we met with in making the survey of the river, is Canyon Creek, on the left side of the river. This stream which is 7 miles above the steamboat landing, is said to carry course gold, it being the only stream with the exception of Spallumcheen River in that region where gold has been found. A belt of 1 mile on each side of this creek has been leased to a gentleman named Brady, who appears to be very well pleased with his claim. The creek is also remarkable for discharging its water by 4 mouths. At about a mile further up there is another creek, Horse Creek, carrying sand and gravel to such an extent into the Columbia River as to form a bar which nearly intercepts navigation. From the mouth of Horse Creek up there are a great many islands which divide the river into several channels, through which it is rather difficult for one unacquainted with them to find his way.

There is only one rapid, called Canyon Creek Rapid; it is three-quarters of a mile long and 6 miles above the steamboat landing.

From the month of June to the month of October, that is during the melting of the snow on the mountains, the Columbia River is navigable as far as the second lake, a distance of 150 miles. The Kootenay Navigation Company own at present two steamers which make two trips a week; the trip up being performed in two days and the down trip in one day.

Large trout are taken in the river. The salmon caught in the waters of the Columbia River between the steamboat landing and the first lake have wounds and scars which show the difficulty they have to overcome in reaching that part of the Columbia River where they spawn.

On the eastern bank the soil is generally of good quality, and several settlers and ranchemen have fixed their homes there.

Though that side of the river has been badly ravaged by fire, merchantable pine and spruce are yet to be found on the ridges.

The west side is nearly all forest. The trees in the vicinity of the river are generally small, but in the interior forests of pine are reported to exist, some of the trees having a diameter of 4 or 5 feet. Unfortunately destructive fires are raging all the time, destroying large tracts of those beautiful forests. During my survey I have been much annoyed by the dense smoke arising from these fires.

In the range of mountains bounding the valley of Columbia River on the west side, is Jubilee Mountain, part of which is included within the railway belt. It is remarkable for the rich deposits of argentiferous galena which have been found there.

I have the honor to be, Sir,

Your obedient servant,

ARTHUR SAINT-CYR, *D.L.S.*

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 9.

REPORT OF JAMES F. GARDEN, D.L.S.

SUB-DIVISION SURVEYS IN YALE DISTRICT.

VANCOUVER, B.C., 20th November, 1888.

SIR,—I have the honor to submit the following report on my survey during the past season.

My work began at Lytton, situated at the junction of the Thompson and Fraser Rivers, whence I surveyed easterly along the Canadian Pacific Railway, establishing the section corners nearest the railway.

The country from Lytton, following up the Thompson River to Spence's Bridge, a distance of twenty-two miles, is of a very rugged and picturesque description, the river running through a deep rocky gorge of the Cascade Mountains. The rocks rise abruptly from the water to a height of from fifteen hundred to two thousand feet in a distance of a half or three quarters of a mile, and to a much greater altitude further back. The sides of these mountains are generally wooded with a growth of medium sized pine and fir trees, which at present are not of much commercial value; while a much better class is found in abundance nearer the coast. Bunch grass was noticed growing luxuriantly on hill sides too steep and rocky to be accessible to horses or cattle. Sheep, however, might be pastured here in large numbers. In fact some parts of this otherwise useless pasturage have been already utilized for that purpose.

At Spence's Bridge, during last summer, several hundred head of sheep were turned out on the mountains, and were shipped from that station over the Canadian Pacific Railway in first-class condition.

But very little available land is found along the river in this distance, although there are numerous small patches cultivated, in a way, by Indians.

From Spence's Bridge the country improves, the rocks and gorges not being continuous. Stretches of open benches or high and rolling open land occur, which with water for irrigation would be suitable for cultivation, and are now valuable for grazing.

Several of these benches, in the vicinity of streams, are occupied by old settlers who combine the occupation of stock-raising with agriculture, and have made for themselves comfortable homes.

Between Spence's Bridge and Ashcroft, a distance of twenty-seven miles, there are about eight white settlers along the river.

At the mouth of the Nicola River, Richard Carnow has some capital bottom land, well irrigated with water from that river.

On the opposite side of the Thompson, on the right bank, Peter Moren has a good farm of bench land about three hundred feet above the river, watered by "Nicoleton," or Eighty-nine Mile Creek. The principal crops are timothy hay, wheat and oats, the two latter of which are cut green in order to make fodder, the general mode in this country.

Root crops are also raised in great abundance and of the best quality. Tomatoes and melons grow to a large size and ripen perfectly.

At Spence's Bridge, Mr. John Murray had a capital crop of apples and grapes from a well cultivated piece of ground.

Several of the best plots of cultivable land have been selected by Indians along this part of the river, as their reserves, and have been very well cultivated by them.

Shum-a-hultzzy, one of the chiefs of the Thompson River Indians, and his brother, live apart from their tribe during the summer, and have improved pieces of land, which are recognized as their own, from which they have raised good crops this year.

The largest ranche along the river in this vicinity is the Langley ranche, seven or eight miles from Ashcroft on the right bank. Here there are extensive winter ranges well fenced in by miles of wire fencing. Large quantities of hay are raised for wintering stock.

From Ashcroft easterly the country bordering the river is open, high and rolling, and is used for grazing large herds of cattle owned by numerous stockmen.

The amount of land cultivated, except for producing hay, is small. The necessity of providing for wintering their stock has been painfully impressed upon the owners during the past few years.

The winter ranges, where not protected by fencing, have become in many instances exhausted, and when not fed many of the cattle have perished from cold and hunger. At the westerly end of Sushwap Lake along the railway, rocky bluffs come down abruptly to the water's edge, but within two or three miles of Notch Hill some evenly wooded benches of land occur, which when cleared will make good farms.

The soil is a good clay loam. Several settlers have recently taken up land here and have made small clearings. The timber which has been burnt through, by the Canadian Pacific Railway clearing fires in this vicinity, is principally of pine, fir, cedar, balsam, white birch, and vine maple, with a dense underbrush. Rowan bushes and woodbine were also observed. Thick moss was noticed on the rocks, which, with the character of the vegetation generally, would seem to indicate more moisture than is found a little further west. The settlers say, however, that irrigation is necessary.

Adjoining Little Sushwap Lake on the south side and following the Thompson westerly, lies a large level open stretch of prairie land taken up by three settlers under the Local Government Land Act.

The crops raised were excellent this year, and indicate the possibilities of the country if even the available land were put under cultivation.

A good large stream called Chase's Creek affords the necessary water for irrigation.

On the ranche of Mr. Martin, M.P.P., about twenty-seven miles east of Kamloops, the local Government had a gang of men this last summer employed in sinking an artesian well; in September they had got to a depth of one hundred feet, twenty-three of which were through the solid rock. No water of any consequence had been struck at that depth.

If it is demonstrated that these wells can be successfully operated it will be of great advantage to the country, as they would without doubt be the means of bringing under cultivation much land at present barren and useless.

Between Drynock and Spatum Stations near the railway there are indications of a rich vein of galena; numerous specimens have been found by Indians and others, although the vein itself has not been located.

The weather during the past season has been remarkable for the large amount of rain that has fallen in this usually very dry section of the country. Some of the settlers informed me that they raised good crops without any or with very little irrigation.

Annexed is a table of temperatures taken during the season, with altitudes from the Canadian Pacific Railway levels.

I have the honor to be, Sir,
Your obedient servant.

JAMES F. GARDEN.

E. DEVILLE, Esq.,
Surveyor-General,
Ottawa.

THERMOMETER READINGS, in the shade, in the Thompson River Valley, 1888. •

Month.	Day.	Hour.			Altitude. above sea.	Place.	Remarks.
		7 a.m.	1 p.m.	7 p.m.			
					ft.		
May	5	46	80	64	637	Camp at Lytton	Calm and clear.
do	6	64	88	78	637	do	do
do	7	50	96	74	637	do	do
do	8	54	62	58	637	do	Windy and cloudy.
do	9	48	64	52	637	do	do
do	10	42	75	70	637	do	do
do	11	52	60	56	637	do	Windy and clear.
do	12	46	78	76	637	do	do
do	13	68	74	70	637	do	Calm and clear.
do	14	52	94	70	637	do	do
do	15	52	78	70	637	do	Clear and windy.
do	16	52	78	76	637	do	Clear and calm.
do	17	52	70	68	637	do	do
do	18	42	66	58	637	do	Rain and windy.
do	19	46	58	52	637	do	Light rain and windy.
do	20	50	76	70	637	do	Clear and calm.
do	21	60	81	58	637	do	do
do	22	68	82	78	637	do	do
do	23	68	82	62	637	do	do
do	24	52	86	70	637	do	do
do	25	52	86	61	637	do	do
do	26	60	89	66	637	do	do
do	27	60	92	88	637	do	do
do	28	66	98	86	637	do	do
do	29	68	91	70	637	do	do
do	30	66	96	68	637	do	do
do	31	70	93	74	637	do	Dark and cloudy.
June	1	68	85	70	637	do	Cloudy and squally with rain.
do	2	60	83	52	637	do	Windy and cloudy.
do	3	58	78	66	637	do	Calm and cloudy with rain.
do	4	60	73	58	637	do	Calm and cloudy.
do	5	60	75	61	637	do	do
do	6	60	87	72	637	do	Calm and clear.
do	7	66	82	58	637	do	do
do	8	66	90	72	671	Nicomen Creek.	Calm and cloudy.
do	9	66	79	58	671	do	Windy and cloudy.
do	10	64	90	72	671	do	Cloudy with light rain.
do	11	66	82	72	671	do	Windy and cloudy.
do	12	66	75	66	671	do	Windy with light showers.
do	13	52	79	64	671	do	Calm and clear.
do	14	58	90	74	671	do	Rain and wind.
do	15	60	73	64	671	do	Windy and cloudy.
do	16	60	81	68	671	do	do
do	17	60	84	61	671	do	Calm and light showers.
do	18	68	85	70	671	do	Calm and bright.
do	19	62	80	68	671	do	Wind and cloudy.
do	20	60	89	66	752	do	Calm and bright.
do	21	54	85	68	752	do	Windy and cloudy.
do	22	58	99	70	752	do	Calm and clear.
do	23	67	95	69	752	do	Wind and cloudy.
do	24	68	86	70	752	do	Light showers of rain.
do	25	70	95	70	752	do	do
do	26	60	95	70	752	do	do
do	27	51	81	65	752	do	Windy and clear.
do	28	61	85	60	752	do	Windy, light showers.
do	29	62	85	60	752	do	Windy and clear.
do	30	62	78	64	752	do	do
July	1	66	83	64	752	do	Cloudy, light rain.
do	2	66	70	62	752	do	Windy and cloudy.
do	3	53	76	62	752	do	Cloudy, light rain.
do	4	64	72	66	752	do	do

THERMOMETER READINGS, in the Thompson River Valley, &c.—Continued.

Month.	Day.	Hour.			Altitude above sea.	Place.	Remarks.
		7 a.m.	1 p.m.	7 p.m.			
					ft.		
May	5	58	86	72	752	Nicomen Creek	Windy and cloudy.
do	6	60	78	62	752	do	do
do	7	48	84	74	752	do	do
do	8	64	98	82	752	do	Calm and clear.
do	9	70	95	68	752	do	Wind and thunder shower.
do	10	52	90	70	752	do	Wind and clear.
do	11	58	85	68	752	do	Wind and cloudy.
do	12	66	88	60	752	do	Wind and light rain.
do	13	64	83	68	752	do	Wind and cloudy.
do	14	62	72	64	752	do	do
do	15	63	88	75	752	do	Calm and clear.
do	16	66	94	72	752	do	do
do	17	64	101	88	752	do	do
do	18	60	98	78	768	Spence's Bridge	do
do	19	66	94	72	768	do	do
do	20	66	92	70	768	do	do
do	21	66	90	72	768	do	Calm and cloudy.
do	22	66	98	80	768	do	do
do	23	64	90	74	768	do	do
do	24	66	91	70	768	do	Windy and cloudy.
do	25	66	82	70	768	do	do
do	26	60	75	60	768	do	Windy and steady rain.
do	27	56	72	58	768	do	Windy and cloudy.
do	28	60	72	58	768	do	Heavy rain (showers).
do	29	60	74	56	768	do	do
do	30	60	80	76	768	do	Windy and cloudy.
do	31	69	90	76	768	do	Calm and cloudy.
August	1	70	88	74	800	6 miles North-East of Spence's Bridge	Heavy rain and wind.
do	2	68	92	76	800	do	Clear during the day, rain at night.
do	3	58	80	68	800	do	Rain all day.
do	4	66	78	68	800	do	Calm and cloudy.
do	5	58	76	66	800	do	Heavy showers.
do	6	56	84	76	800	do	Windy and cloudy.
do	7	70	99	80	800	do	Wind and clear.
do	8	72	92	84	800	do	Calm and clear.
do	9	73	96	84	800	do	Calm and cloudy.
do	10	76	95	80	800	do	do
do	11	76	96	80	800	do	Windy and clear.
do	12	79	88	78	800	do	Calm and cloudy, heavy showers at 7 p.m.
do	13	70	74	64	800	do	Light rain all day.
do	14	68	93	72	800	do	Calm and clear.
do	15	66	88	70	854	Spatsum Sta., C. P. R.	do
do	16	70	96	74	854	do	do
do	17	66	95	84	854	do	do
do	18	70	95	84	854	do	Windy and clear.
do	19	74	94	81	854	do	Calm and clear.
do	20	72	92	80	854	do	Calm and cloudy.
do	21	58	100	88	854	do	Windy and clouds.
do	22	78	90	88	854	do	Calm and clear.
do	23	68	91	84	854	do	do
do	24	70	90	82	854	do	Windy and cloudy.
do	25	70	84	66	854	do	Calm and clear.
do	26	72	88	70	854	do	Windy and cloudy.
do	27	64	80	80	768	Right bank of Thompson River, 3 miles up from Spence's Bridge.	Calm and cloudy.
do	28	59	78	70	768	do	Windy and clear.
do	29	58	80	74	768	do	do

THERMOMETER READINGS, in the Thompson River Valley, &c.—*Concluded.*

Month.	Day.	Hour.			Altitude above sea.	Place.	Remarks.
		7 a.m.	1 p.m.	7 p.m.			
August.	30	60	88	94	ft. 768	Right bank of Thompson River, 3 miles up from Spence's Bridge	Calm and cloudy.
do	31	64	90	84	768	do	do
Sept.	1	64	92	90	768	do	do
do	2	70	90	80	768	do	do
do	3	60	98	92	768	do	do
do	4	72	82	60	768	do	Windy and clear.
do	5	58	76	64	768	do	Windy and cloudy.
do	6	60	74	82	768	do	Calm and clear.
do	7	58	78	64	768	do	do
do	8	62	78	78	768	do	Strong wind, cloudy.
do	9	60	68	61	1,262	Pennie's Sta., C. P. R.	Windy and cloudy.
do	10	50	68	58	1,262	do	Windy and clear.
do	11	58	81	78	1,262	do	do
do	12	61	79	64	1,262	do	Windy and cloudy.
do	13	60	80	64	1,158	Savona's Sta., C. P. R.	do
do	14	52	70	62	1,158	do	Calm and clear.
do	15	42	58	54	1,153	Kamloops	Wind and clear.
do	16	50	64	60	1,153	do	do
do	17	62	74	68	1,153	Duck's, about same altitude as Kamloops	Cloudy and windy.
do	18	40	72	54	1,153	do	Windy and clear.
do	19	52	62	62	1,153	do	Cloudy and windy.
do	20	56	64	55	1,153	do	Dark, cloudy day.
do	21	46	68	58	1,153	do	Calm and cloudy.
do	22	32	66	56	1,153	do	Calm and clear.
do	23	56	70	60	1,153	do	Windy and clear.
do	24	50	74	64	1,153	do	Cloudy and calm.
do	25	46	78	66	1,153	do	Clear and calm.
do	26	48	82	60	1,153	do	Calm and clear.
do	27	50	82	62	1,153	do	do
do	28	46	78	62	1,153	do	Wind and cloudy.
do	29	46	76	66	1,153	do	Calm and clear.
do	30	56	86	64	1,153	do	do
Octob'r.	1	56	76	66	1,153	do	do
do	2	46	78	64	1,153	do	do
do	3	46	78	58	1,153	do	do
do	4	44	76	54	1,153	do	do
do	5	40	74	52	1,153	do	Calm and cloudy.
do	6	40	76	54	1,153	do	Windy and cloudy.
do	7	50	74	56	1,153	do	do
do	8	54	66	54	1,153	do	Light rain all day.
do	9	50	68	52	1,153	do	Calm and cloudy.
do	10	52	70	54	1,153	do	A little rain.
do	11	40	66	52	1,153	do	Windy and cloudy.
do	12	50	60	44	1,153	do	Heavy rain.
do	13	48	54	42	1,160	Shushwap Lake	Wind and rain.
do	14	40	52	42	1,160	do	Windy and heavy rain.
do	15	32	54	46	1,160	do	Calm and cloudy.
do	16	44	51	46	1,160	do	Some rain.
do	17	42	47	44	1,160	do	Windy and cloudy.
do	18	30	46	44	1,160	do	do
do	19	42	46	42	1,160	do	Light rain.
do	20	40	51	46	1,160	do	Calm and cloudy.
do	21	44	46	46	1,160	do	Windy, light rain.
do	22	44	50	44	1,160	do	Rainy.
do	23	42	41	40	1,160	do	Light rain.
do	24	32	.....	.....	1,160	do	First snow-fall.

No. 10.

REPORT OF T. FAWCETT, D.T.S.

EXPLORATORY SURVEY OF ATHABASCA AND CHURCHILL RIVERS.

SIR,—In compliance with instructions dated the 19th day of April last, I started on the 27th of the same month, arriving at Winnipeg on the 29th, where a day was spent in making arrangements for the forwarding of supplies to points on the Churchill River on the intended route of my survey.

Reaching Calgary on the 4th of May, I purchased additional supplies. The spring being unusually wet, I had some trouble in securing conveyance for my supplies and outfit to Athabasca Landing, but through the assistance of the Hudson's Bay Company this difficulty was overcome, and the party left Calgary on the 7th of May and travelled at the rate of from twenty to thirty miles a day, according to the condition of the roads, reaching Athabasca Landing on the evening of the 22nd of May. Several showers of snow had rendered the journey somewhat unpleasant; but the roads, which at Calgary were reported to be almost impassable, were not so bad as we had been prepared to expect.

Before commencing work I had to make my base for micrometer measurements and compute tables. In consequence of the hilly nature of the country I could only get a base half a mile in length suitable for this purpose. In constructing my tables I used the mean found from measuring the base at different distances, as in my former experience I found it impossible to keep the micrometer screw so adjusted that it would remain constant in relation to the scale by which the number of revolutions is determined.

I began my survey on the 25th day of May, reaching the confluence of the Little Slave River with the Athabasca on the 5th of June.

When we commenced, the Athabasca River had been clear of ice for about ten days and the water was rising rapidly, so that between the time of leaving the Landing and returning, some ten days later, the depth of water in the river had increased over five feet. The most valuable timber I saw during the season was on some islands about five miles up the river from the Landing, consisting of white spruce varying in size from 6 to 28 inches diameter, and balsam poplar about the same size. Spruce, poplar, birch and balsam, in greater or less quantities, are found all the way along the margins of the river. The banks of the stream are being washed away year by year, and in the spring large trees are constantly floating down at a velocity of from two to four miles an hour.

The banks, as a rule, rise gradually from the river to an elevation of from 50 to 200 feet.

The soil, which on the surface is a thick vegetable mould, through which the roots and rootlets penetrate, merges into dense clay at a depth of four feet.

Back from the river, on the south side and on the top of the bank, poplar is the prevailing timber, and I believe a considerable proportion of the country would be suitable for settlement; while on the north side, back from the left bank, a considerable portion of the timber is small tamarac and willow, indicating a moss-covered muskeg, and such, I was informed, is the character of a large proportion of the country.

The foliage, which began to appear on the 25th day of May, had attained full size early in June; flowers also filled the woods with a pleasant perfume, and the notes of many birds filled the air. Some birds are found here which were supposed

to frequent only southern regions. No marks of civilization were seen after we left the Landing: Mosquitoes and sandflies were very annoying, and blackflies were becoming numerous fully a month earlier in the season than I expected them; but the flies most dreaded by those drawing freight to the Athabasca Landing are that large species belonging to the order "diptera," known in common language as "bull dogs." These are so numerous in the months of June and July that cattle and horses are frequently killed by them.

Athabasca Landing, as we returned from the mouth of the Lesser Slave River, had the appearance of being a busy place.

On the bank of the river was the hull of the new steamer which the Hudson's Bay Company were building to ply between the Grand Rapids, on the Athabasca, and the west end of Lesser Slave Lake.

There were also five bateaux partly built, on each of which and on the steam boat a number of men under the direction of Captain Smith were at work. A number of freighters who had brought in freight from Calgary for the Hudson's Bay Company had arrived.

As navigation with small boats when the water is high is considered to be very dangerous, I engaged a bark canoe to take part of my supplies to Fort McMurray and got along all right until Grand Rapids was reached, one hundred and sixty-six miles below the Landing, where we had to make a portage of over a mile, climbing over a steep and high hill. Here I procured some Indians to assist us. I gave the boats into the care of the Indians who undertook to lower them with ropes after the loads had been mostly taken out. The Peterboro' canoes came through all right, but the bark was caught in a whirlpool, taken down end first and smashed to pieces immediately, and we were left with eight hundred pounds of supplies on hand, more than we could carry in our two canoes. We could not persuade any of the Indians to accompany us further. Only one of them had been down the river in the summer although they had been brought up in the district. They assured us that we should certainly be drowned if we attempted to run the rapids with our small boats before the water lowered.

Little timber of value was seen below Athabasca Landing, but the soil, which appeared to be a clayey vegetable mould on the surface with clay subsoil, would be good enough for all purposes under favorable climatic conditions. On the 11th of June, while we were carrying our supplies and outfit over the portage at Grand Rapids, the thermometer ran up to one hundred and twelve degrees Fahrenheit in the sun and ninety degrees in the shade.

Leaving some of our supplies on the bank of the river at the foot of the Grand Rapids we continued our journey down and soon met the guides who had come from Fort Chippewyan to pilot the bateaux down the river from Grand Rapids to Fort McMurray. We gathered from them all the information we could as to which side of the river we had better take in passing the rapids, and were advised not to attempt to run them.

The men had left their bark canoe near Fort McMurray preferring to walk along the shore and carry provisions to paddling and tracking up their canoe. We made arrangements with the guides to bring the remainder of our supplies to Fort McMurray when their boats came down. Here we had to contend with the most tedious part of our journey.

Before we could venture down a rapid with our canoes we had to walk ahead and pick out the channel. The banks were in many places piled up with great masses of ice which had been anchored when the ice was floating down, and this was continually melting and great fragments rolling into the river. As we approached Fort McMurray the ice which was piled up made it exceedingly dangerous to walk along the bank of the stream. A short distance above the Burntwood Rapid near the left bank of the river the water was seen to boil up violently. This appearance is caused by the issue of natural gas from underneath giving off an odour of sulphuretted hydrogen. The banks in many places were saturated with petroleum oozing from a black arenaceous shale, also from the argillaceous banks which in many

places overlie the limestone. We noticed a strong odour of petroleum most of the way between Grand Rapids and Fort McMurray.

While we were camped at Fort McMurray the steamboat "Graham" arrived from Chippewyan. On board was Mr. McDougall the chief factor in charge of the Athabasca District. He is hopeful in regard to the future of that part of the country as a mineral district, and for mixed farming and stock raising the Peace River country would be his favorite locality. The supply of fur in that district as in many other places is diminishing. At the present time there are rival traders all through the country competing with the company for the fur, the result being that often prices in excess of the real value are paid for it.

Money is unknown in the district, the standard of value being one skin, worth at Fort McMurray fifty cents. The skin is the unit by which all values are determined throughout the north country, but its equivalent in money differs at nearly every trading post, varying all the way from fifty cents to one dollar. This is necessary in trading with the Indians, as the company can give them goods at what seems to them a uniform price all over the country, which could not be done if their unit of trade remained constant in its monetary value. On the 20th of June and two days following it rained continuously, causing the streams to rise greatly.

Mr. Cowie, who had been in charge of the post at Fort McMurray eight years, said that he had not seen a storm continue for so long a time without intermission since he first arrived in the country. At Fort McMurray potatoes and other garden produce were above ground. Roots of all the common kinds as well as oats and barley would grow here and mature nearly every year.

The soil is good, being a rich black clayey loam. The country is mostly wooded with poplar, but could be easily cleared. The surface is nicely undulating. First class hay could be grown for feeding stock. The charges for freight from Calgary to Fort McMurray, viz., fourteen dollars per hundred pounds, will make living in the district expensive for some years to come.

Leaving the Athabasca on the 26th of June, I continued my survey up the Clearwater River, the water of which was filled with the soil brought down by the turbulent stream which in many places flowed over the adjoining country, rising above it six feet, which would make it fully ten feet above its ordinary summer level, but falling at the rate of from six to twelve inches in a day.

This high water made our work twofold more difficult, firstly to paddle up stream against the strong current, and secondly to find places for transit points out of the water. This latter, in many cases, could not be done, the instrument having to be set up in from a foot to three feet of water, and beneath the water one would sink a certain depth into the mud, to prevent which the place generally had to be brushed.

Here therefore the work proceeded slowly and with difficulty. Had we waited a few days for more favorable conditions, the improvements would not have been very great, as it continued to rain nearly every day enough to keep things uncomfortable and to make the banks from which the water had subsided soft and miry. Taking this as an average year so far, this should be a good climate for the growth of grass, but a poor place for saving it as hay.

As a general description of the country bordering on the Clearwater, I may submit the following: The valley through which the Clearwater flows varies from half a mile to two miles in width, the soil being a dark loam, varying from clayey to sandy, underlaid with limestone which crops out in places.

The valley for the greater portion of the distance is thickly timbered with balsam poplar, white poplar and birch. A few good trees are found, but those suitable for manufacture only in small numbers. The balsam poplar grows to an average size of from six to twenty-four inches in diameter, straight and free from limbs, but the timber is not of much value.

About sixty miles up the stream Banksian pine is scattered among the other timber, and, the soil becoming sandy, scrubby pine is plentiful. Black spruce and tamarac also occur but are somewhat scarce. Towards the top of the banks, which

rise from fifty to seven hundred feet, the timber is much smaller than on the margin of the river. Twenty miles up stream from Fort McMurray the Pembina River joins the Clearwater on the south, and at its junction would be about three hundred feet wide and very rapid. When we passed, its mouth was full of floating timber. Fifty miles up stream the High Hill River enters from the north; this stream at its mouth would be about one hundred feet wide and is said to be very rapid and difficult to cross in time of high water. Fifty-eight miles up at station one hundred and thirteen several springs known by the people as the "Sulphur Springs" issued in streams from the right bank. I preserved a bottle of the water for analysis. The water emits a strong odour of sulphuretted hydrogen, but contains also a considerable percentage of salt. At fifty-nine miles up stream we reached the rapid at Swan Lake River portage, this point being the head of navigation on the Clearwater.

The river known as "Swan Lake River" joins the Clearwater at the head of the rapid, flowing in from the south.

This stream originates at Swan Lake, which is a favorite hunting ground for the Indians in the vicinity of Portage La Loche.

At sixty-four miles the Cascade is met and passed by a portage forty-four chains in length on the north side. The fall at the Cascade is about twenty feet.

Half a mile further on we come to "Portage La Bonne," which is passed by a good road a mile and a quarter in length. The river at the rapid is exceedingly crooked and much longer than the portage, so we traversed the portage in preference as a saving of time. Half a mile further up another short portage was made with canoes, while the Hudson's Bay Company York boats were taken up with one good haul at the rope giving the origin to the name "Un Coup."

One mile from this brings us to "Big Stone" portage which is about thirty chains in length. From there a stretch of two miles against a strong current by way of an offshoot entering the main channel from the south leads us to Portage Lapin which is one of the heaviest portages on the route owing to the rocky hills and muskegs, although only fifty-five chains across. Two miles further on brings us to Portage Terra Blanc, the last on the river before reaching Portage La Loche.

This series of rapids were considered the worst part of the route from Norway House to Athabasca Lake, as the men did not have time to rest between portages. At Portage Terra Blanc the river is divided into several channels and has a fall of about fifty feet. The limestone rocks stand up here in great masses, from fifty to eighty feet high. Half way between the White Mud Portage and La Loche is an open marsh, on the south side of the river, of a few acres, where there are springs of alkaline water. The soil in this valley is good, so that the locality should be favorable for the growth of all kinds of vegetables. Three or four times only during the early part of the month of June did we see any indications of frost. Eighty-nine miles from Fort McMurray we reached Portage La Loche, and here I found the elevation of the top of the bank to be six hundred and ten feet above the river. In the vicinity of High Hill River the bank would be somewhat higher, probably seven hundred feet.

My guide informed me that the High Hill River is about 15 miles north of the Clearwater at Portage La Loche, and that the banks rise about two hundred feet higher at that point than anywhere else along the river, so that the Indians speak of that part as "The Mountain." In traversing Portage La Loche, at the distance of one mile and a half south-east of the Landing, the top of the river bank is reached, and two miles further in the same direction, a lakelet, about a mile in diameter, at the height of land. We found the soil on the hill light and sandy and the greater part of the surface strewn with boulders. The timber is mostly scrubby pine, except in muskegs, where spruce and tamarac are also found. On inquiring of my guide and the Indians about the country on the height of land from Fort McMurray up, they informed me that the stony country extends westward on the south side of the Clearwater as far as Swan Lake River, and from that on to the Athabasca the soil is sandy and part muskeg. On the north side of the river the country is free from stones, but the greater portion of it is muskeg. The fall from the height of land to La Loche Lake

is almost imperceptible until near the edge of the lake. At the boat landing sand-hills have been washed up some ten or twelve feet high in places, otherwise the country is quite flat. The sandy soil would generally be considered unproductive, but one cannot speak authoritatively on such a subject until a fair practical test has been made, as the soil might contain the mineral constituents necessary to the growth of vegetables and grain. At the south end of La Loche Portage several families of Indians were camped, living on fish, principally whitefish, which are taken with nets in the lake. Some of the Indians had patches of potatoes planted, which, owing to the recent heavy rains had been under water. The Indians in this locality appear fairly comfortable. Each family seemed to possess several dogs which are kept for winter transport purposes.

In the neighborhood of the Hudson's Bay Company's post at La Loche Lake they used, some years ago, to raise large good potatoes every year, but during the last three or four years the crop has been a failure. By further inquiry I elicited the information that the same land had been cropped year after year. The people seemed to have no idea that it would lose its fertility if cropped in this way. Of course I suggested the plan of planting the crop on new ground next year. It appears strange to find people generally intelligent who do not know the first principles of agriculture.

If those visiting these distant parts of the country, such as the clergy and officers of the Hudson's Bay Company, could only teach the people a few facts in reference to the raising of crops, much might be done to better their condition.

We left La Loche Lake *via* the small crooked stream called La Loche River, for some distance not more than a chain wide. At this date, the 23rd of July, the low banks which were densely covered with high willow were flooded and we made but slow progress, having to take transit points in two or three feet of water, with foundations so soft that hubs had to be driven into the ground underneath the water at more than half the points. Water underneath and flies above rendered this part of our work very unpleasant indeed, so much so that the effect of a few days of it was quite visible on each member of the party.

At a distance of six miles down stream the willows were to a great extent replaced by marsh grass which also terminated about seven miles further down stream when the margin was once more fringed with willows so dense that in many places a man could not force his way through. At a short distance from the bank of the river the country was a moss covered mass of peat with tamarac and spruce of small size (many of them dead) covering the surface of the ground. We managed to expedite our progress by leaving the stream and taking to the woods until we had passed the thickest part of the willows.

The peat, of which there seems to be a plentiful supply, was of a very good quality. I saw ledges over five feet thick composed of solid vegetable matter very compact, and I think taken altogether the best I had anywhere seen.

The marsh grass growing along one part of the stream would produce a large quantity of hay as it extends in places over quite a considerable area; and this will be valuable as hay lands are scarce. As a general rule the water in the streams and lakes on the height of land appears to attain its maximum depth in the months of July and August. A large percentage of the entire surface being covered with lakes which are icebound until near the first of June, it is only then the filling up process commences; and in the case of these height of land lakes the fall in the stream by which they empty is seldom sufficient to carry off the water nearly as fast as it comes in from the surrounding muskeg country.

The north-east shore of Buffalo Lake is upwards of fifty miles in length, and the width such that in some of the deeper bays the opposite shore could not be seen. The country surrounding the lake to the east is low, flat and sandy. Along the edge of the lake there is usually a natural dyke, a few feet high, covered with a growth of willow, and behind that a scrubby marsh containing grass and bushes, or instead a peaty muskeg over which are scattered tamarac and spruce trees.

There are some exceptions, where the banks rise to a height of fifteen or twenty feet and are wooded with poplar, Banksian pine and birch. Poplar grows also in clumps along the shore where it is flat. One solitary house, unoccupied in summer, stands near the mouth of La Loche River. On the west shore of the lake the surface rises gradually until the summit of Buffalo Mountain is reached. At the narrows connecting Little Buffalo Lake with Clear Lake is a Hudson's Bay Company's winter trading post on the north side. There are also several other houses belonging to Indians.

Passing through the narrows and crossing a muskeg to the south-west is a direct route to Deep River by crossing the south end of Clear Lake. The water in Clear Lake is clearer than that of Buffalo Lake, the latter being much colored by the drainage from muskegs and the iron from the granite boulders.

While along the south end of Clear Lake the banks are low and the margin thickly strewn with granite boulders; towards the north end of the lake I was informed by my guide that the banks are high and rocky. Clear Lake extends from its outlet at Deep River in a northerly direction from thirty to forty miles, where a river originating in a lake at the height of land called Swan Lake enters it.

The Clearwater River which flows west to Fort McMurray takes its rise near this same place, which is distant from Lake La Loche two day's winter travel, probably about eighty miles.

Deep River, as the narrows between Clear Lake and Lake Isle à la Crosse is called, has an average width of about half a mile, with but little current, the water being very deep. This river between the two larger bodies of water, is sixteen miles in length, when it widens to over a mile and gradually extends to a width of three miles near the Hudson's Bay Company's post which is located on the west shore of the lake. Two and a half miles south-east from the post is the island from which the lake derives its name, Isle à la Crosse. The island is about half a mile wide by a mile in length. At the south end is a sandy prairie, where the Indians used to collect during the summer to play "lacrosse."

At the Hudson Bay Company's post there are about twelve dwelling houses where the servants of the company reside, also storehouses and other buildings belonging to the company. Mr. Fortescue, the Chief Factor for that district, was erecting a new dwelling house thirty-five by fifty feet. He had pieces of timber for plates and sills squared and of good size which had been cut on the lake shore.

A mile south of the Hudson's Bay Company's post is the Roman Catholic mission, consisting of a church, convent, schoolhouse, &c. In connection with this mission is a splendid garden where first-class vegetables of all kinds are grown. Mr. Macoun went through the grounds and made a complete list of everything produced in the garden.

The mission stands on a point of land which owing to the height of water is converted into an island. Lake Isle à la Crosse contains a great number of islands of various sizes, some of which are covered with timber, generally poplar or birch, and some have patches of prairie from which hay is cut and taken in boats to its destination.

Lakes La Loche and Buffalo are without islands. The Indians who inhabit the entire country from the Athabasca to about one hundred and fifty miles east of Isle à la Crosse, belong to the tribe known as the "Chippewyans."

The officers of the Hudson's Bay Company do not speak favorably of this race. They are not as easily managed as the Cree Indians, and want exorbitant prices for their fur. They are selfish, not possessing the same generosity as is usually found among the other Indian tribes; but in some particulars they are to be commended, as they do not as a rule try to repudiate their accounts, a fault very common among some members of the other tribes. It is reported, however, that they do not hesitate to appropriate to their own use goods and articles belonging to their neighbors.

The Roman Catholic priest, whose staunch followers they are, says that if they were supplied with seed they would not eat the potatoes or grain as the Indians on the plains often do, but would plant or sow it. If this be the case some means of

supplying them should be adopted, as, the game becoming scarcer year by year, the future for them appears dark. This race like most tribes of Indians is fast disappearing. My guide, who has been in the locality over thirty years, says there are not half as many Indians as there were twenty years ago, and that every year a greater number of them die than are born.

Forty-five miles of line from the post at Isle à la Crosse brought us to the outlet of the lake, and by means of a rapid into another lake called "Narrow Rapid Lake," from which after crossing the north end, at this point three miles wide, we enter the "Churchill" proper, known by the people here as the "English River." The banks of Isle à la Crosse Lake are covered with timber, mostly poplar and birch, on the west side the country is elevated only a few feet above the water level; the bank on the east side seemed to rise to a considerable altitude, probably fifty feet, and the timber seemed better, being mixed with pine and spruce. The branch of the lake which was followed would average about four miles in width. On the English River again we were subjected to the disadvantages arising on account of high water which in many places overflowed the low banks. Our guide said the streams are always low every third year, and that next year the water will be low. Ten miles from the outlet of Narrow Rapids Lake, the Caribou River flows into the Churchill from the north. By way of this stream the Indians sometimes travel to Fond du Lac and Athabasca Lake. They take eleven or twelve days to go from the north end of Lake Isle à la Crosse to Fond du Lac. At three days' journey up the Caribou, they reach a long narrow lake called by them "Long Lake." One day further they come to another small lake, and three days further to Cree Lake, when the height of land is passed, from which place it takes from four to five days to Fond du Lac. Near the mouth of Caribou River we reach the granite country; eastward from this point the surface becomes hilly and the rocks more or less exposed. Three miles down the river we passed a rapid which we ran with our canoes, and ten miles further on we reached Pelican Rapid, and crossed the portage on the north side of the river. Two miles further on, the river extends into a marsh which terminates in Primeau Lake. This lake is in two parts, which are connected by crooked narrows about a mile and a half in length. From each part of the lake deep bays extend both north and south for a considerable distance, but become narrow at three or four miles from the lake. There are a number of islands, and the boat channel would not be easily followed by persons unacquainted with the route. Two miles from Primeau Lake we reached Crooked Rapid, and a mile further down, Knee Rapid, at the commencement of Knee Lake. These rapids may be run with light loads. Following Knee Lake about sixteen miles, we reach its outlet, and half a mile below this the Pine River comes in from the north. This is the first large stream which enters the Churchill eastward from the mouth of the Caribou River. The Indians when hunting frequently travel up Pine River, and by following a string of lakes eastwardly reach a stream by which they descend to Black Bear Island Lake on the Churchill. Eight miles down stream from the mouth of Pine River, the boat route leaves the main stream and shortens the distance some six miles by following a grassy slough to the left for about two miles to Sandy Lake. This branch is called Grassy River. A small stream enters Sandy Lake from the south called Sandy River. Following Sandy Lake around a point which extends to the north over two miles, we pass through a short channel with very strong current into Cross Lake. Following this lake about six miles the outlet is reached at a rapid, and a mile and a half further down a large rapid known as Serpent Rapid terminates at the commencement of Serpent or Snake Lake. This is one of the largest lakes for some distance east of Isle à la Crosse. At the south end of the lake a stream of considerable size, called Serpent River, flows in from the south. Following Serpent Lake twelve miles, we pass through a narrow channel two miles in length into what is known as Moose Lake, named from a small stream called Moose River which enters the lake from the south near its east end. After travelling four miles on Moose Lake, another narrow is passed through and the stream again expands into what is known as Pin Lake. At

the south end of this lake a stream called by the Indians Trout River flows into it from a medium sized lake called Trout Lake. Ten miles from where we entered Pin Lake we reached the outlet at a rapid or fall called Pin Portage. The portage is made on an island near the left side and the water flows in these channels forming two islands. Half a mile further down we came to the head of another rapid where there are two channels. This rapid we ran with our canoes, taking the left channel. A mile further on we reached another short portage, where canoes are transported into Black Bear Island Lake to avoid a fall of some six feet. As we pass eastwardly the green timber becomes more scarce, the banks rise higher and are in many places rocky and bare. The rocks are gneissoid, the strike being almost uniformly a few degrees east of north, while the dip is variable. In many places magnetic iron ore is present in the rocks causing a variation in the declination of the needle, sometimes amounting to 10°. Sometimes for four or five stations in succession the variation of the needle would be four or five degrees too small and then perhaps for a similar distance too large. Even in sandy places where the rocks do not appear at the surface there is this variation. The dip and force seem to be much less affected by local causes than declination. At the north-west angle of Black Bear Island Lake, a stream called White Fish River flows in from the north. This is the stream mentioned above which is reached by the Indians with canoes from Pine River *via* a series of lakes. In crossing Black Bear Island Lake and following the boat route it is impossible to determine which is main land and which is island, the entire body of water being made up of narrow channels and deep bays. In crossing the lake we ran two rapids. It was something new in our experience to find rapids in the middle of a lake. It would take a party an entire season to determine the extent, outlines and islands of the so-called Black Bear Island Lake.

Thirty-six miles from the commencement of the lake we reached the outlet where there is a fall of eight feet, passed by Birch Portage on the right bank. Near the north-east end of the lake a second stream comes in from the north, also called White Fish River. By travelling up this stream one day in canoes a lake, called White Fish Lake, is reached. A mile and a half from the foot of Birch Portage we came to Trout Lake which is followed for ten miles to Trout Falls. About a mile and a half south of Trout Falls a southerly branch forks off and joins the main stream again in Dead Lake. Near the head of the Trout Falls a stream comes in from the north, called Trout River, and this expands at a short distance up into another part of Trout Lake, larger in extent than that crossed in travelling through the country. After passing the Trout Falls, in the distance of seven miles, there are that number of rapids, three of which are passed by portages, but may be run with canoes by persons acquainted with the river. At the foot of the rapids and where the southerly branch comes in from Trout Lake the stream expands into Dead Lake. Some spruce and pine are seen in this part, but no timber suitable for merchandise. Poplar and birch form the prevailing timber. On many of the rocky hills the timber has been burnt, and the bare rocks stand out prominently.

Passing on down stream from the outlet of Dead Lake we came across a series of rapids known as the Devil's Rapids and Big Devil's Portage. Most of these rapids are dangerous, in consequence of boulders, but are all usually run, except at Big Devil's Portage. At the foot of these rapids the stream expands into a lake, called Devil's Lake, which terminates at Otter Portage, where the water descends some twenty feet to Otter Lake. This rapid is passed by a portage on the left bank. Following Otter Lake some thirteen miles we come to Rock Portage, better known as the Mountain and Stony Mountain Portages. This latter brings us to Rock Lake which extends to Stanley, where a Church of England Mission and a Hudson's Bay Company's post are located at the south end of the lake. The company call their post Rapid River, but Rapid River proper joins the Churchill thirteen miles further east in Rapid River Lake. Near the mouth of Rapid River on that stream is a fall of over thirty feet. There is not much arable land in the vicinity of Rock Lake, but where there is surface soil it is generally a clayey loam of good quality. Mr. Moberly, in charge of the Hudson's Bay Company's post here, kindly supplied us with vege-

tables from his garden. There had been no frost yet up to the middle of September to cut down the potato vines which were as green as during the earlier parts of summer. This locality seems to be entirely free from summer frosts. The water which covers nearly one half of the entire area has the effect of modifying the climate so as to prevent frosts during the summer months. Around Lake La Rouge which lies south from Rock Lake and at the head of Rapid River, I am informed there is a considerable area of good land, free from rock. The staple article of food here and throughout the entire district back to La Loche Portage is the fish, which are found in great numbers. Whitefish, which surpass all others as an article of food, are taken everywhere throughout the country. The Indians were well clad and appeared as if well fed. The district is not thickly settled, as there are only about eighty hunters who do their trading at Stanley, consequently each family has a large area over which to hunt. There is at present a native missionary in charge of the mission at Stanley, having under him two missionary teachers, one located at Lac La Rouge and the other at Pelican Narrows. The Indians are taught to read and write by means of the Cree character, and are not taught English. The Sabbath appears to be strictly observed, the people attending services in their comfortable church, which is a commodious fine looking building and would be a credit to many a place of much greater pretensions. The Indians have learned how to use their voices in song, and sing familiar hymns to old tunes very well. Here we are in the Cree country—Serpent Lake being the point of division between the Crees and Chippewyans.

There were only two or three Indians in the country who had ever followed the English River further east than the mouth of the Reindeer. East of that the river is dangerous, rapids extending for miles without any possibility of landing. At Stanley Mr. Moberly secured one man for me who had been part of the way down towards Nelson House, and sent to Frog Portage to secure an Indian who had been all the way down, to go as guides, as it is impossible to get one to venture far alone, more especially in the fall of the year. The Indian at Frog Portage refused to go, giving as a reason that it was now too late and cold; he said that if I would wait he would go in the spring, that it took three men to take the canoes down the rapids, that they had to go in the water a great deal, and row the water was too cold and the lakes would soon be frozen. To proceed without a guide, where the river was so dangerous, with the prospect of being frozen in long before we could reach the vicinity of any inhabited part of the country, being out of the question, the next best thing I could think of was to return from Frog Portage to Cumberland, and connect my survey at that point before the lakes froze up. This being decided on, my guide from Isle à la Crosse who had accompanied me to Frog Portage to act as interpreter, was allowed his time and rations to return home, as I could get other guides to accompany me to Cumberland at a less expense than by taking him through and sending him home from Cumberland or Winnipeg as at first determined upon. Between Stanley and Frog Portage, covering a distance of 49 miles, the river is still made up of a string of lakes, that next to Frog Portage, known as Island Lake, being the largest. The lakes are connected by rapids or small falls with from three to fifteen feet of a difference in level; at six of these are portages. At Frog Portage a small offshoot leaves the Churchill in Island Lake, falls over a rock four or five feet, then becomes a sluggish stream with grassy margins for two miles, when after passing a short rapid the stream expands into a lake which after several narrows becomes a beautiful sheet of water with many timbered islands called the "Lake of the Woods." This extends for some ten miles and is connected by a strait with another expansion called "Island Lake" about the same size. At the outlet of this the stream is a considerable size, and in a distance of less than a mile are three falls, amounting to about 30 feet. After passing these by short portages we reach Pelican Lake. At the north-east end of this lake is a post of the Hudson's Bay Company in charge of Mr. Dechambeault, also a Roman Catholic church, and quite a settlement, mostly of half-breeds, who work for the Hudson's Bay Company during the summer, voyaging. Although there seemed to be a number of men around the post who

were unemployed Mr. Dechambeault had considerable trouble in securing a guide to accompany me from Pelican Narrows to Cumberland, the man who came from Stanley being unwilling to venture further so late in the season. At the south end of Pelican Lake the Beaver River enters, and the stream which flows out of Pelican Lake is a river of considerable size. Heron Lake, which forms the next in the chain, is a fine sheet of water, about fifteen miles in length by two in width. The water is clear and the lake swarming with large trout which may be caught very rapidly by trolling, as they are ready to take the hook almost as soon as it touches the water. Around the post at Pelican Narrows is some surface soil, but it seems sandy and not very productive. Further east in spots very good soil of dark loam and clay is seen. The banks of the lakes and streams rise from twenty to one hundred feet high and are rocky, the timber is small and scrubby, and where fires have passed over it all the large trees are dead and many fallen; some tracts are so bare that fire would not run over the surface. South of Heron Lake after passing some portages, we follow the river for a long distance, and observe that the banks are becoming lower and that the rocky outcrop is in many places replaced by sandy or clayey banks, patches of good land becoming much larger. Along the banks of the river are many scaffolds or stages where the natives dry their fish giving origin to the name "Fish Stage River," the name by which the stream is known to the Indians. At Spruce Portage, about three miles from Beaver Lake, we came in contact with the first outcrop of limestone since we left the Clearwater River. For some distance the stream seems to divide the limestone from the granite country, and in Beaver Lake the rocky banks on the west side of the lake are bed limestone, while the islands from one to two miles from the shore are granite; the division being somewhere under the lake and running in a south-easterly and north-westerly direction. The limestone rock contains few fossils and is similar to that found along the west shore and islands of Lake Winnipeg. Beaver Lake is a noted fishing ground, especially for trout, which are easily caught with a troll by parties crossing the lake in a boat. One of the servants of the Hudson's Bay Company, at Cumberland, was here fishing for the company, who procure the greater portion of their fish from the lakes in the north, Cumberland Lake being too shallow to be a good fishing ground. We were informed by one Indian, whom we met on Beaver Lake, that last fall he had taken as many as two thousand fish in one night. The Indians catch a supply in the fall to feed their dogs during winter, but for their own food they catch them during the winter, leaving their nets set under the ice. If the number of lakes and quantity of fish in the north were not unlimited, the taking of such quantities in the spawning season must cause a rapid decrease in the supply. Mr. McCrum, an officer of the Hudson's Bay Company at Cumberland, attributes the scarcity of fish in the Cumberland Lake to the method of taking them in such numbers at spawning time. I think the scarcity may be caused by the filling up of the lake, which in the fall of the year is very shallow, making it difficult to cross with small boats. Sturgeon Weir River, called by the inhabitants River Marlin, the same name as the stream which empties into Cumberland Lake from the west, is twenty-five miles in length and flows south-east between Beaver Lake and Sturgeon Lake. The stream is one series of rapids, the current being strong the entire distance. The bed and banks of the stream are limestone and limestone boulders, the water clear and pure. At the mouth of the river are two or three houses occupied by half-breeds. At the junction of the stream marked on the map as Rat River, but called by the people here Goose River, there is some very good land, but the area may be limited. The portage marked "Red Rock Portage" on the map is called by the Indians "Rat Portage." The term "Red Rock" would not apply as the portage is over solid limestone rock nearer white than red. Sturgeon Lake is a considerable body of water with two deep bays extending towards the north-west. Around the shores spruce and poplar timber grow in some places to a considerable size. Limestone rock and boulders are thickly embedded around the edges. Numerous sturgeon are caught in the lake, which gives the origin of the name. At the south-west where

the narrows marked "Whitney's Narrows" connect it with Cumberland Lake, the banks become low and marshy, and are covered in spots with tall grass having the appearance of sugar cane. This same characteristic extends all along the south side of Cumberland Lake to the east limit of Tearing River. Along the latter the marshy country extends to near the Saskatchewan. At Cumberland House we were entertained by Mr. Bélanger, Chief Factor for that district. Here and everywhere throughout the entire trip we were shown every possible kindness by the officers of the company, without whose assistance it would have been very difficult to proceed in some cases. The weather during the fall was more favorable than I expected. We had nothing to interfere with our work until the middle of October when we had reached our destination at Cumberland House. At that time a storm set in from the east and lasted for a week, beating in our faces as we journeyed down the Saskatchewan. At "The Pas" Mission on the Saskatchewan may be seen an interesting monument of Sir John Franklin and party, who spent a winter in the Mission House, finished the inside of the building and made furniture consisting of chairs, tables, bureaus and other articles. The finish of the building is elegant, and the furniture is such as is seldom found at the present time, having been in use about fifty years by ten different families; it appears as good as when first manufactured. A very fine sun dial from the same source stands in the garden. When we reached Grand Rapids the last boats of the season had gone in and we had to face the large lake at the worst time of the year with our small boats. I need scarcely say we were storm stayed about one-third of the time on our way down the lake, and were in one place ice bound, but succeeded in reaching the south end of the lake, and in getting the boats brought to Selkirk, where they can be repaired if required for another season. Travellers on Lake Winnipeg south from Grindstone Point will see the west shore thickly settled with Icelanders who have neat log houses, white-washed, and with a general appearance of comfort. These people nearly all have cows which they feed to a great extent with fish. This class of settler could make a good living in the greater part of the country explored by me during the summer. During the earlier part of the season I kept a record of the thermometer and barometer readings, but unfortunately had my thermometer broken before the end of the season. I append the table as far as recorded, also a rough table of distances which will be useful to travellers.

I have the honor to be, Sir,

Your obedient servant,

THOMAS FAWCETT, *D.T.S.*

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

TABLE OF DISTANCES FROM CUMBERLAND HOUSE.

	Miles.
Cumberland to Mouth of Sturgeon River.....	31
do North end of Beaver Lake.....	77·6
do Pelican Narrows.....	142·9
do Frog Portage.....	180·4
do Stanley	229·5
do Outlet of Dead Lake.....	325·2
do H. B. Co. Post, Moose Lake.....	342·5
do Outlet Narrow Rapids Lake.....	453·5
do H. B. Co. Post, Isle à la Crose.....	502·5
do South end Clear Lake.....	547·2
do Mouth La Loche River	596·4
do Portage La Loche (south end).....	643·2
do Portage La Loche (north end).....	654·7
do Fort McMurray.....	743·8
Athabasca Landing to Lesser Slave River.....	68·5

TABLE OF READINGS OF THERMOMETER AND BAROMETER.

Date.	Thermometer.			Barometer.			Remarks.
	7 A.M.	2 P.M.	9 P.M.	7 A.M.	2 P.M.	9 P.M.	
1888.							
May 22.	36	44	32	27.49	27.71	27.95	30° frost.
23.	40	70	50	27.76	27.78	27.85	18° do
24.	46	73	60	27.89	27.73	27.73	8° do
25.	63	70	68	27.76	27.75	27.83	
26.	44	65	54	28.11	28.03	28.03	
27.	57	72	65	28.02	27.83	27.92	
28.	49	50	47	28.17	28.00	27.99	Showery evening, 4° frost.
29.	41	57	46	28.02	28.02	28.02	Cloudy morning, 4° do
30.	41	65	48	28.01	27.90	27.86	Clear all day.
31.	50	91	51	27.88	27.85	27.85	do
June 1.	54	74	61	27.82	27.73	27.63	do
2.	52	87	68	27.60	27.61	27.42	
3.	62	65	44	27.43	27.37	27.55	
4.	34	52	38	27.86	27.90	27.82	do
5.	41	64	48	27.88	27.84	27.83	Cloudy all day.
6.	40	47	40	27.95	28.06	28.16	Cloudy all day—some rain.
7.	38	42	44	28.10	28.02	28.09	Showery evening.
8.	43	48	41	28.10	28.16	28.36	Clear all day.
9.	43	67	51	28.41	28.51	28.50	do
10.	48	72	51	28.53	28.48	28.27	do
11.	70	90	55	28.23	28.07	28.00	112° in the sun at noon.
12.	49	58	53	27.98	27.80	27.77	Rainy morning.
13.	52	58	40	27.80	27.92	28.02	Rain afternoon and all night.
14.	42	64	46	28.20	28.22	28.21	Cloudy day.
15.	50	50	48	28.01	27.86	27.92	Heavy rain all day.
16.	48	68	58	28.12	28.19	28.22	Clear all day.
17.	70	75	58	28.22	28.28	28.23	Showery evening.
18.	50	63	56	28.12	28.16	28.28	do morning.
19.	56	64	57	28.41	28.52	28.52	Cloudy day.
20.	47	38	41	28.51	28.57	28.58	Cold rain all day.
21.	40	44	43	28.60	28.62	28.65	Heavy rain all day.
22.	42	43	38	28.74	28.81	28.88	Rain continued all day.
23.	43	67	45	28.92	28.92	28.92	Cloudy until evening.
24.	50	71	50	28.91	28.81	28.78	Clear all day.
25.	56	69	58	28.74	28.72	28.62	do
26.	61	89	60	28.52	28.45	28.42	Thunder shower in evening.
27.	54	64	48	28.45	28.45	28.47	Clear day.
28.	56	70	52	28.66	28.62	28.72	do
29.	54	78	58	28.76	28.80	28.72	do
30.	56	64	55	28.62	28.55	28.44	Rainy morning.
July 1.	62	76	53	28.48	28.40	28.42	Showery evening.
2.	54	82	57	28.43	28.38	28.32	Cloudy morning.
3.	51	64	51	28.36	28.32	28.45	Rainy evening.
4.	52	60	49	28.56	28.68	28.65	do
5.	48	62	41	28.75	28.82	28.88	Clear temp., water 53°.
6.	42	77	51	28.98	28.90	28.80	Clear day.
7.	55	70	45	28.75	28.84	28.82	do
8.	60	64	54	28.72	28.64	28.66	Rainy forenoon.
9.	54	92	55	28.62	28.61	28.50	do evening.
10.	50	86	58	28.47	28.36	28.25	Heavy thunder and rain.
11.	50	63	58	28.25	28.26	28.23	Rainy night.
12.	58	70	60	28.55	28.63	28.60	Clear day.
13.	58	70	59	28.52	28.38	28.30	Heavy rain in night.
14.		72	55		28.30	28.32	Clear day.
15.	62	70	48	28.42	28.42	28.46	do
16.	70	73	51	28.35	27.80	27.88	do
17.	60	78	54	27.92	27.97	28.10	do
18.	70	86	60	28.05	27.90	27.89	Thunder and rain.
19.	56	60	59	27.91	27.96	28.00	High wind.
20.	56	62	56	28.05	28.12	28.25	Wind and rain.

TABLE OF READINGS OF THERMOMETER AND BAROMETER.

Date.	Thermometer.			Barometer.			Remarks.
	7 A.M.	2 P.M.	9 P.M.	7 A.M.	2 P.M.	9 P.M.	
1888.	°	°	°				
July 21.....	53	64	58	28 32	28 30	28 35	Clear day.
22.....	60	94	62	28 37	28 32	28 28	Clear day.
23.....	60	70	48	28 24	28 22	28 12	do
24.....	62	72	52	28 14	28 15	28 12	Cloudy part of day.
25.....	68	72	64	28 15	28 10	28 05	Clear day.
26.....	68	80	54	28 00	28 00	28 00	do
27.....	58	70	48	27 90	27 94	28 00	Showery evening.
28.....	44	64	35	28 30	28 31	28 40	
29.....	60	71	42	28 32	28 27	28 18	First frost in July, 2°.
30.....	52	70	56	28 20	28 20	28 12	Clear and windy.
31.....	58	72	58	28 02	28 01	28 00	
Aug. 1.....	58	87	52	28 01	27 90	28 00	do do
2.....	50	60	50	28 18	28 27	28 30	Windy and cloudy.
3.....	50	64	56	28 31	28 24	28 20	
4.....	50	75	55	28 20	28 10	28 08	Clear day.
5.....	60	70	48	27 90	27 88	27 82	
6.....	44	54	43	27 95	27 92	27 98	Rainy morning.
7.....	40	52	49	28 12	28 30	28 34	High wind
8.....	48	62	46	28 34	28 36	28 30	Showery evening.
9.....	48	64	37	28 30	28 32	28 40	Clear day.
10.....	55	68	56	28 38	28 33	28 35	do
11.....	59	72	68	28 36	28 35	28 38	do
12.....	54	68	54	28 42	28 40	28 35	Rain.
13.....	60	72	56	28 32	28 30	28 25	
14.....	50	62	56	28 20	28 00	28 05	Rainy evening.
15.....	57	.....	38	27 98	.....	28 20	Heavy showers all day.
16.....	45	60	35	28 40	28 35	28 20	Clear day.
17.....	40	67	54	28 26	28 20	28 11	do
18.....	56	70	58	28 06	27 98	28 00	Cloudy with thunder.
19.....	60	70	68	28 08	28 13	28 02	Clear day.
20.....	60	70	57	28 05	28 07	28 18	do
21.....	67	73	69	28 10	28 05	27 96	Clear and high wind.
22.....	60	.....	.....	28 05	28 02	28 05	Slight showers. (Thermometers were broken at this date.)

No. 11.

REPORT OF J. McLATCHIE, D. L. S.

SUBDIVISION SURVEYS IN BRITISH COLUMBIA.

ENDERBY, B. C., 26th November, 1888.

SIR,—I have the honor to submit the following report of survey performed by me during the past season in the railway belt in the Province of British Columbia.

The season's operations were principally confined to the subdivision of land into sections, in the valley of the Spallumcheen River. Outside of this, only a few sections were surveyed in the valleys of Deep and Canoe Creeks.

During the season of 1887, the land was surveyed along the Spallumcheen River, from its mouth at Sicamous on the Canadian Pacific Railway, across Townships 21 and 20, in Range 8, west of the 6th Initial Meridian, the survey closing between Sections 5 and 6, in Range 8, on the south boundary of Township 20. The past season's work was therefore commenced at this point, and following the river valley in a direction slightly west of south, the survey included a portion of Townships 19, in Ranges 8 and 9. Leaving Township 19, Range 9, between Section 1 and 2, I continued the survey in Township 18, Range 9, to the Indian reserve, about half a mile south of the embryo town of Enderby, formerly known as the Spallumcheen or Lambly's Landing.

At Enderby the river valley turns sharply to the east, and continues almost due east across part of Range 9, Range 8 and part of Range 7, where I discontinued the survey, being beyond settlement, and as far up the river as there appeared to be any hay land or land suitable for agricultural purposes.

From the north boundary of Township 19, to Enderby, the valley is about one and a half miles in breadth. The soil is a clay loam with clay subsoil. Only six actual settlers were found located on vacant land in this portion of the valley, the most of the agricultural and hay land being held by purchase or pre-emption record from the Provincial Government. The valley in the westerly half of Township 18, Range 8, is not over half a mile in breadth, with high mountains on both sides, which are so steep that the section line on the south side is at an elevation of 800 or 1,000 feet, and on the north side 500 or 600 feet above the valley. In the easterly half of Township 18, Range 8, and the westerly half of Township 18, Range 7, the valley is about one mile in breadth. The river banks here are low and are liable to be overflowed during high water. Much of this land produces good hay, but would require to be cleared of willow bushes, scrub and driftwood, to make it valuable as hay land. The soil is a sandy and black loam with clay subsoil. Only two actual settlers were found residing on their claims in this portion of the valley; several others have erected houses and made improvements, but were not residing on their claims at the time the survey was made.

The want of a road has been a serious drawback to the settlement of the valley east of Enderby; however, this state of affairs has to a certain extent been remedied, as, during the progress of my survey, and since its completion, the Provincial Government has expended a considerable sum in opening a winter road from Enderby eastward along the north bank of the Spallumcheen River to within a short distance of the point where I stopped work.

The timber along the valley is chiefly fir, cedar and bull pine, averaging from two to three feet in diameter. To these may be added a few white pine, tamarac and cotton wood, with a dense undergrowth of small cedar and fir on the mountains, and

in addition grey and red willow, hawthorn and hazel in the valley. Nearly the whole of the valley has been overrun by fire, which has partially destroyed the timber. Cedar has suffered the most from the ravages of fire, and fir the least, the thickness of the bark on the fir preventing its destruction to the same extent as other timber. There is still, however, a large quantity of merchantable timber in the river valley.

North of Enderby there is but little pasture land on the sides of the mountains, owing to the dense undergrowth. This also applies to the mountains on the south side of the river, east of Enderby, but on the north side there is a fair growth of grass among the open timber, which will make this section valuable for a cattle range.

The destruction of the forests by fire, which has been going on for several years, fortunately received a check during the past season. Several bush fires were started, but owing to the wet weather in the month of June, and frequent showers throughout the summer, they were prevented from spreading, and no further damage was done. Should the same ratio of destruction continue, in a few more years all the timber along the railway line, and contiguous to settlement, will be destroyed.

That portion of Deep and Canoe Creek Valleys surveyed is situate in Township 19, Range 9. Canoe Creek Valley consists of a marsh extending into Township 19, Range 9, from its north boundary a distance of three miles, with an outlet at its south extremity running east to the Spallumcheen River. There is also an arm of Canoe Creek marsh running in a south-westerly direction to within ten or twelve chains of a marsh at the head of Deep Creek; the ridge between the two marshes being no more than three feet in height. The remaining three miles in Township 19, Range 9, cover part of Deep Creek Valley, which is a marsh about half a mile wide. Both marshes are low and wet, and include several small ponds, the water being retained by numerous beaver dams. Besides reeds, the marsh land is generally covered with a thick growth of alder, willow and scrub. No hay of any value was noticed. The area of marsh and level land surveyed in these valleys will not exceed 3,000 acres. Canoe Creek marsh can easily be drained to the Spallumcheen River, as its elevation above the Spallumcheen Valley is fully 500 feet, and the marsh on Deep Creek could also perhaps be easily drained through its own valley. Until both marshes are drained they will be of no particular value, but in a ranching country, such as there is a few miles to the southward, they would then be valuable for hay land, and I believe the return from hay would fully repay in a few years the expenditure for drainage.

Several parties have staked off claims along these marshes, but no improvements have been made beyond the erection of the walls of a couple of small cabins, more extensive improvements being left until after the survey.

The timber on the foot hills adjoining the marshes is chiefly fir, cedar and hemlock. The whole of it has been overrun by fire; in some places it is totally killed, nothing remaining but the blackened trunks of the trees; in others it is partially killed, while everywhere the ground is covered with fallen timber and windfall.

From Enderby the Spallumcheen Valley runs in a south-westerly direction to Okanagan Lake, about sixteen miles distant.

After leaving Enderby it widens out until at Lansdowne, six miles up the valley, it is three or four miles in breadth. In Township 18, Range 9, an Indian reserve and private land occupy nearly all that portion of the township lying west of Fortune's Creek and south of Enderby. East of Fortune's Creek two vacant pieces of land were surveyed. The east boundary of the township was run to its south-east corner, and all the vacant land east of the township boundary to the mountains was surveyed. Some vacant land along the south boundary of this township is still unsurveyed, as well as Deep Creek Valley, at the west side of the township. Besides this, in the Spallumcheen and Deep Creek Valleys, there still remains unsurveyed, within the railway belt, part of Townships 17, in Ranges 9 and 10.

The soil in this valley is a rich black loam with clay subsoil, and produces immense crops of grain and vegetables without having to resort to irrigation. A

large part of the valley was originally prairie, interspersed with belts of timber. The early settlers, who own over one thousand acres of land, have at least five hundred acres of it under cultivation. Messrs. Fortune and Harland have been residing on their claim upwards of 20 years. It is situate about one mile south-east of Enderby, contains over one thousand acres and was originally nearly all prairie. Messrs. Lumby and Bennett's claim of thirteen hundred acres, lies three miles south of Enderby; they have resided on it about fifteen years, and have over six hundred acres under cultivation, five hundred acres being sown with wheat. In 1887 they raised on 160 acres, 212 tons of wheat, or a little over 44 bushels to an acre, and this was from land that had been cropped continually for thirteen years. All the farmers in the valley agree that the average crops of wheat should be placed at one ton or $33\frac{1}{2}$ bushels an acre.

The higher or bench land, which runs back to the mountains, is lightly timbered. On this land bunch grass grows luxuriantly among the open timber, making it valuable for pasturage. Much of it, however, has been overstocked and is completely run out, and where cattle could once winter on the ranges they have now to be provided with fodder. Stock raising was the only enterprise the early settlers could profitably engage in, but now they are turning their attention more to mixed farming.

Enderby consists of a neat two-story hotel, two stores, a dozen dwelling houses, schoolhouse, blacksmith shop, three warehouses, and a roller mill erected in 1887 capable of turning out one hundred barrels of flour in twenty-four hours. The erection of this mill has given an impetus to the growth of wheat in the valley; especially is this the case to the south of Enderby, where the soil is admirably adapted for its growth. The clearings made on the Spallumcheen River by the new settlers are very limited in area, and so far they have not sown any wheat, relying entirely on vegetables for a return for their labor.

Since the erection of the mill the milling company have placed a small steamer on the Spallumcheen River, which makes tri-weekly trips between Enderby and Sicamous during the season of navigation. As a means of outlet during the winter months the Provincial Government in 1887 had a sleigh road constructed along the left bank of the Spallumcheen River and Maria Lake, from Enderby to Sicamous. This road was further improved during the past season, so that it can now be used for a waggon road also. The settlers in the valley are not satisfied with the present means of exit, and are agitating for the construction of a railway from Sicamous to Okanagan Lake, which is considered to be absolutely necessary for the development of agricultural, mining and lumbering interests, and as a connecting link between producer and consumer.

I have the honor to be, Sir,
Your obedient servant,

JOHN McLATCHIE.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 12.

REPORT OF J. J. McARTHUR, D. L. S.

TOPOGRAPHICAL SURVEY IN THE ROCKY MOUNTAINS.

OTTAWA, 15th November, 1888.

SIR,—I have the honor to present to you my report on the topographical survey performed by me during the past season.

I began work on the 22nd June, the first station I occupied being on the summit of Copper Mountain.

From the west side of the Vermillion Pass eastward to the National Park Reservation, my triangulation covers a belt six miles wide on either side of the Canadian Pacific Railway track. I thence extended my survey so as to cover the entire park.

I occupied in all twenty-three triangulations, and thirty camera stations. I failed in the attempt to occupy three important points of my triangulation, viz., a peak at the north end of the Saw-Back Range, the highest point of the Rundle Mountains, and Mount Peechie.

The last week of June and the first two weeks in July were very unfavorable on account of rainy weather, and from the 20th August until the 25th September we had to suspend operations altogether, owing to smoke.

The camera furnished me, carrying a glass plate, although adding much to the load, was found convenient in the field, and the views taken in connection with the work, 350 in number, have developed satisfactorily.

On 15th October a snow storm set in, which rendered climbing both difficult and dangerous. I consequently quit work for the season, and storing my outfit at Calgary returned to Ottawa where I reported to you on 29th October.

I have the honor to be, Sir,

Your obedient servant,

J. J. McARTHUR, D. L. S.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

No. 13.

REPORT OF JOHN BOURGEOIS, D.L.S.

THREE RIVERS, 26th November, 1888.

SIR,—I have the honor to transmit to you a report on my survey operations during the past season in the North-West.

Following the instructions received from the Department of the Interior, dated the 10th of April, 1888, I left Three Rivers for Carlton during the month of May, last, which place on account of breakages and unavoidable delays, I did not reach till the 25th of June.

I then began the survey of the road which leads from Carlton to Green Lake.

On the 20th of July, after having surveyed about thirty miles, I was obliged to abandon the work, because the horses could not stand the swarms of flies which infested those parts this year to such a degree that even the people of the country were afraid of them, declaring that they had never yet seen them in such quantities.

My men also suffering from them a great deal, I decided to retrace my steps and take to the prairie.

The Rev. Father Paquette, O.M.I., who lives at Lake Muskeg Reserve, hearing of my intention, offered me the hospitality of his house, so thinking I could not do better I accepted his kind offer. The horses being placed in a good stable gradually recovered from the hardships they had endured, and I was enabled to continue my work on the 15th of August.

Nevertheless the flies were very bad up till the 20th of September, and fearing I would be obliged to give up work a second time, I took on another man to look after the horses which, tormented by the flies, tried their best to get away.

I finished the traverse of the road on the 26th of September, the distance surveyed being one hundred and twenty-three miles. The greater part of the road runs through a forest of small poplar trees, the average diameter of which is two inches. In the vicinity of the road I saw but little wood fit for building purposes.

From Carlton to a distance of about 60 miles the road runs through a fine country good for agriculture. Water is to be found in plenty and of very good quality.

The harvest of wheat and other grains has been very abundant this year, and did not suffer in the least from the frost.

The culture of vegetables was also very satisfactory, especially that of potatoes. I saw at Muskeg Reserve a potatoe weighing two and three-quarter pounds.

I am of the opinion that the fires, which have over-run this district several times, and which judging by the windfalls must have destroyed immense forests, will in a few years have converted this large extent of shrubbery into prairie land.

The last inhabited parts which we came across are at Devil's Lake, about 60 miles from Carlton.

From that point the road diverges in all directions, so that in many instances I took the general course of the road, paying no attention to its innumerable meanderings, which at any rate would have been impossible.

On the 2nd of October, on the road from Moose Jaw, I was stopped at Duck Lake by a telegram from you, asking me to write you before proceeding further. I immediately advised you of my arrival at the latter place, and in due time received an answer from you stating that it was the Minister's desire that I should visit the half breed settlement in the district of Prince Albert, and that my instructions

would arrive by the next courier. I repaired to Prince Albert but could not get the necessary information to enable me to proceed with my work. On the 15th of October at St. Laurent I received my instructions from the Department, but already the weather and roads had rendered work impracticable, snow and rain falling continually.

After two different attempts I took the road for Carlton, but was obliged to return, the horses being unable to proceed any further. On the 21st of October, seeing that it was impossible for me to do any work, and having five men with me who had nothing to do, and wishing also to place my equipment in a place of safety, I took advantage of the time when a hundred baggage waggons arrived from the railway, to return in the trail they had made. I thought it the best thing to do under the circumstances. I would immediately have returned had I not received advice from Duck Lake that the weather was about the same and that the roads became worse and worse each day. On account of the considerable distance to be travelled, the people whom I consulted on the subject thought it next to impossible to do this work until the winter roads had been well beaten, that is to say the month of February.

I respectfully submit these considerations, being at the same time ready to accept any new instructions which it may please you to send me.

I am convinced that the work could be done much more rapidly and in consequence much more cheaply towards the middle of the winter. In case there is some good reason unknown to me which requires the immediate fulfilment of this work, I am ready to face the bad weather and roads.

I reached the railway at Moose Jaw on the 29th of October, after great difficulties on account of the bad state of the roads already covered with from 12 to 15 inches of snow. Having made arrangements for the wintering of the horses and safe keeping of the rest of my equipment, I left for home.

Before finishing, I would draw your attention to the fact that my equipment, though quite sufficient for prairie work, was totally unfit for crossing a country covered with brush on a road that was hardly beaten and very rugged. I had not enough men, and should have had another waggon for the baggage.

I have the honor to be, Sir,

Your obedient servant,

JOHN BOURGEOIS, *D. L. S.*

E. DEVILLE, Esq,
Surveyor General,
Ottawa.

No. 14.

EXAMINATION PAPERS OF THE BOARD OF EXAMINERS FOR
DOMINION LAND SURVEYORS.

EXAMINATION FOR ADMISSION AS ARTICLED PUPIL.

PENMANSHIP AND ORTHOGRAPHY.

Time, 3 Hours.

Penmanship.
Orthography.

No. of Marks.
50
200

Write a composition of not less than 200 words on
"The future of North America."

ARITHMETIC AND LOGARITHMS,

Time, 3 hours.

No. of Marks.

- Find the square root of 190·1641.
- Find the cube root of 160545·687875.
- Reduce to vulgar fractions the following :

0·28125

0 60769230

5·072916

- Add together—

0·3706

1·2492

7·5482

and from the result subtract 8·168207844.

- The ratio of the circumference to the diameter of a circle being 3·1415926536 very nearly, find the error in the circumference of a circle calculated from the diameter caused by using $3\frac{1}{11}$ instead of this ratio, the diameter of the circle being 8,000 miles.
- Find, by means of logarithms, the value of—

$$\frac{\sqrt{17} + \sqrt{54}}{\sqrt{3397} - \sqrt{2954}}$$

$$\frac{1}{127} \text{ of } \left(\frac{373}{7} \right)^{\frac{5}{2}}$$

- Reduce 403·75 square yards to the decimal of an acre.
- A can do a certain piece of work in 5 days ; B can do the same work in

[PART II]

$3\frac{1}{2}$ days; and C can do it in 4 days. How long will it take them to do it if they all work together?

9. Find from the tables—

- Log sin $64^{\circ} 27' 15''.5$
- Log cot $25^{\circ} 17' 23''$
- Log cos $97^{\circ} 27' 10''$

Also find the angle whose tabular logarithmic tangent is 9.7350913.

16

ALGEBRA.

Time, 3 hours.

No. of Marks.

1. Find the sum of $a\sqrt[3]{x} - b\sqrt[3]{x}$, $5a\sqrt[3]{x} + 3b\sqrt[3]{x}$, $2b\sqrt[3]{x} - 7a\sqrt[3]{x}$ and $3a\sqrt[3]{x} + 4b\sqrt[3]{x}$, and the difference of $5x^3 - x^2 - 2x + 1$ and $2x^3 - 3x^2 + 8x - 5$.

6

2. Add together $\frac{3}{4(1-x)^2}$, $\frac{3}{8(1-x)}$, $\frac{1}{8(1+x)}$, and from the sum subtract $\frac{1-x}{4(1+x)^2}$.

7

3. Find the G.C.M. of $8a^2b^2 - 10ab^3 + 2b^4$ and $9a^4b - 9a^3b^2 + 3a^2b - 3ab^4$.

7

4. Reduce to its lowest terms

$$\frac{x^3 - x^2y - xy^2 + y^3}{x^4 - y^4}$$

5

5. Find the L.C.M. of $x^2 + 2x - 3$ and $x^2 + 5x + 6$.

5

6. Solve the equations.

(1) $\frac{x}{\sqrt{a^2+x^2}} = \frac{c-x}{\sqrt{b^2+(c-x)^2}}$

8

(2) $\frac{x-5}{x-3} - \frac{x+5}{x+3} = \frac{x-3}{x-2} - \frac{x+3}{x+2}$

8

(3) $\left. \begin{aligned} 3x+2y &= 23 \\ 5y-2x &= 29 \end{aligned} \right\}$

8

(4) $\left. \begin{aligned} \frac{x+y}{10} + \frac{x-y}{2} &= 0 \\ \frac{x+y}{5} + \frac{x-y}{2} &= 1 \end{aligned} \right\}$

8

(5) $\frac{x+5}{x+4} + \frac{x+2}{x+6} = 1$

8

(6) $5^x + \frac{125}{5^x} = 30$

8

7. A and B start at the same time to travel 150 miles. A travels 3 miles an hour faster than B, and finishes his journey $8\frac{1}{2}$ hours before him; what is the rate of each?

11

8. Three persons divide a certain sum of money amongst them in the following manner: A takes one-fourth of the whole together with \$27, B takes one-fourth of the remainder together with \$27, and C takes one-fourth of what now remains together with \$27, after which nothing remains. Find the sum of money.

11

GEOMETRY.

Time, 3 hours.

	No. of Marks.
1. If two triangles have the three sides of one equal to the three sides of the other, each to each, the triangles shall be equal in all respects.	14
2. Parallelograms on equal bases and between the same parallels are equal to one another.	14
3. If a straight line be divided into two equal, and also into two unequal parts, the squares on the two unequal parts are together double of the square on half the line together with the square on the line between the points of section.	14
4. Express the last proposition in algebraic language. Also state the geometric propositions corresponding to the algebraic equalities	16
$(a+x)^2 = a^2 + 2ax + x^2$ $(a-x)(a+x) + x^2 = a^2$ $(a-x)^2 + 4ax = (a+x)^2$	
5. Describe a square which shall be equal to a given rectilinear figure.	14
6. Equal straight lines in a circle are equally distant from the centre; and those which are equally distant from the centre are equal to one another.	14
7. Similar segments of circles on equal straight lines are equal to one another.	14

GEOMETRY.

Time, 3 hours.

	No. of Marks.
8. If two circles touch one another externally, the straight line which joins their centres shall pass through the point of contact.	14
9. If a straight line touch a circle, and from the point of contact a straight line be drawn cutting the circle, the angles which this line makes with the line touching the circle shall be equal to the angles which are in the alternate segments of the circle.	14
10. Inscribe a circle in a given triangle.	14
11. Inscribe an equilateral and equiangular hexagon in a given circle.	14
12. Define proportion, similar figures, homologous, extreme and mean ratio.	12
13. In a right angled triangle, if a perpendicular be drawn from the right angle to the base, the triangles on each side of it are similar to the whole triangle and to one another.	16
14. On a given straight line to describe a rectilinear figure similar and similarly situated to a given rectilinear figure.	16

PLANE TRIGONOMETRY.

Time, 3 hours.

	No. of Marks.
1. Define sine, tangent, cosecant, secant, complement, supplement, versed sine, circular measure of an angle.	8
2. Prove that the circular measure of an angle is greater than the sine but less than the tangent of that angle.	8
3. From the formula $\cos C = \frac{a^2 + b^2 - c^2}{2ab}$, deduce the formula	12
$\frac{\sin C}{c} = \frac{\sin A}{a} = \frac{\sin B}{b}$	

Prove this latter formula also directly by geometry.

- | | |
|---|----|
| 4. In any triangle $AB'U$ prove $c = a \cos B + b \cos A$. | 7 |
| 5. A triangle inscribed in a circle has a base 10 feet long and the vertical angle is 37° . Find the radius of the circle. | 7 |
| 6. Given $a = 97.3$, $b = 5.45$, $C = 121^\circ 13' 10''$, find A , B and c . | 20 |
| 7. Given $a = 715.4$, $b = 259.5$, $c = 527.7$, find the angles. | 20 |
| 8. Prove the formulæ | 18 |
| $\sin(A+B) = \sin A \cos B + \cos A \sin B$ | |
| $\cos 2A = 2 \cos^2 A - 1$. | |
| $\sin A + \sin B = 2 \sin \frac{A+B}{2} \cos \frac{A-B}{2}$ | |

SPHERICAL TRIGONOMETRY.

Time, 3 hours.

- | | No. of Marks. |
|---|---------------|
| 1. Prove that any two sides of a spherical triangle are together greater than the third side, and that the sum of three sides is less than the circumference of a great circle. | 13 |
| 2. Prove that if two sides of a spherical triangle are equal, the third side cannot be greater than the angle opposite to it. | 13 |
| 3. Give the rule for the solution of right angled spherical triangles by means of "Napier's Circular Parts." | 14 |
| 4. The three sides of a spherical triangle are $17^\circ 43'$, $59^\circ 38'$, and $46^\circ 26'$. Find the angles. | 20 |
| 5. Given $C = 15^\circ 23'$, $a = 108^\circ 15'$, $b = 137^\circ 47'$; find the other parts. | 20 |
| 6. Given $c = 81^\circ 43'$, $a = 15^\circ 25'$, $A = 12^\circ 13'$; find the other parts. | 20 |

MENSURATION OF SUPERFICIES.

Time, 3 hours.

- | | No. of Marks. |
|---|---------------|
| 1. The sides of a triangular field are 835, 967 and 1143 links. What is its area? | 17 |
| 2. In the above triangle where does a line through the greatest angle, cutting off from the triangle one-seventh of its area, meet the opposite side? Where does it meet it if it cuts off 2 acres? | 17 |
| 3. The area of a base of a right circular cone is 17 square inches. A plane parallel to the base and one inch above it cuts the cone so that the area of the curved surface of the frustrum is $\frac{2}{3}$ the area of the whole curved surface. What is the height of the cone and the area of its curved surface? | 17 |
| 4. Two parallel sides of a trapezium are 115 and 97 feet. A third side is 53 feet and makes an angle with one of the parallel sides of $43^\circ 20'$. Find the area of the trapezium in square yards. | 17 |
| 5. A sphere of radius 10 inches is cut by two parallel planes 4 inches and 5 inches from the centre respectively. Find the area of the surface of the sphere included between them. | 17 |
| 6. A room is 27 feet 6 inches long and 13 feet 6 inches wide. What will it cost to carpet the room, the carpet being in strips 27 inches wide, and costing \$1.25 per yard? | 15 |

PENMANSHIP AND ORTHOGRAPHY.

Write a composition of at least 200 words on "The Natural Resources of the Province of Quebec."

	No. of Marks.
Penmanship.	50
Orthography.	200

ARITHMETIC AND LOGARITHMS.

- Find the square root of 29 to six places of decimals.
- Find the cube root of 7301.384.
- Solve questions Nos. 1 and 2 by means of logarithms.
- Find value of

$$\frac{\sqrt[3]{73217} - \sqrt[5]{29475}}{\sqrt[7]{19896} + \sqrt[13]{49336}}$$

- Add together

$$\begin{array}{r} 759083 \\ 69\dot{8}9 \\ 12\cdot077145\dot{9} \\ 19\cdot5 \end{array}$$

give the result both in vulgar fractions and in decimals.

- A piece of land containing 127 acres, 3 roods, 27 $\frac{2}{3}$ perches is divided between three persons in the proportion of 5, 17 and 23. Find each one's share in decimals of a square mile.
- If a regular polygon of 417 sides be inscribed in a circle find the number of degrees, minutes and seconds in the angle subtended at the centre by each side.
- Find by the tables

$$\begin{array}{l} \log. \sec. 37^{\circ} 19' 58''\cdot59 \\ \log. \cot. 29^{\circ} 47' 23''\cdot7 \end{array}$$

and the angle whose tabular logarithmic cosine is 9.7795496.

- Find by the use of the logarithmic tables the angles whose tangent is equal to

$$\frac{4 \times \sin 58^{\circ} 06' 30'' \times \sin 26^{\circ} 13' \times \sin 31^{\circ} 53' 30''}{\sin 52^{\circ} 26'}$$

ALGEBRA.

- Simplify the following expressions—

(a) $7x - 5 [x + 3 \{x - 14 - 2(x + 15) - 3\} + 9x - 8.]$

(b.) $\frac{\frac{x^3 - a^3}{x - a}}{x + a} - (x^3 - a^3) + \frac{1 + \frac{x}{a} - b}{1 - \frac{x}{a} + b}$

No. of Marks.

No. of Marks.

8
9
8
12

15
12
10

4
4
4
14

No. of Marks.

8

2. Reduce to its lowest terms—

$$(a.) \frac{10x^2 - x - 21}{12x^2 + 2xc - 10x - 3c - 12}$$

$$(b.) \frac{(6x^2 - 7x - 20) - (10x^2 - 25x)}{(14x^2 - 87x + 5) + (2x^2 - 35x + 7a)}$$

8

8

8

3. Solve the equations

$$(a.) \frac{x-5}{5} + \frac{x}{3} + \frac{x-6}{9} - \frac{\frac{2x}{6}}{1 + \frac{x+1}{4}} = \frac{x+1}{2}$$

15

$$(b.) x^2 = 9y^2.$$

$$(x-y)(a+b) = 10(b-c) + 5(2c-a) + 15a.$$

8

4. There are two numbers of two digits each; the second number equals three times the first; but when the order of the digits is inverted, then the second is only three more than the first. The sum of all the digits is equal to the first number, and the sum of the digits of the second number exceeds the sum of the first by three. Find the numbers.

20

5. A's age added to B's age is four times the former. Four years previously B's age was four times that of A. What are the ages?

10

6. Two trees of equal height stand upon a horizontal plane 50 feet apart. When the one is cut at the ground it lodges against the other 20 ft. from the top. What is the height of the trees?

15

GEOMETRY.

No. of
Marks.

1. The angles at the base of an isosceles triangle are equal to one another, and if the equal sides be produced, the angles on the other side of the base are equal.

13

2. Prove the above proposition by the principle of superposition without using any construction lines.

12

3. In any right angled triangle the square on the side subtending the right angle is equal to the sum of the squares on the sides containing that angle.

15

4. Prove the last proposition by showing that the large square can be cut up into parts in such a way that these parts can be laid upon the smaller squares and exactly cover them.

15

5. If a straight line be divided into two equal and also into two unequal parts the squares on the two unequal parts are together double the squares on half the line and on the line between the points of section.

15

6. In an obtuse angled triangle the square on the side subtending the obtuse angle is greater than the squares on the other sides by twice the rectangle contained by one of those sides, and the part of it produced, included between the perpendicular let fall upon it from the opposite angle and the obtuse angle.

15

7. In the last proposition, if certain algebraic signs be given to certain lines, show that this proposition and the corresponding one for acute angled triangles can be included in one proposition.

15

GEOMETRY.

	No. of Marks.
8. The angle in a semi-circle is a right angle; that in a segment greater than a semi circle is less than a right angle, and that in a segment less than a semi-circle is greater than a right angle.	13
9. Use the above proposition in a practical method for drawing from a given point at or near the end of a given straight line a perpendicular to the same.	10
10. Describe a circle touching all the sides of a given triangle. How many such circles are there for a given triangle?	13
11. In a given circle inscribe an equilateral and equiangular hexagon.	13
12. Show that any number of equilateral and equiangular figures, either triangles, or quadrilaterals, or hexagons, having equal sides, may be placed close together on a plane without any intermediate spaces, but that this is true of no other equilateral and equiangular figures.	12
13. Triangles and parallelograms having equal bases are to one another as their altitudes.	13
14. If two triangles have one angle of the one equal to one angle of the other, the triangles are to each other in the ratio of the rectangles under the sides containing the equal angles.	13
15. From the last deduce the proposition "similar triangles are to one another in the duplicate ratio of their homologous sides."	13

PLANE TRIGONOMETRY.

Time, 3 hours.

	No. of Marks.
1. Find the number of degrees in an arc equal to the radius.	10
2. Prove $\sin x = \frac{\tan x}{\sqrt{1 + \tan^2 x}}$	10
3. Prove $\sin x + \sin y = 2 \sin \frac{1}{2}(x+y) \cos \frac{1}{2}(x-y)$	15
4. In a right angled triangle $A = 8^\circ 59'$, $b = 2.234875$; find the other parts.	15
5. Given $A = 50^\circ 38' 52''$, $B = 60^\circ 07' 25''$ and $a = 412.6708$; find the other parts.	25
6. Given $a = 31.23879$, $b = 49.00117$ and $A = 32^\circ 18'$; find remaining parts.	25

SPHERICAL TRIGONOMETRY.

	No. of Marks.
1. Prove "Napier's Circular Parts."	20
2. Deduce formula for solving triangle when the three sides are given.	20
3. Show that the sines of the sides are proportional to the sines of the opposite angles.	20
4. The hypotenuse is 140° and $a = 20^\circ$; solve the triangle.	15
5. Given $b = 120^\circ 30' 30''$, $c = 70^\circ 20' 20''$, $A = 50^\circ 10' 10''$; find a and c .	25

MENSURATION OF SUPERFICIES.

	No. of Marks.
1. A piece of ground is in the form of a parallelogram. One of its sides is 567 links. The lengths of the diagonals are 1,486 and 1,300 links. Find the area in acres and decimals of an acre.	13
2. From the above piece of ground at one of its corners it is required to cut off $\frac{1}{2}$ acres by a line parallel to the shorter diagonal. Where does this line meet the shorter side?	13
3. Two sides of a parallelogram are 1,786 and 1,685 links and the included angle is $95^{\circ} 10'$. Find the area in acres and decimals.	13
4. Two parallel sides of a trapezium are 375 and 490 links and its area is 2 acres. Find the perpendicular distance between the parallel sides.	13
5. In the last question, if a line is to be drawn parallel to the parallel sides and to divide the field into two equal parts, whereabouts in the field will it fall?	13
6. Three equal circles, each one foot in diameter, are contained in a larger circle, and each of the four circles touches the other three. Find the areas of the four included curvilinear figures.	20
7. The side of a regular pentagon is 10 feet. Find the area of the figure.	15

FULL EXAMINATION FOR ADMISSION AS SURVEYOR.

PLANE GEOMETRY AND MENSURATION.

Time, 3 hours.

	No. of Marks.
1. If a straight line be divided into two equal and also into two unequal parts, the squares on the two unequal parts are together double of the square on half the line and of the square on the line between the points of section.	13
2. The angles in the same segment of a circle are equal to one another.	12
3. To describe an isosceles triangle, having each of the angles at the base double of the third angle.	14
4. From a given straight line to cut off any part required.	11
5. If the sides of any quadrilateral be bisected and the points of bisection joined, the resulting figure will be a parallelogram and equal in area to half the quadrilateral.	15
6. If from any part in a diagonal of a parallelogram lines be drawn to the opposite angles the parallelogram will be divided into two pairs of equivalent triangles.	15
7. Three equal circles are described within a circle twelve inches in diameter, each smaller circle touching the larger one and one another. What is the diameter of the smaller circles.	20

SOLID GEOMETRY.

Time, 3 hours.

	No. of Marks.
1. Define the terms :— Segment of a sphere, frustrum of a sphere, frustrum of a pyramid, sub contrary section of a cone, prism and parallelopiped.	20
2. The plane angles which contain any solid angle are together less than four right angles.	25

3. If a solid angle be contained by three plane angles, any two of these angles are greater than the third.	25
4. If a straight line stand at right angles to each of two straight lines in the point of their intersection it will also be at right angles to the plane in which these lines are.	25
5. How many yards of cloth are required for a "bell" or conical tent nine feet high whereof two and a-half feet are for curtain or wall, the tent being seven feet wide at the base?	25
6. In a cylindrical vessel ten inches in diameter are placed a sphere of three-inch diameter, also a right cone with base of four-inch diameter and slant five inches. How much water must be poured into the vessel to cover two inches in height of the sphere and cone?	30

SPHERICAL TRIGONOMETRY.

Time, 3 hours.

No. of
Marks.

1. Give Napier's rules for the solution of spherical right triangles.	15
2. Deduce the second of Napier's analogies— $\frac{\cos \frac{1}{2}(A+B)}{\cos \frac{1}{2}(A-B)} = \frac{\tan \frac{1}{2}c}{\tan \frac{1}{2}(a+b)}$	35
3. Transform equation $\cos a = \cos b \cos c + \sin b \sin c \cos A$ to that of the polar triangle.	10
4. Prove that the sines of the sides are proportional to the sines of the opposite angles.	25
5. In a spherical right triangle $B = 150^\circ$, $b = 160^\circ$; solve the triangle.	35
6. Given in a spherical triangle $a = 10^\circ$, $b = 7^\circ$, $c = 4^\circ$; find the angles.	30

DIVIDING AND LAYING OFF OF LAND.

Time, 3 hours.

No. of
Marks.

1. The centre line of a railroad enters the eastern side of S. 4, T. 9, R. 2 W., on a tangent running N. 80° W., at a point two and one-half chains north of the road allowance, and continuing into the section two chains, thence running northward on a curve of 1910 feet radius. Required the measurements of the first four lots in said section fronting on the above road allowance, each lot to contain one-fifth of an acre and its sides at right angles to the road allowance.—Right of way of railroad 33 feet on each side of centre line.	30
2. Divide a given quadrilateral $ABCD$ into two parts by a line parallel to AD so that the parts bear the ratio of a to b to each other.	20
3. In a quadrilateral $ABCD$, $AB = 20$ chains, $BC = 25$ chains, $CD = 30$ chains, $DA = 15$ chains, and the angle B is a right angle. Required to divide the area into halves by a straight line running from B . What is the length and direction of the dividing line, BC running due north?	25
4. Divide the triangle having sides 10, 12, and 15 chains into three parts by two lines parallel to the side of 10 chains, the areas to be in proportion to the sides, in the order 10, 12, 15 from the side of 10 chains.	25

MEASUREMENT OF AREAS.

Time, 3 hours.

No. of
Marks.

1. Compute the area from the following notes, supplying the missing bearing and distance.

Station.	Bearing.	Distance.
1	N 34° 15' E	2·73
2	.....	1·28
3	S 56° 45' E	2·20
4	S 34° 15' W	.....
5	N 56° 30' W	3·20

30

2. What is the area of a half mile race track, the half mile line consisting of two semi-circles and two intervening tangents, all four of equal length. The track is a chain wide and the half mile line three feet from the inside of the track.

30

3. A railroad passes through a "gore" having sides of 10, 12 and 15 chains. The centre line bisects the sides of 12 and 15 chains. Right of way 33 feet on each side of centre line. What is the area of the two pieces remaining of the gore?

30

4. In the computation of latitudes and departures, what is meant by "balancing" a survey—and how is it done?

10

DESCRIPTIONS.

Time, 3 hours.

No. of
Marks.

1. A stream flowing south-easterly divides the S. E. $\frac{1}{4}$ S. of S. 4, T. 9, R. 2 W., into two parts. The owner of the quarter section agrees to sell the southerly part up to the stream. At the time of survey the distance along the west quarter section line from the road allowance to the creek was 22·50 chains and along the east line 17·34 chains.

25

Make a description for a deed conveying the said southerly part.

2. Describe by metes and bounds a Hudson's Bay Company reserve of 2,000 acres in the form of a quadrilateral, east and west lines running due north, the other two parallel to each other; the east and south lines of the reserve being equal and coinciding with the east and south boundaries of T. 17, R. 26 W.

30

3. A coal seam begins at the township corner of T. 8 and 9, R. 20 and 21 W., and runs N. 40° E. The Government intends selling the coal area, in which is to be included all quarter sections that come within 20 chains of the seam.

35

Make a description for the patent, the area to extend 10 miles along the seam.

4. Draw up the affidavit of a witness regarding the position of a section corner, the original post of which has been lost.

10

PRACTICAL ASTRONOMY.

Time, 3 hours.

No. of
Marks.

1. Explain declination, right ascension, parallax, sidereal time, apparent time, mean time and equation of time.

10

2. Explain fully why the variation of the equation of time is not uniform throughout the year.

15

3. Taking an observation of the sun's lower limb and neglecting to apply the correction for refraction and semi-diameter, how does this effect the deduced time, and deduced azimuth?

25

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| 4. The declination of Polaris being $86^{\circ} 43'$, what are the limits upon the earth where observations at elongation can be made; and what is the greatest and least azimuth that Polaris can have at elongation? | 15 |
| 5. How do the collimation error and readings of the striding level affect the azimuth of a line, the azimuth being deduced from readings on a reference point and then without reversal on Polaris at elongation? | 20 |
| 7. How is the latitude and longitude of the place of observation applied in the reduction of an observation taken on the sun and on Polaris at elongation for azimuth? | 15 |

PRACTICAL ASTRONOMY.

Time, 3 hours.

- | | |
|---|----|
| 1. On June 1st, 1880, in longitude $106^{\circ} 30'$ W, the apparent altitude of the sun's lower limb was $62^{\circ} 44'$ at noon. What is the latitude of the place of observation? | 10 |
| 2. On Sept. 1st, 1880, in latitude $51^{\circ} 28'$, longitude $104^{\circ} 20'$ W., the apparent altitude of the sun's upper limb was $36^{\circ} 23'$ at 9 h. 42 m. 36 s. as shown by a watch. What is the watch correction? | 25 |
| 3. On March 3rd, 1880, in longitude 102° W. the observed altitude of Polaris at its lower transit was $49^{\circ} 35' 14''$, what is the latitude of the place of observation? | 10 |
| 4. On May 18th, 1880, in latitude $51^{\circ} 40'$, longitude 116° W., the following observation was taken: | 35 |

		A	B	C	Vertical circle.	Watch time.	
Circle. Right.	{	RO	$13^{\circ} 728$	$\cdot 724$	$\cdot 728$		
		O	$216^{\circ} 884$	$\cdot 884$	$\cdot 888$	$137^{\circ} 44$	h. m. s. 8 57 40
Left.	{	O	$3^{\circ} 456$	$\cdot 452$	$\cdot 456$	$43^{\circ} 76$	9 01 50
		RO.	$193^{\circ} 716$	$\cdot 724$	$\cdot 721$		

Find the azimuth of R. O. and watch correction.

- | | |
|---|----|
| 5. In latitude $51^{\circ} 45'$ what is the zenith distance of a star, declination $51^{\circ} 21'$, when crossing the prime vertical? | 20 |
|---|----|

PLANE GEOMETRY AND MENSURATION.

Time, 3 hours.

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|--|----|
| 1. Inscribe a circle in a given triangle. | 13 |
| 2. The locus of the centers of the circles, which are inscribed in all right-angled triangles on the same hypotenuse, is the quadrant described on the hypotenuse. | 15 |
| 3. The angle at the center of a circle is double of the angle at the circumference upon the same base, that is upon the same part of the circumference. | 13 |
| 4. Find the locus of the middle points of any system of parallel chords in a circle. | 15 |
| 5. Inscribe a square in a given triangle. | 14 |
| 6. What is the area contained by a two-degree curve, 10 chains long, and its chord? | 15 |
| 7. What is the area of the equilateral triangle inscribed in a circle whose surface is 10 square feet? | 15 |

SOLID GEOMETRY.

Time, 3 hours.

	No. of Marks.
1. If a solid angle be contained by three plane angles, any two of these angles are greater than the third.	16
2. The plane angles which contain any solid angle are together less than four right angles.	16
3. To draw a straight line perpendicular to a plane from a given point above it.	16
4. In a cylindrical vessel, 12 inches in diameter, containing water, are immersed a sphere and right cone with circular base, whereupon the water rises one inch. The diameter of the sphere, base and height of the cone are equal; what is the diameter of the sphere?	25
5. A dumb-bell consisting of two spheres joined by a cylinder five inches long and one inch in diameter; if made of iron and weighing 30 lbs.; what is the diameter of each sphere—iron weighing 450 lbs. to the cubic foot?	27
6. In a sphere of radius r , what is the area of the zone lying $23\frac{1}{2}^\circ$ north and south of its equator?	25
7. What is the difference in yards of cloth required for a bell tent with base of r square feet, height h feet, and a Δ tent with square base, also of r square feet, and h feet high?	25

SPHERICAL TRIGONOMETRY.

Time, 3 hours.

	No. of Marks.
1. Give Napier's rules for solution of right triangles.	10
2. Prove $\sin a \sin B = \sin b \sin A$ and $\cos a = \cos b \cos c + \sin b \sin c \cos A$.	27
3. In a right triangle, given $c = 110^\circ 46' 20''$, $A = 80^\circ 10' 30''$; solve the triangle. C is the right angle.	18
4. In an oblique triangle $b = 120^\circ 30' 30''$, $c = 70^\circ 20' 20''$ and $A = 50^\circ 10' 10''$. Find a .	25
5. In an oblique triangle $a = 100^\circ$, $b = 50^\circ$, $c = 60^\circ$. Find A .	20
6. In an oblique triangle $A = 120^\circ$, $B = 130^\circ$, $C = 80^\circ$. Find c .	20
7. Show that	30

$$\frac{\sin \frac{1}{2}(A+B)}{\sin \frac{1}{2}(A-B)} = \frac{\tan \frac{1}{2}c}{\tan \frac{1}{2}(a-b)}.$$

DIVIDING AND LAYING OFF LAND.

Time, 3 hours.

	No. of Marks.
1. In Sec. 3, Tp. 5, R. 1 W. of Principal Meridian, there are woods in the south-west corner of the section, being wooded southward from the line joining the south-east corner of the section with the quarter section post on the west boundary. The owner desires to divide the section between his two sons so that each has an equal quantity of woods and of prairie, the division line to be a straight line from the southern to the northern boundary of the section.	30
2. In a triangular field ABC , where $AB = 10.15$ chs., $BC = 12.72$ chs., and $CA = 9.24$ chs., it is required to draw two lines from the angle B to the side of AC dividing the triangle into three triangles having the ratio of the sides.	20

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|---|----|
| 3. Section 4, Tp. 5, R. 7 W. of 2nd I. M., is to be divided into three equal parts by two lines starting from a point on the eastern boundary and ten chains north of the south-east angle of the section. Required the lengths and azimuths of the division lines. | 30 |
| 4. The area within a circular one-mile race course is to be divided into two parts by a straight line; the areas are to be in the proportion of 1 to 2. What is the length of the division line? | 20 |

MEASUREMENT OF AREAS.

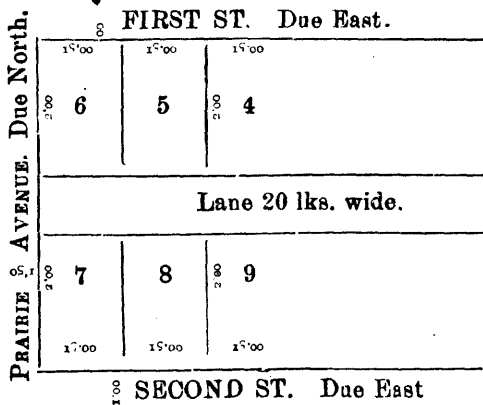
Time, 3 hours.

- | | | | | | | | | | | | | | | | | | |
|---|------------|--------|-------|-------|---|------------|----|------|---|--------|----|------|---|--------|----|------|--|
| 1. From the following field notes compute the area | 30 | | | | | | | | | | | | | | | | |
| <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding-right: 10px;">Sta. 1</td> <td style="padding-right: 10px;">S. 21°</td> <td style="padding-right: 10px;">W.</td> <td>12.41</td> </tr> <tr> <td>2</td> <td>N. 83° 15'</td> <td>E.</td> <td>5.86</td> </tr> <tr> <td>3</td> <td>N. 12°</td> <td>E.</td> <td>8.25</td> </tr> <tr> <td>4</td> <td>N. 47°</td> <td>W.</td> <td>4.24</td> </tr> </table> | Sta. 1 | S. 21° | W. | 12.41 | 2 | N. 83° 15' | E. | 5.86 | 3 | N. 12° | E. | 8.25 | 4 | N. 47° | W. | 4.24 | |
| Sta. 1 | S. 21° | W. | 12.41 | | | | | | | | | | | | | | |
| 2 | N. 83° 15' | E. | 5.86 | | | | | | | | | | | | | | |
| 3 | N. 12° | E. | 8.25 | | | | | | | | | | | | | | |
| 4 | N. 47° | W. | 4.24 | | | | | | | | | | | | | | |
| by Latitudes and Departures, first "balancing" the courses. | 20 | | | | | | | | | | | | | | | | |
| 2. Show how to supply omissions in field notes as above when there are missing— | | | | | | | | | | | | | | | | | |
| (a) the bearing and length of any one side. | | | | | | | | | | | | | | | | | |
| (b) the length of a side and bearing of an adjacent side. | | | | | | | | | | | | | | | | | |
| (c) the bearings of two sides not adjacent. | | | | | | | | | | | | | | | | | |
| 3. The C. P. Railway runs on a tangent N. 80' W. and meets the eastern boundary of Sec. 4, Tp. 5, R. 3 W. of 3rd I. M. at a point 8 chains north of the south-east corner of the section; the railway then continues northward on a 1° curve through the section. How much of Sec. 4 lies south of the railway? Roadway one chain wide. | 50 | | | | | | | | | | | | | | | | |

DESCRIPTIONS.

Time, 3 hours.

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|--|----|
| 1. In a registered and certified plan the measurements and bearings of all lines are given; each lot is numbered and shown as being one chain wide and two long. Make a description of one of the lots for a deed of bargain and sale. | 20 |
| 2. The following is a part of a registered and certified plan: the owner of Lot No. 7 sells 40 feet frontage on Second Street, and adjoining Prairie Avenue, and this width to extend to the lane. | 20 |



Make a description by metes and bounds of the part sold.

[PART II]

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|--|----|
| <p>3. The owner of the S. E. $\frac{1}{4}$ Sec. 4, Tp. 5, R. 4, W. of 2nd I. M., sells the southerly 100 acres thereof, the boundaries to be the southern boundary of the $\frac{1}{4}$ Sec., the eastern and western ones, and a line parallel to the southern boundary. Give description of the part sold, by metes and bounds.</p> | 20 |
| <p>4. Through Sec. 21, Tp. 8, R. 6 W of 2nd I. M., flows a stream westward. The owner of the section sells the eastern half (two $\frac{1}{4}$ sections), but reserves the privilege of "swelling" the water and of access along the banks of the stream for the purpose of repair of banks in that half of section 21. Make description of part sold for a deed.</p> | 20 |
| <p>5. Draw up a settler's statutory declaration of occupation.</p> | 10 |
| <p>6. Draw up an assumed evidence, and, which is of value, of a witness regarding the lost post of a section corner, which it is desired to re-establish.</p> | 10 |

PRACTICAL ASTRONOMY.

Time, 3 hours.

- | | No. of Marks. |
|--|---------------|
| <p>1. Define declination, right ascension, celestial latitude and longitude, nonagesimal, vernal equinox and solstitial colure.</p> | 12 |
| <p>2. Convert $15^{\circ} 34' 16''$ difference of longitude into time. What "kind" of time is your result? Distinguish between sidereal, solar and mean time. How is one converted into the other?</p> | 13 |
| <p>3. How does refraction approximately vary, expressed in terms of the altitude? What is parallax? In what observations on D. L. surveys is it applied? How does it vary?</p> | 14 |
| <p>4. Explain the unequal variation in the equation of time. A graphic solution may be given.</p> | 15 |
| <p>5. A sidereal chronometer at Winnipeg is fast $2^h 16^m 32^s.5$; what is the hour angle at Kamloops of β Persei <i>R. A.</i> $3^h 06^m 49^s.04$ when the above chronometer shows $7^h 42^m 17^s.0$? Kamloops is west of Winnipeg $1^h 32^m 47^s.34$.</p> | 14 |
| <p>6. On April 12th, 1880, at the 2nd Initial Meridian, a sidereal chronometer was found to be slow $1^h 18^m 17^s.2$ by star transits. What time did the chronometer show at mean noon of that day? No rate.</p> | 14 |
| <p>7. Give formula for determining latitude from transit of star across the prime vertical. How would you find your chronometer correction for making the above determination?</p> | 18 |

PRACTICAL ASTRONOMY.

Time, 3 hours.

- | | No. of Marks. |
|--|---------------|
| <p>8. Required the time of sunrise at Winnipeg, latitude $49^{\circ} 53'$ on June 10th, 1880</p> | 20 |
| <p>9. On Oct. 2nd, 1880, on the 4th Base Line in Range 10 W. of 3rd I. M., an observation was taken on the sun in the forenoon. The apparent altitude of the lower limb was found to be $21^{\circ} 32'$, at watch time $8^h 13^m 20^s$. What was the watch correction and azimuth of sun?</p> | 30 |
| <p>10. What is the azimuth of Polaris at elongation on July 1st, 1880, on the 2nd Base Line?</p> | 20 |
| <p>11. In latitude 50° on August 1st, 1880, what is the apparent altitude of Polaris, (a) at upper transit, (b) at lower transit?</p> | 15 |

- | | |
|---|----|
| 12. At noon July 1st, 1880, in longitude 117° W., the following observations were taken on the sun for latitude:—
Circle right, upper limb, reading $117^{\circ}97$.
Circle left, lower limb, reading $61^{\circ}56$.
What is the latitude of place of observation? | 15 |
|---|----|

PLANE GEOMETRY AND MENSURATION.

Time, 3 hours.

- | | No. of
Marks. |
|---|------------------|
| 1. The squares on two sides of a triangle are together equal to twice the square on half the third side and twice the square on the line joining the middle point of the third side with the opposite angle. | 12 |
| 2. If two chords of a circle intersect, the rectangle under the segments of the one will be equal to the rectangle under the segments of the other. | 13 |
| 3. If a chord A P of a given circle has the same inclination to a diameter C T as the tangent at P has to the same diameter the angle P C T will be one-third of the angle A C T, C being the centre of the circle. | 12 |
| 4. In a given circle inscribe an equilateral and equiangular pentagon. | 13 |
| 5. If two triangles be on the same base and between the same parallels, the straight line drawn parallel to the base through the point of intersection of two of the sides of the triangles and terminated by the other sides will be bisected in the said point of intersection. | 12 |
| 6. Find a third proportional to two given straight lines. | 13 |
| 7. The lengths of two chords of a circle are 30 and 40 feet and the perpendicular distance between them is 5 feet. Find the area of the circle. | 12 |
| 8. The side of a regular octagon is 10 chains. Find the area included between it and a circumscribing regular octagon. | 13 |

SOLID GEOMETRY.

Time, 3 hours.

- | | No. of
Marks. |
|--|------------------|
| 1. What sector must be cut out of a circular piece of paper so that the remainder, when the edges are brought together, may form the slant surface of a cone whose base shall be of one half the area of the slant surface. | 20 |
| 2. Given two straight lines in space which do not intersect and are not in the same plane. Find the shortest distance between them. | 18 |
| 3. Two straight lines comprised between parallel planes are cut in proportional parts. | 19 |
| 4. Prove that in a pyramid whose base is any polygon, sections made by parallel lines are similar. | 18 |
| 5. What are the necessary conditions that three given plane angles may form a solid angle? | 15 |
| 6. Prove that the volume of a pyramid is equal to the base multiplied by one-third of the height. How is the volume of a cone deduced from this. | 20 |
| 7. Two towers of unequal height stand on a horizontal plane. Find the locus of the points on the plane at which they subtend equal angles of elevation. | 20 |
| 8. A wooden sphere 10 inches in diameter is covered with a layer of metal half an inch thick. What is the diameter of another sphere which can be covered with the same quantity of metal spread in a layer one-fourth of an inch thick? | 20 |

SPHERICAL TRIGONOMETRY.

Time, 3 hours.

	No. of Marks.
1. An observer at a point A measures with a sextant the angle BAC , $29^{\circ} 25'$, between two points B and C , the angular elevation of B being $10^{\circ} 45'$ and of C $15^{\circ} 20'$. What is the horizontal angle at A between B and C , as measured with a theodolite?	18
2. From the fundamental formula connecting three sides and one angle of a spherical triangle deduce the formula for the sine of half an angle in terms of the sides.	15
3. From the formula for $\sin \frac{1}{2} A$ in terms of the sides deduce the corresponding formula from the polar triangle.	12
4. Form the formula	18
$\tan \frac{1}{2} (A - B) = \frac{\sin \frac{1}{2} (a - b)}{\sin \frac{1}{2} (a + b)} \cot \frac{1}{2} C$ $\tan \frac{1}{2} (A + B) = \frac{\cos \frac{1}{2} (a - b)}{\cos \frac{1}{2} (a + b)} \cot \frac{1}{2} C$	
eliminate B and from the result show that when $C = 90^{\circ}$, $\tan A = \tan a \operatorname{cosec} b$.	
5. Given $A = 79^{\circ} 15'$, $c = 123^{\circ} 19'$, $C = 90^{\circ}$, solve the triangle.	18
6. Given $a = 35^{\circ} 10'$, $b = 174^{\circ} 2'$, $c = 162^{\circ} 43'$, find the angles.	18
7. Given $C = 172^{\circ} 23'$, $a = 1^{\circ} 21'$, $b = 78^{\circ} 19'$, solve the triangle.	18
8. In an equilateral spherical triangle the sum of the three angles exceeds 180° by an angle whose cosine is $\frac{2}{7}$, find the sides.	18
9. Define the term "affections" as used in Spherical Trigonometry.	15

DIVISION OF LAND.

Time, 3 hours.

	No. of Marks.
1. The sides of a triangular field are 11, 15 and 17 chains. Find the length of the shortest straight line which will cut off from the triangle one-third of its area.	25
2. A rectangular lot has a frontage of 10 chains and a depth of 20 chains. The front of the lot to a depth of 7 chains is valued at \$200 per acre, the next 7 chains at \$150 per acre, and the rear 6 chains at \$100 per acre. Draw a straight line from a point in the front of the lot two chains distant from one corner which shall cut off land of one-third the value of the whole lot.	20
3. Divide a triangular piece of land into three equal parts by lines drawn from a point in one of the sides.	15
4. A triangular piece of land, unfenced, is to be divided by a straight line equally between two persons. How can the division be made so that they shall have equal lengths of fence to build, each building one half of the division fence between them?	25
5. Show how to rectify a crooked boundary.	15

MEASUREMENT OF AREAS.

Time, 3 hours.

No. of Marks.

1. The following are the notes of a survey of a five sided piece of land:—

30

Stations.	Bearings.	Distances.
1	N. 10° E.	25·10
2	N. 83° 15' E.	17·07
3	S. 21° 20' E.	20·54
4	S. 45° 10' W.	30 30
5	N. 27° 55' W.	14·58

The surveyor suspects that in one of the measurements an error of one chain has been made. Find where this happened.

2. Treating the error in the above as an unknown error, balance the courses and find the area of the land.

30

3. If in the above example, the first bearing and the fourth distance be omitted, find them from the remaining data.

20

4. Find the area included between a curved boundary and its chord which is 35 chains in length, the offsets at 7 equidistant points being 49·4, 55·3, 52·2, 47·7, 64·3, 58·8 and 45·7 links respectively.

20

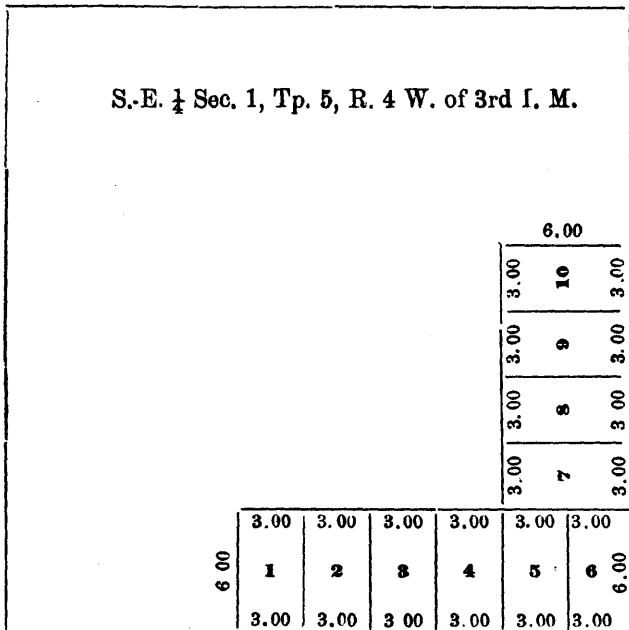
DESCRIPTIONS.

Time, 3 hours.

No. of Marks.

1. Mr. A. owns the S.-E. $\frac{1}{4}$ Sec. 1, Tp. 5, R. 4 west of the 3rd I. M. He has some park lots three chains by six chains laid off as shown below, and a plan thereof registered in the proper registry office. Make a description by metes and bounds for a conveyance of the park remaining unsubdivided.

18



2. The centre line of a railway passes through Sec. 3, Tp. 17, R. 5 West of the 3rd I. M. on a tangent running N. $37^{\circ} 52'$ W., intersecting the southern limit of said section 12 chains from the S. W. angle of said section. The roadway extends fifty links on each side of said centre line. Make a description for a conveyance of the right of way in each section.	18
3. In question 1 Mr. A. sells to Mr. B. off of Park Lot No. 2, a strip of land one chain wide adjoining the eastern limit of said lot No. 2, and also sells to him a contiguous strip of Park Lot No. 3, fifty links wide. Both strips extending from the front of the lots to the rear thereof. Make a description by metes and bounds so as to include the two strips of land sold.	18
4. In question 1 Mr. A. sells the eastern half of Park Lot No. 6. Make a description of the part sold for a deed.	18
5. In question 2 make a description by metes and bounds of that part of said section 3 lying south of said railway.	18
6. Draw up a settler's statutory declaration of occupation.	10

PRACTICAL ASTRONOMY.

Time, 3 hours.

	No. of Marks.
1. In what direction does the earth revolve about its axis? In what direction about the sun? And in what direction does the moon move round the earth? What are the results of these several movements in the apparent motions of the sun, moon and fixed stars?	15
2. Define the terms, ecliptic, equator, meridian, prime vertical, refraction, parallax, as used in astronomy.	15
3. Distinguish between sidereal, mean solar, and apparent time. How is one converted into another? What are civil time, astronomical time, and standard time?	16
4. On 7th April, 1880, what ought a mean solar clock at Montreal show when the sidereal time at Greenwich is $3^h 18^m 27^s$? The longitude of Montreal from Greenwich is $73^{\circ} 34' 38'' \cdot 1$.	16
5. Given the latitude of the place, the sidereal time, and the right ascension and declination of a star, required formula for the altitude and azimuth of the star.	14
6. Given the sidereal time of a given star's transit over the prime vertical of a place, show that the latitude may be found.	10
7. Twilight lasts until the sun is 18° below the horizon. Find the number of nights in the summer of 1880, during which at a place in latitude 55° N. there is no absolute darkness.	14

PRACTICAL ASTRONOMY.

Time, 3 hours.

	No. of Marks.
8. Required the length of the day from sunrise to sunset at Edmonton, latitude $53^{\circ} 32'$ on 17th July, 1880.	20
9. Is the azimuth of Polaris at its greatest eastern or western elongation the same at all places? Why in the observation is it necessary to have the instrument well levelled both as to horizontal plate and horizontal axis, and free from collimation error? What is the azimuth of Polaris at its greatest eastern elongation on the 7th Correction Line on 3rd Oct., 1880?	25

- | | |
|---|----|
| 10. On 10th June, 1880, the apparent altitude of the sun's lower limb at noon was $58^{\circ} 31'$. Find the latitude. | 15 |
| 11. On the 15th June, 1880, in latitude $52^{\circ} 40'$, longitude 106° west, the observed altitude of α Persei was $39^{\circ} 45'$, the star being east of the meridian. Find the sidereal time. | 20 |
| 12. Find from the almanac by accurate interpolation the moon's right ascension, declination, and horizontal parallax, at 7h 21m Greenwich mean time on 20th September, 1880. | 20 |

PLANE GEOMETRY AND MENSURATION.

Time, 3 hours.

- | | No. of
Marks. |
|---|------------------|
| 1. The area of a rectangular field is 2 acres, 2 roods, and 20 perches. Its perimeter is 22 chains. Find the length and breadth. | 15 |
| 2. Draw a circle which shall touch a given straight line in a given point, and the circumference of a given circle. | 15 |
| 3. On a common base of length 20 feet, and on the same side of it are described segments of circles of heights 5 and 7 feet respectively. Find the area included between them. | 20 |
| 4. If the verticle angle of a triangle be bisected by a straight line which also cuts the base, the segments of the base shall be in the same ratio as the other two sides of the triangle. | 15 |
| 5. From the angular points of a triangle ABC , straight lines AE , BF , CG , are drawn through a point to meet the opposite sides in E , F and G . Prove that AG is to GB in the same ratio as the rectangle under CE and AF to the rectangle under BE and CF . | 20 |
| 6. Describe an isosceles triangle which shall be equal to a given triangle and show that the primeter of the isosceles triangle is less than that of the other. | 15 |

SOLID GEOMETRY.

Time, 3 hours.

- | | No. of
Marks. |
|--|------------------|
| 1. Define the terms solid, pyramid, cone, regular polyhedron, cylinder. | 10 |
| 2. If two planes cut one another, their common section is a straight line. | 15 |
| 3. If a straight line be perpendicular to straight lines which intersect, it shall be perpendicular to all straight lines in their plane. | 20 |
| 4. What is the radius of the sphere which circumscribes the regular tetrahedron whose side is a ? | 30 |
| 5. A frustrum of a right cone has for diameters of its ends two inches and twelve inches, and the length of the slant side is thirteen inches. Find its volume. | 25 |
| 6. The radius of the earth being taken as 4,000 miles and its density $5\frac{1}{2}$ times that of water, what is its weight in tons, water weighing $62\frac{1}{2}$ lbs. to the cubic foot? | 30 |
| 7. Prove that three planes cannot enclose a solid, but that four may. | 20 |

SPHERICAL TRIGONOMETRY.

Time, 3 hours.

- | | No. of
Marks. |
|--|------------------|
| 1. The three angles of a spherical triangle are together greater than two and less than six right angles, and two sides are together greater than the third. | 15 |

- | | |
|---|----|
| 2. What is meant by the polar triangle? Find the relation between the angles and sides of the polar triangle, and the sides and angles of the primitive triangle. | 15 |
| 3. What is meant by the affections of the sides and angles of a spherical triangle? | 10 |
| 4. Show that $\tan \frac{1}{2} (A-B) = \frac{\sin \frac{1}{2} (a-b)}{\sin \frac{1}{2} (a+b)} \cot \frac{1}{2} C$. Write down the equation deduced by applying this formula to the polar triangle. | 18 |
| 5. Two planes intersect at an angle of 36° . A third plane cuts them, making an angle of 47° with their line of intersection, and making equal angles with the two planes. Find these angles and the angle between the lines of intersection of the third plane with the other two. | 23 |
| 6. Given $A=98^\circ 17'$, $c=131^\circ 23'$, $C=90^\circ$. Solve the triangle. | 23 |
| 7. Given $A=73^\circ 15'$, $B=57^\circ 34'$, $C=51^\circ 53'$. Find the sides. | 23 |
| 8. Given $B=107^\circ 13'$, $C=27^\circ 20'$, $b=73^\circ 10'$. Solve the triangle. | 23 |

DIVISION OF LAND.

Time, 3 hours.

- | | No. of Marks. |
|--|---------------|
| 1. The lengths of the north, east, south, and west boundaries of a section (Dominion Lands) are respectively 78.50, 80.12, 80.29, 80.10 chains. The north western angle of the section is 90° , find the area of each of the quarter sections | 21 |
| 2. In a quadrilateral field $AB = 24$ chs., $BC = 7$ chs., $CD = 20$ chs., $AD = 15$ chs., and the diagonal $AC = 25$ chs., find the area cut off by a straight line from B , across the field bisecting AC . | 21 |
| 3. In a triangular field with sides of 13, 17, and 21.30 chains, draw two lines parallel to the longest side and dividing the area into three equal parts. | 16 |
| 4. The frontage of a rectangular lot is 20 chs., and depth 40 chs. The land in the front of the lot, for a quarter of the depth, is valued at \$20 per acre. The next quarter of the depth is valued at \$17, and the rear half at \$15. Divide the lot by a straight line from the front between two persons so that the value of one's land shall be double that of the other's, but so that the latter shall have twice as much frontage as the former. | 21 |
| 5. In a piece of land, 40 chs. square, the north-west corner enclosed by a straight line joining the middle points of the north and west sides is covered by bush. Divide the land by straight lines among three persons so that each shall have one-third of the bush and one-third of the cleared land. | 21 |

MEASUREMENT OF AREAS.

Time, 3 hours.

- | | No. of Marks. | | | | | | | | | | | | | | | |
|--|------------------------------|------------|------------|---|------------------|------|---|------------------------------|------|---|------------------------------|------|---|------------------|------|--|
| 1. The following are the notes of a survey of a quadrilateral piece of land : | 30 | | | | | | | | | | | | | | | |
| <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Stations.</th> <th style="text-align: left;">Bearings.</th> <th style="text-align: left;">Distances.</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: left;">N. 52° E.</td> <td style="text-align: right;">8.63</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: left;">S. $29^\circ \frac{1}{2}$ E.</td> <td style="text-align: right;">4.10</td> </tr> <tr> <td style="text-align: center;">3</td> <td style="text-align: left;">S. $31^\circ \frac{1}{4}$ W.</td> <td style="text-align: right;">7.69</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: left;">N. 61° W.</td> <td style="text-align: right;">7.13</td> </tr> </tbody> </table> | Stations. | Bearings. | Distances. | 1 | N. 52° E. | 8.63 | 2 | S. $29^\circ \frac{1}{2}$ E. | 4.10 | 3 | S. $31^\circ \frac{1}{4}$ W. | 7.69 | 4 | N. 61° W. | 7.13 | |
| Stations. | Bearings. | Distances. | | | | | | | | | | | | | | |
| 1 | N. 52° E. | 8.63 | | | | | | | | | | | | | | |
| 2 | S. $29^\circ \frac{1}{2}$ E. | 4.10 | | | | | | | | | | | | | | |
| 3 | S. $31^\circ \frac{1}{4}$ W. | 7.69 | | | | | | | | | | | | | | |
| 4 | N. 61° W. | 7.13 | | | | | | | | | | | | | | |

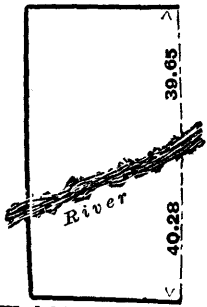
In one of these distances an error of one chain has been made. Find which one and correct the error.

- | | |
|---|----|
| 2. The error in the previous question having been corrected, "balance" the courses, and find the area included. | 30 |
| 3. Give general rules for supplying omitted bearings or courses, giving the various cases. | 25 |
| 4. Show how to find the area of a narrow strip of land by means of offsets. | 15 |

DESCRIPTIONS FOR DEEDS.

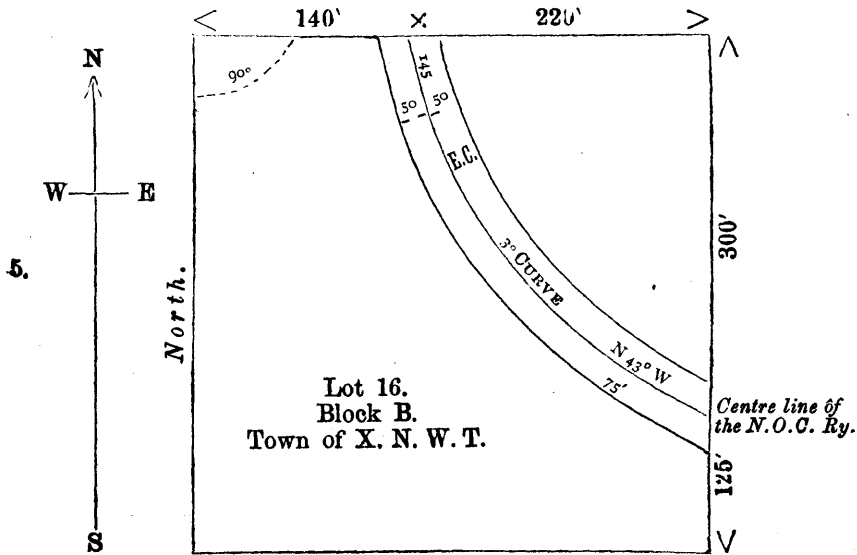
Time, 3 hours.

- | | |
|--|----|
| 1. From off the northerly part of Lot 51, St. Albert, describe a portion containing 12 acres, the southerly limit being parallel to the southerly limit of said Lot. | 15 |
| 2. Required, a description of a mill site containing ten acres, in form of a square from off the east side of the west half of section shown on sketch, also a right of way 50 feet wide along the east side of said half section to nearest road allowance in township survey; also right to flood back water on this stream by erection of a dam 10 feet in height above bed of stream any where within the mill site. | 15 |



W. $\frac{1}{2}$ 24-53-24, W. 4th.

- | | |
|---|----|
| 3. Give short description of Lot 10 South Saskatchewan settlement. | 8 |
| 4. Draw up affidavit attesting to position of post planted to designate the line between 10, and Lot 12 at rear of lot, in original survey of said lot. | 15 |



5.

- | | |
|--|----|
| Write description of right of the N.O.C. Railway across lot shown on sketch. | 25 |
|--|----|

- | | |
|--|----|
| 6. Draw up a statutory declaration of a settler who at date of survey, July, 1888, has been residing upon and cultivating the land a portion of the time for 5 years preceding that date.
Give (a) Portions of year he has resided.
(b) Amount of cultivation each year.
(c) Specify any other improvements, and value of same done each year, as buildings, fencing, &c. | 22 |
|--|----|

PRACTICAL ASTRONOMY.

Time, 3 hours.

- | | No. of
Marks. |
|--|------------------|
| 1. Given the co-ordinates of a star's position in right ascension and declination, and of a place on the earth in latitude and time, deduce formulae for the co-ordinates of the star from the place in altitude, azimuth and hour angle. | 15 |
| 2. What is the difference between celestial and terrestrial latitude and longitude? | 10 |
| 3. Define sidereal and mean solar time. What is equation of time? | 15 |
| 4. On 17th June, 1880, the hour angles of α Cygni east of the meridian at two places were observed to be 1h. 10m. 37s. and 1h. 45m. 25.2s., the observation at the latter place being taken one hour of mean time later than that at the first place. Find the difference of longitude of the two places. | 15 |
| 5. What is the mean time at a place in longitude 107° west on 23rd of September, 1880, when the sidereal time is 7h. 23m. 17.3s? Find also the apparent solar time. | 15 |
| 6. Find from the almanac the right ascension and declination of the moon at 17h. 23m., Greenwich mean time, on 24th October, 1880. | 20 |

PRACTICAL ASTRONOMY.

Time, 3 hours.

- | | No. of
Marks. |
|---|------------------|
| 7. On 17th August, 1880, at a place in longitude $77^\circ 20'$ west, the apparent altitude at noon of the sun's upper limb was $53^\circ 26' 10''$. Find the latitude. | 25 |
| 8. On 25th September, 1880, on the 3rd base line in Range 15, west of the 2d Initial Meridian, the observed altitude of the sun's lower limb (in the afternoon) was $20^\circ 37'$, at watch time, 3h. 45m. 10s. What was the error of the watch? | 30 |
| 9. At a place in latitude $50^\circ 50'$, longitude $98^\circ 23'$ on 28th March, 1880, the horizontal circle reading on Polaris at the greatest eastern elongation was $127^\circ 37' 45''$. The reading on a reference mark was $110^\circ 15' 25''$. What angle must be turned off from the mark to get the meridian? | 30 |
| 10. The latitude of Winnipeg being $49^\circ 54' 24''$ and longitude $97^\circ 7' 30''$, find the mean time of sunrise there on 1st August, 1880, neglecting the correction for refraction. | 25 |

PLANE GEOMETRY.

Time, 3 hours.

	No. of Marks.
1. In any triangle the square on the side subtending an acute angle is less than the squares on the sides which contain that angle by twice the rectangle contained by one of these sides and the part of it between the acute angle and the foot of the perpendicular from the opposite angle. Prove this proposition and show that it applies when the angle is obtuse by a certain convention as to signs of lines.	14
2. Given the base of a triangle, the vertical angle, and the sum of the sides; construct the triangle.	14
3. If a straight line be drawn bisecting the tangents drawn from an external point to a circle, the tangent from any point on this line to the circle will be equal to the distance of the point from the given external point.	14
4. In a given circle, inscribe an equilateral and equiangular quindecagon. Show that by Euclid's propositions an angle of 3° or any multiple of 3° can be constructed, but not an angle of an integral number of degrees not divisible by 3.	14
5. With the vertex of an equilateral triangle as centre, and radius equal to the side of the triangle is described a circle. Find the area common to this circle and the circumscribed circle of the triangle.	16
6. The side of a regular pentagon is 5 feet. Find the areas of the parts into which it is divided by straight lines drawn from one angular point to the opposite angles.	14
7. From a fixed point are drawn lines to the circumference of a fixed circle. Find the locus of the points dividing these lines in a constant ratio.	14

SOLID GEOMETRY.

Time, 3 hours.

	No. of Marks.
1. If three straight lines meet all at one point, and a straight line stand at right angles to each of them at that point, the three straight lines shall be in one and the same plane.	20
2. If two parallel planes be cut by another plane, their common sections with it are parallel.	20
3. If a solid angle be contained by four or more plane angles, they are together less than four right angles. Is this always true? Prove it for the case in which it is true.	20
4. Find the volume and the surface of a regular tetrahedron, the length of an edge being three inches.	20
5. Find the radius, volume, and surface of the sphere circumscribing a regular tetrahedron, whose edge is three inches in length.	25
6. The areas of two plane sections of a sphere are 50 and 28 square inches, the distance between the planes is one inch. Find the volume of the sphere.	20
7. A right circular cylinder has its length equal to its diameter. On one end is erected a right circular cone whose vertical angle is 90° , and on the other end is a hemisphere. The bases of the hemisphere and the cone are equal to the cross section of the cylinder. Find the volume of the whole solid.	25

SPHERICAL TRIGONOMETRY.

Time, 3 hours.

	No. of Marks.
1. What is meant by the polar triangle? Prove that if one triangle be the polar triangle of another, the latter will be the polar triangle of the former.	20
2. Prove geometrically that the angles at the base of an isosceles spherical triangle are equal.	15
3. Prove that	15
4. In a right angled triangle given, $\cos \frac{1}{2}(A-B) \sin \frac{1}{2}c = \sin \frac{1}{2}(a+b) \sin \frac{1}{2}C$. $b = 125^\circ 13' 10''$, $A = 23^\circ 27' 30''$, $C = 90^\circ$. Solve the triangle.	20
5. In an oblique angled triangle, given— $b = 131^\circ 17' 10''$ $c = 95^\circ 47' 30''$, $A = 117^\circ 20' 50''$. Solve the triangle	20
6. In an oblique angled triangle— $a = 75^\circ 47' 15''$, $b = 62^\circ 23' 10''$, $c = 97^\circ 27' 35''$. Find A .	20
7. In an oblique angled triangle— $A = 45^\circ 37' 50''$, $a = 51^\circ 27' 15''$, $b = 85^\circ 42' 30''$. Solve the triangle.	20
8. In an equilateral spherical triangle, the radius of the small circle circumscribing the triangle in 50° Solve the triangle.	20

DIVIDING AND LAYING OFF LAND.

Time, 3 hours.

	No. of Marks.
1. A piece of land is 10 chains wide in frontage and 40 chains deep, rectangular. The front of the lot is valued at the rate of \$200 per acre and the rear at \$100. The value of the land is assumed to diminish uniformly from front to rear. Required to part off from it a piece of land worth \$1,200, first by a straight line parallel to one side, and second, by a straight line parallel to the front.	25
2. It is required to cut off from a field twelve acres by a line passing through a spring S . A trial line AB was run making an angle of 55° with one side of the field at A , and of 81° with the opposite side at B . The area thus cut off is found to be 13.1 acres. From S to A is 9.30 chains and from S to B 3.30 chains. Required the angle which the required line CD must make with the trial line AB at S .	25
3. A piece of land $ABCD$ has a frontage AB 15 chains, BC is 20 chains, AD 23 chains. The angles DAB and ABC are right angles. The rear boundary of the lot CD is an arc of a circle whose radius is 2,310 feet, the convexity being outwards. From what point in one of the sides must a line be drawn parallel to the front in order to make the area equal to the area of the given lot?	20
4. It is required to find a point within a triangle such that the triangles formed by joining it with the angular points, (1) may be in the ratio of the sides of the original triangle, (2) may be equal, (3) may be in the ratio $m : n : p$.	30

MEASUREMENT OF AREAS.

Time, 3 hours.

1 In a four sided piece of land *A B C D*, the lengths and bearing of two adjacent sides are—

Side *A B*, length 19·70 chs., bearing N. 17° E.

Side *B C*, length 13·20 chs., bearing S. 81° E.

The side *C D* bears due south. The area of the whole piece of land is 19·31 acres.

Find the lengths of *C D* and *D A* and the bearing of *D A*.

2. The following are the notes of a survey of a five-sided piece of land:

Stations.	Bearings.	Distances.
1	N. 10° E.	25·10 chs.
2	N. 83° 15' E.	17·07 "
3	S. 21° 20' E.	20·54 "
4	S. 45° 10' W.	30·30 "
5	N. 27° 55' W.	15·58 "

Find the area by the method of latitudes and departures.

3. In the above example, indicate how you would proceed to supply lost data, supposing—

- (1) That the first bearing and third distance were missing.
- (2) The second and fourth bearings.
- (3) The third bearing and distance.

4. Show that in some cases of supplying lost bearings and distances an ambiguity may arise, two solutions being possible.

5. How would you find the area of a field, one of whose boundaries was a very crooked watercourse?

No. of Marks.

25

25

15

20

15

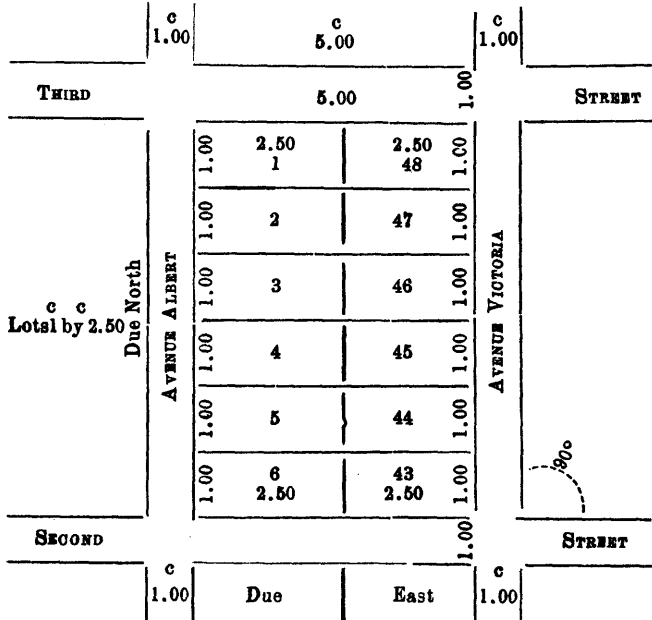
DESCRIPTION.

Time, 3 hours.

1. The subjoined diagram is taken from a plan signed by a D.L.S and fyled in the registry office for the district in which the land is situate.

No. of Marks.

20



- Immediately after the sub-division survey into lots as shown, a contract is let for the erection of a brick block fifty feet by one hundred and twenty feet on the north-west part of lot No. 1. The frontage is on Albert Avenue and the length extending along Third Street. Two sides of the block are respectively placed on the limits of said avenue and of said street. The owner of the block sells it; make a description by metes and bounds of the land covered by the block.
2. In above plan Mr. A owns lots Nos. 6 and 43. He sells to Mr. B all of lot No. 6, except a strip of land 20 feet wide extending across the lot and adjacent to said lot No. 43. Make a description by metes and bounds of the land sold. 20
 3. In above plan Mr. A sells to Mr. B the southern half of lot No. 45. Make the description of the land sold necessary for a conveyance. 20
 4. A townsite is selected in Township 12, Range 7, west of 4th I.M. It is to be one mile square. Its northern angle lies on the northern limit of section 35 in said township, and distant 15 chs. from the north-east angle of said section. The north-east boundary of the townsite runs N. 30° W. Make a description for a conveyance of the townsite. 20
 5. In plan in question 1, the municipality desires to widen Albert Avenue to 1c. 50, the east and west limits of the avenue to be equally moved east and west respectively. Mr. A owns lots 1 to 6 inclusive. Make a description of the land of Mr. A to be appropriated for widening the said avenue. 20

PRACTICAL ASTRONOMY.

Time, 3 hours.

- | | No. of
Marks. |
|---|------------------|
| 1. Define refraction and parallax; how does each vary with the altitude? | 10 |
| 2. What is azimuth? Why is Polaris better adapted for determining it than the sun? | 10 |
| 3. Distinguish between solar, mean and sidereal time. How is one converted into the other? | 10 |
| 4. Explain the cause of the variation in the equation of time. A graphical solution may be given. | 10 |
| 5. Having given the altitude and azimuth of a star and latitude of the observer, find the declination and hour angle of the star. | 10 |
| 6. What is the limit of a place in north latitude where observations can be taken on Polaris at elongation? | 10 |
| 7. Explain the difference between the apparent and mean place of a star. | 10 |
| 8. At Winnipeg, latitude 49° 54', what is the limit in declination of stars in order to be visible? | 10 |
| 9. Difference of longitude between Seattle and Kamloops is 2° 00' 16"-27. Convert into time. What "kind" of time is your result? | 10 |
| 10. How do you find the parallactic angle of a given star on the prime vertical of a given place? | 10 |

PRACTICAL ASTRONOMY.

Time, 3 hours.

	No. of Marks.
1. On June 15th, 1881, on the 4th Base line, 4th Initial Meridian, the observed altitude of the sun's lower limb was found to be $36^{\circ} 14'$ at 4h. 32m. 20s. in the afternoon as shown by a watch. What was the watch correction and azimuth of sun?	25
2. What is the azimuth of Polaris, March 1st, 1881, at western elongation at Calgary, latitude $51^{\circ} 02' 39'' \cdot 21$, longitude 7 h. 36m. 14s.24?	15
3. The observed altitude of Polaris on Sept. 15th, 1881, at lower transit was $51^{\circ} 26' 20''$. What is the latitude of the place?	15
4. At Winnipeg, longitude 6h. 28m. 31s.02 a sidereal chronometer is slow 2h. 14m. 16s.8. What would this chronometer show on August 19th, 1881, when it is apparent noon at Calgary, longitude 7h. 36 m. 14s.24? No rate.	15
5. What is the hour angle of α Leonis R.A. 10h. 02h. 02s. at Winnipeg, when there a mean time clock, which is slow 46s.5 shows 9h. 15m. 18s. (forenoon) on April 3rd, 1881?	15
6. Suppose the moon's right ascension to be given :	15
1881, Oct. 30th, 0h., 20h. 49m. 26s.14	
do 2h., 20h. 54m. 02s.02	
do 4h., 20h. 58m. 37s.18	
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PART III.

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GEOLOGICAL SURVEY.

PART III.

DEPARTMENT OF THE INTERIOR,
GEOLOGICAL AND NATURAL HISTORY SURVEY AND MUSEUM BRANCH,
OTTAWA, 31st December, 1888.

To the Hon. EDGAR DEWDNEY, M.P.,
Minister of the Interior,
Ottawa.

SIR,—The following summary report of the operations of the Geological Corps, including the work in the Museum and in the Natural History and Chemical and Mineralogical sections, during the past calendar year, is respectfully submitted.

Explorations and surveys have been continued in every Province of the Dominion, also on the eastern coast of Hudson Bay, and in the basins of the Yukon and the Mackenzie, resulting in large and valuable additions to the Museum collection, and to our knowledge of the geological, geographical and physical features of the districts examined.

During the summer between the middle of July and October, I visited and examined certain places for the purpose of investigating questions in connection with the work of the Survey, and the discovery and development of valuable economic minerals. Among them may be mentioned the apatites and iron ore deposits near the village of Carp, in the townships of Huntley and Fitzroy, the borings for gas and petroleum at St. Grégoire and Maison-Neuve in Quebec, at and to the west of Collingwood in Ontario, and near Lake Dauphin in Manitoba. The whole of the month of August was devoted to the study of the great mineral bearing belt which occupies the shores of the north channel of the Georgian Bay of Lake Huron and extends from Sault St. Marie to Sudbury. Within this belt are situated not only the newly discovered nickel-copper and gold bearing deposits in the vicinity of Sudbury, but also the old and now abandoned Bruce and Wallace mines, and a number of other promising deposits of copper ore, argentiferous galena and iron ore, which seem only to require energy and enterprise to convert them into profitable mines. The Vermilion or Tough gold mine near Whitefish station on the Sault St. Marie branch of the Canadian Pacific Railway was visited. Some of the rock obtained from the vein is marvellously rich in visible free gold, but it is not easy to predict what the future of these mines will be. At the date of my visit, only one shaft, which strangers were not permitted to examine, had been sunk on the deposit, apparently a bed of quartz two to three feet thick running with the stratification, or about E.N.E. and W.S.W., in a vertical attitude. Fine grained diorite, and altered greenish sandstone and schists of the usual Huronian type constitute the country rock, and on the summit of a ridge of this diorite, a few hundred yards to the south, a pit about 20 feet deep had been sunk in a fragmentary ferruginous mass which shows both free gold and films of native copper, while pyrrhotite, and yellow and purple sulphurets of copper occur impregnating the diorite as they do in the Stobie, Copper Cliff and Evans mines at Sudbury. The general geological features of this region appear to correspond very closely with those observed around the Lake of the Woods where also a number of gold bearing quartz veins have been discovered, one of which, opened during the past year about seven miles S. E. from Rat Portage, opposite Quarry Island, has afforded a large number of specimens, even richer in free gold than those from the Vermilion Mines. The vein is a somewhat ferruginous quartz traversing a dioritic or hornblende schist near its contact with the granite mass of Quarry Island, and if the material can be got in quantity the owners have here an exceptionally rich mine. It is known as the Sultana mine, but does not appear to be the same vein as that described by Mr. Coste, p. 17 K Geological Survey

Report 1882-84, as the Sultana Lead, and of which he says, "I do not think it is auriferous."

The subject of natural gas in Canada was referred to in my last summary report. Since then I have informed quite a number of enquirers that almost in any part of the Ontario peninsula more especially south and west of the outcrop of the Trenton limestone which extends from Port Hope to Collingwood, the chances of striking natural gas and petroleum are as good as they are in Ohio. I am informed that several borings are now in progress to test the question, and steps have been taken to secure an accurate record, and samples for examination, of the strata passed through in these borings.

Cost of season's work was \$852.60.

Dr. G. M. Dawson, assisted by Mr. J. McEvoy, was occupied during the past summer in carrying out a somewhat detailed geological examination of part of the southern interior of British Columbia. This region had been subjected to a general geological reconnaissance by Dr. Dawson in 1877, and a preliminary geological map and report were published as the result of the work. Since the completion of the Canadian Pacific Railway, however, the importance of this particular portion of British Columbia has much increased, and Mr. A. Bowman was in consequence instructed to carry on work there in 1882 and 1883. Much of his time was devoted to topographical measurement and delineation, as the physical features of the region are very complicated and in some places hold a close relation to the geological structure. A map embodying the result of Mr. Bowman's geographical work was prepared and published last winter and is a great advance on anything previously existing for the region covered by it, which is practically identical with that of Dr. Dawson's reconnaissance map of 1877. This map was regarded as the basis for a more detailed geological map, but from the complicated geological structure which Dr. Dawson's close examination during the past summer has revealed in some parts of the district, it may perhaps eventually be found desirable to complete the geological map on a larger scale. Dr. Dawson furnishes the following outline of his work, in connection with which he left Ottawa on the 14th of June, returning on the 30th of October:—

"On beginning the work of the past season I thought it probable that with the information already in hand it might be possible to revise the geology of the area covered by the map of 1877 and 1887, and to re-examine the various doubtful points within the area in the course of the summer. Before field work was begun, however, I arranged to meet Mr. Bowman, and on discussing the matter with him found that more than I had supposed remained to be done, and later, as the work progressed, unexpected complications of structure presented themselves, rendering necessary a close re-examination of certain parts of the district. There were also considerable gaps in the geographical outlines and topography of the map which we were obliged to fill, and it soon became evident that it would be better to go over a portion of the region in a somewhat detailed manner than to make disconnected observations over the entire area of the sheet. The operations were therefore practically confined to a district having an extreme length of about 130 miles with an extreme breadth of about 70 miles, which occupies the central portion of the map sheet above referred to.

"The geographical and topographical part of the work was chiefly performed by Mr. McEvoy.

"The geological observations have cleared up several points previously in doubt, and have resulted in the definite outlining of the principal formations in the area covered, but much yet remains to be done before the present observations can be presented in a connected and satisfactory form, in combination with the facts ascertained by Mr. Bowman, as a supplement to those of 1877. I shall therefore here confine my remarks to notes on certain points which appear to have an immediate economic interest.

"The discovery of coal in the vicinity of Kamloops, which occurred last winter has attracted some attention to the coal question in this interior part of the province.

and was one, among other reasons, for the present re-examination of the district. The coals found in this region occur at the base of the Tertiary formation, in beds of ordinary sedimentary origin, while the upper portion of that formation is composed of volcanic rocks, largely basalts. Unlike most Tertiary fuels, however, these were found, in some places, to assume the character of bituminous coals. This is the case with one of the seams known for many years near the junction of the Nicola and Coldwater Rivers, and also with that of the Indian Reserve on the North Thompson. These localities, with others in which lignites occur, are described in the Report of Progress for 1877-78. The coal near Kamloops is also a bituminous coal, and though the seams so far found are quite thin, the locality appears to be worthy of examination on account of its nearness to the railway. The rocks in which the coal occurs form a local extension of the Tertiary basin which is somewhat wide-spread in the vicinity of Kamloops Lake, and even should no really workable bed be found at this spot, the mere occurrence of coal here points to the probability of the existence of thicker seams elsewhere in the basin. Excellent lignite, in seams of good thickness, has lately been found near Vermilion Forks on the Similkameen, but from the isolation of this locality can at present be of local use only. The lignite reported near Quilchana on Nicola Lake is of inferior quality and scarcely suitable even for local use.

“The work of the past summer has proved that the sandstones, shales, &c., with which the coal is associated really underlie but limited portions of the whole area covered by the Tertiary rocks and appear to have been deposited in isolated basins, a fact scarcely realized before. This renders the thorough examination, by boring or otherwise, of the localities where either coal or lignite occurs very desirable. A further study of the region near the confluence of the Nicola and Coldwater Rivers indicates that this is one of the most promising places for coal mining which has yet been discovered in the region.

“While speaking of the Tertiary formation, it may be noted that important beds of trachyte occur in a number of places among its volcanic materials, and that in one of these a few miles to the north-west of the head of Stump Lake opaline silica and hyalite were found to be developed in small visicular cavities. While nothing which can be classed as precious opal was actually observed, the locality would appear to be worthy of close examination, as the matrix is identical in character with that yielding precious opal in Hungary and elsewhere.

“The working of placer gold deposits has been in progress for many years in a number of places scattered over this region, and though no extremely rich deposits like those of Cariboo have been discovered, a large amount of gold has been obtained in the aggregate, even without including that got along the Fraser and Thompson Rivers. Tranquille River, Cherry Creek, Mission Creek and the Similkameen River have been almost or quite continuously worked since their first discovery, either by whites or Chinese, and still continue to yield remunerative quantities of gold. The discovery of Granite Creek, a tributary of the North Similkameen or Tulameen, in 1885, with the late renewal of placer mining on a considerable scale on the Tulameen itself, seem to show that paying auriferous creeks may still remain to be found even in this comparatively well known part of the country. The area of good ground on Granite Creek was found eventually to be less considerable than at first supposed, and comparatively few claims are now being worked there, but several of the streams in this vicinity have since been worked with success. Of these Boulder Creek, a small stream running into Otter River, is at present the most important.

“The most interesting feature which has been developed in connection with mining on the upper part of the Similkameen and Tulameen and their tributaries is the occurrence everywhere of platinum in association with the gold. This association is mentioned in my report of 1877, in connection with the placers of Whipsaw Creek, where, however, both the gold and platinum are found only in fine scales. On the discovery of Granite Creek it was found that with the “coarse” or “heavy” gold obtained there platinum of a similar character was also associated. In all about 1,400 ounces of platinum was sent out from this region in 1887. The close and con-

stant association of the platinum with the gold renders it nearly certain that both are derived from a common source, to be found in the rocks of the immediate vicinity.

"Some attention has lately been paid to the search for lodes in the vicinity of the Tulameen, and a number of locations have been taken up, but nothing except a limited amount of preparatory work has yet been done toward their development. I may state, however, that the district appears to be worthy of attention by the prospector, as it presents very favorable indications, and the rocks often show evidence of solfataric action, being highly silicified and holding much pyrites in certain belts.

A specimen of ore collected by myself at the "Bonanza Queen" location has since been found by Mr. Hoffmann to contain 1·3 ounces of gold, and 5·1 ounces of silver, to the ton of 2,000 pounds.

"A remarkable indication of the existence somewhere in the Tulameen Basin of extremely rich ores is found in the discovery in sluice-boxes on the river about thirteen miles above Granite Creek of small rolled pellets of pure silver-glance-strung through with filamentous gold.

"In the vicinity of Stamp Lake the principal mining developments are comprised within an area about five miles in length, with a variable breadth, running nearly north and south on the east side of the lake. A large number of mining claims has been taken up in this vicinity, and numerous prospect holes and small trial shafts have been sunk. The greatest amount of work has so far been accomplished on the property of the Nicola Mining Company, under the superintendence of Mr. W. Craib, and on the adjoining property of the Star Mining Company, under Mr. G. Henderson. A considerable amount of work has also been done on the Hepburn group of claims on the opposite side of the valley and further south than those first mentioned. Operations were temporarily suspended on the last mentioned claims at the time of my visit, but some of the richest ore, of which very satisfactory trial shipments have been made, has been obtained at this place.

"The metalliferous veins which have been found within the limited district above defined are very numerous. They vary from about ten inches to five or six feet in width and some of them have been traced for a length of several hundred feet. Though it is probable from the great number of veins which exist that no single one will be found to be continuous for a very great distance, a large supply of ore is already assured. Most of the veins run with very considerable uniformity in bearings a few degrees west of true north, or from N. 10° W. to N. 30° W. magnetic. There are, however, a few which diverge widely from this direction, and two or three which run nearly at right angles to it. The gangue is generally white quartz, and the principal metalliferous minerals present include iron- and copper-pyrites, galena, blende and tetrahedrite. Assays made by Mr. Hoffmann, in the laboratory of the Survey, run from 15 to 406·5 ounces of silver, with 0 to 6 ounces of gold per ton of 2,000 lbs., according to the relative amounts of the various mineral constituents. The country-rock consists of altered volcanic materials probably of Palæozoic age, and may be generally characterized as a diabase-porphyrite, the most characteristic material in this place being a rock of green and green-grey colour with coarse porphyritic crystals of plagioclase and pyroxene.

"On the whole, the prospects for the immediate development of an important mining district are here most encouraging. The occurrence of these ores in the green, altered volcanic rocks, which under slightly varying forms occupy so large an area of the southern interior of British Columbia, is a feature of peculiar interest, inasmuch as it leads to the belief that these wide-spread rocks become a metalliferous series where the other conditions are favorable. What these precise conditions are, beyond the existence of fissures in which the segregation of metallic minerals has occurred, we are yet unprepared to say. Massive granite rocks occur a few miles to the west of the mineral belt of Stamp Lake, and while a similar rock may underlie its surface at no great depth in the mineral belt, there is nothing to indicate that the ores partake of the nature of contact deposits.

"Another metalliferous locality to which some attention has been drawn, and which was visited during the summer, is situated near the lower part of Jamie-

son Creek, fifteen miles up the North Thompson. Very little work has yet been done here, though a number of claims have been recorded. The veins occur in a mass of greyish granite, which breaks through certain black micaceous schists or argillites which form an important intercalation in the Palæozoic rocks, generally of volcanic origin, of this part of the province. The granite is highly siliceous in the vicinity of the veins, and these appear to have been produced contemporaneously with the intrusion of its granite. The gangue is quartz and it shows pyrites, with a little galena, blende and tetrahedrite. Assays made by Mr. Hoffmann show from $\frac{1}{16}$ to 1 ounce of gold and $2\frac{1}{2}$ to 34 ounces of silver to the ton. Little can as yet be proved respecting the continuity of the veins in this district, and the area within which claims have been recorded is comparatively small. The surface display of quartz is, however, considerable, and this, with the rich character of the ores, would appear to warrant some expenditure of a tentative character. The widest vein seen is from five to six feet. It may further be mentioned in this connection that fragments from similar veins were seen by us near the headwaters of Jamieson Creek.

"It is here only possible to mention some of the principal localities visited without entering into detail respecting them, and space cannot be accorded even to include mention of the numerous isolated "prospects" which have, of late, been brought to light. The mines of Cayoosh Creek and those of Rock Creek, though comprised within the area of the map first referred to, were not visited, though encouraging reports have been received from both, and assays of specimens yield well in gold. At Cherry Creek also, a new company has undertaken a thorough examination of the very rich silver ore found there, but of which some difficulty has been found in following the vein. Some account is given by Dr. Selwyn, in the last summary report, of the deposits of argentiferous galena in the Selkirks, particularly near Illicillewaet. The exploration of some of these has been quietly but persistently carried on during the past summer. Work has also been in progress on the Monarch and Cornucopia claims at Mount Stephen, and prospecting operations in a number of localities on the eastern slope of the Selkirks.

"The Toad Mountain and Kootanie Lake districts have attracted much notice during the summer, and a large number of prospectors and miners have been at work there, with most encouraging results. Though I have not myself visited these localities it appears certain that they only require to be brought within the reach of the railway to ensure a large output of argentiferous galena, some of which is of high grade. Some trial shipments have already been made, of which one of 22 tons, from the Silver King claim, sent with considerable difficulty to Butte, Montana, realized a gross amount of \$6,463, chiefly in silver.

"Amongst other items bearing on mining enterprise in the province in general may be mentioned the establishment, which is in progress under the Government of British Columbia, of a test mill in Cariboo, and the erection of a smelter, with a capacity of 50 tons per diem, by the British Columbia Smelting Company (Limited) at Vancouver.

"Of the various enterprises on the coast it is impossible to give particulars here, though it may be noted that Mr. Dunsmuir has commenced work on the opening up of a portion of the Comox coal field, while renewed efforts were in progress with a view of making a thorough test of the anthracite of the Queen Charlotte Islands.

"Notwithstanding the great activity in placer gold mining in British Columbia in the years following its discovery in 1857, and particularly after the finding of the phenomenally rich placers in Cariboo, in 1860, the subsequent development of metalliferous mining in its more permanent forms has been slow. This circumstance has been due to several causes, which need not here be discussed, but one of the chief drawbacks has always been the want of proper means of transport for heavy machinery and for ores. It is therefore extremely gratifying to find that, as an immediate consequence of the building of the Canadian Pacific Railway, that part of the country in its vicinity is rapidly beginning to evince its character as a rich metalliferous district, and to justify the confidence which those best informed on the subject have always felt as to its ultimate great value. The general knowledge

which we now have of the geology of the province as a whole, is such as to show that when similar means of travel and transport shall be extended to what are still the more inaccessible districts, these also will prove to be equally rich in minerals, and particularly in the precious metals, gold and silver.

"It is true that we have even in the southern part of the province to chronicle as yet merely the inception of "quartz mining," but so much has (even already) become known, and the deposits discovered in many cases carry ores of such high grade, that I feel no hesitation in stating my belief that the district is now on the verge of an era of mining activity of great importance. The establishment of mining centres in different parts of the country, will react on all other industries, and in particular will supply just that local demand for produce which is required by the somewhat scattered character of the agricultural lands.

"I must also add that in comparing the degree of settlement, cultivation and progress of the ranching industry in the portion of British Columbia here particularly referred to, with that of these industries at the time of my previous work in the same district eleven years since, evidence is everywhere apparent of substantial progress. I was particularly struck with the fact that even in the higher and more secluded valleys settlers are now taking up land and finding that crops may be successfully grown and stock raised, where in the more easy-going early years of the province no one would have attempted either. With this particular fact in evidence, it is worth calling renewed attention to the circumstance that in the further northern parts of British Columbia, particularly in the basin of the Nechacco and its vicinity, there exist relatively extensive tracts of low cultivable land. It would appear that the time has now almost arrived when the settlement of these may be undertaken with advantage."

Cost of season's work was about \$1,950.

On the seaboard of British Columbia Mr. Amos Bowman commenced field work in New Westminster District on the 1st of April, continuing to the end of August. The area delineated comprises a rectangle of a degree of latitude lying north of the 49th parallel, and three degrees of longitude lying eastward from the Gulf of Georgia to the canon of the Fraser. In this region are situated the cities of Westminster and Vancouver. It includes the delta of the Fraser, and also the much larger pleistocene delta of that stream. A considerable expanse of lignite-bearing Tertiary, and also of bituminous coal bearing rocks of Cretaceous age, occur in this region, the two series presenting a system of outliers and ranges flanking the higher coast mountains of granite.

In May and June the limits of the Tertiary were traced, first south of the Fraser, commencing at Mud Bay (Semihamoo) and thence eastward to the Chilliwack River Mountains. The same rocks were then delineated (and incidentally others) on the north side of the Fraser, especially in the vicinity of Westminster and Vancouver.

Workable beds of lignite and coal, in the older as well as in the newer series of rocks, are believed to exist, and will be developed when prospecting for them by boring, or drifting to depths beyond atmospheric influence, is undertaken. In the adjacent United States territory the same rocks have been more extensively prospected, and in several places where exploited, show every indication of the prevalence and continuance of favorable coal making conditions along the whole eastern or mainland side of the Puget Sound and Fuca Strait, from the southern extremity of the former as far northward as the valley of the Fraser—in other words, on the Westminster side of the trough as well as on the opposing Vancouver Island side. The older or Cretaceous series of rocks are extensively developed in Canadian territory in the Harrison Lake district, and in the south-eastern portions of the field described.

The quantity of Tertiary coal or lignite which may be developed by means of judicious boring operations in the vicinity of Westminster and Vancouver, can only be conjectured by the experience at Bellingham Bay, which furnished one of the earliest examples of profitable coal mining on the Pacific Coast; the basin there and its rocks being continuous, it may be fairly inferred that the coal seams are so also.

Although coal has been found in very many localities north of the international boundary-line in the Tertiary delta of the Fraser, in only two instances have attempts been made, by sinking or boring, to prove the thickness of the seams at depths where they would be uninfluenced by atmospheric weathering, and in both instances without adequate capital—at Coal Harbor (Vancouver) by a boring, and at Sumas Mountain by an incline. The results, so far as they go, are by no means discouraging.

The quality of this Tertiary coal is somewhat superior to that of Mount Diablo in California, which has there served a most useful purpose.

The conditions now existing, which justify prospecting by boring operations, and mining lignite for local use, are its cheapness, and a local market greatly extended beyond that heretofore, existing which would enable it now to successfully compete for many purposes with coal transported from Vancouver Island.

Proximity to croppings of seams known and considered to be more or less promising, so as to test these at a distance from the surface, would be the first consideration in selecting sites suitable for boring operations. Otherwise located, a bore hole might be put down very widely astray, and might succeed only in testing a theory; but thus guided the bore could not fail to test the ground in association with the seam or seams in question to the depths explored.

The thickness of the measures desirable to be tested in the same connection will of course govern the depth of the bore in any given locality. The entire series exposed in the vicinity of Burrard Inlet is not far from 3,000 feet in thickness. But all these beds, except some unknown, possibly underlying ones, come to the surface; those exposed nearest to the Inlet being at the bottom and those nearest to Fraser River at the top of the series. A bore near Port Moody, say at the terminus of the "North Road," would test the lower series; but could reveal nothing respecting the next overlying strata, which at that place have been removed by denudation. To test these it would be necessary to go as far up the coal ravine of the "Gravel Pit" (nearly opposite the north arm of Burrard Inlet, known also as camp No. 2, and the "Italian camp," on the railway) as it would be possible to haul the boring machinery. The same rocks would be far below the surface at Burnaby Lake, and probably several thousand feet beneath the city of Westminster.

A very short incline, shaft or tunnel, might test the ground satisfactorily in one place, while a bore of several hundred feet might suffice at another; the choice being determined by the contract price. Sinking by shaft necessitating pumping of water would be undertaken only after the ground has been tested, and proved to justify that expense.

Boring for water, a question of present public interest, is quite another problem, if the water be looked for in the porous gravelly or sandy strata overlying the coal, as at Westminster. In a bore there, for an artesian well, a depth of from one to two thousand feet would have to be attained before any coal yet found could enter into consideration at all; and at such depth, even if found in that vicinity, it could not be profitably worked.

Cretaceous coal measures already referred to, lie probably too deep in the littoral district under consideration to be reached by boring, except possibly in certain localities along the south shore of Burrard Inlet where a bore would probably go through some shore edges of the Cretaceous before reaching the underlying granite; such as opposite the valleys of the North Arm and of Pitt River, both of which may represent arms of the Cretaceous sea.

Any point between the smelting works and the terminus of the "North Road," would be suitable for a bore to search for the deep lying Cretaceous coal measures in this vicinity. That of the coal croppings on Hastings town site, half a mile west of Hastings, is as favorable as any other; and presents, in addition, the inducement of connected and interesting developments in the Tertiary series.

At Sumas Mountain, and at the Warnock-Kanaka Creek Mountain, the Tertiary coal, so far as known, lies near the bottom of the series. Kanaka Creek presents a

favorable locality for test by boring in the line of the ancient valley of the Lillooet River.

Two series of coal seams come to the surface on opposite sides of the city of Vancouver. The coal measures occupy the whole of Stanley Park, and also immediately underlie the city. By means of a bore of over 400 feet put down near Granville Hotel, Vancouver, nearly twenty years ago, some lower beds of the series coming to the surface in Stanley Park have been proved to be either noncontinuous or barren. But the seams which have given Coal Harbor its name more probably escaped the investigation of the prospectors altogether, from the circumstance that the locality selected appears to have presented only strata overlying the coal. The upper coal croppings of Brewery Creek, and other localities on the south side of False Creek, do not anywhere extend to the northward of False Creek. They could be conveniently intersected by a bore on the line of the False Creek trail to Fraser River, which could be so located as to reach the coal at any desired depth below the surface.

Cost of season's exploration was \$1,216.05.

Mr. R. G. McConnell, who left Ottawa on the 22nd April, 1887, and crossed from the Yukon to the Mackenzie River, where he passed the winter, as mentioned in the summary report for 1887, returned to Ottawa on the 15th of October last, and now furnishes the following statement respecting this exploration:—

"I separated from Dr. G. M. Dawson at the mouth of Dease River, on the 25th June, 1887, and commenced the descent of the Liard the next day, accompanied by two white men, John McLeod and Louis Trépanier, and a couple of Indians who had agreed to go as far as the Devil's Portage but became frightened at the first rifle and could not be induced to go farther.

"The evil reputation of this river has not been exaggerated, and it requires careful steering and hard work to navigate it with safety. It is constantly interrupted with rapids and hemmed in by narrow canons which render frequent portages necessary. The most dangerous part of the river is included between the Little Canon and Hell Gate. In this distance of about one hundred miles it has a fall of over a thousand feet, and in high water is simply one long cascade.

"The two longest portages are the Portage Brulé, two miles, and the Devil's Portage, which is four miles long and passes over a steep wooded hill 1,000 feet high. At the latter portage we were obliged to abandon our wooden boat owing to its weight and the impossibility of getting it across the portage, and rig up a small sixteen feet canvass boat with which we shot the remainder of the rapids. Escaping through Hell Gate the rapids are left behind, and from that on to near its mouth the river is free from any obstacles to navigation.

"Two days after reaching smooth water I met some Hudson Bay voyageurs going to Dease River, and I took advantage of the opportunity thus afforded of sending my men back to the coast while there was still time for them to get out the same season. After the separation I drifted down alone to Fort Liard, and obtaining there, after a short delay, a bark canoe and an Indian boatman, proceeded to Fort Simpson where I arrived on the 5th August.

"At Fort Simpson I met Mr. Cummings who had charge of the Mackenzie River district in the absence of Mr. Camsell, the chief factor, and made arrangements with him for wintering at Fort Providence, a fur trading post belonging to the Hudson Bay Company, situated on the Mackenzie River, about forty miles below Great Slave Lake. From Fort Simpson I took passage on board the Hudson Bay Company's steamer "Wrigley" to Fort Smith on Slave River, and embarking there in a bark canoe with a couple of Indians I spent the remainder of the season on Slave River, Salt River, and Hay River, and in coasting round part of the north side of Great Slave Lake, reaching Fort Providence again about the 1st October, where I was hospitably received and treated during the winter by Mr. John Reid, the officer in charge.

"Exploratory work was necessarily suspended during the greater part of the winter, but rough traverses were made at intervals to Lake Bis-tso, Fort Rae and

other places in the vicinity of Fort Providence, and while staying at the post the work of the preceding summer was platted and a complete set of meteorological observations recorded.

"I left Fort Providence on the 1st of May, travelling on the ice with dogs, and reached Fort Simpson on the 6th, where I remained until the river became sufficiently free from ice to allow travelling by boat.

"The river broke up on the 13th of May, but continued full of drift ice all the month. On the 28th of May, having had a boat built at Fort Simpson in the meantime, I left that post accompanied by two Indians, and spent about a month descending and examining the valley of the Mackenzie as far as the mouth of the Peel, and in ascending the latter river to Fort McPherson. Here a delay of a few days was caused by the non-arrival at the appointed time of the Mackenzie River boat, on which I depended for some supplies. The delay, was, however, utilized in making a short trip up Rat River to the mountains, and being informed that neither boats nor canoes were to be had west of the mountains, but that the one I had used on the Mackenzie might be portaged across by taking it up Rat River and down a branch of Bell River on the other side, I sent five Indians to try and take it across.

"On the 12th of July, the Mackenzie boat not having arrived, and not knowing how long it would be delayed, I decided not to lose any more time waiting for it, and started across the mountains by the summer portage, reaching Lapierre's House on the 15th. This portage is about sixty miles long, and at the summit of the range attains an elevation of 2,500 feet. The walking is difficult and wide reaches covered with *Tetes des Femmes* alternating, with soft moss-covered muskeg, are met with all the way across. It is crossed by Indians carrying a load of forty pounds, besides supplies for the trip, in four days.

"Leaving Lapierre's House on the 16th July, with an ex-employé of the Hudson's Bay Company, whom I engaged to go to the coast with me, we reached hampart House on the 20th and Fort Yukon, at the mouth of the Porcupine, on the 24th. From this point the coast and outside communication can be reached either by descending the river to St. Michael's, or ascending it to the head of the Lewes, nearly 1,000 miles, and crossing the coast range by the Chilkoot Pass. The former is by far the easier route, as the lower Yukon possesses a strong steady current and is free from dangerous rapids, but as it lay altogether outside of Canadian territory, I decided if possible to try and ascend the stream. To do this, however, in a short square-sterned boat, proved to be a matter of no ordinary difficulty. In many places neither tracking nor poling were possible, and progression was only attainable by clinging to the overhanging branches and pulling ourselves up foot by foot. Fortunately the men worked well and we arrived at Forty-mile Creek after a laborious trip of fifteen days. At this place, which is the head-quarters of the miners on the Yukon, I had a suitable boat built, and the ascent of the upper part of the river was made without difficulty. We left Forty-mile Creek on the 14th August, and arrived at Chilkoot Pass on 15th September, Juneau on the 21st, and Victoria on the 1st October. The total distance travelled from the time I left the coast at Fort Wrangell until I rejoined it again at the head of Lynn Canal, was 4,200 miles, 3,200 miles by water and 1,000 miles on foot.

"The general results of the exploration have not been worked up yet, but will be given in the next report of the Survey. In the meantime it may be stated that the geographical results obtained include traverses of the Liard from Dease River to the Mackenzie, of the lower part of Hay River, and of Bell River and the Porcupine from Lapierre's House to Fort Yukon, and that over the whole route travelled in addition to the geological work, notes were taken on soils, trees, &c., and on the general capabilities of the country with regard to agriculture.

"During the past summer from two to three hundred men were engaged in working placer deposits on the Yukon and its tributaries, but owing to continued high water these proved much less remunerative than in the preceding years and the total yield of the district would probably not exceed \$20,000. Mining and prospecting on the

Yukon has heretofore been confined entirely to river diggings and no attention has been paid to the extensive system of quartz veins and ledges which are found all along the river from the boundary up to White River, a distance of 150 miles, and which afford the greatest promise for the future. In the Mackenzie River valley, the petroleum bearing beds were found to have a much wider distribution than expected, and although the distance from a market prevents the utilization of these at present, they will become exceedingly valuable in the future when the supply of oil from more accessible regions is diminished or exhausted."

The total amount paid during 1887 and 1888, on account of the exploration in the Yukon and Mackenzie districts, was \$7,714.08, of which sum Dr. Dawson paid in 1887, in connection with his own and Mr. McConnell's explorations, \$4,426.25, the balance, \$3,287.83, being Mr. McConnell's expenditure for 1887 and '88.

Mr. J. B. Tyrrell, assisted by Mr. D. B. Dowling, was engaged during the winter of 1888 in plotting and compiling the surveys of the valleys of the Assiniboine and its tributaries, and of the Duck and Riding Mountains, for the purpose of making a map of that hitherto almost unknown district. A profile map on a scale of eight miles to an inch, with 100 feet contour lines has been made and is now in the hands of the engraver, and will be published during the present winter. It will eventually form part of a larger map of north-western Manitoba, the publication of which must now be delayed for a year on account of Mr. Tyrrell's illness during the past season.

During the season of 1887 a number of enterprising gentlemen of Manitoba sank an eight-inch bore hole on the banks of Vermilion River to a depth of 300 feet in the hope of obtaining a supply of petroleum. Mr. Tyrrell was then consulted and they were told that they would have to bore through Cretaceous shales to at least 420 feet below the surface, below which they would in all probability shortly strike the Devonian limestones. If petroleum was to be found, as far as there was any evidence to show, it would be in the beds immediately overlying this limestone. During the past summer the bore was sunk to a depth of 743 feet, the Devonian limestone having been struck at a depth of 422 feet, two feet below the depth stated by Mr. Tyrrell. Flows of salt water are reported from the well, but no petroleum or gas.

During the summer Mr. Tyrrell was engaged in continuing the work begun in 1887 in north western Manitoba. The shores of Lakes Manitoba, Winnipegosis and small surrounding lakes were to be examined and as much of this work as possible was accomplished. The travelling in connection with the work in the west has up to the present been largely accomplished with the aid of horses and carts, but this summer most of the horses having been sold, two nineteen feet Peterboro' canoes were purchased and shipped to Westbourne where they were awaiting the party on its arrival. Mr. Tyrrell reports as follows:—

"We left Ottawa on the 7th of June and proceeded at once to Winnipeg. Here a short time was spent in obtaining necessary supplies, which were at once shipped to Westbourne, whither Mr. Dowling had gone a day or two before to have all the camping outfit got ready for the summer, and if possible to obtain men. For this latter purpose, however, it was necessary to cross the lake to St. Laurent, where two canoe-men were obtained.

"On the 13th June I left Winnipeg for Portage la Prairie, where Mr. W. R. Baker, General Superintendent of the Manitoba and North-Western Railway, kindly ordered a railway velocipede to be placed at my disposal. Proceeding by train westward to Minnedosa, I there obtained the velocipede and a man, and thus accompanied examined all the cuttings on the railway between Minnedosa and Langenburg, and the material thrown out of the wells at and between the different stations.

"On this trip much useful information was collected, referring in the first place to the character, structure and mode of accumulation of the superficial deposits. The numerous small cuttings show that the surface is in part underlain by glacial till, in part by the sediment laid down in ancient lakes, and along the rivers, in

places, by flood-plain deposits. In the next place the cuttings along the sides of the wide valleys of the Little Saskatchewan, Bird Tail and Assiniboine Rivers show excellent sections of the underlying Cretaceous (Pierre) shales.

"On the banks of the latter river, near Millwood, these shales, which are of a dark blue-grey color, contain many both large and small nodules of limestone or calcareous ironstone. Some of these, when broken, are found to contain fossils, and from them an interesting collection of about twelve or fourteen different species was obtained.

"Returning to Minnedosa I was requested by a number of gentlemen to go with them up the valley of the river for a short distance and examine a property where a drift had been run into the side of the bank in the hope of finding coal. After making an examination of the bank, which consisted of dark grey Cretaceous shale, I was obliged to state that there was no indication of the presence of coal.

"Returning from Minnedosa to Westbourne, where Mr. Dowling was camped on the bank of White Mud River, we started in canoes down the stream to Totogan. From there we coasted along the west side of Lake Manitoba to Manitoba House, the shore being generally low throughout, and everywhere composed of alluvial sand and gravel.

"At Manitoba House we obtained another canoe, with an Indian, and proceeded to make an examination of the shores of the northern part of Lake Manitoba. Following the eastern side of the lake as far as the head of Fairford River, we descended this stream to St. Martin Lake.

"Sending Mr. Dowling with a patent floating log to make a survey of this lake, I set out on foot with some Indians and travelled back from the lake to examine a deposit of gypsum which had been reported to exist in that locality. It was found to be a thick deposit of white, or in places crystalline and transparent gypsum, and to extend, apparently, in lenticular masses and bands, over very large areas. As this deposit is readily accessible it will be of great economic value in the near future, being destined to furnish Manitoba and the surrounding territories with land plaster and plaster of Paris, both of which must now be brought from Michigan, Iowa, Ontario or more distant places. It can be quarried without difficulty, and can be readily removed by water; or if the proposed Hudson's Bay railway should be built on the east side of Lake Manitoba it will pass through this area and the quarries would then be within one hundred and fifty miles by rail from Winnipeg. Returning to Lake St. Martin the shores and islands were examined, some of the latter being found to be composed of good compact and generally coarse grained granite (Laurentian.)

"After having made this examination of Lake St. Martin we returned to Lake Manitoba and examined its shores to Water Hen River, up which we proceeded to a trading post belonging to the Hudson's Bay Company.

"From here I sent Mr. Dowling on to Lake Winnipegosis to make a micrometer survey of its eastern and northern sides while I returned to Manitoba House by the west side of Manitoba Lake, making a survey with a patent log of the shores and islands as we passed along.

"Arriving at Manitoba House on Saturday evening, 21st July, I was much pleased to meet Mr. Whiteaves, palæontologist and one of the assistant directors of the Survey, who had arrived direct from Ottawa a few hours before. He had come out to join me for a few weeks for the purpose of studying the palæontology of the Silurian and Devonian rocks of Manitoba, as seen in the field.

"After obtaining an additional canoe, and necessary supplies for a month, we started northward together and examined all the principal rock exposures around the lake, making a large collection of Devonian fossils, many of which are either new species or were now found for the first time in Manitoba. It had been our intention to examine some of the rocks in Lake Winnipeg and for that purpose we started down the Fairford River on 10th August, but before we had reached Lake St. Martin I was seized with an attack of typhoid fever and carried back to the mission at Fairford where I was received with the greatest hospitality by the Rev. J. Bruce,

the Episcopal missionary to the district. From Fairford I was removed to Manitoba House and thence by Westbourne to the General Hospital at Winnipeg, which was reached on 23rd August. Here I was obliged to remain for the rest of the season.

"Mr. Dowling, after he had left me at the Water Hen River on 18th July, proceeded up the east side of Lake Winnipegosis, surveying it with a compass and micrometer as far as Mossy Portage. Birch Island was also surveyed in passing. Close to this portage there is a meridian township line which was run by Mr. Wm. Pearce, D. L. S., along the lake on the ice in the winter of 1880. From this line Mr. Dowling made a survey with a transit and micrometer of the north shore of the lake to the mouth of Overflowing River, where he connected with the termination of the survey made in a similar manner by Mr. J. L. Dufresne, D.L.S., in 1887.

"He next surveyed with compass and micrometer the Overflowing River for thirty-seven miles up from its mouth, the Armit or Red Deer River up to the lake, which was found to have an area of about a hundred square miles, and the river for twenty-two miles above the lake. He also connected the final point of Dufresne's survey of the Swan River with the chain survey of the higher part of that river made by Mr. Wm. Wagner, D. L. S., in 1878, on the ice. He then made a survey of the islands in Dawson Bay. Since I was unfortunately prevented from meeting him according to arrangement he paid especial attention to the rocks met with, and made a good collection of fossils.

"He left off work on 11th October, and reached Westbourne on the 27th of the same month, where he left his canoe. After settling all outstanding accounts he returned to Ottawa.

"Twenty-seven photographs of different points of interest round Lake Manitoba were taken during the year.

"Three horses and a buckboard were sold during the year, and there yet remains with Mr. Sinclair, at Rossburn, Manitoba, one horse, with two carts and harness, and some old saddles and pack saddles. The two Peterboro' canoes taken out in the spring are still in good order and ready for another season's work.

"Cost of season's exploration \$1,923.44."

Dr. A. C. Lawson, assisted by Mr. Smith, was occupied during the early part of the year in completing his report of the southern part of the Lake of the Woods and Rainy Lake, which is now being printed and will form part of the Annual Report, Vol. III, for 1887. In June, on my recommendation, leave was granted to Dr. Lawson to proceed to England to attend the meeting of the International Geological Congress in London. The chief subject to be discussed at the Congress was the origin, age and character of the crystalline schists; an able paper on the subject was presented by Dr. Lawson for the consideration of the Congress, and has been printed in the report of its proceedings.

Mr. Smith continued the preparatory topographical measurements for the Hunter Island and Seine River sheet, which are in continuation of those of the Lake of the Woods and Rainy Lake, the former published with Dr. Lawson's report in 1885, and the latter now being engraved.

On this work Mr. Smith reports as follows:—

"Twelve weeks of the season were occupied in making log and compass surveys of the lakes in "Hunter's Island" and in the region north and north-east of it. As the main points of Hunter's Island had been previously fixed accurately by Mr. McAre'e's survey and the Minnesota township surveys, this more rapid method was deemed sufficiently accurate. The remaining four weeks of the season were employed in making a micrometer and compass survey of the Quetico Lake route from Pine Portage to the junction of the Quetico and Nameukan Rivers, tying the micrometer survey of last year, and in connecting this latter survey, at the most northerly point of Hunter's Island, with Pine Portage. Besides this, supplementary log surveys and time traverses were made in the adjacent country.

"The work involved in all about 140 miles of micrometer and compass lines, 500 miles of log and compass lines, and 60 miles of time traverses, and from points thus fixed, intermediate points and islands were determined by compass triangulation.

"The region covered extends from the provincial boundary line between the districts of Thunder Bay and Rainy River westward about 65 miles, and from the United States boundary northward about 40 miles, covering an area of about 2,600 square miles. This with previous reliable surveys completes the topography of the country included in the Hunter's Island sheet, and about one-fourth of that of the Seine River sheet to the north.

"This region like all the Archæan countries of central Canada, appears rugged and hummocky, but few hills were observed over 200 feet in height above the lakes which they enclose, and soundings of the latter barely exceeded 80 feet. The numerous lakes form the most important hydrographic feature of the country, the connecting rivers being short and broken by frequent falls or rapids.

"A very large proportion of the country has been swept by fire and few valuable timber areas are seen from the lake shores. Good farming land is of exceptional occurrence, the occasional and limited areas of drift being usually of a sandy and gravelly character.

"Nearly the whole of Hunter's Island is occupied by Laurentian gneiss and granites, with the exception of a narrow band of mica schists along the north side.

"There is also a broad band of schistose or slaty and trappean rocks containing beds of iron ore, crossing the south-eastern extremity of the island in a north-easterly direction. Dr. Lawson has not yet closely examined this band. Many mining locations have been taken up here within the last eighteen months, but no work has been done further than cutting out portages to facilitate the transport of exploratory machinery.

"To the north of Hunter's Island the gneisses are associated with mica schists, probably an eastward extension of the Couthiching series of rocks so largely developed on Rainy Lake.

"Many of the pegmatite veins cutting the gneiss contain large crystals of beautiful white mica, which in some places may possibly be developed, of sufficient size to be of economic value."

Cost of season's work of Messrs. Lawson and Smith \$1,065.48.

Dr. R. Bell, assisted by Mr. A. E. Barlow, continued the investigation and survey commenced the previous summer (1886) between the Montreal River and the northern shores of Lake Huron, with a view to further elucidate the geological structure of the Huronian system as developed in that region, especially in connection with the copper, nickel, argentiferous galena, iron ores, gold-bearing quartz veins and other economic minerals which characterize this system, and which apparently occur at intervals in all parts of its distribution.

Dr. Bell furnishes the following summary of the work accomplished:—"I left Ottawa for the field on the 17th of July and made Sudbury, at the junction of the main line of the Canadian Pacific Railway and the Sault Ste. Marie branch, my headquarters for the summer. Mr. Barlow and party consisting of one assistant and three canoe-men were employed most of the season in making topographical and geological surveys of a number of the lakes around Temagami Lake (which had been carefully surveyed the year before) including Cross Lake on the Temagami River. In the autumn Mr. Barlow made some geological examinations in the Township of Broder and around Lake Panache, principally with a view to the more exact determination of the boundary between the Huronian and Laurentian systems in that direction.

"The country immediately around Sudbury, which is important on account of the gold, nickel and copper deposits now being developed there, was first examined. Then the main line of the railway was followed on foot from Mark Stay to Straight Lake; and the Sault Ste. Marie branch from Sudbury to Mississagi River, with side explorations in the township of Denison and around Algoma Mills. Onaping Lake and River and Vermilion Lake and a part of the river of the same name were also examined.

"In 1854-56, the late Mr. Alexander Murray surveyed Wahnapiæping Lake and the Wahnapiæ River below it, as well as a chain of lakes between the former and

Sturgeon River. The shores of these waters were further examined geologically by myself during the past summer. Two traverses were also made between the above lake and Vermilion River, and a track survey of about twenty miles of Wahnapiæ River, above the lake. The section of the Sturgeon River, above the part surveyed by Mr. Murray, and below the point at which I struck it in 1875, was likewise examined geologically, so that the rocks of the whole of this stream, from its source to its mouth, are now known. I next made an exploration of the southern half of Obabika Lake and part of the surrounding country, Mr. Barlow having surveyed the northern part of this sheet of water during the present season.

"A number of points requiring further investigation in connection with the geology of Temagami Lake were next attended to, and I then proceeded to Lady Evelyn Lake, which stretches the greater part of the distance between Temagami Lake and Montreal River. The track survey which I had made of this sheet of water the previous year was improved in detail and additional facts were ascertained in regard to its geology. About seven miles west of Wendabin's house, on this lake, a mountain rises to a height of upwards of 1,100 feet above its level, and afforded some good points of view for making a rough triangulation of the region to the west of it, which has hitherto been a blank on all maps. A track survey was also made of a river from the south-west, which enters Wendabin's Bay, and of two routes between it and Nonwakaming Lake, which lies between the northern outlet of Lake Temagami and Lady Evelyn Lake.

"The work above described will enable us to complete for publication the sheet which was compiled last winter, on a scale of two miles to one inch, measuring 30 by 34 inches, and embracing Lakes Temiscaming and Temagami and a part of the Montreal River; and also one of the regular sheets, 18 by 12 inches, on the scale of four miles to one inch, belonging to the range of sheets next north of that which includes Grand Manitoulin Island. This sheet embraces the country around Sudbury. Most of it has been surveyed into townships, and the greater number of these are now sub-divided into lots and concessions. The area which it represents is continuous with that shown on the Temagami and Temiscaming sheet.

"Geologically, these areas are occupied mostly by Huronian rocks. Whenever the boundary between the Huronian and the general Laurentian region traverses these sheets, it has been defined with sufficient accuracy. Within the outside boundaries of the Huronian, there are several detached areas of gneiss, apparently Laurentian, the limits of which were ascertained. One of these is in the townships of Denison and Creighton, and another in Snider and McKim. A gneiss area on the western side of Lake Wahnapiæping appears to be isolated, as does also one on the south-west side of Lake Anima-nipissing, to the north-east of the main body of Lake Temagami. The two belts of gneiss which cross the Montreal River below the Great Bend, may be connected with those to the north east, discovered by the late Mr. McOuatt, on the Blanche, but to the southward they are surrounded by Huronian strata.

"In addition to the large amount of data which was secured regarding the structure and distribution of the Huronian rocks, it is believed that the labors of the past season will throw considerable additional light on the nature and origin of these strata and the alterations which they have undergone. A large number of specimens was collected for study in the office, which, it is hoped, will develop many points of lithological interest.

"The modes of occurrence and the geological relations of the economic minerals of the districts examined were carefully studied. The metals which give most promise at present are the copper and nickel deposits which have been worked for the last three years near Sudbury.

"Early last spring the Government of Ontario having resolved to appoint a Royal Commission 'to enquire into the mineral resources of the province and the best means for their development,' did me the honor to request that I should act upon the commission, and with the approval of the Acting Minister of the Interior and the Director of the Survey I accepted.

"Much of the data required by the Commission had already been ascertained by the Geological Survey, and my appointment resulted in greatly facilitating the enquiries of this commission, by enabling it readily to utilize whatever might be required of the vast amount of knowledge respecting the geology and the mineral resources of Ontario, acquired by the Survey during the past forty-five years, and embodied in the Geological Survey reports and maps, which have been published during that period, and with which I was thoroughly acquainted.

"I accompanied the other commissioners only when they were in the vicinity of the district in which my work lay, except about 13 days at the close of the season. Altogether about 50 days were occupied at intervals between July and November, in the work of the Commission."

Cost of season's exploration, \$1,485.00.

Mr. A. S. Cochrane's work during the summer was in continuation of that of preceding seasons, the object being to obtain the data necessary for showing the geography of the western peninsula of Ontario as accurately as possible on the maps which are being prepared on the scale of four miles to one inch to illustrate the geology of that part of the country. Respecting this work, Mr. Cochrane reports as follows:—

"I went over the ground carefully and marked in the hill features, rock exposures, positions of streams, and the natural features generally. The distances between side lines and concessions, the crossings of roads and railways, &c., were all checked by odometer measurements. The railway plans on large scales (200 and 400 feet to the inch) had all been reduced in the office during the winter, and with these on hand on the ground I was enabled to locate all other features along them with accuracy on the map. The levels of all points which could be easily identified on the ground and fixed on the map, such as intersections of concessions and side lines or of these with railway lines, &c., were determined by the aneroid barometer. I had with me copies of the official plans of the original Government surveys of all the townships, and it was interesting to note the changes which have been brought about by the clearing away of the primæval forests; for example the old plans show a large amount of swamp lands in every township. Nearly the whole of these have now disappeared, and the lands which they occupied are the most fertile in the country.

"The work of the present season was confined to the area covered by the remainder of sheet 115 (of the general scheme) which had not been finished last year, and embraced part of the township of Osprey, the whole of the townships of Artemesia, Glenelg, Euphrasia and Holland and half of that of Sullivan. This completes the field work for the above sheet and all the material is now on hand for compiling it for the engraver.

"The cost of the season's field work was \$380."

Mr. A. P. Low left Ottawa in May to continue the surveys and exploration of the eastern coasts, islands and rivers of Hudson Bay, on which work he has now been occupied for several seasons, and though no important facts relating to the geology of this vast unexplored region have yet been elicited, considerable additions have been made to our previous knowledge of its geography and general physical character. There still remain, however, areas as large as the provinces of Ontario and Quebec, of which nothing is yet known, though there is reason to believe that in some of these further exploration would probably result in the discovery of valuable mineral resources and much interesting geological and geographical information.

On the work of the past summer Mr. Low reports as follows:—

"I left Ottawa on the 29th of May and proceeded by the Missinabie River to Moose Factory.

"Here the boat used the previous year was stored; in it the party sailed across the foot of James Bay, and along the east coast to Fort George at the mouth of the Big River, arriving there on the 28th of June.

"Much delay was occasioned *en route* by the large quantities of ice in the bay, which, driven by the prevailing north-west winds, at times completely blocked the way.

"From Fort George the boat was sent along the coast to meet us again at Great Whale River, and the party turned inland to make a track survey up the Big River.

"This stream was followed for forty miles with but one short portage past a small chute, twenty miles from the mouth; beyond this the river becomes very rough and flows between such steep, rocky banks that it is impossible to portage canoes past the obstructions; a portage route to the South Branch of the Bishop Roggan River was therefore followed through several of the many small lakes which occupy one-half the area of this part of the country.

"The branch was ascended to its head, and crossing the height of land a small stream flowing into the Big River was descended to the main stream in a large lake forming a part of the main river, one hundred miles above where we had left it.

"Again passing up stream, still greatly broken by falls and rapids, it was finally left by a north branch sixty miles above the lake. The river here is about three hundred yards wide with a current of three miles an hour; beyond this the guide said no portages occurred for a great distance, the river flowing smoothly along the surface of the interior plateau without a distinct valley.

"Following the branch through several small lakes, a short portage was made to the headwaters of the North Branch of the Bishop Roggan River. Having passed through more lakes drained by this stream a crossing to the South Branch of the Great Whale River was effected, descending this river to the coast was again reached after a rough trip of about three hundred and fifty miles, including eighty-four portages.

"The country along the route is an exceedingly rough plateau having an elevation of about twelve hundred feet above the sea, swampy throughout; many low, rocky hills rising above the general level, everywhere strewn with innumerable boulders, afford evidence of great ice action.

"The whole is covered with a small growth of black spruce and tamarac, while burnt portions generally support a small second growth of aspen, poplar and banksian pine, the latter becoming rare along the Whale River. On the bottom of the Big River valley were seen a few white spruce, balsam poplar and balsam spruce, of small size, seldom or never exceeding twelve inches in diameter three feet from the ground. The rock throughout is Laurentian gneiss, a pink hornblendic variety predominating.

"Arriving at the mouth of Great Whale River, on the 26th of July, the party continued its course northward in the boat to Richmond Gulf; from the east bay of which a micrometer survey was commenced, starting with a portage of two miles past a fall of two hundred and sixty feet on a small river falling into the bay.

"This stream was followed sixteen miles, and then another portage made five hundred feet from the river valley up the surrounding hills to the plateau and a direct route was taken through small lakes for fourteen miles to Clearwater River, which was ascended to Clearwater Lake, a total distance of sixty-three miles from Richmond Gulf. The country and rocks were found to be similar to those above described, the only trees being small stunted black spruce and tamarac growing in clumps in sheltered parts of the valleys; everywhere else the vegetation consisted of arctic mosses, low shrubs and flowering plants, the whole having a very desolate appearance.

"Owing to the cold and wet season coming on, it was decided to proceed no farther, so the return trip was commenced on the 13th of August, and Ottawa was reached by Moose Factory and Missinabie on the 4th of October.

"Total cost of exploration \$2,034.38."

Mr. E. D. Ingall was engaged during the summer in prosecuting the investigations and surveys, commenced in 1887, but then brought to a close by an accident as stated in my last summary report, for the preparation of a monograph of the

phosphate deposits. Ottawa county, P.Q., was selected as the district in which the circumstances affecting the origin, mode of occurrence, and distribution of these deposits might best be studied.

Regarding the lines upon which Mr. Ingall is conducting the work he says:—

“The Du Lievre phosphate district has been chosen as the one in which to study the phenomena presented by these deposits, because the greatest number of mines are in active operation there, within reasonably easy reach of each other, and therefore it is there that the features brought out from time to time by their underground development can best be observed, so that not only can the surface features be studied, but the behavior in depth of the deposits can also be followed.

“The questions, also, relating to the rock formations associated with these deposits are of great importance and will necessarily receive attention, and an attempt will be made to work out their nature and relationships to the deposits and to each other, as well as their distribution, and thus aid further discovery. As all these points, relating both to the deposits and their associated rocks, will require very detailed and careful study to obtain the results aimed at, it has been decided to concentrate attention on a comparatively small area, comprising about 210 square miles of country, which has been so chosen as to include all the chief mines of this district.

“The elucidation of the nature and origin of these deposits as a guide, where and how to seek for them, is of course the chief aim of such an investigation, and as this subject has already received considerable attention by many, both amongst and outside of the officers of our Survey, it is felt that only by such detailed and careful investigation can our knowledge on these points be advanced beyond the point at which previous observers have left it. It is also evident that the value of opinions and predictions as to the probable lasting qualities of these deposits and other things of more immediate practical bearing on the future of the phosphate mining industry, must depend upon the extent to which we understand the true nature of the deposits, and it is therefore hoped that a thorough and careful investigation may advance us at all events a few steps towards this desirable goal; and also that when the monograph is completed, it may be found to provide in a compact form a large amount of information, which will prove not only useful to the general public but also render available for intending investors, mining engineers, &c., such information respecting the general features of the deposits, &c., of the district as shall materially assist them in forming opinions as to the value of individual deposits upon which they may be called to pass judgment.

“One of the points which has been especially kept in view in the investigation is: Whether the mode of occurrence of the phosphate is such as to render the view probable, which has been advanced by many, and has tended to check enterprise, that the deposits are confined to surface; or whether further investigation proving them to occur either as portions of intrusive rock masses, or in connection with such, would not rather suggest a persistency in depth for which they have not been given credit by many.

“Again the question arises as to whether all the deposits are necessarily similar in their nature and whether some may not be filling fissures whilst others are more of the nature above referred to.

“On these and many other matters connected with the occurrence of phosphate deposits, a certain amount of evidence has already been collected, but, in view of the number of very contradictory theories already advanced at various times, it is felt that it would be wiser to reserve any expression of opinion until the further study it is proposed to make shall give a sufficiently broad basis of fact upon which reliable conclusions may be founded, rather than to venture any premature suggestions or theories which would only be adding to the already too large stock of ill-based speculations on this subject.”

In carrying on this work Mr. Ingall has been assisted by Mr. James White, whose time has been taken up in conducting the topographical measurements necessary for the construction of a map of the area under study on such a scale that the

details of the distribution and association of the different rocks may be delineated thereon.

Of the 210 square miles comprised, as stated, within the limits of this map, the lakes, rivers, roads, &c., over some 125 square miles have already been surveyed, leaving about 85 square miles to be done next season, when it is hoped to complete the work. These surveys have been plotted on a scale of 40 chains to the inch, and it is proposed to publish plans of special areas immediately surrounding the chief mines on a scale of 200 feet to an inch, which will form the basis of special studies around these points. With a view to get a general idea of the geological features of the district under study all the roads in the area, upwards of 200 miles, were travelled over and the outcrops examined. The rest of the season was taken up in commencing the special studies of the phenomena presented by the chief mining experiments and in visiting the various mines from time to time to ascertain whether any new features had been brought out during their development. It will not be advisable to attempt to give a detailed report on the district till after another season's investigation has been completed.

“Cost of season's exploration \$1,289.78.”

For about two months and a half during the past summer Mr. F. Adams continued explorations in the counties of Joliette, Berthier, Maskinongé and St. Maurice, in the province of Quebec, with a view to securing additional data for the north-west sheet of the Eastern Townships map. The south-east sheet of this map was completed and published last year, and the north-east sheet is now surveyed and will be ready for publication in the spring: each of these sheets covers an area of 4500 square miles, represented on a scale of 4 miles to one inch, or natural scale of $\frac{1}{2501440}$. This season Mr. Adams examined an area of about 1,500 square miles, embracing a part of the Mattawin River and its tributaries, the headwaters of the River du Loup and such portions of the country to the south of these as had not already been examined. On this work Mr. Adams reports as follows:—

“All the northern portion of this district consists of Laurentian gneiss interstratified in places with thin bands of crystalline limestone. On the Cypress River, River du Millieu and on the Mattawin to the west of the Ile de France these gneisses dip at rather high angles to the west or south, but to the east of the Ile de France and on the headwaters of the River du Loup they are flat or nearly so.

“In the southern portion of this district, especially in the township of Brandon, there are many intercalations of various varieties of anorthosite in the gneisses, which latter dip at rather low angles either to the east or west. All the areas of anorthosite now known to occur in the district have been examined and mapped and have proved to be either eruptive masses cutting through the gneisses, or masses interstratified with the latter, but probably still of eruptive origin. In the north-east corner of the district is a large mass of very coarse grained basic red granite, which has already been mapped by Mr. McConnell. All localities where minerals of economic importance were known to occur, especially mica deposits, were visited and examined. Several supposed occurrences of gold were also examined and specimens collected, which have not as yet been assayed. One of these, near St. Alphonse, which was worked several years ago and abandoned, has recently been re-opened and is now being worked to a considerable extent. The rock consists of a band or vein of crystalline limestone about 3 feet wide flanked on either side by quartzose grey gneiss. The latter has been assayed in Chicago and is said to be rich in gold. Samples were taken for assay. A report on the district is now being written.

“I returned from the field on 5th November.

“Cost of season's exploration \$378.79.”

Dr. R. Ells assisted by Mr. N. J. Giroux has, during the past summer, continued and extended the re-examination of the complicated geological structure in the valley of the St. Lawrence; on the south side, from Point aux Plateau, about 40 miles above Quebec, to River du Loup, and on the north side from the mouth of Jacques Cartier

River to the vicinity of Cape Tourmente including also Orleans and Crane Islands and the other islands in the river between these. Several hundred miles of roads in the country on the south side were surveyed and sections were made on the Etchemin and Bécancour rivers of 30 miles each. The report of this work giving in detail the facts observed and the conclusions arrived at will be prepared to accompany the north east $\frac{1}{2}$ of the Eastern Townships map, when the measurements have been plotted, the observations studied, and the numerous fossils collected have been examined. The result will be to very greatly modify the geological mapping of a large part of this region especially that of the south shore below Quebec, as published in the Report of the Geological Survey, 1869. It has now become more than ever plain that the Lauzon and Sillery slates and sandstones are not above but below and older than the Levis formation; and that no such divisions as are indicated on the map accompanying the report referred to can be recognized on the south shore below Quebec.

The gold districts of the Chaudière and the asbestos mines of Thetford, Coleraine, &c., were also visited, for the purpose of noting the development during the year and ascertaining the yield from the different mines. On this subject Dr. Ellis has furnished the following report which as being of more immediate interest and practical importance is given in full.

"The principal mining industries in the area examined by us are gold and asbestos. The former has been prosecuted more vigorously than in the previous year, four companies operating in the Chaudiere District, viz., The Horace Sewell Co. on the DesPlantes, McArthur and Coupal at St. Francis, Capt. Richards, on the Cumberland, and St. Onge Bros., on the Famine. All of these are supposed to be working in old river channels. The DesPlantes works consist of a shaft 30 feet deep, about 60 feet east of the stream and half a mile north of the bridge near the mouth, at which spot a bed of well-washed river gravel was struck cemented by clay and resting upon altered slates and sandstone with diorites; coarse gold in good paying quantity is taken from this spot, though the high water in the river during the autumn interfered seriously with the work. At the time of my visit, but four men besides the foreman, Mr. Fenton, were employed. The bed of the DesPlantes at one time yielded a large amount of coarse gold.

"The most extensive workings in the district are now carried on at the Ruiseau Meul, a branch of the Millbrook near St. Francis village. A tunnel has been driven into the hill to a distance of 600 feet, in an old channel which at 400 feet was 30 feet below the adjoining bed of the brook from which it was separated by slate reefs. The gravel of the old channel has yielded considerable coarse gold, nuggets from \$5 to \$15 value having been taken out during the past season. Drifting near the upper end of the tunnel is now being carried on, but much difficulty is experienced from quicksand. Neither here nor at the DesPlantes are there any appliances suitable for saving fine gold, and some changes in this respect will be necessary before satisfactory results will be obtained. From twelve to fourteen men were employed during the past season.

"Captain Richard's work on the Cumberland is yet largely exploratory and no returns of gold taken out are to hand. Difficulty from quicksand is experienced here also in sinking shafts. No mining has been done on the Gilbert this year, but on the Famine the St. Onge Bros. have driven in the east bank about a mile above the road across the mouth, for several hundred feet in what they claim to be an old channel of that stream, and gold has been taken out in small quantity. The old workings on Slate Creek have been abandoned.

"The asbestos industry of Thetford and Coleraine continues to rapidly increase in importance. The formation of the new Bell Company of London during the past season, by which detached areas have been brought under one management, and the wonderful advance in the stock has incited fresh explorations, and several new openings have been started. Prospecting has been active during the past season, not only in Thetford and Coleraine, but in the great serpentine area of Wolfestown, and good indications of asbestos have been found at several new points. But the largest

quantity and the best quality of fibre continues to be derived from the Thetford mines, though the very bad season of 1888 has reduced the output very seriously. The asbestos at these mines differs very materially from the greater part of that obtained at other points, both in Broughton on the one hand, and in Coleraine on the other. That from Coleraine and Wolfe is to a certain extent affected by a harshness and stiffness which pertains to a very considerable portion of the output, rendering the percentage of *firsts* much less than at Thetford. The fibre is also for the most part shorter and much of it, especially near the surface, is discolored, probably from the percolation of surface waters charged with iron.

"Although large areas of serpentine exist at various points in the townships above named, a great part of them are, in so far as explorations have extended, apparently devoid of profitable veins of good asbestos; in some, short fibred veins of harsh and brittle mineral are found, but these have as yet no economic value, so that the really valuable areas are not very numerous. During the past season all the old mines were carefully examined as well as the new openings being made during the year. Among these last may be mentioned the Megantic mine, one mile and a half from Coleraine station, first prospected in 1886, but now worked by Fenwick & Slater, of Montreal. A peculiarity of this mine, not noticed elsewhere so far, is the occurrence of considerable quantities of mica in veins with impure asbestos. The rock here is very much shattered near the surface and the fibre is consequently discolored. Veins up to one inch and a half are found and in the more solid portions the quality improves. The output from this place has been necessarily small, owing to the time spent in opening the mine, and the delays from bad weather; the quantity mined in four months to October 1st, being 39 tons, of which one third may be classed as *seconds*, the rest as *thirds*. An average number of twelve men was employed.

"Near Black Lake several openings have been made along the track of the Quebec Central Railway, by Messrs. Johnston & Lomas. Only three to four men were employed and the work was of a preparatory nature, the quantity of asbestos obtained was not stated. On lot 32, range B, Coleraine, work has been begun by Capt. Williams. At my visit in October the average number of men employed was 15, and the output to date 29 tons, of which $4\frac{1}{2}$ tons were *firsts*, the rest about equally divided between *seconds* and *thirds*.

"In this district also the Bell Company began operations on the north half of lot 28, same range, formerly the Hayden property. Very good surface indications are here visible, many small veins showing, while in the cut now going in towards the base of the hill fibre an inch and a half to two inches long of good quality is found. The south half of these lots 28 and 27 belonging to Dr. Reid, has lately been sold to the Wertheim's of Frankfort, Germany, who are putting in machinery preparatory to developing the mine. This property is the most elevated of any in the district, being not far from 600 feet above Black Lake Station. The surface indications are here very favorable, veins up to two inches and a half having been found. Prior to the sale about twelve tons were taken from this place, of which two tons were *firsts* four *seconds*, and six *thirds*. It is now being worked by contract at \$25 per ton, ready for market. On the north side of the Poudrier Road, in lots 27, 22, 29, range A, Coleraine, several openings have been made and good indications have been obtained. At the time of my last visit, veins of asbestos up to an inch and a half were seen with a number of smaller ones. On lot 26 also an opening in the surface of the hill disclosed small veins. These areas are separated from those of Black Lake proper, by masses of white granulate and dioritic rock, a belt of which closely associated with the serpentine extends from the shores of Black Lake to the rear of the Thetford mines.

"In the township of Ireland on the west side of the great serpentine area, which extends north-east from Wolfestown, King Bros. have started two openings on lot 24, 25, range III. The elevation of these by aneroid is about 500 feet above the surface of Black Lake, which is 200 feet below Thetford Station on the Quebec Central Railway. The asbestos here is found principally in two knolls about one-fourth of a mile apart,

and occurs at times in a series of thin veins from one eighth of an inch upward, as many as twenty being sometimes found in a space of six inches. Many of these veins show a selvage of whitish weathering serpentine on either side, separated by a thin vein of asbestos from $\frac{1}{4}$ to $\frac{3}{8}$ of an inch thick. Other veins of greater size are numerous, ranging in thickness to $1\frac{1}{2}$ inches; the aspect of the rock and the veins at this place strongly resemble in many respects those on the Belmina property in Wolfestown. The surface indications in so far as visible are excellent, but the mine has not been thoroughly opened, only two months work with a small force having been spent on it.

"At Thetford, new openings have been made to the west of the Quebec Central Railway by Messrs. Ward Bros., by Mr. Johnston and by King Bros. These prove to a certain extent the serpentine area between the present workings and the Thetford River, and good indications of productive ground are found at all the locations, though the lower lying level of the ground may necessitate drainage works.

"On lot 28, range VI, Thetford, good indications are found, as also on lot 32, R. C. Coleman, but no work has been done on either of these during the past year. Further north, on lots 16, 17 and 18 in range IV, Thetford, a belt of serpentine occurs which has been opened by Dr. Reid, who reports some very good veins of asbestos. Chromic iron, also, is found in this area, but the samples seen by us seemed too poor in chrome to reach the required standard. Noses of serpentine also occur on lot 13 range V, and on range XI, Broughton, from which asbestos has been reported, but, in so far as yet learned not in such quantity as to be economically valuable. The Broughton mine was also worked during the past season; the vein, of which there appears to be only one, in places reaches a thickness of 3 inches; at others it is split up into a number of thin strings of no value. The returns from this mine, have not been received.

"The established mines in all the districts have been working during the past year though the output has been greatly lessened by the very bad weather, especially during the autumn months. An attempt to obtain the output from each mine has been made, but has been only partially successful, several of the managers neglecting to forward the requisite information in time. Of the Thetford Mines, the output of the Bell Company mine, formerly the Boston Company, still far exceeds the others. The shipments for the season to 1st December being 1,350 tons, of which 930 tons were *firsts*, 105 tons *seconds*, and the rest waste or *thirds*. The quality of the asbestos from all the mines of this district is excellent and the prices obtained are even higher than quoted in the report of 1886; *seconds* in some cases commanding \$75 per ton and *firsts* from \$80 to \$110. The output from King Bros' mine for 1888 was *firsts*, 170 tons; *seconds*, 165 tons; *thirds*, 245 tons. Average number of men employed, 32; boys, 20. The returns from the other properties are not yet in, but there has been great activity in them all and the output has been correspondingly large. Rock drills worked by compressed air have recently been introduced at the Bell mine.

In the Black Lake district the principal mines in operation are the Scottish-Canadian, the Anglo-Canadian and the D'Auville. Mr. Penhale, the manager of the Scottish Canadian, states that in the eight months ending 10th November, 400 tons were shipped from that mine, of which 40 tons were *firsts*, 110 tons *seconds*, and 250 tons *thirds*; but operations were hindered by scarcity of men and bad weather, so that the new workings could not be carried on. This mine is equipped with improved machinery, air compressor, rock drills, hoisting engines and dumping skips, with a new set of appliances for crushing the rock and separating the asbestos, more particularly in regard to the lower grades, to avoid the great expense of cobbing by hand. This machine was in operation but a short time, but is claimed by the manager to be a great success. Should this be the case and the asbestos of short fibre be easily separated, it will largely enhance the profits of the industry, since many of the dumps, most of which now cover very valuable ground, can be profitably worked over and the refuse disposed of for ballasting or other purposes, while, under the present system of hand-cobbing, the shorter veins do not warrant the expense

necessary for their separation. The Anglo-Canadian mine for the six months ending 15th November produced, according to Mr. Hopper, about 210 tons, the average number of hands, including cobbers, being 30 to 35. The principal pit at the mine has been sunk to a considerable depth and Mr. Hopper reports veins at the bottom of very superior asbestos, resembling that from Thetford, from 3 to 7 inches thick. These veins have been uncovered since my visit. The percentage of *firsts* from this mine has, according to the manager, increased from 10 to nearly 20 per cent. Openings in the face of the knoll to the west of the principal pit are now being worked, the indications here being very good. The output of the Fréchette or D'Anville mine, which lies between the two just mentioned, is given by Mr. Hopper for the season to 1st December as about 300 tons.

"The cause of the difference in quality between a great part of the output from the Black Lake mines and those of Thetford has long been a source of enquiry to the mine owners of those places. By some it is supposed to be due to the difference in level between the two places, the works of the Scottish Canadian Co. being from 250 to 300 feet higher than those of Thetford. Yet this can hardly be taken as satisfactory, since at the Reed mine, 300 feet higher, some excellent fibre is found. A more likely reason may possibly be the driving off of the contained water in the fibre, since asbestos is a hydrous silicate of magnesia, by the action of diorites or the metamorphism proceeding from the presence of the granites, which occupy a considerable area in the Black Lake district. If the soft silky fibre is heated it changes its character at once and becomes harsh and brittle. The serpentine near the contact with the granitic veins or masses is often very considerably shattered as though the presence of the granite had exercised a marked influence on its condition. At Thetford the granite masses in the mines are limited to small and thin dyke like veins, which have not produced any great effect upon the asbestos. It must, however, be said that the stiff fibred mineral is not in all cases confined to the vicinity of visible granitic masses, and other causes may in such cases produce a similar effect.

"A map of the asbestos region has been compiled from crown lands plans and our own surveys, using the survey of the Quebec Central Railway which has been furnished us from the Department of Public Works, Quebec, as a base line. All the mines have been indicated on it, both the old and the new openings, and it is hoped it will be of use to those interested in the asbestos mining industry. It is proposed to publish it with the detailed report on the district.

"The season's work extended from 31st of May to 29th of October.

"Amount expended, \$1,100.

"My assistant throughout was Mr. N. J. Giroux, C. E., P. L. S.

Professor J. W. Bailey, with Mr. McInnes, continued the survey and exploration in northern New Brunswick, and now furnishes the following statement respecting this work, from which it will be seen that only two $\frac{1}{2}$ sheet maps now remain to complete the general geological map of New Brunswick, the whole of which has been published on a uniform scale of four miles to one inch in consecutive $\frac{1}{4}$ sheets:—

"One main object of the several explorations was the obtaining of the necessary data for the completion of sheets 17 N.E. and 18 S.E. of the New Brunswick series of maps, being the last two illustrative of the geology of that province. Particulars of this work, which was chiefly carried on by Mr. McInnes, are given below.

"My own attention was more especially directed towards completing the observations, referred to in former reports, regarding the order of succession, equivalence and similar features, of the Silurian system as developed in northern New Brunswick, Quebec and Maine. With this object in view and that the means might be had of more directly comparing the Silurian rocks above the headwaters of the St. John River with those of the Gaspé Peninsula, the section afforded by the Metapedia Lake and River was first examined and further collections of fossils made.

"Attempts were then made to explore the somewhat prominent range of hills, forming a portion of the Notre Dame Mountains, which lie a few miles to the west-

ward of Lake Metapedia, and which, from their altitude and comparative boldness of outline, had been regarded as probably containing Pre-Silurian strata, but these, as well as subsequent explorations by Mr. McInnes, failed to afford any evidence of the existence here of other than Silurian rocks.

"It was then proposed to make a revision of the section afforded by the Patapedia and Grand Metis Rivers (see Geology of Canada, p. 416) but the want of water when we were at work in this section prevented this being done. An exploration was, however, made of the Misgueegish, one of the chief tributaries of the Grand Metis, to within a mile or so of its source, and information was thus obtained regarding an extensive district of which but little was previously known. From the Grand Metis the northern edge of the Silurian plateau was carefully traced around, by way of Mount Commis and the Neigette River to Bois Brulé Mountain and St. Blandine near Rimouski. At several points and especially at the last named large and important collections of fossils were secured.

"The examination of the country lying between the Rimouski and Lake Temiscouata was then undertaken by Mr. McInnes, and my attention was next directed, in company with that gentleman, to the examination of the admirable section of the so-called Quebec group between Lake Temiscouata and Rivière du Loup, afforded by the newly made cuttings of the Temiscouata Railway. These were found to be largely through the rocks of the Sillery formation, alternating in a succession of folds with bright red and green slates, but we failed to find any fossils, though carefully searched for.

"Other work undertaken consisted of the exploration of the country bordering and lying between Pohenogamook Lake and Cabano Lake, that lying between the eastern and western branches of Fish River, in northern Maine; the ascent of the Aroostook River to the Oxbow Plantations, and the examination of the country in the vicinity of Presqu'île. A visit was also made to the locality north of Fredericton, in which obscure fossils had been found in rocks not previously known to contain organic remains.

"The results of these explorations will be given in detail in the report now in course of preparation.

"In addition to the work above described, the following surveys were made during the season by Mr. McInnes.

"Early in July a micrometer and paced survey was carried across the height of land south of the St. Lawrence, by way of the Quatawankedgwick and Rimouski rivers. These two streams head quite close together; lakes at the sources of their right and left hand branches respectively are separated only by a low ridge, crossed by a portage 1,536 paces in length. Rocks of supposed Silurian age were found to extend from the Bois Brulé escarpment, nine miles back from the St. Lawrence at Rimouski, over the whole area traversed between that point and the St. John River. Grey calcareous slates, generally banded with more highly calcareous layers, are repeated again and again in a series of folds running roughly at right angles to the general course of the rivers followed. Hard micaceous sandstone, forming the crests of anticlinal folds along the main Rimouski River, seem to be the lowest members of this series. At one point just north of the Provincial boundary line, the strata were found to be fossiliferous, and a small collection was made, which will be further treated of in the extended report.

"Another traverse was made across this watershed by the Trois Pistoles, Boisbouscaché and Tuladi rivers. Here the older rocks (Cambro-Silurian) cover a much broader area; and slates and sandstones thought to represent the Levis and Sillery formations extend southwards as far as Lac des Îles; beyond this point banded slates, similar to those along the upper part of Temiscouata Lake, were the only rocks seen.

"A survey, partly with micrometer telescope and partly paced, was made through the country lying between the St. John River and Temiscouata Lake. The route taken followed up Baker Brook to the lakes at its head and thence by a portage of about four miles led to Long Lake which is drained by the Cabano River into Temiscouata Lake; this traverse was wholly within the Silurian area.

"During the season about 220 miles of lakes and streams were surveyed with the micrometer telescope and by pacing, and traverses were made of other streams of which surveys were already available.

"The field work occupied from 28th of June to the 16th of November, and the expenditure was \$1,816,47."

Mr. R. Chalmers having been occupied during the early part of the year in the preparation of the report and maps relating to the work of 1887, left Ottawa on the 1st of June with instructions to continue the detailed examination and mapping of the surface deposits of southern New Brunswick, the special field of work being the area embraced in the geological $\frac{1}{4}$ sheet No. 1, N.E. Mr. A. H. Beers, of Montreal, joined Mr. Chalmers at Moncton as volunteer assistant. The work performed is summarized by Mr. Chalmers as follows:—

"Commencing in the north-eastern part of the district we proceeded to examine it south-westwardly on both sides of the Intercolonial Railway as far as Sussex, which we made our headquarters for some weeks. Thence we traversed the surrounding country in all directions and made a large number of interesting notes. On the 18th July we proceeded to St. John and engaged a man and boat with the view of exploring the lower part of the St. John River valley, including Belleisle Bay, Washadamoak and Grand Lakes, &c. This occupied our time till 11th August. Returning to Sussex we then started to examine the country to the south and south-west as far as Hampton. On the 27th August Mr. Beers left for home. I then commenced the exploration of the elevated tract in eastern King's and southern Albert, and the country bordering the Bay of Fundy. The frequent rains of September, October and November greatly hindered field operations however, and although a considerable portion of the district referred to was traversed, I was unable to complete the work of the season as I desired. In November I visited Nova Scotia making some observations on the dispersion of boulders from the Cobequid Mountains, &c, which are of interest when correlated with the facts respecting boulder distribution in New Brunswick. The unfavorable weather continuing, before closing field work, I proceeded to Restigouche a day or two to examine some more deposits there which have just been opened up.

"The work of the season has been, on the whole, interesting, and a number of new facts were discovered. Evidences of Post-Tertiary ice action are abundant in most places, but the courses of striæ are somewhat diverse. The higher grounds which occupy the southern part of the district, and near the Bay of Fundy, form a plateau, ice movement and drift-transportation being southward or south-eastward towards the coast. In the interior along the longitudinal valleys which lie parallel to the coast, the striæ conform in a greater or less degree to these. In the north-western half of the area included in the map, where the country is low and flat not exceeding 300 to 350 feet in height, the general direction is south to south-east; while in the tract drained by the Petitcodiac River and its tributaries the ice followed the general north-eastward slope. In many places two or more sets of striæ are recorded upon the same rock surface. The erosion from ice appears to have been slight, judging from the great masses of decomposed rock undisturbed, and from the number of unglaciated areas. In some basin-shaped valleys in the interior the ice seems to have been motionless, or nearly so, and to have produced striæ around their borders simply by expansion.

"Decomposed rock and till constitute the great bulk of the superficial covering on hill summits and slopes, as well as on the larger part of the flat Carboniferous area. The thicker masses of till generally exhibit a rude stratification or bedding. Near St. John, lenticular masses of stratified clay occur in the till. One of these apparently occupies the bottom of a bank of till 15 to 20 feet in thickness. At Alma well exposed sections show what have been called "upper" and "lower" till. But the two are really only one deposit, the upper part of which having undergone oxidation from exposure to the atmosphere for a long time, has assumed a yellowish or brown color. The oxidized portion seems, however, to contain less clayey

material than the underlying bluish grey till. The whole deposit is made up of the débris of the underlying rocks.

"A considerable amount of data relative to lake basins, the origin of lakes, &c., were obtained. The lakes connected with the lower St John are on the same level as its waters and are consequently tidal. All these are merely bodies of water ponded back by the narrowness of the St. John at its mouth, and by the obstruction which the tides, when at their flow, offer to the exit of its waters. Grand and Washadamoak Lakes and Belleisle Bay occupy the lower parts of the old valleys of the streams which now flow into their northern extremities. A rise of the land of 175 to 200 feet would enable the St. John to drain out its lower reaches and also these lakes.

"Several basins of extinct Post-Tertiary lakes were observed, notably Sussex Vale. Such of these as occur below the 200 feet level probably had only a brief existence. They originated as the land rose out of the sea, and before the present drainage channels had become established. As soon as the streams passing through them had sufficient time to cut down their outlets these lakes disappeared.

"Stratified gravel, sand and clay are abundant in all the valleys, more especially upon the Carboniferous rocks. The valley along which the Intercolonial Railway runs from Moncton to St. John is terraced with gravel and sand almost throughout its entire length. This valley, was, during the Post-Tertiary sub-idence, a strait, and the highland tract between it and the Bay of Fundy was then an island. The terraces both in this valley and on the coast indicate a Post-Tertiary depression of the land of about 200 feet below its present level.

"Dyked salt marshes extend along the Petitcodiac valley and also skirt the coast at Little Rocher. Extensive fresh-water flats occur along the St. John, forming all the islands and also wide intervals in parts of the valley. Others occur along the Kennebekasis, Petitcodiac, &c. They are nearly all under cultivation.

"Large portions of the area included in the map are still forest-clad, the northern area being entirely so. In eastern King's and in Albert county considerable tracts also are still covered by the original forest. The central and south-western parts of the district are extensively cleared.

"The agricultural character of the district is varied, depending in each locality largely upon the nature of the underlying rock. On the higher grounds near the coast the soil is stony and clayey; on the Carboniferous gravelly and sandy, &c. The best land is in the valleys, more especially where lower Carboniferous rocks prevail, and along river banks and the margins of lakes. The country through which the Intercolonial Railway runs contains some excellent, well-cultivated farms. Sussex Vale is frequently called the garden of south-eastern New Brunswick.

"The materials of economic importance observed are, infusorial earth at Pollett Lake, King's county, and Fitzgerald Lake, St. John county, referred to in previous reports. Brine springs occur near Sussex, and along Salt Springs Creek. At the former salt for dairy use has been prepared for a number of years. Clay and sand suitable for brickmaking, &c., are abundant in many parts of the district.

"In November a short time was spent examining the glacial phenomena and drift deposits of the Cobequid Mountains and adjacent country in Nova Scotia by way of comparison with those of a like character in southern New Brunswick. It was found that the boulders had been transported in both directions from these mountains, *i. e.*, northward and southward. No striæ were observed, but transportation would seem to have been effected chiefly by ice, but to some extent also by the force of running water and gravitation. One fact especially noticeable is that boulders derived from the mountains become smaller and scarcer as we recede from them.

"On the 30th November I left the field for Ottawa.

Cost of season's exploration was \$845.91.

Mr. Fletcher left Ottawa on the 5th of June for Nova Scotia to continue the work in Pictou and Colchester counties, especially in view of making the additions and alterations referred to in the summary report of last year as being now required in the map of the Pictou coal fields as published in 1869 by Sir W. E.

Logan. This work was partly accomplished during the past year, as well as the survey of the western part of Pictou county and the eastern part of Colchester, required for completion of the geological maps of these counties. Respecting this work Mr. Fletcher reports as follows:—

“Along the northern part of Pictou and Colchester counties, from Big Island, Merigomish to Brulé and Tatamagouche, there is a wide belt of rocks described in the Annual Report, Geological Survey, Vol. 11, Part P., the conglomerate at the base forming Fraser's Mountains, Greenhill, Roger's Hill, Fitzpatrick Mountain, Dalhousie Mountain, the Biorachin and other high lands on its course. This conglomerate is overlaid by a great thickness of red shales and sandstones, these by grey and greenish sandstones from which good building stone and grindstones are quarried.

“Below these strata come the measures of the Pictou coal field, the limits of which were accurately determined by Sir William Logan and Mr. Hartley in 1869. Beneath them, in the eastern part of the district, are lower Carboniferous, Devonian, Silurian and Cambro-Silurian rocks; west of the East River of Pictou only Lower Carboniferous and Devonian; while on approaching the eastern spurs of the Cobequid Hills, Silurian, Cambro-Silurian and Pre-Cambrian? strata are again found.

“Six collieries are in operation in the Pictou coal field, the Vale, East River, Albion, Acadia, Intercolonial (Drummond) and Nova Scotia (Black Diamond), having an aggregate annual yield of about 400,000 tons of coal. It has been supposed that the Permian rocks lying north of this field which hold plants and erect and prostrate tree stems, also include workable coal seams, and many boreholes have been put down to test these measures. The principal of these are: two near Pictou, 667 and 400 ft. deep; one at Logan's tannery, 1,000 ft.; two at Lyon's Brook, 500 ft.; one at Hardwood Hill, 700 ft.; three on Cariboo Island, 500 ft.; one on the East River, 750 ft. Only eight small seams of coal have, however, been cut on Cariboo Island, at the mouth of the Cariboo River, on the East River below New Glasgow, near the mouth of the Middle River and elsewhere, ranging from two feet downward and resembling and perhaps equivalent to, the small seams of Merigomish Island, Little Harbor, Small's Brook and Fraser's Mountain.

“Numerous attempts have at various times been made to work the rich grey sulphides and green carbonates of copper which are found in this formation in layers with lignite, pieces of jet, barytes, calcspar and other minerals impregnating large fossil tree trunks or in concretions; but none of them have proved successful, because the ores, though containing sometimes 40 per cent. of copper, are not in workable quantity. The best known localities where these ores occur are on the banks of the Cariboo River, eight miles from Pictou; at Toney River; at Durham on the West River; Scotch Hill; in Scotsburn Brook about 400 yards above the bridge at the church; and at River John. In the lower rocks traces of copper are found at Hopewell; on the East River; and on the Middle River near the mouth of McCulloch Brook.

“From the Permian formation valuable materials for building, grindstones and millstones are derived. From the Acadia quarries at Sawmill Brooks, West River, 1,200 tons of culvert and building stone were taken in 1888 by Mr. R. E. Chambers, and from the Granton quarry 350 tons of building and monumental stone, shipped principally to Halifax, and 110 tons of grindstone sent to Boston. The quarries at Pictou and at the Four, Six and Eight Mile Brooks of the West River also produced a large quantity of stone. Limestone fit for burning is found at Cape John; Cariboo; River John; Valley and elsewhere. Gypsum of good quality occurs in the neighborhood of Valley, and in very small quantity at Cape John. Barytes was exported from River John and from Brookfield, and is known to occur also at other points within the region examined.

“At Brookfield an important deposit of limonite has been opened by Mr. Chambers and 1,000 tons extracted for shipment to Londonderry Mines. Limonite is also found at Upper Stewiacke, and a promising deposit of red hematite at Newton Mills.

The iron ore of Bridgeville has been largely worked during the summer of 1888 for transportation to Londonderry.

"A small seam of coal occurs in rocks underlying the Carboniferous limestone and has been opened near West River station at Riversdale, Salmon River, and the North River of Onslow, but is apparently nowhere of workable size and quality.

"At Manganese mines, near Valley, a quantity of black oxide of manganese is found in irregular veins, cutting a reddish slaty rock which underlies Carboniferous limestone.

"At Pembroke, Colchester county, galena, disseminated in a large mass of Carboniferous limestone and not in a definite vein, was unsuccessfully worked before 1877. At Smithfield a large body of sulphides of lead and iron was discovered in similar limestone at its contact with the underlying slates. Assays showed 100 ounces of silver to the ton of lead and 5 dwts. of gold to the ton of ore. The property has attracted a good deal of attention and it seems probable that, if the ore is in sufficient quantity, it may be profitably developed. In 1884, 100 tons averaging about 40 per cent. of lead were taken out, a small smelter erected and the ore successfully roasted in calciners.

"Several brickyards lie within the area surveyed and have long been in operation. A new one, lately established at the railway station of Sylvester, on an excellent deposit of clay, is capable of supplying a large demand for bricks.

"Deposits of fusorial earth are known to occur in the bottom of some of the lakes. But as the attempt to utilize the similar deposits at Folly Lake and at St. Anne's, in Cape Breton, have not been successful, nothing has yet been done to develop them.

"Through the kindness of Mr. S. H. Poole, manager of the Acadia Company's collieries, and of Mr. Robert Simpson, manager of the Intercolonial colliery, and of Messrs. Harvey, Graham and John Sutherland of the Nova Scotia mines, valuable plans were obtained of underground and surface surveys and around the Pictou coal fields, and much information regarding certain parts was given by Mr. Poole, Mr. Alex. McBean, Mr. James Maxwell, Mr. Fergie, Mr. R. P. Fraser and others.

Mr. Fletcher returned to Ottawa on 22nd December. The cost of the season's exploration, including salary of assistants, was about \$700.

Mr. E. R. Faribault left Ottawa on the 31st May, to continue the examination and survey of the gold-bearing rocks of the Atlantic coast in Halifax county. He reports on this work as follows:—

"The district surveyed lies westward of that surveyed in 1887. It comprises the country watered by the two Little West rivers of Sheet Harbor and the Mushahoon, Tangier and Sheet Harbour rivers, an area of some 360 square miles.

"The sharp east and west folds into which these rocks were plicated to the eastward are found here again to continue their course in a westerly (magnetic) direction. They were traced with all possible accuracy, and the relation of the auriferous belts to the anticlinals has been carefully studied.

"The result of the work cannot yet be given in detail; but it may be safely stated in the interest of the mining community, that auriferous belts in Nova Scotia should be looked for only on or near to the anticlinal folds, and more especially on sharp ones. Hence the importance of accurately tracing and mapping these anticlinals to guide the prospector in the discovery of new auriferous belts, and thus prevent, if possible, the expenditure of thousands of dollars annually wasted in prospecting non-auriferous belts, because a few "sights" of gold, probably drifted from a distance, have been found in the vicinity. This consideration led me to devote two weeks last season in re-examining the interior of the country which is watered by the Sheet Harbour rivers, with the view of tracing out more accurately and studying more closely the various anticlinals affecting the strata.

"Four gold mining districts are now being worked in the region surveyed and examined: Tangier, Mooseland, Moose River and Caribou. In every one of these the auriferous leads are worked on each side of the anticlinal axes, and in no case are they more than 400 feet from them.

The country underlaid by these rocks and extending from Cape Canso to longitude $62^{\circ} 19'$, has been mapped on the scale of one mile to an inch, and is now waiting publication. This map covers eight sheets of 12 by 18 inches, and three more will be ready by next spring.

Mr. Fairbault was assisted during the whole season by Messrs. John McMillan and A. Cameron, and part of the season by Messrs. A. P. Faribault and Jas. McG. Cruikshank.

Field work continued to the 1st of October, and the expenditure in connection with it amounted to \$1,025.

MINERAL STATISTICS.

Mr. Coste was engaged during the winter and the spring, assisted by Mr. Brumell, in preparing the report on the mining and mineral statistics of Canada for 1887. About 3,000 printed forms for returns of mineral production had been distributed, and later about 3,000 letters were sent urging the transmission of the returns and seeking further information. Shortly after the close of the year 1,500 returns and replies to letters had been received, and the full report was printed and issued in September last, and will form Part S. of Vol. III, Annual Report, 1887.

At intervals during the summer, Mr. Coste or Mr. Brumell visited a number of localities in Ontario and Quebec with a view to investigate the occurrence of natural gas and petroleum in those provinces, especially in the formations that underlie the Devonian. In reference to natural gas Mr. Coste states as follows:—"A number of localities where natural gas had been reported were examined and where possible the gas flow was measured and the logs of the borings and specimens of the drillings were obtained. Respecting wells bored several years ago it was impossible to obtain any reliable information and the loss of all such valuable data is very much to be regretted. The result of our investigation is that none of the wells yet bored in Ontario and Quebec produce more than 50,000 cubic feet of gas per diem, and very few even this much. The production of these wells, though small as compared with those of the United States gas region, are nevertheless of some value when in or near towns or villages.

"There seems no reason why further trials, especially in that part of Ontario between Lake St. Clair on the south-west and Lake Simcoe on the north-east, should not prove more successful, and yield as abundant a supply of gas or petroleum as do some of the Ohio wells.

In reference to petroleum, Mr. Coste states that no new oil wells of value have been bored, and that the entire production, 594,273 barrels in 1887, is confined to the county of Lambton and produced from about 2,700 wells, very few of which yield more than one barrel per diem. The average depth of the oil rock in Lambton is 490 to 500 feet from the surface.

Several wells have been bored in Essex county. One at Comber, 1,300 feet deep, is said to yield about one barrel of oil per diem. This oil is probably from the same formation as that of Findley in Ohio.

CHEMISTRY AND MINERALOGY.

The work carried out in the chemical laboratory during the past year has been entirely confined to the examination and analysis of such minerals and specimens, as were deemed likely to prove of economic value. Respecting this work Mr. Hoffmann gives the following details:

"It included:—

1. Analyses of lignitic coals.
2. Analyses of iron, copper, and manganese ores.

3. Analyses of mineral waters—including analyses of the waters of the so called “sulphur” and “potash” springs, Harrison Hot Springs, B. C., which were collected by Dr. Selwyn; analysis of a saline water from a boring at Otonabee, Peterborough county, Ont., and an analysis of a water from the boring at Maisonneuve, on the Island of Montreal. Of the foregoing the two first and the last mentioned, promise to prove of therapeutic value.”

4. “Analyses of limestones and dolomites. A series of analyses has been commenced of such of these stones as occur in sufficiently extensive deposits—and with due regard to the accessibility of the latter—to be available for building material. On completion of the analyses of a series of the foregoing, the absorbing power (for moisture) and strength (resistance to a crushing force) of the same will also be determined. Dressed cubes of these stones are on exhibition in the Museum, showing their appearance under various “toolings” and when polished. Altogether, the information available in regard to them will be of such a nature as to very greatly facilitate the selection of a material for any special constructive work.”

5. “Gold and silver assays. The greater number of the specimens examined were from British Columbia, and of these the results of assay were in a great many instances of a highly encouraging nature.”

6. “Miscellaneous examinations embracing the testing of clays, in regard to their suitability for the manufacture of brick or pottery; the examination of pyrites with reference to its value as an ore of sulphur, and a variety of work of a like nature.”

“There has been a steady increase, over former years, in the number of those seeking information in regard to minerals, as touching their identity or economic value. In most instances the desired information was communicated in the course of a personal interview; it not unfrequently happened, however, that a more than cursory examination was called for, or the estimation of a particular constituent deemed desirable, in which case the results were communicated by letter. The total number of specimens received—brought or sent—during the period in question, was seven hundred and sixty-five; and the number of letters written—for the most part in connection with the same, and partaking of the nature of reports—two hundred and fifty-seven.”

“Mr. F. D. Adams has (with the exception of a little over two months, when he was engaged in field work), as assistant chemist, applied himself with great diligence to the work in hand, the result of his labors being the analyses of the mineral waters aforementioned.”

“Mr. R. A. A. Johnston, the junior assistant chemist, has proved himself a zealous and good worker. Apart from the gold and silver assays he has completed the analyses of numerous limestones and dolomites, besides doing a good deal of minor work.”

“The work in the Mineralogical section of the museum has progressed in a very satisfactory manner. The permanent labelling—which must by reason of additions be a more or less continuous work—has been almost completed to date. A manuscript catalogue of the scientifically arranged collection of minerals has been prepared, and will shortly be ready for printing, and considerable progress has been made in the preparation of a catalogue of the economic collection of minerals. The collection, which now numbers five thousand seven hundred and sixteen specimens, has, during the past year, been augmented by the addition of some two hundred specimens, including the following presentations:—”

Allan, W. A., Ottawa:—

Magnetite, from the township of Mulgrave, Ottawa county, Q.

Ami, H. M., of the Geological Survey, Ottawa:—

Calcite (nail-head spar) from the new quarries at Hull, Ottawa county, Q.

Colton, G. H., Pembroke, O.:—

Chlorite, from West Bay, Lake Nipissing, O.

Casey, T., East Templeton, Q.:—

Quartz and calcite, from East Templeton, Ottawa county, Q.

Craib, Wm., Nicola Milling and Mining Company, B. C. :—

Silver-ore, from the "Joshua" claim, Stump Lake, B. C.

do "Tubal" claim, do

do "King William" claim, Stump Lake, B. C.

Egan, H. K., Ottawa. :—

Magnetite, from the township of Litchfield, Pontiac county, Q.

Gragg, Isaac G., manager, Eastern Development Company, Lim. :—

Chalcopyrite, from the Coxheath copper mine, Cape Breton, N. S.

Henderson, G., Nicola Valley, B. C. :—

Silver ore, from the "Star" claim, Stump Lake, B. C.

Haycock, E. B., Ottawa. :—

Bog iron ore, from vicinity of Fort Natatchewan, Montreal River, district of Nipissing, O.

Kilpatrick, S. J., Kingston, O. :—

Limestone from Wolf Island quarry, Wolf Island, Frontenac county, O.

Keefer, T. A., Port Arthur, O. :—

Silver ore, "Native silver and argentite" from the Porcupine mine, Loc. 96 T, township of Gillies, district of Thunder Bay, O.

Calcite, sphalerite and quartz from the "Rabbit Mountain" mine, district of Thunder Bay, O.; and amethyst, with calcite carrying argentite. An association of calcite, quartz and fluorite, and sphalerite. Quartz with sphalerite and argentite. Galena, pyrite and sphalerite in calcite. Galena, sphalerite and native silver in calcite. Fluorite and quartz. Argentite, all from the "Beaver" mine, district of Thunder Bay, O.

Kidd, W. J., Kingston, O., per T. C. Weston. :—

Concretions from beach at Kingston, O.

Murphy, W. H., Ottawa. :—

Sphalerite from Calumet Island, Pontiac county, Q.

Morris, W. J., Perth, O. :—

Hematite from the township of Darling, Lanark county, O.

MacNaughton, A. G. —

Stibnite from West Gore, Hants county, N. S.

McKay, J., per Dr. G. M., Dawson, —

Argentiferous galena, from the "Acadia" claim, McDame's Creek, South Fork, Cassiar, B. C.

Parks, A., Sebastopol, Renfrew county, O. :—

Asbestos from lot 11, range 11, of Sebastopol, O.

Poole, H. S., Stellarton, N. S. :—

Anglesite from the Big Dome mine, Arizona, U. S. A.

Primrose, H. :—

Albertite from River John, west branch, Pictou county, N. S.

Warwick, F. W., Buckinham, Ottawa county, Q. :—

Mountain cork from the "Emerald" mine, township of Buckingham, Ottawa county, Q.

"Mr. R.L. Broadbent has been engaged in the permanent labelling of the specimens which, as already stated, is now almost completed up to date,—in re-adjusting the entire collection of scientifically arranged minerals, which had become necessary by reason of the addition of a great many species not previously represented, and in the maintaining of the general collection in an orderly condition. The interest he has manifested in the work, and the diligence with which he has applied himself to the same, has in no small degree facilitated the work, and conduced to the marked progress made in this section of the museum."

"In the early part of the year Mr. C. W. Willimott was engaged in making up collections of minerals, subsequently in resorting and arranging the contents of some two hundred and forty drawers of material employed for this purpose and which in the aggregate amounted to about two tons in weight. A great many species were found to be entirely unrepresented and in order to make good, as far as possible, this

deficiency, he spent a portion of the summer months in visiting several of the mineral localities of the provinces of Ontario and Quebec, as also the coast line between Two Islands and Cape d'Or, Minas Basin, Nova Scotia. These visits resulted in the obtaining of a large amount of fresh material, amongst which were a great number of handsome specimens, more especially of zeolites, and which as representing species not already shown in the collection or as serving to replace inferior specimens of the same species, contained in it, proved a most desirable acquisition. Since his return he has been occupied in unpacking, sorting and arranging this material, and more recently in making up collections of minerals and rocks for educational institutions, &c. Collections of this description have, in the course of the year, been forwarded to:—"

	Specimens.
High School, Aylmer.....	115
University of St. Joseph, Memramcook.....	115
Christian Bros. training school, Clonmel, Ireland.....	115
St. John's College, Winnipeg, Man.....	115
Canadian Institute, Toronto.....	115
J. C. Tremblay, Chicoutimi.....	115
Lands and Works Department, B.C.....	54
Royal Military College, Kingston (supplementary).....	30
W. C. Van Horne, C.P.R., Montreal (supplementary).....	28
Industrial School, Montreal.....	117
High School, Port Arthur, Ontario.....	117
St. François Xavier College, Antigonish, Nova Scotia.....	117
Bolton Institute, Bolton Centre, Q.....	109
Academy of Mount St. Vincent, Halifax, Nova Scotia.....	109
St. Hyacinthe College, St. Hyacinthe, Q. (supplementary).....	15
Dr. F. A. Genth, Philadelphia, Pennsylvania, U. S. A. (in exchange).....	98
	1,484

PALÆONTOLOGY AND ZOOLOGY.

In these divisions Mr. Whiteaves reports as follows: "The letter-press of the illustrated paper on the Triassic Fossils of British Columbia, referred to in the annual report of last year, has been printed and distributed, and the lithographic plates to accompany it will soon be ready. The second and concluding part of a paper entitled "Illustrations of the Fossil Fishes of the Devonian Rocks of Canada," has been written for the current volume of Transactions of the Royal Society of Canada, and is now in type. It consists of twenty pages quarto of descriptions, and is illustrated by two full page plates, and by four of double the ordinary size. The greater part of the manuscript of another illustrated report, "On some Cretaceous Fossils from British Columbia, the North-West Territory and Manitoba," has been written and it is hoped that the whole will be ready for the printer early in the spring. The part written before the 31st of December, 1888, includes descriptions of the various species obtained by Dr. Dawson at the Rink Rapids of the Lewis River in 1887, as well as of those collected by Mr. McConnell, from the Rocky Mountains three miles north of the east end of Devil's Lake in 1886, and from the Liard River in 1887. A preliminary examination has been made of a large collection of fossils from the Niagara formation at the north end of Lake Temiscamingue, made by Dr. R. Bell in 1887; of a series of fossils from the Devonian rocks of Lakes Manitoba and Winnipegosis, collected by Messrs. Tyrell and Dowling in 1888; of various fossils from the Cretaceous rocks of Lake Labarge, the Rocky Mountains and the Porcupine and Yukon Rivers, collected by Dr. Dawson and Mr. R. G. McConnell in 1887-88; and of some Cretaceous invertebrata from Millwood, Manitoba, obtained by Mr. J. B. Tyrrell in 1888. During the months of July and August, I

was occupied in collecting fossils, with Mr. Tyrrell, from the Devonian rocks at the north end of Lake Manitoba, when, as will be seen in the list of additions to the Museum, a large number of specimens was secured. In the upper flat of the Museum a new upright wall case has been erected, which is now filled with the larger fossils of the Trenton group, all of which are now properly labelled. Some fine fossil plants from the Carboniferous formation of the South Joggins coast, including a trunk of *Dadoxylon* some five feet in height and more than a foot in diameter, have been added to the collection during the year. New upright glass cases have also been made for the reception of some remarkable mammalian remains from the Tertiary rocks of the Cypress Hills, North-West Territories, and for a series of large dicotyledonous leaves from the Laramie deposits near Calgary, both collected by Mr. Weston during the past summer.

"In the small room devoted to the exhibition of mounted specimens of Canadian mammalia and birds, the wooden shelves in the wall cases have been entirely replaced by strips of glass. A large number of duplicate or inferior specimens of Canadian birds has been removed and their places filled either with other species or with much better specimens, and nearly the whole series has been labelled in accordance with the check-list of North American Birds published by the American Ornithologists Union. The following is an estimate of the number of specimens and species of native vertebrata exhibited in the Museum in December, 1888.

Mammalia.

99 mounted specimens of	59 species.
8 mounted heads of	8 do
4 mounted skeletons of	4 do
27 separate skulls of	17 do

Birds.

449 mounted specimens of 300 species.

Turtles.

3 mounted specimens of 2 species.

"Among the more attractive of the zoological specimens received during the year may be mentioned a skeleton of the White Porpoise or Beluga (*Delphinapterus catodon*) prepared from a specimen caught in the Lower St. Lawrence and secured for the Museum by Dr. B. J. Harrington, of McGill University, Montreal; an albino variety of the Grey Squirrel, shot at Lundy's Lane, Ont.; and a remarkable colour variety of the Bronzed Grackle, from the vicinity of Brandon, Manitoba. A commencement has been made of a collection of the eggs of Canadian birds, and those of some rather rare or local species have been received from Manitoba, the North-West Territory, British Columbia and Hudson's Bay and Strait. The series of recent mollusca from British Columbia, already in the Museum, has been much improved by the addition of several rare species from that province, kindly presented by the Rev. G. W. Taylor, formerly of Victoria, Vancouver Island, and some additions have been made to the collection of foreign shells. The number of official letters written during the year is 184, and throughout the months of September and October the duties of Acting Director have been performed by the writer."

Mr. T. C. Weston reports that from the first of January to the latter part of June his time was occupied in Museum work in the palæontological and ethnological branches, and in making sections of rocks and fossils for microscopic examination. From the 28th of June to the 17th of September he was engaged in field work, in collecting fossils at various localities in the North-West Territory and at the South Joggins coast in Nova Scotia. The remainder of his time has been occupied in labelling and preparing fossils, &c., for exhibition in the Museum.

Mr. H. M. Ami has examined collections of fossils from upwards of one hundred localities in central Ontario, between Lake Simcoe and Belleville; from thirteen local-

ities in the province of Quebec; from sixteen in New Brunswick, and from several at or in the neighborhood of Arisaig, N.S. With the view of ascertaining the exact geological horizons of the rocks from which they were collected, the species represented at each of those localities have been determined, as far as possible, and systematic lists of them have been made and placed upon record. He has written the manuscript of labels, which have since been printed, for the Cretaceous and Laramie fossils of northern Alberta described by the writer in 1887; for the Tertiary fossils of Skonun Point in the Queen Charlotte Islands; for the Laramie plants of the North-West Territory described by Sir William Dawson in 1887, and for the Cambrian fossils in the Museum, of which latter series he has re-classified and revised the nomenclature. From the duplicates in the Museum he has selected and labelled three sets of fossils, one of which has been sent to St. Laurent College, Montreal; one to St. François College, Antigonish, N. S.; and one to the Manitoba College at Winnipeg. Some specimens of fossil sponges from the Museum have been loaned to Dr. J. G. Hinde for examination and study. From the 17th of September to the 18th of October Mr. Ami was engaged in field work in the province of Quebec, under Dr. E. I. S., and succeeded in obtaining a considerable number of fossils. He has also collected a somewhat large series of fossils from the Chazy, Trenton and Utica formations around Ottawa.

"The following collections have been received during the year from members of the staff:—

Dr. Selwyn:—

Three specimens of *Prasopora lycoperdon*, Vanuxem (*P. Selwyni*, Nicholson) from the Trenton Limestone of Snake Island, Georgian Bay, Ont.

Dr. G. M. Dawson:—

Skin (since mounted) of the Hoary Marmot (*Arctomys caligatus*) from the mountains at the head of the Tulameen River, and about 300 specimens of plant and insect remains from the Tertiary rocks of British Columbia.

Dr. R. Bell:—

Specimen of a fresh-water shell from the Sturgeon River and one from the Vermilion River, Ont.

Professor Macoun:—

Eighty-nine specimens of birds from the neighborhood of Ottawa.

Dr. R. W. E. I. S., N. J. Giroux and H. M. Ami:—

1,500 fossils from various localities on both sides of the St. Lawrence, from the Becancour River to Rivière du Loup (en bas) P.Q.

R. G. McConnell:—

500 fossils from the Devonian rocks of the Mackenzie and Hay Rivers; also seventy-five fossils from the Cretaceous rocks of the Mackenzie and Porcupine Rivers, and from the Yukon and Northern Rocky Mountain regions. About one hundred specimens of fossil plants from the Bear River Miocene, Mackenzie River.

Skins of an adult male of the Long-tailed Jaeger (*Stercorarius longicaudus*) of the Long-tailed Duck (*Clangula hyemalis*), of the Surf, and White-winged Scoter (*Oidemia perspicillata* and *O. Deglandi*), all from the mouth of the Bear River, Mackenzie River.

J. B. Tyrrell:—

Fossils from the Cretaceous rocks at Millwood, Man., from the Hudson River formation at Stony Mountain, Man., and at Streetsville, Ont. Skin of Franklin's Gull (*Larus Franklini*), a young loon (*Urinator imber*), and eggs of the Black Tern (*Hydrochelidon nigra surinamensis*).

Twenty-five specimens of recent fresh water shells from the Assiniboine River, Man.

J. B. Tyrrell and J. F. Whiteaves:—

About 500 fossils from the Palæozoic rocks at the northern end of Lake Manitoba, and a small series of the recent Unionidæ of the same lake and the Fairford River.

T. C. Weston :—

Portion of a large skull, jaws, detached teeth, vertebræ and limb bones of various mammalia (nearly 300 specimens in all) from the older Miocene of the Cypress Hills.

300 fossil shells, &c., from the Belly River Series of Milk River Ridge, N. W. T. Sixty specimens of dicotyledonous leaves, &c., from the Laramie formation at Calgary and the Red Deer River, N. W. T.

Thirty specimens of fossil plants from the Carboniferous rocks at the South Joggins, N. S.

H. M. Ami :—

300 fossils from the Utica, Trenton and Chazy formations about Ottawa, 100 nodules from Green's Creek, and fifty fossils from Glenora, Ont.

W. McInnes :—

Forty-five fossils from the Silurian rocks of the region between Rimouski and Lake Temiscouata, P. Q., and egg of the loon (*Urinator imber*).

J. Marshall :—

One Snapping Turtle, caught near Ottawa.

D. B. Dowling :—

150 fossils from the Devonian limestones of Lake Winnipegosis.

J. M. Macoun :—

Seventeen Skins of birds and seven skins of mice from the Athabasca River.

The additions to the palæontological, zoological and ethnological departments of the Museum, by presentation, exchange or purchase, are as under :—

By Presentation :

F. R. Latchford, Ottawa :—

Four specimens of *Limnæa ampla*, Mighels, from Brome Lake, P. Q.

Major A. Hamlyn Todd, Ottawa :—

Fine specimen of the Black or Silver Grey Fox (*Vulpes vulgaris*, var. *argentatus*) from the head of Lake Winnipeg. A vixen three years old, in winter fur and in the flesh.

W. H. Harrington, Ottawa :—

A White-footed Mouse (*Hesperomys leucopus*) caught in Gilmour St.; in the flesh.

Ruggles Wright, Hull, P. Q. :—

A nearly complete skeleton of a very young seal, probably *Phoca Groenlandica*, from the Post Pliocene clay at Hull.

Captain C. Berkeley Powell, Ottawa :—

Stuffed specimen of a beaver (*Castor fiber*) which was killed at White Partridge Creek on the Petewawa River in the winter of 1885-86.

T. G. Lear, Ottawa :—

Osprey (*Pandion haliaetus carolinensis*) shot on the Rideau River; in the flesh.

E. Brown, Ottawa :—

Specimen of the Hairy-tailed Mole (*Scapanus Breweri*) caught swimming in the Ottawa River between Britannia and Skead's mills; in the flesh.

E. H. Carter, Ottawa :—

Flying Squirrel (*Sciuropterus volucella*), shot at Aylmer, P. Q.; in the flesh.

J. A. Doyon, Ottawa :—

A sharp-shinned Hawk (*Accipiter velox*) shot near Ottawa; in the flesh.

Miles Spencer, Fort George, Hudson's Bay :—

Two eggs of the Willow Ptarmigan (*Lagopus lagopus*), one egg of the American Bittern (*Botaurus lentiginosus*), one of the Yellow-legs (*Totanus flavipes*), and three undetermined eggs, all from Fort George.

G. S. Cotter, Moose Factory, Hudson's Bay :—

A collection of butterflies and beetles from Moose Factory.

- W. G. Kidd, Kingston, Ont. :—
A large trilobite (*Asaphus platycephalus*) from the Trenton limestone at the village of Wellington, Prince Edward County, Ont.
- A. F. Grant, Ottawa :—
Skin of a Long-billed Curlew (*Numenius longirostris*) shot near Fort Macleod, Alberta.
- Thomas Patterson, Ottawa :—
Slab of crinoidal limestone from Banff, N. W. T.
- John Rutledge, Sydenham, Ont. :—
Antler of American Elk or Wapiti (*Cervus Canadensis*) ploughed up in what was once a cedar swamp, three miles from Sydenham.
- Professor J. Fowler, M. A., Queen's University, Kingston, Ont. :—
An unusually perfect and well preserved specimen of *Lituites Americanus*, Emmons, from the Black River Limestone of Wolfe's Island, near Kingston.
- Dr. A. Jukes, Regina, N. W. T. :—
One atlas, one vertebra, three portions of jaws, four teeth and fragments of teeth and of limb-bones of various fossil mammalia from the "White River" beds of the Cypress Hills, N. W. T., also one specimen of a small *Inoceramus*.
- Andrew Christie, Pincher Creek, Alberta :—
Skin of a Bushy-tailed Wood Rat (*Neotoma cinerea*) from Pincher Creek.
- Albert J. Hill, New Westminster, B.C. :—
Fifteen specimens of six species of fossil shells and one calcareous annelid tube from the Post Pliocene clays on the bank of the Fraser River at New Westminster.
- Rev. G. W. Taylor, Billings' Bridge, Ont. :—
Specimens of fourteen rare species of marine shells from the coast of British Columbia, one small crab from the same coast, and numerous examples of *Anodonta Nuttalliana* Lea, from Vancouver Island.
- G. E. McMartin, St. Andrews, P.Q. :—
A Saw-whet or Acadian Owl (*Nyctale Acadica*) from the Little Rouge, a tributary of the North Nation River, P.Q.; in the flesh.
- Dr. T. Tunstall, Kamloops, B.C. :—
One jade scraper and two stone hammers, from Lytton, B.C.
- John Murray, Spence's Bridge, Thompson River, B.C. :—
Four flint arrow heads and one small stone paint pot, from the neighborhood of Spence's Bridge.
- J. W. McKay, Kamloops, B.C. :—
Three flint arrow heads and four chipped flints, from Kamloops.
- D. Armit, Manitoba House, Kinosota, Man. :—
Guard of a Belemnite, from Cretaceous rocks on the east bank of the Assiniboine, a little below the mouth of the Little Souris River; do, from rocks of similar age at Ochre River, Riding Mountain, Man., and a flint arrow head from Fort Ellice, N.W.T.
- Dr. J. G. Hinde, Croydon, England :—
Specimens of *Syringolites Huronensis*, Hinde, from the Niagara Limestone of the Manitoulin Islands.
- G. R. White, Ottawa :—
Pair of the Chickadee (*Parus atricapillus*), do. of the Red-breasted Nuthatch (*Sitta Canadensis*), a female Goldfinch (*Spinus tristis*) and two male Pine Grosbeaks (*Pinicola enucleator*), all from the neighborhood of Ottawa, skins, which have since been mounted.
- E. G. White, Ottawa :—
Specimens of the Silvery-haired Bat (*Scotophilus noctivagans*) from Ottawa, in the flesh, and an American Crow (*Corvus Americanus*), also in the flesh.

Brother Secordian, Hull, P. Q. :—

Specimen of the Brown Bat (*Scotophilus fuscus*) from Hull; in the flesh.

W. E. Saunders, London, Ont. :—

Two small trilobites (*Phacops rana*) from drifted Devonian limestone at London.

John P. Esmonde, Ottawa :—

Necklace procured from a Blood Indian at the Blood Indian Reserve, twenty-two miles south of Fort Macleod.

B. K. Lowry, Maple Creek, Assa. :—

One vertebra of a buffalo with an iron arrow head imbedded in it, and another with a leaden bullet partly buried in it, both from the Cypress Hills.

By Exchange:—

From Dr. W. H. Rush, U.S.N., Philadelphia :—

Specimens of seventeen rare species of marine shells from Key West, the Bahamas, Yucatan Channel, Florida Straits, &c.

By Purchase:—

Large Beaver (*Castor fiber*) from Big Lake, Pontiac County, Ont.; in the flesh.

Fine specimen of an Ammonite (*Platiceras placenta*) from the Cretaceous rocks of the St. Mary River.

Skin (since mounted) of an Albino Grey Squirrel (*Sciurus Carolinensis*) shot at Lundy's Lane, Ont.

Remarkable color variety of the Bronzed Grackle (*Quiscalus quiscalus æneus*) from the neighborhood of Brandon, Man.

Pair of Loucheux (*Kutchin*) Indian snowshoes, from Lapierre's house, Porcupine River, Yukon District, and a typical Loucheux knife.

Skeleton of the Star-nosed Mole (*Condylura cristata*) mounted by M. Jules Bailly, Montreal.

Molar of Mammoth (*Euelephas*), dug up in 1887 at St. Catharines, Ont.

One large Snapping Turtle (*Chelydra serpentina*) and a few fine stone implements of Indian manufacture, all from the county of Grey, Ont.

BOTANY, &C.

The work in this section, under Professor Macoun, has made good progress during the year. Part IV, 248 pages R. 8vo. of the Catalogue of Canadian Plants, referred to in the summary report for 1887, as then passing through the press, was published early in the year and has since been distributed to scientific institutions and botanists in Europe and in America, and has been widely criticized in every case in the most complimentary terms.

During the first week in April, Professor Macoun made a list of all the mounted birds exhibited in the Museum and found that there were 282 species, represented by 423 specimens. In the drawers 170 species were represented by 352 skins, 52 of which were of species not on exhibition in the cases. A list was then made out of all the birds known to Canada, which shows 564 species. This work was preliminary to that of the preparation of a complete catalogue of Canadian birds of the same character as the catalogue of plants, and Professor Macoun is now engaged on it.

Collections of plants to be examined and named were received during the year from Newfoundland and from every province in the Dominion except Prince Edward Island, in all, over 1,500 specimens; these were all named and returned. Between January and the 15th of April there were mounted and placed in the herbarium by Mr. J. M. Macoun, 3,015 sheets of specimens, as under:—

Phænogams :—

Canadian.....	850
European.....	775
United States.....	615

Cryptogams..... 775

During the same period there were sent to various museums, colleges and individuals 2,153 sheets of specimens, including 400 to McGill College, 300 to Columbia College, New York, 200 to the Department of Public Instruction, Quebec, and 200 to the British Museum. A large number of specimens received in exchange for those sent out, were mounted and placed in the herbarium which now contains 17,519 sheets.

Mr. J. M. Macoun left for the field on the 30th April with a Dominion land survey party. He collected plants and bird skins in the valleys of the Athabasca and Churchill rivers, returning to Ottawa on the 25th of November.

On the 18th of June, Professor Macoun left for Prince Edward Island. Twelve weeks were spent there studying its natural history and collecting specimens. Over 1,100 species of plants were secured, and valuable and interesting notes were made on the summer birds of the island. Returning on the 10th of September to Ottawa, Professor Macoun then proceeded to Northumberland county, Ontario, where three weeks were spent collecting mosses and other material for Part V of the Catalogue of Canadian plants, the writing of which was then being commenced.

Mr. Pearson, of Manchester, England, has kindly given a report on the Hepaticae—165 species—and Dr. Kindberg has examined and named nearly all the mosses, so that Professor Macoun is now in a position to complete Part V of the catalogue during the present winter.

Besides the collections of plants already mentioned, Dr. G. M. Dawson made an extensive one in the region around Kamloops, in British Columbia. Specimens of nearly 1,000 species, chiefly arctic plants, have been received from the British Museum in exchange. These are nearly all of the type species described by Sir W. Hooker in the *Flora Boreale Americana* published in 1840. Most of the specimens were collected by Menzies, Douglas and Barclay on the Pacific Coast, by Drummond in the Rocky Mountains and by Franklin and Richardson on the Arctic Coast.

MAPS.

There is now in course of preparation, and in various stages of readiness for publication, a large number of maps covering areas in all parts of the Dominion, amounting in the aggregate to 41,460 square miles. Some of these will require to be reduced for publication. They are as follows:—

No.	Scale.	Area in Square Miles.
1	8 miles to 1 inch.	
2		
3	8 do 1 do	
4	4 do 1 do	
5	8 do 1 do	12,000
6	4 do 1 do	3,456
7	4 do 1 do	1,450
8	$\frac{1}{2}$ do 1 do	105
9	4 do 1 do	180
10	2 do 1 do	3,328
11	4 do 1 do	
12	4 do 1 do	3,456
13	4 do 1 do	4,500
14	$\frac{1}{2}$ do 1 do	210
15, 16	4 do 1 do	4,593
17, 18	4 do 1 do	6,912
19, 20	4 do 1 do	770
21		41,460

Nos. 1, 2, 3, and 21, are plans of routes of exploration by land, river and lake, of a total length of about 5,900 miles.

LIBRARY.

From 2nd January to 31st December, 1888, the total number of publications issued in connection with the Survey, including Annual Reports, parts of ditto, Special Reports and maps, has been 9,992. Of these, 6,567 were distributed in Canada, the remainder were sent to foreign countries, including Great Britain and Ireland, the Continent of Europe, the United States, South America, India, China, Japan, Australia, &c.

The number of reports in French distributed was 502.

There were received during the past year, as exchanges, 2,000 publications, including reports, transactions, proceedings, memoirs, periodicals, pamphlets and maps. Besides these, 56 publications were purchased and 40 scientific periodicals subscribed for.

There were 150 volumes bound during the year. The number of letters received relating to library matters was 1,927. The letters sent out by the Librarian were 1,119. There are now in the library about 7,500 volumes and 2,600 pamphlets.

VISITORS.

The number of visitors to the Museum during the year, from 1st of January to the 31st December, was 17,414, being a decrease of 161 as compared with the previous year.

In my summary report for 1885 I called attention to the question of opening the Museum on Sunday afternoons, and I then gave some very remarkable statistics of attendance, the result of this course having been adopted at the Australian Museum in Sydney, showing that on the 52 Sundays, afternoons only, the daily attendance was largely in excess of that of the 313 week days, the average being 986 on Sundays and 275 on week days; such a fact needs no comment, and I venture again to express a hope, in the interests of education and knowledge, that the time is not remote when a similar experiment will be tried in Ottawa.

There will doubtless be strong objections urged against such action, based chiefly if not entirely on the very erroneous, but unfortunately very prevalent idea, that a museum is a place of amusement, whereas it is essentially as much a place of instruction as is the church and Sunday school; and the principal difference between the two, concisely stated, is, that in the Museum the *work*, and in the church and school the *word*, of the *Creator* is expounded. This admitted, there seems no obvious or intelligible reason why the one establishment should be closed and the other opened on the Sabbath.

STAFF, APPROPRIATION, EXPENDITURE AND CORRESPONDENCE.

The strength of the staff at present employed is 53, viz., professional 35, ordinary 17.

During the calendar year Messrs. Robert Chalmers and William McInnes were appointed as field geologists to the permanent staff, and the following promotions were made:—

Professor John Macoun, from the 1st Class to Assistant Director.

Mr. Chas. W. Willimott, from the 3rd Class to 2nd Class.

The amount available for the fiscal year ended 30th June, 1888, was:—

	\$	cts.	cts.
Civil List Appropriation			44,800 00
General Purpose Appropriation			57,598 43
The expenditure may be summarized under the divisions named as follow:—			
Civil List Salaries	42,478	82	
Wages of temporary employes	16,371	55	
Exploration and survey	23,255	27	
Printing and lithography	11,655	28	
Purchase of specimens	2,091	85	
Purchase and binding of books, and purchase of instruments	967	48	
Laboratory apparatus and chemicals	324	87	
Stationery, mapping materials and Queen's Printer	1,294	12	
Incidental and other expenses	1,733	12	
	100,472	36	
Less—Paid in 1887		3,930	44
	96,541	92	
Add—Advances to field explorers		3,479	42
	100,021	34	
Unexpended balance Civil List Appropriation		2,321	18
do of Contingency do		55	91
	102,398	43	102,398 43;

The correspondence of the branch shows a total of 7,662 letters sent, and 6,564 received, from 1st January to 31st December, 1888.

In conclusion I may again call attention to the inadequate Museum accommodation, referred to in previous reports, in the hope that some steps will be speedily taken to obviate this difficulty, which is constantly increased by the large annual additions now being made to the collections.

To raise the roof of the building and make a wide gallery around the upper flat supported with iron pillars, would be the least costly plan, and while much improving the external appearance of the building, would afford all the accommodation needed for some time to come.

I have the honor to be, Sir,

Your obedient servant,

ALFRED R. C. SELWYN,

Director.

PART IV.
NORTH-WEST TERRITORIES.

PART IV.

REPORT CONCERNING THE ADMINISTRATION OF THE NORTH-WEST
TERRITORIES FOR THE YEAR 1888.

GOVERNMENT HOUSE,
REGINA, 4th January, 1889.

To the Honorable
The Minister of the Interior,
Ottawa.

SIR,—I have the honor to submit the following report concerning the administration of the North-West Territories for the year 1888.

On the 2nd July, 1888, I had the honor of being appointed Lieutenant Governor of the Territories, and it is with much pleasure that I now find myself in the position of submitting my first report to a Minister who immediately preceded me in that office, and who is consequently intimately conversant with all matters relating thereto.

I am happy to be able to report upon the general prosperity of the country and to state that the completeness of its representation in our Local Legislature, which was afforded at the last Session of the Dominion Parliament, has given general satisfaction.

I responded during last season to many invitations addressed to me by agricultural societies within the Territories, and visited several exhibitions, where the wonderful display of products elicited the admiration of every one present.

The excellence, as well as the abundance, of last year's crop throughout the North-West has caused a universal feeling of contentment and encouragement to prevail among the settlers, while a great impetus has, at the same time, been given to every class of business.

LEGISLATIVE ASSEMBLY.

In accordance with the provisions of 51 Victoria, chapter 19, writs were, on the 4th June, 1888, issued for the election of members to serve in the Legislative Assembly of the Territories, when the following were elected thereunder:—

Electoral Districts.	Members Elected.
Moosomin.....	John Ryerson Neff.
Wallace.....	Joel Beaman.
Whitewood.....	Alexander Gillon Thorburn.
Souris.....	John Gillanders Turriff.
Wolseley.....	Benjamin Parkyn Richardson.
South Qu'Appelle.....	George Suize Davidson.
North Qu'Appelle.....	William Sutherland.
North Regina.....	David Finlay Jelly.
South Regina.....	John Secord.
Moose Jaw.....	James Hamilton Ross.
Medicine Hat.....	Thomas Tweed
Macleod.....	Frederick William Gordon Haultain.

Electoral Districts.	Members Elected.
Calgary.....	{ John Lineham.
Red Deer	{ Hugh St. Quentin Cayley.
Edmonton.....	Robert George Brett
Battleford.....	{ Herbert Charles Wilson.
Prince Albert.....	{ Frank Oliver.
Batoche	James Clinksill.
Kinistino.....	{ William Plaxton.
	{ J hn F. Betts
	Hillyard Mitchell
	James Hoey.

Legal Experts.

Appointed on the 23rd October, 1888, under 51 Vic., chap. 19, sec 2 :—
 The Honorable Mr. Justice Richardson.
 The Honorable Mr. Justice Macleod.
 The Honorable Mr. Justice Rouleau.

Members of the Advisory Council.

Appointed on the 2nd November, 1888, under 51 Vic., chap. 19, sec. 13 :—
 Frederick William Gordon Haultain, member for Macleod.
 David Finlay Jelly, member for North Regina.
 William Sutherland, member for North Qu'Appelle.
 Hillyard Mitchell, member for Batoche.

SESSION OF ASSEMBLY.

The session of the Legislative Assembly opened on the 31st day of October and closed on the 11th day of December, 1888.

On the day of opening Doctor Herbert Charles Wilson, member for Edmonton, was elected Speaker.

Legislation.

The following Ordinances were passed during the above session, namely :—

No. 1. An Ordinance respecting the revised Ordinances of the North-West Territories.

No. 2. An Ordinance for the abatement of Nuisances and for the protection of Public Health outside Municipalities.

No. 3. An Ordinance to enroll Thomas Christopher West as an Advocate of the Territories.

No. 4. An Ordinance to enable Ernest Harold Scott to register as a Medical Practitioner of the Territories.

No. 5. An Ordinance respecting the Profession of Medicine and Surgery.

No. 6. An Ordinance respecting the registration of Births, Marriages and Deaths.

No. 7. An Ordinance to amend Ordinance No. 5, of 1888, intituled: "An Ordinance respecting the Profession of Medicine and Surgery."

No. 8. An Ordinance for granting to Her Majesty certain sums of money to defray the expenses of the Public Service of the Territories for the financial year ending 30th June, one thousand eight hundred and eighty-nine, and for other purposes relating thereto.

Having, early in my administration, come to the conclusion that a revision and consolidation of the existing Ordinances was a much needed work, I, on the 11th July last, entrusted the matter to a Commission specially appointed for the purpose, consisting of the Hon. Mr. Justice Richardson and A. E. Forget, Esq., late Clerk of the North-West Council.

The labor of the Session has been chiefly directed to the discussion of the report of the Commissioners, and has resulted, as I believe, in the establishment of a clearly drafted body of laws, which will, I trust, prove a blessing to the country.

It was also thought that the time had arrived when a more complete system of vital statistics should be adopted, and an Ordinance has accordingly been passed providing for the registration, in addition to that already prevailing for marriages, of births and deaths. This will supply a want that has been long felt.

An Ordinance has also been passed providing for the establishment of a College of Physicians and Surgeons, which I regard as a sign of considerable progress.

I am happy to be here able to testify to the earnestness and zeal which all the Members of the Advisory Council have manifested in the discharge of their public duties and the practical sense with which they have met my efforts to afford the representatives of the people as wide a scope as possible in the administration of the affairs of the Territories.

SCHOOLS.

I am pleased to be able to report a steady increase in the number of School Districts established during the year, indicating that we have an ever-increasing population, and that the people appreciate the liberal provisions which have been made for the promotion of education throughout the country.

There are now established under the provisions of the School Ordinance, 6 Public, 132 Protestant Public, 22 Catholic Public, and 7 Catholic Separate School Districts, in all 167 Districts, which shows an increase of 34 Districts during the year.

Petitions are now pending for the establishment of 15 new Districts, viz.:—12 Protestant Public, Auburn, Cochrane, Winlaw, Stanley, Cannington, Duck's Point, High River, Rosedale, Elmore, Workman, Warina, and Creek Bank; 1 Catholic Public, Fourmand, and 2 Catholic Separate, Holy Cross at Macleod and Lethbridge.

Among the Districts recently established, 6 are in Crofter Settlements, 4 in German, 2 in Swedish, 1 in Hungarian, 1 in Icelandic, and 1 in Roumanian.

During the summer term ended 31st October last, there were 112 Protestant and 23 Catholic Schools in operation, with 3,474 and 735 pupils respectively; in all 135 schools with 4,209 pupils. For same term 1887, we had 109 schools open with 3,543 pupils, which shows an increase of 26 schools and 666 pupils during the past year.

During the year the Board of Education has lost the able and valuable services of the Rev. A. B. Baird, B. D., who resigned his seat at the Board on account of his having left the Territories to reside in Winnipeg, where he has accepted a position in connection with the Manitoba University.

The Rev. Samuel J. Taylor, of Moose Jaw, has been appointed a member of the Board in place of Mr. Baird.

Details with reference to the schools and general state of Education in the Territories will be found in the Report of the Board of Education issued in September last, copy of which I send herewith.

APPOINTMENTS.

The following is a list of the Territorial appointments made since the Lieutenant-Governor's last Report.

Justices of the Peace.

Names.	Residences.
Alfred Brealey, Esq.....	Calgary, Alberta.
Joseph Howe, Esq.....	Inspector N. W. Mounted Police.
Alexander McRae, Esq.....	Sheep Creek, Alberta.
George Weldon, Esq.....	Grenfell, Assiniboia.
Arthur E. Shelton, Esq.....	Calgary, Alberta.
David McDougall, Esq.....	Morley do
Edward Salisbury, Esq.....	Crescent Lake, Assiniboia.
Richard S. Lake, Esq.....	Grenfell, Assiniboia.
Harold J. Bonnycastle, Esq.....	Katepwe do
Charles Benjafield, Esq.....	Silton do
James Bole, Esq.....	Rose Plain do

Names.	Residences.
Hugh U. Bain, Esq.....	Prince Albert, Saskatchewan.
Thomas Watts, Esq.....	Anthracite, Alberta.
Richard H. Skrine, Esq.....	Grenfell, Assiniboia.
Thomas McNutt, Esq.	Stirling do
Henry Roberts, Esq.....	Churchbridge do
James H. Boyce, Esq.....	Indian Head do
Thomas E. Anderson, Esq.....	Longlaketon do
Emanuel Ohlen, Esq.....	Stockholm do
A. Ross Cuthbert, Esq.....	Inspector N. W. Mounted Police.
William Cousins, Esq.....	Medicine Hat, Assiniboia.
Robert C. Arnold, Esq.	Yorkton do
Robert S. McKenzie, Esq.....	Duck Lake, Saskatchewan.
William Finlayson, Esq.....	Langenburg, Assiniboia.
Thomas G. Jackson, Esq.....	The South Branch, Saskatchewan.
James A. Maorea, Esq.....	Regina, Assiniboia.
Robert C. McPherson, Esq.....	Langenburg do
William H. Ball, Esq.....	Grenfell do
Daniel Campbell, Esq.....	Whitewood do
Frank Huckerby, Esq.....	do do
Niel McDonald, Esq.....	Swift Current do
George Burns Wallace, Esq.....	Broadview do
Joseph Taillefer, Esq.....	do do
George H. Harper, Esq.....	Battleford, Saskatchewan.
Bernard B. Larivière, Esq.....	Peace River, Athabasca.
James Humphrey, Esq.....	Moose Mountain, Assiniboia.
David A. Purdy, Esq.....	Tregarva do
Walton Haydon, Esq.....	Cochrane, Alberta.
George Lawley, Esq.....	Carnduff, Assiniboia.
Henry C. Disney, Esq.....	Dalesboro' do
Samuel S. Page, Esq.....	Cannington Manor, Moose Mountain, Assa.
Henry W. McKenney, Esq.....	St. Albert, Alberta.
John B. Davis, Esq.....	McLean, Assiniboia.
Frederick C. Gilchrist, Esq.....	Fort Qu'Appelle do
William Findlay, Esq.....	Moffat do
Robert Meehan, Esq.....	Lebret do
David Venne, Esq.....	Batoche, Saskatchewan.
Angus Cameron, Esq.	Wiltoughby do
John Sherer, Esq.....	Carlton do
James Nixon, Esq.	Kimbrae, Assiniboia.
Barney D. Westman, Esq.....	Thingvalla, Churchbridge, Assiniboia.
William A. W. Smith, Esq.....	Workman, Assiniboia.
George Smiley, Esq.....	Winlaw do
Robert H. Henderson, Esq.....	do do
William L. Wood, Esq.....	Athabasca Landing, Alberta.
Albert E. Banister, Esq.	Davisburg do
William J. White, Esq.....	Broadview, Assiniboia.
James B. Gibson, Esq.	Alameda do
John A. C. Blackwood, Esq.....	Blackwood do
Peter Fergusson, Esq.....	do do
Augustus H. R. Bastien, Esq.....	Rocanville do
Joseph Brunet, Esq.....	Tide Hills, do
Daniel F. Boussevan, Esq.	Cannington Manor, Moose Mountain, Assa

Notaries Public.

George E. Dunsterville, Esq.....	Carnduff, Assiniboia.
Alexander Moffat, Esq.....	Calgary, Alberta.
William L. Bernard, Esq.....	do do

Commissioners for Taking Affidavits.

Names.	Residences.
Edmund W. Nunn, Esq.....	City of London, England.
Edmund Guérin, Esq.	City of Montreal, P. Q.
Frederick J. White, Esq.....	City of London, England.

Coroners.

Dr. Charles E. Carthew.....	Qu'Appelle Station, Assiniboa.
Dr. James H. Toffield.....	Edmonton, Alberta.
William D. Antrobus, Esq.....	Superintendent North-West Mounted Police.
John J. McHugh, Esq.....	Carlyle, Assiniboa.

Issuers of Marriage Licenses.

James Biden, Esq.....	Wolesley, Assiniboa.
Edward Salisbury, Esq.....	Crescent Lake, Assiniboa.
Roderick A. Mackenzie, Esq.....	Blind River, Alberta.
The Rev. Walter G. Lyon.....	Medicine Hat, Assiniboa.
George Goodfellow, Esq.....	Fort à la Corne, Saskatchewan.
Alexander Taylor, Esq.....	Edmonton, Alberta.
James N. McDonald, Esq.....	Moose Jaw, Assiniboa.
Joseph H. Ellis, Esq.....	Ellisboro do
Robert C. Arnold, Esq.....	Yorkton do
William Finlayson, Esq.....	Langenburg do
The Rev. James Herald.....	Medicine Hat do
The Rev. A. H. Wright.....	Prince Albert, Saskatchewan.
William Mackay, Esq ...	Lesser Slave Lake, Peace River District.
The Rev. Roderick McLennan.....	Rapid River, Saskatchewan.
Henry Roberts, Esq.....	Churchbridge, Assiniboa.

Medical Practitioners Registered.

Charles E. Carthew, Esq.....	Qu'Appelle Station, Assiniboa.
Joseph Potvin, Esq.....	Edmonton, Alberta.
Peter Aylen, Esq.....	North-West Mounted Police.
William H. Cullen, Esq.....	Balgonie, Assiniboa.
John Hutchinson, Esq.....	Grenfell do
Robert G. Brett, Esq.....	Banff, Alberta.
Leverett G. de Veber, Esq.....	Fort Macleod, Alberta.
James Lafferty, Esq.....	Calgary, Alberta.
James R. Bird, Esq.....	Whitewood, Assiniboa.
Neville J. Lindsay, Esq.....	Calgary, Alberta.
Frank H. Newburn, Esq.....	Lethbridge, Alberta.

Advocates Enrolled.

Finmore M. McLeod, Esq.....	Calgary, Alberta.
Peter McCarthy, Esq.....	do
William L. Bernard, Esq.....	do
Sevère Gagnon, Esq.....	Regina, Assiniboa.
James B. Smith, Esq.....	Calgary, Alberta.

Veterinary Surgeons.

Robert Riddell, Esq.....	Calgary, Alberta.
John L. Poett, Esq.....	Battleford, Saskatchewan.
J. M. Creamer, Esq.....	Regina, Assiniboa.

Queen's Printer.

Robert Bell Gordon, Esq., Clerk to the Legislative Assembly, Regina, *vice*
A. E. Forget, resigned.

Sole Issuer of Billiard and other Table Licenses.

Louis O. Bourget, Esq., Regina, *vice* R. B. Gordon, resigned.

Recorder of Brands.

Seymour Noel de P. Green, Esq., Regina, for Stock District, No. 3.

Fire Guardians.

William M. Hamilton, Esq. Kinistino, Saskatchewan.
Reginald B. Beatty, Esq. do
William Roscoe, Esq. do

Game Guardians.

William Roscoe, Esq. Kinistino, Saskatchewan
Reginald B. Beatty, Esq. do do
William M. Hamilton, Esq. do do
George D. Gopsill, Esq. Little Pine's Reserve, Saskatchewan
Joseph Young, Esq. Moose Jaw, Assiniboia
Col. Percy G. B. Lake Grenfell do
John Leader, Esq. Fort Qu'Appelle do
Joseph Vallean, Esq. Indian Head, do

I append hereto a return, as required by Section 93 of "The North-West Territories Act," of all liquor permits issued by the Lieutenant-Governor during the year 1888.

In doing so, I may remark that on the 23rd July last I decided to issue permits authorizing hotel keepers to import into the Territories and sell upon their premises a light beer containing an alcoholic strength not exceeding four per cent.

Stringent precautions were adopted for securing a guarantee of the respectability of the persons to whom such permits would be granted, and such rules were laid down as were thought would best ensure the prevention of any abuse of the privilege.

The result of this action on my part was alluded to by the Auditor of the North-West Government in his report for the past year, wherein he stated that there was a marked decrease in the demand for liquor permits since the issue of "sale permits for beer," and at the same time an increase in the revenue.

I have the honor to be, Sir,

Your obedient servant,

J. ROYAL,

Lieutenant-Governor of the North-West Territories.

RETURN of Special Permissions for the Importation of Intoxicating Liquors into the North-West Territories, during the Year 1888, as required by 43 Victoria, chapter 25, section 90, sub-section 2.

Permits	Quantity, in Gallons, of each Intoxicant in each Permit.							Total Quantities.							Remarks.	
	Whisky.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whisky.	Brandy.	Wine.	Gin.	Rum.	Alcohol.		Beer.	Porter.
2	1								1							
26	1							26								
2,326	3							4,652								
39	4							117								
86	4							344								
177	9							885								
4	9							24								
1	1							7								
14	10							140								
1	29							29								
109	1							218								
1	5							5							32	
1	2							4							64	
2	2							4								
9	1							9								
9	2							6								
3	2							6								
2	2							1								
2	2							2								
1	5							6								
1	1							2								
1	1							2								
1	2							2								
3	5							15								
3	2							2								
4	1							2								
8	1							8								
1	1							2								
3	4							12								
4	2							2								
2	2							56								
28	2							2								
1	5							5								
1	2							2								
1	3							3								
1	2							1								

Return of Special Permissions for the Importation of Intoxicating Liquors into the North-West Territories, &c.—Continued.

Permits	Quantity, in Gallons, of each Intoxicant in each Permit.							Total Quantities.							Remarks.	
	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.		Beer.	Porter.
3		1								14						
14		1								14						
381		2								762						
2		3								6						
7		4								28						
4		4								40						
8		8								22						
1		2								20						
10		2								4						
2		1								1					16	
1		1								5						
5		1								5						
1		5								6						
1		2								2						
1		2								2						
1		2								4						
1		1								1						
1		1								1						
1		1								1						
1		1								3						
1		1								9						
14		2								6				15		
1		2								28						
1		2								60						
1		60								20						
1		11								22						
2		11								24						
2		12								65						
1		65								46						
1		46								22						
1		22								3						
1		3								8						
1		3								10						
8		1								10						
10		1								280						
140		2								12						
4		2								12						
10		4								40						

Sacramental purposes.

12 RETURN of Special Permissions for the Importation of Intoxicating Liquors into the North-West Territories, &c.—*Concluded.*

RECAPITULATION.

Spirits—		
Whisky	6,857	
Brandy	1,081	
Gin	261	
Rum	152	
Alcohol.....	215	8,567
Wine		1,081
Beer		19,746
Porter.....		1,232
Beer imported for sale, limited to 4 per cent. alcohol.....		26,767
Total.....		56,388

Liquors sold on Dining Cars of Canadian Pacific Railway under Permit for Wine and Beer, dated 30th July, 1886, from 25th January, to 25th November, 1888. Beer, 263; Wine, 3,470.

REPORT OF THE BOARD OF EDUCATION FOR THE NORTH-WEST TERRITORIES FROM THE 18TH OCTOBER, 1887, TO THE 13TH SEPTEMBER, 1888.

BOARD OF EDUCATION,

REGINA, 13th September, 1888.

To His Honor JOSEPH ROYAL, LL. D.,

Lieutenant Governor, and the Members of the Legislative Assembly of the North-West Territories.

GENTLEMEN,—The Board of Education has the honor to submit the following report of its proceedings for the past year.

Meetings of the Board were held on the 13th December, 25th and 26th January, 13th, 14th and 15th March, 12th June and 11th, 12th and 13th September.

His Lordship the Bishop of Saskatchewan and Calgary was unanimously elected chairman of the Board.

The school register was adopted and continued, and a resolution passed requiring teachers to keep the same in duplicate, one copy to be sent to the Secretary of the Board at the close of each term, the other to be kept as part of the records of the school district.

A general Board of Examiners, consisting of four members, for the examination of candidates for teachers' certificates was arranged for—their remuneration to be \$4 each for each day they are occupied in the discharge of their duties and their actual travelling expenses. The following gentlemen were appointed members of the Board of Examiners, namely:—

Protestant Section: Rev. A. B. Baird, M. A., B. D., Thomas Grover, B. A.

Roman Catholic Section: Rev. D. Gillies, B. A., Rev. D. Graton, B. A.

SCHOOL INSPECTORS:

The following gentlemen were appointed school inspectors by the respective sections of the Board, namely:—

Protestant Section.

Eastern Assiniboia, John Hewgill, Esq., Moosomin.

Western do Thomas Grover, Esq., B. A., Regina.

Macleod District, Rev. C. McKillop, B. A., Lethbridge.

Calgary do I. A. Blair, Esq., M. A., M. D., Calgary.

Edmonton do Rev. D. G. McQueen, B. A., Edmonton.

Battleford do P. G. Laurie, Esq., Battleford.

Prince Albert District, Rev. Canon Fielt, B. D., Prince Albert.

Roman Catholic Section.

Eastern Assiniboia, Rev. D. Gillies, Sante Andrea.

Western do M. M. Seymour, Esq., M. D., Fort Qu'Appelle.

Calgary District, John W. Costello, Esq., Calgary.

Macleod do Rev. E. Legal, Macleod.

Edmonton do Rev. Henry Grandin, Edmonton.

Battleford do Rev. A. H. Bigonnesse, Battleford.

Prince Albert District, Rev. P. Dommeau, Prince Albert.

The remuneration of inspectors was arranged by the following resolution of the Board, namely:—

The remuneration of inspectors shall be at the rate of twenty dollars per annum, per each organized school, within their inspectorates, open during the year or in any part thereof. For travelling expenses they shall be allowed five dollars for each day absent in the discharge of their duties; but where the railway is used, they shall be allowed the actual fares paid on such railway, and such necessary expenses as the Board of Education, through its secretary, may approve.

TEACHERS' EXAMINATIONS.

In accordance with a resolution of the Board an examination of candidates for teachers' certificates was held on the 14th, 15th and 16th February last. In all 67 candidates presented themselves for examination. Of that number 42 passed the examination and were granted certificates.

A list of the questions asked will be found in Appendix A, and a list of the successful candidates in Appendix B.

In accordance with the Regulations of the Board establishing the Annual Examination of Teachers in August, another examination was held on 7th to 11th August when 75 candidates presented themselves, of which number 38 passed.

A list of the questions is given in Appendix C, and a list of the successful candidates in Appendix D.

SCHOOL LANDS.

The Secretary of the Board entered into correspondence last year with the Minister of the Interior in reference to School Lands in the Territories. (See Appendix D of Report of 1887).

This correspondence was continued during the present year and has resulted in securing for the School Fund of the Territories a share in leases of cattle ranches and in the specially surveyed districts, such as Batoche, Prince Albert and Edmonton. This correspondence will be found in Appendix E.

REGULATIONS.

The Board gave lengthy consideration to the preparation of suitable regulations for the management of schools, which were finally adopted on the 15th March, and are now published in pamphlet form.

SCHOOL ORDINANCE.

At the request of the Hon. Judge Richardson and A. E. Forget, Esq., appointed by His Honor the Lieutenant-Governor to revise and consolidate the Ordinances of the North-West Territories, the Board, after careful deliberation, submitted several amendments, which will be found in the report of these gentlemen.

HIGHER EDUCATION.

The Board believes that the time has now arrived when the establishment of schools for higher education should be authorized, and accordingly recommends that the clauses suggested to be added to the Ordinance in regard to this matter be adopted. These clauses permit the establishment of branches for the teaching of High School subjects in those schools where such a course is warranted by the number and the state of advancement of the pupils.

REPORTS.

The following tabulated reports have been prepared by the Secretary, and approved by the Board, and are submitted for your information.

Statistics of Schools for Summer Term, 1887.....	Appendix F.
do do Winter Term, 1887-88.....	do G.
Interim Report on Schools for Summer Term, 1888....	do H.
Schools in the various Inspectorates.....	do I.
Estimates and Expenditure of School Funds from 1st July 1886 to 30th June 1888, and Estimates for 1888-89.....	do J.
Report showing Numbers, Names and Limits of School Districts, with date of erection and names and addresses of Trustees.....	do K.

We have the honor to be, Gentlemen,
Your obedient servants.

CHAS. B. ROULEAU, *Acting Chairman.*
JAS. BROWN, *Secretary.*

[PART IV]

APPENDIX A.

BOARD OF EDUCATION, NORTH-WEST TERRITORIES.

FOR ALL CANDIDATES.

EXAMINATION OF TEACHERS, FEBRUARY, 1888.

Dictation—all the classes.

Examiners { REV. A. B. BAIRD, M.A., B.D.
REV. D. GRATON, B.A.

Note to the presiding examiner: This paper is not to be seen by the candidates. It is to be read to them *three times*; first, at the ordinary rate of reading, the candidates simply listening to catch the meaning of the passage; second, slowly, the candidates writing; third, for review. Candidates are not to be permitted to re-write the passage.

Nearly all of our associations are determined by chance or necessity, and restricted within a narrow circle. We cannot know whom we would; and those whom we know, we cannot have at our side when we most need them. All the higher circles of human intelligence are, to those beneath, only momentarily and partially open. We may, by good fortune, obtain a glimpse of a great poet, and hear the sound of his voice; or put a question to a man of science, and be answered good-humoredly. And yet these momentary chances we covet and spend our years, and passions, and powers in pursuit of little more than these; while, meantime, there is a society continually open to us, of people who will talk to us as long as we like, whatever our rank or occupation; talk to us in the best words they can choose, and with thanks if we listen to them. And this society, because it is so numerous and so gentle and can be kept waiting round us all day long, not to grant audience, but to gain it, kings and statesmen lingering patiently in those plainly furnished and narrow ante-rooms, our bookcase shelves, we make no account of that company, perhaps never listen to a word they would say, all day long.

Class III.—English Grammar.

Time, 2½ hours.

Examiners { REV. A. B. BAIRD, M.A., B.D.
REV. D. GRATON, B.A.

1. Name the four great divisions of grammar, and state the province of each.
2. Explain the terms declension, conjugation, voice, illustrating your answer with examples.
3. Define transitive verb, active voice, finite verb.
4. Give examples of verbs of strong and weak conjugation.
5. Distinguish between transitive and intransitive verbs, giving an example of each.
6. Name the primary and secondary tenses.
7. Distinguish between a notional and an auxiliary verb, and give an example showing how a verb may sometimes be notional and sometimes auxiliary.

8. Analyze the following and parse the underlined words, supplying the words that are understood :—

I had rather die than *endure* such a disgrace. *What* if I don't tell you? He is as great a rascal as ever *lived*.

Class III.—Composition.

Examiners..... { REV. A. B. BAIRD, M.A., B.D.
REV. D. GRATON, B.A.

1. Substitute words of Saxon origin for those printed in italics in the following :—

In the *retreat* from Moscow Buonaparte *provided* only for his own *security*; the *famished* and the wounded were without *protection*. Forty thousand men, who had been *despatched* on *distant* and *desperate excursions* to *supply* the army with *provisions*, being *uninformed* of the retreat, *perished* to a man; while their *disappearance* caused the death of a far greater *number* of their former *comrades*. Forty miles of road were *excavated* in the snow. The army *resembled* a *phantasmagoria*; no sound of horses' feet was heard, no wheel of wagon or *artillery*, no *voice* of man. Regiment followed regiment in long and *irregular* lines between two files of soldiers the whole way, Some of the latter stood *erect*, some *reclined* a little, some had laid their *arms* aside. some clasped them; all were dead.

2. Make any changes you think advisable in the following sentences and give reasons :

He not only gave me advice but also help. He said that he wished to take his friend with him to visit the capital and also to study medicine. I saw my old schoolfellow again by mere accident when I was in London at the time of the first exhibition, walking down Regent street and looking in at the shops. A much needed want has been supplied by our esteemed school teacher. The singing school is now an absolute fact. Being a competent musician, we feel confident he will meet with the success which is due his venture.

3. Write an essay on the extinction of the buffalo, noting such points as the extent of country it inhabited—in what numbers—the sustenance it afforded to the inhabitants of the country—the methods of hunting it—the causes that led to its disappearance and the degree to which it has been exterminated.

Class III.—Arithmetic.

Time, 2 hours.

Examiners { REV. D. GILLIES, B.A.
MR. THOMAS GROVER, B.A.

1. Define— factor, multiple, measure. Explain when a number is prime and when composite.

2. The products of two numbers is 1,270,374, and half of one of them is 3,129. What is the other?

3. Show that the numerator and denominator of a fraction can be multiplied or divided by the same number without altering the value of the fraction

4. Simplify the following:

$$\begin{array}{r} 2 \\ \hline 3 \\ \hline 3 \\ \hline 5+10 \end{array} \quad \text{also} \quad \begin{array}{r} 2 \quad 3 \\ \hline 3 \quad 7 \\ \hline 5 \quad 5 \\ \hline 6 \quad 14 \end{array}$$

5. Show that

$$\frac{2}{3} \div \frac{4}{5} = \frac{2}{3} \times \frac{5}{4}$$

- 6. If 50 lbs. of tea cost \$30, how many lbs. can be bought for \$90?
- 7. If $\frac{2}{3}$ of a gallon of milk cost 10cts. what is a pint worth?
- 8. Required, the interest on \$375.75 for $3\frac{1}{2}$ years at 7 per cent.
- 9. Find the discount on \$240 for 2 years at 7 per cent.
- 10. A bankrupt owes three creditors \$620, \$470, \$380 respectively; his assets amount to \$580. Find each man's share.

Class III.—Geography.

Time, 2 hours.

Examiners..... { REV. D. GRATON, B.A.
REV. A. B. BAIRD, M.A., B.D

- 1. Write notes on
 - (a) The diurnal motion of the earth.
 - (b) Degrees of latitude.
 - (c) The equator.
- 2. What conditions and circumstances influence the climate of a country?
- 3. Tell what you know of the Mackenzie River.
- 4. Describe the mountain chains of North America.
- 5. Name and indicate the location of the Canadian canals.
- 6. What are the rivers of Scotland?
- 7. Indicate the position of the following places, mention something notable about each:—Lyons, Java, Pittsburg, Stanstead, St. John, St. John's, Vancouver, Selkirk, Sheffield.

Class II.—Euclid.

Time, $2\frac{1}{2}$ hours.

Examiners..... { REV. D. GILLIES, B.A.
MR. THOMAS GROVER, B.A

- 1. Draw a straight line at right angles to a given straight line, from a point in the same.
- 2. Show that the angles which one straight line makes with another upon one side of it, are either two right angles, or are together equal to two right angles.
- 3. Show that if two straight lines cut one another, the vertical or opposite angles shall be equal.
- 4. Draw a straight line through a given point parallel to a given straight line.

5. Describe a square upon a given straight line.
6. Show that if a straight line be divided into any two parts, the square on the whole line is equal to the squares on the two parts, together with twice the rectangle contained by the parts.
7. Divide a given straight line into two parts, so that the rectangle contained by the whole and one of the parts shall be equal to the square on the other part.
8. Describe a square that shall be equal to a given rectilinear figure.
9. Show that if the two complements be together equal to the two squares, the given line is bisected.

Class II.—Algebra.

Time, 2½ hours.

Examiners..... { REV. D. GILLIES, B.A.
MR. THOMAS GROVER, B.A.

1. Define the terms "power," "root," "index," "coefficient."
2. How is the power of a quantity multiplied and how divided by another power of the same quantity? Give examples.
3. Prove by general reasoning that the value of a fraction is not altered by multiplying or dividing both the numerator and denominator by the same quantity.
4. Simplify $\frac{1}{2}(x + 1\frac{1}{2}) - \frac{2}{3}(1 - \frac{2}{3}x)$
5. Find the G.C.M. of $x^2 - 4x + 3$ and $4x^3 - 9x^2 - 15x + 18$. Also the L.C.M. Show that we may sometimes facilitate the process of determining the G.C.M. or L.C.M. by resolving algebraical expressions into their component factors.
6. Prove that $\frac{a}{b} \div \frac{c}{d} = \frac{ad}{bc}$
7. Express in words the meaning of the formula $(a+b)(a+b) = a^2 + 2ab + b^2$ retaining the order of the terms, how will the right-hand member of this expression be affected by changing, in the left-hand member the sign of b only, the signs of both a and b ?
8. Distinguish between an equation and an identity. Give an example of each.
9. How are equations classified? What do you mean by solving an equation? State the three principal methods of elimination.
10. I bought a barrel of coal oil in Winnipeg; one-third leaked out in transit to Regina; I drew out 6 gallons, and the barrel was then half full. How much did it hold?

11. Solve

$$\frac{x+6}{11} - \frac{2x-18}{3} + \frac{2x+3}{4} = 5\frac{1}{3} + \frac{3x+4}{12}$$

12. Solve

$$\frac{12}{x} + \frac{8}{y} = 8 \frac{27}{x} - \frac{12}{y} = 3$$

13. Solve

$$\frac{1}{3}x^2 - 3 + \frac{5}{12}x^2 = \frac{7}{24} - x^2 + \frac{299}{24}$$

14. Solve

$$\begin{aligned} x^2 + 2y^2 &= 22 \\ 2x - y &= 1 \end{aligned}$$

 Class II—Arithmetic.

Time, 2 hours.

 Examiners..... { REV. D. GILLIES, B.A.
 { MR. THOMAS GROVER, B.A.

1. Suppose the total number of votes in Assiniboia amounted to 2,000 at the last election, and the votes polled by the candidates were in the ratio of 5 to 8 and the successful candidate had a majority of 324, how many voted and how many remained at home?

2. A man contracted to build a piece of fence in 20 days for \$30; he did $\frac{2}{3}$ of it in $15\frac{1}{2}$ and found he could not finish it in time specified in agreement, therefore employed an assistant. Working together, they completed the fence in 20 days. How long would it have taken the contractor to finish the work alone, and how should the money be divided between them?

3. At what time between 5 and 6 will the hour and minute hands of a watch be together?

4. If $\frac{1}{2}$ of a ton of coal cost \$1.25, what will $1\frac{1}{2}$ of a ton cost?

5. How are pure and mixed recurring decimals converted into Vulgar Fractions?

Convert the following into Vulgar Fractions :— .4327 and .237.

6. If 3 per cent. more be gained by selling a horse for \$333 than by selling him for \$324, find his original price.

7. Find the square root of 39601 and of the vulgar fractions $\frac{2}{3}$ and $\frac{3}{5}$.

8. Explain the distinction between true discount and bank discount, and give the difference between the true and bank discount on \$5,555 at 6 per cent. for 1 year.

9. A rectangular tennis-lawn is 40 yds. long and 30 yds. broad; find the distance from corner to corner.

10. How many yards of carpeting 27 inches wide will it require to carpet a room 27ft. by $14\frac{1}{2}$ ft.

 Class II—Geography.

 Examiners..... { REV. A. B. BAIRD, M.A.; B.D.
 { REV. D. GRATON, B.A.

1. What is "Standard Time"?

2. How is it that in Australia Christmas comes in the summer time?

3. Describe the North American Rivers that flow into the Pacific?

4. Draw an outline map of the British Isles, indicating at least five of their principal rivers and five of their principal cities.

5. By what different routes could you, in summer time, go from Winnipeg to Montreal.

6. Whence do we get our tea, coffee, sugar, cotton and coal?

7. Where are the following places and for what are they noted :—Tokio, Banks of Newfoundland, Alexandria, San Marino, Nanaimo, Seaforth, Long Point Island, Bras d'or Lake, Campbelltown.

Class II—English Literature and “ Scott’s Lady of the Lake.”

Examiners..... { REV. A. B. BAIRD, M.A., B.D.
REV. D. GRATON, B.A.

1. Describe the incidents in Canto 5—the Combat.
2. Explain the meaning of:—
“I’ll dream no more—by manly mind
Not even in sleep is will resigned.”
3. “Twas I that taught his youthful hand
To rein a steed and wield a brand.”

To whom is reference made?

4. “The secret of success of Scott’s poetry lay partly in his subjects, partly in his mode of treating them, and partly in his versification.” Explain and illustrate this statement.
5. Compare early English poetry as represented by Chaucer and Spenser with modern poetry as represented by Dryden and Pope—taking into consideration the words used, the versification and the sources from which they drew their materials.
6. Name some of the Elizabethan poets and their principal works.
7. Tell what you know of Oliver Goldsmith.
8. Describe the literary style of Bunyan’s Pilgrim’s Progress.

Class II—English Grammar.

Time, 2½ hours.

Examiners..... { REV. D. GILLIES. B.A.
MR. THOMAS GROVER, B.A.

1. Define and distinguish accent, emphasis, quantity.
2. Give instances of infinitives used as the object of a verb.
3. Give a list of defective verbs.
4. Distinguish between : the predicate relative and the attribute relative.
5. In what cases is the final consonant doubled before an affix?
6. State how you classify adjectives and pronouns, showing where you draw the line between these parts of speech.
7. Give the syntax of the subjective mood.
8. What parts of speech are all of Saxon growth?
9. Analyze the following, and parse the underlined words:—
There, where a few torn shrubs the place disclose,
The village preacher’s modest mansion rose.
You take my house when you do take the prop
That doth sustain my house; you take my life,
When you do take the means whereby I live.

Class II—Composition.

Time, 2 hours.

Examiners { REV. A. B. BAIRD, M.A., B.D.
REV. D. GRATON, B.A.

1. Punctuate the following and insert the necessary capital letters:—If you prick us do we not bleed if you tickle us do we not laugh if you poison us do we not

die and if you wrong us shall we not revenge if we are like you in the rest we will resemble you in that if a jew wrong a christian what is his humility revenge if a christian wrong a jew what should his sufferance be by christian example why revenge the villainy you teach me i will execute and it shall go hard but i will better the instruction speech of shylock in merchant of venice.

2. Render into prose:—

Lo, the lillies of the field,
How their leaves instruction yield!
Hark to Nature's lesson given
By the blessed birds of heaven!
Every bush and tufted tree
Warbles sweet philosophy:
"Mortal, fly from doubt and sorrow,
God provideth for the morrow!"

3. Address to the Examiners a brief description of an imaginary tobogganing party.

Classes I and II—Bookkeeping.

Examiners..... { REV. A. B. BAIRD, M.A., B.D.
REV. D. GRATON, B.A.

- 1. Explain the following terms used in book-keeping:—Solvent, hypothecate, silent partner, collateral, good-will, accommodation, lien, foreclose, assignee.
- 2. How is posting done?
- 3. What is a cash-book and how is it kept?
- 4. Draw up two specimens of promissory notes, one negotiable on endorsement, the other negotiable without endorsement.
- 5. Give three examples of sales—one for cash, one receiving the buyer's note and one on account. Give day book and journal entries.
- 6. What are the fundamental principles of double entry?

Classes I and II—Physiology and Hygiene.

Time, 2 hours.

Examiners..... { REV. A. B. BAIRD, M.A., B.D.
REV. D. GRATON, B.A.

- 1. Name the organs of alimentation and give a short account of their functions.
- 2. What is the function of the lungs?
- 3. What is in reality the immediate cause of death?
- 4. Of what is blood composed?
- 5. Describe the essential parts of the organ of hearing.
- 6. Describe the general structure of the eye.
- 7. How would you attend to a sick person's room, so that the germs of infection may not escape into the next room, or be spread by sending the dirty linen out to be washed?
- 8. What kinds of food are most suitable for health?
- 9. Give treatment of (a) drowning persons; (b) dyspepsia.
- 10. Give the best system of ventilation.

 Class I.—Arithmetic.

 Time, 2 hours.

 Examiners..... { REV. D. GILLIES, B. A.
 { MR. THOMAS GROVER, B. A.

1. Show that if the greater of two integers be divided by the less, the greatest common measure of the two numbers is the same as the G. C. M. of remainder divisor.
 2. When a vulgar fraction is to be reduced to a decimal, show how to determine whether the result will be a finite decimal or a pure circulating decimal, or a mixed circulating decimal; the number of non-repeating digits in each case.
 3. A Regina merchant, after a business of 5 years, finds his capital increased to \$20,000, showing a gain of 60 per cent. on his original capital. What was the original capital?
 4. If 4 lbs. of tea be worth 40 lbs. of sugar, and 8 lbs. of sugar be worth $1\frac{1}{2}$ lbs. of coffee, and 3 lbs. of coffee be worth 12 lbs. of biscuits, how many lbs. of biscuits are worth 168 lbs. of tea?
 5. Hanlan can row down stream a certain distance in 60' and up stream the same distance in 70'; the rate of the stream being $\frac{1}{2}$ mile an hour, find the distance.
 6. A sum of money is invested in 6 per cent. stock at $89\frac{3}{8}$, and a half year's dividend received on it; the stock being then sold at $94\frac{5}{8}$ and the whole increase of capital being \$148.50. Find the original sum invested.
 7. I bought a house and lot for \$4,500 and agreed to pay principal and interest in four equal annual payments; money being worth 6 per cent., how much was the yearly payment?
 8. Jones and Smith join in business; Jones puts in \$700 for 12 months and Smith \$500 for 18 months. Divide the profit of \$1,305 fairly between them.
 9. A rectangular sheet of water, of uniform depth is 430 yds. long, 270 yds. broad, and contains 7,314,300 cubic feet of water; what is the depth?
 10. Find the cube roots of 428,661,064,—343, and $\frac{1}{8}$.
-

 Class I.—Geography.

 Examiners { REV. A. B. BAIRD, M. A., B.D.
 { REV. D. GRATON, B. A.

1. Give latitude and longitude (as nearly as you can) of London, Pekin, Chicago, San Francisco, Winnipeg, Prince Albert.
2. Write a note about the waves of the ocean.
3. Write a note on volcanoes as agents of terrestrial change.
4. Page, in speaking of prairies, says:—"If this mode of origin be borne in mind it will help to explain certain appearances of soil and surface, and enable us to account for certain distributions of plants and animals, that might otherwise remain inexplicable." Explain in detail what is meant.
5. Draw a map of the Maritime Provinces, indicating their boundaries and their chief towns and rivers.
6. Name the chief cities and towns on the Mississippi River and its branches.
7. Describe the system of land survey in the North-West Territories.
8. Where are the following places, and for what are they noted:—Socotra, Carberry, Esquimault, Harbor Grace, San Diego, Havre, Banff, Munich, Geelong, Callender, Chihuahua.

Class I.—Composition.

Time, 2½ hours.

Examiners..... } Rev. D. GRATON, B.A.
 } Rev. A. B. BAIRD, M.A., B.D.

1. At this upon the sward
 She tapt her tiny silken sandal'd foot:
 "That's your light way; but I would make it death
 For any male thing but to peep at us."
 Petulant she spoke, and at herself she laughed:
 A rosebud set with little wilful thorns,
 And sweet as English air could make her, she:
 But Walter hailed a score of names upon her,
 And "pretty ogress" an "ungrateful puss,"
 And swore he long'd at college, only long'd,
 All else was well, for she-society,
 They boated and they cricketed: they talked
 At wine, in clubs, of art, of politics:
 They lost their weeks: they vex't the souls of deans;
 They rode; they betted: made a hundred friends;
 And caught the blossom of the flying times,
 But missed the mignonette of Vivian-Place,
 The little hearth-flower Lilia.—Thus he spoke,
 Part banter, part affection.

(a) Paraphrase.

(b) Discuss, pointing out figures of speech and any strong points or otherwise in the style.

2. What is the use of personification? How is it that the English language affords special scope for it?
 3. What is a balanced sentence?
 4. Write an essay on "All that glistens is not gold," or "The quality of mercy."

Class I.—English Grammar.

Time, 3 hours.

Examiners..... } Rev. D. GILLIES, B.A.
 } Mr. THOMAS GROVER, B.A.,

1. Classify the four modes in which the various words in a sentence are related, giving an example of each.
 2. Distinguish between shall and will as auxiliaries in the forming of the future tense.
 3. Define logical subject, grammatical subject and middle voice.
 4. To what do we owe a considerable modification of the sounds of the English language? And what influence assisted in the recognition of S as the general sign of the plural in nouns? By whom was the English language brought into England?
 5. What languages are the chief constituents of modern English? What advantage has English derived from the mingling of the Teutonic and Romance elements?
 6. Analyze the following:—

Him the Almighty Power
 Hurl'd headlong, flaming, from the ethereal sky
 With hideous ruin and combustion down
 To bottomless perdition.

7. Parse the underlined words in the following:—

I would do it *but* that I am forbidden
 There is no one *but* pities him. *Do you do your best?*
 You are sent *for*.

8. Derive:—Ardent, Arduous, Auxiliary, Benefit, Combine, Bisect, Cavalry, Inebriate, Jury, Final.

9. Scan the following:—

Alack! What heinous sin is it in me
 To be ashamed to be my father's child.

10. Render the following into prose:—

Do not linger with regretting,
 Or for passing hours despond;
 Nor, the daily toil forgetting,
 Look too eagerly beyond.
 Hours are golden links, God's token,
 Reaching heaven; but one by one
 Take them, lest the chain be broken
 Ere the pilgrimage be done.

Class I.—Literature and "the Merchant of Venice."

Examiners..... { REV. A. B. BAIRD, M.A., B.D.
 { REV. D. GRATON, B. A.

1. Spalding, in speaking of dramatic poetry, says:—"The distinction between verse and prose, a distinction of form only, is no more than secondary." How can this be?

2. Who are the authors of *Night Thoughts*, *Measure for Measure*, *The Complete Angler*, *The Seasons*, *The Deserted Village*, *The Lord of the Isles*. Describe the plan of any one of them.

3. Compare Thompson, Burns, Cowper, Wordsworth, as poets of nature.

4. Sketch briefly the life of Jonathan Swift.

5. Write a note on Shylock as a typical Jew.

6. "And her sunny locks
 Hang on her temples like a golden fleece;
 Which makes her seat at Belmont Colchos' strand,
 And many Jasons come in quest of her."

To what is the allusion in "golden fleece," "Colchos' strand," "Jasons."

"If my father had not scanted me,
 And hedg'd me by his wit, to yield myself,
 His wife who wins me by that means I told you;"

(a) What means?

(b) Write a note on this use of the word "wit."

8. (a) As who would say 'I am Sir Oracle,
 And when I ope my lips, let no dog bark.'

(b) "I'll prove the prettier fellow of the two,
 And wear my dagger with the braver grace."

(c) "The man that hath no music in himself,
 Nor is not moved with concord of sweet sounds,
 Is fit for treason, stratagems and spoils;"

By whom were these words used and under what circumstances?

Class I—Euclid.

Time, 2½ hours.

Examiners..... { REV. D. GILLIES, B.A.
MR. THOMAS GROVER, B.A

1. Show that upon the same base, and on the same side of it, there cannot be two triangles that have their sides which are terminated in one extremity of the base equal to one another, and likewise those which are terminated in the other extremity.
2. Describe a parallelogram that shall be equal to a given triangle, and have one of its angles equal to a given rectilineal angle.
3. Divide a given straight line into two parts, so that the rectangle contained by the whole and one of the parts shall be equal to the square on the other part, and prove this algebraically also.
4. From a given circle cut off a segment which shall contain an angle equal to a given rectilineal angle.
5. From a given straight line cut off any part required.
6. Show that rectilineal figures which are similar to the same rectilineal figure, are also similar to one another,
7. Describe a rhombus which shall be equal to any quadrilateral figure.
8. Show that if the sum of the squares on the three sides of a triangle be equal to eight times the square on the line drawn from the vertex to the point of bisection of the base, then the vertical angle is a right angle.
9. Find the side of a square equal to a given equilateral triangle.
10. Divide a given line in harmonical proportion.
11. From a given point in the side of a triangle, draw two lines to the sides which shall divide the triangle into three equal parts.
12. Any two triangles being given draw a straight line parallel to a side of the greater which shall cut off a triangle equal to the less.

Class I.—Algebra.

Time, 3 hours.

Examiners..... { REV. D. GILLIES, B.A.
MR. THOMAS GROVER, B.A.

1. Define what is meant by the expressions, dimension and degree in Algebra.
2. Prove that every common multiple of two algebraical expressions is a multiple of their least common multiple.
3. Prove that

$$\left\{ \frac{b}{c} + \frac{c}{b} \right\}^2 + \left\{ \frac{c}{a} + \frac{a}{c} \right\}^2 + \left\{ \frac{a}{b} + \frac{b}{a} \right\}^2 = 4 + \left\{ \frac{b}{c} + \frac{c}{b} \right\} \left\{ \frac{a}{c} + \frac{c}{a} \right\} \left\{ \frac{a}{b} + \frac{b}{a} \right\}$$

4. Simplify:

$$\frac{a^2+b^2}{b} \cdot \frac{1}{a} + \frac{a^2-b^2}{a^3+b^3} \quad \text{or} \quad \frac{1}{a} + \frac{1}{b+c} \left\{ 1 + \frac{b^2+c^2-a^2}{2bc} \right\}$$

$$\frac{1}{b} \cdot \frac{1}{a} + \frac{1}{a^3+b^3}$$

$$\frac{1}{a} \cdot \frac{1}{b+c}$$

5. Solve the equations :

$$(a + x)(b + x) - a(b + c) = \frac{a^2 c}{b} + x^2$$

$$4.8x \frac{.72x - .05}{.5} = 1.6x + 89$$

$$\begin{aligned} ax + by &= c \\ mx - ny &= d \end{aligned}$$

6. Eliminate x, y, z between the equations :

$$\frac{y}{z} + \frac{z}{y} = a; \quad \frac{z}{x} + \frac{x}{z} = b; \quad \frac{x}{7} + \frac{7}{x} = c.$$

7. Extract the square root of:

$$\frac{y^2}{x} + \frac{x^2}{47} + \frac{27\frac{3}{2}x^{\frac{3}{2}}}{(xy)^{\frac{1}{2}}}$$

8. Solve:

$$\frac{1}{a+b+x} = \frac{1}{a} + \frac{1}{b} + \frac{1}{x}$$

9. The roots of $x^2 + px + q$ being a and b , express $a^2 + b^2$.

10. Solve:

$$\frac{12x-8}{\sqrt{2x+4} + 2\sqrt{2-x}} = x = \sqrt{9x^2+16}$$

11. Find the number whose square added to its cube is 9 times the next higher number.

12. If a, b, c be in arithmetic progression, show that

$$\frac{2}{3}(a+b+c)^2 = a^2(b+c) + b^2(c+a) + c^2(a+b)$$

and if they be in geom. progression, show that

$$a^2 b^2 c^2 \left\{ \frac{1}{a^3} + \frac{1}{b^3} + \frac{1}{c^3} \right\} = a^3 + b^3 + c^3$$

13. Expand: $\frac{a+bx}{p+qx}$ in a series of ascending powers of x ;

and find the coefficient of x^n in the expression of

$$\frac{(1+x)^2}{(1-x)^4}$$

Class I.—Statics, Hydrostatics and Physics.

Time, 2½ hours.

Examiners. { REV. A. B. BAIRD, M.A., B.D.
REV. D. GRATON, B.A.

STATICS.

1. Describe the wheel and axle, stating the relations between the power and the weight necessary in order to equilibrium.
2. Describe the screw, stating the relation between the power and the weight.

PROTESTANT SECTION.

Class I.—History.

Examiners..... { REV. A. B. BAIRD, M.A., B.D.
MR. THOMAS GROVER, B.A.

1. What did Champlain do for Canada ?
2. Write a note on Dulac des Ormeaux.
3. What were the Clergy Reserves, and how were the grievances about them settled ?
4. Why was the Reciprocity Treaty with the United States not continued in force after 1866 ?
5. Explain Green's statement that " With the reign of Edward the First begins Modern England—the England in which we live."
6. Write the history of Sir Walter Ralieggh.
7. " England became the people of a book, and that book was the Bible." Point out, after Green, the influence exerted by the Bible on the social, literary and political character of the English people.
8. Describe the Indian Mutiny.

Class II.—History.

Examiners..... { REV. A. B. BAIRD, M.A., B.D.
MR. THOMAS GROVER, B.A.

1. Sketch briefly the life of William Lyon Mackenzie.
2. What were the chief provisions of the British North America Act ?
3. Sketch the Red River Rebellion of 1869-70, and indicate the causes that led to it.
4. Write a note on the Fisheries question.
5. Describe the personal character, history and death of William the Conqueror.
6. Write short notes on (a) Adrian's Wall.
(b) The Feudal System.
(c) The Black Prince.
(d) Bosworth Field.
7. Describe the efforts made by the Stuarts to wrest the throne from the House of Brunswick.
8. What was the Reform Bill of 1832? Describe the passing of it.

Class III.—History.

Examiners..... { REV. A. B. BAIRD, M.A., B.D.
MR. THOMAS GROVER, B.A.

1. When and why was the battle of Queenston Heights fought ?
2. Write brief historical notes on Papineau and Louis Riel.
3. Write the history of Montreal up to 1700.

4. What, in your opinion, are the main arguments for and against Commercial Union?
5. Describe the religious system that prevailed among the Ancient Britons.
6. What were the provisions of the Magna Charta, and under what circumstances was it granted?
7. Sketch the reign of Queen Elizabeth.
8. Write a short history of the Peninsular War.

ROMAN CATHOLIC SECTION.

Classes I and II.—History.

Time, 2 hours.

Examiners..... { REV. D. GILLIES, B.A.
REV. D. GRATON, B.A.

1. Give a short account of the Roman invasions of Britain.
2. State the principal facts respecting the introduction of Christianity into Britain.
3. What king united the Anglo-Saxon Kingdoms into one monarchy? When was this?
4. Give the principal features of the reign of William the First, or "The Conqueror."
5. Name some of the more eminent literary and scientific men of England.
6. Describe some of the principal features marking the material progress of Great Britain within the last 50 years.
7. Relate the principal events connected with the dispersion of the Acadians.
8. Give a sketch of the military career of Montcalm and Wolfe in Canada.
9. Give the principal facts connected with the rebellion of 1837.

Class III.—History.

Time, 2 hours.

Examiners..... { REV. D. GILLIES, B.A.
REV. D. GRATON, B.A.

1. How was the Christian religion introduced into England?
2. Give a sketch of the life of Mary Stuart, Queen of Scots.
3. What was the cause of the contest between England and the American Colonies, now part of the United States?
4. On what terms were the relations of Great Britain and France at the time of Napoleon I?
5. Give the history of Champlain.
6. What was the plan of the campaign of England in 1759 against New France? Give the result.
7. What were the principal events in the campaign of 1812.

Classes I and II.—Questions on Religious Instruction.

Examiners { REV. D. GILLIES, B.A.
 { REV. D. GRATON, B.A.

1. What was the state of the civilized world at the coming of Christ, and what was its condition 300 years after?
2. How was the Christian religion treated in Rome during the first three centuries?
3. How was the first Emperor converted?
4. How do we understand the Infallibility of the Pope?
5. What is our devotion to the Blessed Virgin? What honor is due to the Saints?
6. Should the Church of Christ be one and why?
7. Has the priest the power of forgiving sins?
8. How can mortal sins be forgiven outside of confession?
9. Describe how to administer private Baptism and when?

Classes III.—Religious Instruction.

Time, 2 hours.

Examiners { REV. D. GILLIES, B.A.
 { REV. D. GRATON, B.A.

1. Give a definition of sin and of its different species.
2. How is sin remitted in its different degrees?
3. What are our obligations under the 7th Commandment?
4. What are the marks of the true Church?
5. Give the doctrine on the Sacrament of Confirmation.
6. Give the doctrine on the Sacrament of Extreme-Uncion.
7. What is the doctrine on the Infallibility of the Pope?
8. What does the Immaculate Conception of Mary mean?

APPENDIX B.

LIST of Candidates who successfully passed the examination held in February, 1888, and to whom the Board of Examiners recommend that Certificates be granted.

FIRST CLASS.

No.	Name.	Address.
1	E. A. Partridge.....	Katepwe.

SECOND CLASS.

No.	Name.	Address.
1	Vallie Boyd.....	Regina.
2	Rev. Sr. Wareing.....	Prince Albert.
3	Rev. Sr. Mary Greene.....	Calgary.
4	Wm. Logan.....	Wapella.
5	H. O. Partridge.....	Sintaluta.
6	Martha Kerr.....	Regina.
7	Florence Goodridge.....	Calgary.
8	Mathew Fletcher.....	Moosomin.
9	C. E. Cumming.....	Katepwe.

THIRD CLASS.

No.	Name.	Address.
1	W. R. C. Willis.....	Pheasant Forks.
2	Rev. Sr. Annie Grant.....	Prince Albert.
3	Jas. Balfour.....	Carsdale.
4	Fred J. Bate.....	Saskatoon.
5	Annie Scott.....	Boscurvis.
6	Jas. A. Hamilton.....	Saskatoon.
7	M. Westaway.....	Regina.
8	Stephen A. Hall.....	Whitewood.
9	Mary K. Hunter.....	Saskatoon.
10	Esther Fallis.....	Edgeley Farm.
11	Ed. Chappell.....	Ferndale, Moosomin.
12	Mary B. Welsh.....	Moose Jaw.
13	John A. McDonald.....	Rosburn, Man.
14	Maggie Patterson.....	Viriden, Man.
15	Mattie Kerr.....	do
16	John Bristol.....	Moosomin.
17	Mary McKinnon.....	Lebret,

THIRD CLASS—Continued.

No.	Name.	Address.
18	Janet R. Henderson.....	Edmonton.
19	Sarah Thompson.....	Prince Albert.
20	R. M. Andrews.....	Edmonton.
21	T. W. Campbell.....	Prince Albert.
22	Ada R. Tegart.....	Tregarva.
23	Ebenezer Scott.....	Boscurvis.
24	Charlotte Wilson.....	Workman.
25	Robt. W. Boylan.....	Prince Albert.
26	Marion Fotheringham.....	Grenfell.
27	Chas. McDonald.....	Virdeu, Man.
28	Mrs. Katie G. Clink.....	Battleford.
29	Murdoch McLean.....	Indian Head.
30	Annie M. Purdy.....	Regina.
31	Margaret E. Cullum.....	do
32	Widow Tourond.....	Batoche.

The following candidates having failed in one or two minor subjects were recommended by the Board of Examiners for Provisional Certificates.

No.	Name.	Address.
	Helen A. Shaw.....	Calgary.
	Emma M. Andrews.....	do
	Wm. H. Thompson.....	Wolseley.
	Robena McGregor.....	Prince Albert.
	I. M. Brunet.....	Lebret.

APPENDIX C.

BOARD OF EDUCATION, NORTH-WEST TERRITORIES.

EXAMINATION OF TEACHERS, AUGUST, 1888.

Dictation—all the classes.

Time, 2½ hours.

Examiners..... { REV. A. B. BAIRD, M.A., B.D.
REV. D. GILLIES, B.A.

Note to the presiding examiner: This paper is not to be seen by the candidates. It is to be read to them *three times*; first, at the ordinary rate of reading, the candidates simply listening to catch the meaning of the passage; second, slowly, the candidates writing; third, for review. Candidates are not to be permitted to re-write the passage.

Two men I honour, and no third. First, the toilworn craftsman that with earth made implement laboriously conquers the earth, and makes her man's. Venerable to me is the hard hand; crooked, coarse; wherein notwithstanding lies a cunning virtue, indefeasibly royal, as of the sceptre of this planet. Venerable too is the rugged face, all weather-tanned, besoiled, with its rude intelligence; for it is the face of a man living manlike. O, but the more venerable for thy rudeness and even because we must pity as well as love thee! Hardly-entreated brother! For us was thy back so bent, for us were thy straight limbs and fingers so deformed; thou wert our conscript, on whom the lot fell, and fighting our battles wert so marred. For in thee too lay a god created form, but it was not to be unfolded; encrusted must it stand with the thick adhesions and defacements of labour; and thy body, like thy soul, was not to know freedom. Yet toil on, toil on; thou art in thy duty, be out of it who may; thou toilest for the altogether indispensable, for daily bread.

A second man I honour, and still more highly. Him who is seen toiling for the spiritually indispensable; not daily bread, but the bread of Life. Is not he too in his duty; endeavoring towards inward Harmony; revealing this by act or by word, through all his outward endeavors, be they high or low? Highest of all, when his outward and his inward endeavour are one: when we can name him Artist, not earthly craftsman only, but inspired Thinker, who with Heaven-made implement conquers Heaven for us! If the poor and humble toil that we have Food, must not the high and glorious toil for him in return, that he have Light, have Guidance, Freedom, Immortality?—These two, in all their degrees, I honour: all else is chaff and dust, which let the wind blow whither it listeth.

Unspeakably touching is it, however, when I find both dignities united; and he that must toil outwardly for the lowest of man's wants, is also toiling inwardly for the highest. Sublimar in this world I know nothing than a Peasant Saint, could such now anywhere be met with. Such a one will take thee back to Nazareth itself; thou wilt see the splendour of Heaven spring forth from the humblest depths of earth, like a light shining in great darkness.

Class III.—Geography.

Time, 2 hours.

Examiners..... { MR. THOMAS GROVER, B.A.
REV. D. GRATON, B.A.

1. Into what divisions is Geography divided? Define each.
2. What is the shape of the earth? State the proofs of this form.
3. State the two motions of the earth, and the effects produced by each.
4. Explain the terms Meridian, Latitude, Longitude. What places on the earth have no latitude, and what places have no longitude?
5. Name the zones, and where they are located. What zones have the four seasons?
6. Draw an outline map of the Dominion of Canada, indicating the different provinces, locating capitals and sea-ports, and tracing chief railways.
7. Name the largest lakes and rivers of the world. What is the proportion of land to the water surface of the globe? Name the continents.
8. What are the chief Political Divisions of North America?

Class III—Composition.

Time, 2 hours.

Examiners..... { REV. A. B. BAIRD, M. A., B.D.
REV. D. GILLIES, B.A.

1. Give rules for the use of capital letters.
2. Change the following sentences so that the same idea will be expressed by a different construction.
 - (a) But woe awaits a country when
She sees the tears of bearded men.
 - (b) Young men think old men fools, and old men know young men to be so.
 - (c) Martin Luther was at first destined for a legal profession.
3. Turn into prose:

Breathes there a man with soul so dead
Who never to himself hath said
This is my own, my native land!
Whose heart hath ne'er within him burned
As home his footsteps he hath turned
From wandering on a foreign strand?
If such there breathe, go, mark him well:
For him no minstrel raptures swell;
High though his titles, proud his name,
Boundless his wealth as wish can claim,
Despite these titles, power, and pelf,
The wretch concentred all in self,
Living shall forfeit fair renown,
And doubly dying shall go down
To the vile dust from whence he sprung,
Unwept, unhonoured and unsung.
4. Write a composition on "a newspaper," or
"A soft answer turneth away wrath."

Class III—History.

Time, 2 hours.

EXAMINERS:

Protestant Section:

REV. A. B. BAIRD, M.A., B.D.
MR. THOMAS GROVER, B.A.

Roman Catholic Section:

REV. D. GRATON, B.A.
REV. D. GILLIES, B.A.

1. Describe Julius Cæsar's invasion of Britain.
2. Tell what you know about (a) the battle of Bannockburn.
(b) the battle of Otterbourne.
(c) the Star Chamber.
3. What were the provisions of the Act of Uniformity and what was the effect of its enactment?
4. Indicate briefly the leading events in the reign of George II.
5. Who were the United Empire Loyalists?
6. Sketch the public career of Sir Isaac Brock.
7. Sketch in outline the leading features in the history of Canada when Lord Dufferin was Governor-General.

Class III.—English Grammar.

Time, 2½ hours.

Examiners..... { REV. D. GILLIES, B.A.
REV. A. B. BAIRD, M.A., B.D.

1. What is meant by inflection, gender, predicate, complement?
2. Give rules for forming the degrees of comparison of adjectives.
3. Distinguish between transitive and intransitive verbs, giving an example of each.
4. Write specimens of simple, compound and complex sentences.
5. How may a simple subject be changed to a complex one?
6. Give the plurals of deer, half, beau.
7. Name three adjectives that are irregularly compared, and compare them.
8. Parse:

“The proper study of mankind is man.”

Class III.—Arithmetic.

Time, 2 hours.

Examiners..... { MR. THOMAS GROVER, B.A.
REV. D. GRATON, B.A.

1. What are the fundamental processes of Arithmetic? Define addition and give the principles.
2. Define numeration, prime number and composite, common factor; H.C.F., C.M. and L.C.M., and name the two principal methods of notation.

[PART IV]

3. What is a fraction and how are they classified?
 4. Tell whether the following numbers are prime or composite: 151, 227, 407,
 469. Find the L.C.M. of 12, 15, 42, 70.

5. Define cancellation and the principle upon which it depends.

6. Simplify

$$1 + \frac{1}{3} \quad 1 + \frac{3}{5} \quad 2 - \frac{1}{4} - \frac{2}{3} \text{ of } 1 - \frac{5}{6}$$

also

$$1 - \frac{1}{3} \quad 1 - \frac{3}{5} \quad - \text{ of } 3 - \frac{1}{5} + \frac{13}{36}$$

7. What are decimal fractions and how may a pure circulating decimal be reduced to a common fraction?

8. Simplify

$$\frac{3\dot{5} - 1\dot{8}\ddot{3}}{\quad} \times \frac{1}{71} \div \frac{3\cdot 1 \times \cdot 10\ddot{1}}{2 \quad 1\dot{5}}$$

9. A can do a piece of work in 6 days, and B can do it in 7 days; how long will it take A and B, working together, to do it?

10. What is interest and how is it calculated? Find the interest on \$2,750 for 6 years and 3 months at 5 per cent. per annum.

11. What is the present worth of \$170 due in 3 months reckoning money at 6 per cent. per annum.

12. Eggs are sold at the rate of 5 for 6 cents, a profit of 20 per cent. being made. Find the price at which they are bought.

13. Two Merchants, A and B, engaged in business with capitals in the ratio of 5 to 7; at the end of 5 months they withdrew one fifth and one sixth of their capitals respectively. Divide fairly between them the year's profits of \$3,092.

Class II.—Literature and "Scott's Lady of the Lake."

Time, 2 hours.

Examiners..... { REV. A. B. BAIRD, M.A., B.D.
 REV. D. GILLIES, B.A.

1. Write notes on (a) the Chroniclers.
 (b) Sir Thomas Malory.
 (c) Gawin Douglas.
2. What are the characteristics of the literature of Queen Elizabeth's reign.
3. Sketch the life of Pope and indicate his chief works.
4. Describe the leading histories of England.
5. 'Thou shak'st, good friend, thy tresses gray :
 That pleading look what can it say,
 But what I own ?—I grant him brave,
 But wild as Bracklinn's thundering wave :
 And generous, save vindictive mood,
 Or jealous transport chafe his blood ;
 I grant him true to friendly band,
 As is his claymore to his hand ;
 But O! that very blade of steel
 No mercy for a foe would feel :

I grant him liberal, to fling
 Among his clan the wealth they bring,
 When back by lake and glen they wind,
 And in the lowland leave behind,
 Where once some peasant hamlet stood,
 A mass of ashes slaked with blood.
 The hand that for my father fought,
 I honor as his daughter ought ;
 But can I clasp it reeking red,
 From peasants slaughtered in their shed ?
 No ! wildly while his virtues gleam,
 They make his passions darker seem,
 And flash along his spirit high,
 Like lightning o'er the midnight sky.'

What figures ?

6. Give the derivation of tineman, minion, herdsman, peer, martial.

7. What in your opinion are the strong and what the weak points in Scott's poetry ? Illustrate your views by passages from the "Lady of the Lake."

Class 11.—Euclid.

Time, 2 hours.

Examiners { REV. D. GILLIES, B.A.
 REV. A. B. BAIRD, M.A., B.D.

1. Show that if one side of a triangle be produced, the exterior angle is greater than either of the interior opposite angles.

2. Make a triangle of which the sides shall be equal to three given straight lines, but any two whatever of these must be greater than the third.

3. Show that if a straight line falling on two other straight lines, make the alternate angles equal to each other, these two straight lines shall be parallel.

4. Draw a straight line through a given point parallel to a given straight line.

5. Show that if a straight line be divided into any two parts, the rectangles contained by the whole and each of the parts, are together equal to the square on the whole line.

6. Show that if a straight line be divided into two equal, and also into two unequal parts ; the squares on the two unequal parts are together double of the square on half the line, and of the square on the line between the points of section.

7. Divide a given straight line into two parts, so that the rectangle contained by the whole and one of the parts, shall be equal to the square on the other part.

8. Describe a square that shall be equal to a given rectilinear figure.

Class 11.—Algebra.

Time 2 hours.

Examiners { MR. THOMAS GROVER, B.A.
 REV. D. GRATON, B.A.

1. State and show the truth of the rule for dividing one power of any number by another power of the same number.

2. Demonstrate the rule for finding the greatest common measure (G.C.M.) of two compound expressions.

3. Find the G.C.M. of $2x^2 - 7x + 5$ and $3x^2 - 7x + 4$.

Find the L.C.M., of $x^2 - 1$, $x^3 + 1$, $x^3 - 1$, $x^3 + 1$.

4. Simplify the following expressions :—

$$\frac{3x}{2} + \frac{x-1}{3} - \frac{x}{(x+1)} - 2\frac{1}{2}$$

also $\left\{ \frac{a-b}{a-b} + \frac{a+b}{a-b} \right\} \div \left\{ \frac{a^2-b^3}{a^2+b^2} + \frac{a_2+b^2}{a^2-b^2} \right\}$

5. Solve (1) $\frac{5x+4}{2} - \frac{7x+5}{10} = \frac{3}{5} - \frac{x-1}{2}$

(2) $\frac{2x+3}{x+1} = \frac{4x+5}{4x+4} + \frac{2x+3}{3x+1}$

(3) $\sqrt{x} + \sqrt{x-16} = 8$

6. A rope is 4 feet 8 inches long; divide it into two parts, so that one part may be $\frac{3}{4}$ of the other part.

7. A fox takes 4 jumps to a dog's 3, but 2 of the dog's jumps are equal to 3 of the fox; the fox has a start of 50 jumps; how many jumps must the dog take to catch the fox?

8. What fraction is that, to the numerator of which, if 1 be added, its value will be one third, but if 1 be added to its denominator, its value will be one fourth?

9. A train of cars having run 1 hour is delayed 24 minutes, after which it runs at six-fifths of its former rate, and arrives 15 minutes late. If the delay had taken place 5 miles further on, the train would have arrived 2 minutes later than it did. Find original rate of train, and the distance travelled.

10. Solve (1) $\frac{1}{2(x-1)} + \frac{3}{x^2-1} = \frac{1}{2}$

(2) $\frac{x+2}{x+3} + \frac{x-2}{x-3} = \frac{1}{2x-3}$

(3) $x^2 + px + q = 0$

Class II.—History.

Time, 2 hours.

EXAMINERS :

Protestant Section.
 REV. A. B. BAIRD, M.A., B. D.
 MR. THOMAS GROVER, B. A.

Roman Catholic Section.
 REV. D. GRATON, B.A.
 REV. D. GILLIES, B.A.

1. What was the Witenagemote?
2. What constitutional changes took place during the reign of Edward I?
3. Describe the reign of Richard III.
4. Write the history of Mary Queen of Scots in so far as it is connected with the history of England.
5. Write a note on the repeal of the Corn Laws.
6. Describe the first Parliament of Upper Canada.
7. What was the affair of the 57 rectories?
8. What are the duties of the Governor General of Canada?

Class II.—English Grammar.

Time, 2½ hours.

Examiners { Rev. D. GILLIES, B.A.
 Rev. A. B. BAIRD, M.A., B.D.

1. Give the past tense and past participle of slide, stoop, hide, hurt.
2. Give examples of different constructions in which "as" is used, and tell in which of them it may be replaced by "that."
3. What parts of speech perform a double function? Give examples.
4. Give rules for the use of "shall" and "will."
5. Show that "mine" and "thine" are possessive personal pronouns, whilst "my" and "thy" are possessive adjectives.
6. Give rules for the right use of the subjunctive mood, with examples.
7. Parse:
 Did religion, when our language was translated, mean godliness?
8. Analyse:
 Full many a gem of purest ray serene
 The dark unfathomed caves of ocean bear.

Class II.—Arithmetic.

Time, 2 hours.

Examiners { MR. THOMAS GROVER, B.A. }
 Rev. D. GRATON, B.A.

1. Give the principles of multiplication and division.
2. Prove the rule for division of decimals. Divide .0036751 by 243.
3. Find the L.C.M. of $\frac{1}{2}$ of $2\frac{2}{3}$ of $\frac{7}{8}$ and $\frac{3}{4}$ of $\frac{1}{2}$ of $2\frac{1}{3}$.
4. A merchant purchased an article for \$23.75 on 4 months' credit, and sold it at once for \$25.50 on such an allowance of credit as made his gain $6\frac{2}{3}$ per cent. How long credit did he give, reckoning interest at 5 per cent. per annum?
5. Divide among A, B, C and D \$930, so that A's share may be to B's as 2 : 3, B's to C's as 4 : 5, and C's to D's as 3 : 5.
6. Find the amount (compound interest) of \$3,000 for 3 years at 10 per cent. per annum.
7. How much sugar worth 5 cts., 7 cts., 12 cts. and 13 cts. per pound will form a mixture worth 10 cts. per lb.?
8. Which is the more advantageous stock to invest in, 6 per cents. at 95, or 5 per cents. at $87\frac{1}{2}$, and how much per cent. is it better?
9. The interest on a certain sum of money for 2 years is \$50 and the discount for the same time and rate is \$45. Find the sum and the rate per cent. per annum.
10. Find the square root of 1.23
 12.5
11. Find the cube root of .039304.
12. The base of a right-angled triangle being 96 feet and the perpendicular 72 feet, what is the hypotenuse?

Class II.—Physiology and Hygiene.

Time, 2 hours.

Examiners	{	REV. D. GRATON, B.A.
	}	MR. THOMAS GROVER, B.A.

PHYSIOLOGY.

1. Define the object of the science of physiology.
2. Name (a) the organs of alimentation,
(b) the organs of circulation.
3. What do you call *local death* in the human organism?
What is meant by *death of the tissues*?
4. Describe (a) the nature and arrangement of the capillaries.
(b) the structure of the arteries and veins.
5. Why does the blood flow in jerks from a cut artery?
6. Give the difference between inspired and expired air.
7. How is the activity of the respiratory process modified by the circumstances of life?

HYGIENE.

1. What is meant by hygiene?
2. Why is it necessary that we should wash ourselves daily with soap as well as water?
3. Why is it cruel and dangerous to strike a human being over the head?
4. If an artery was cut, how would you stop it from bleeding?
5. Why do drunkards suffer very much from liver complaints?

Classes I and II.—Geography.

Time, 2 hours.

Examiners.....	{	MR. THOMAS GROVER, B.A.
	}	REV. D. GRATON, B.A.

1. What is a sidereal day, and a solar day? State difference in time between them, and why is the solar longer?
2. What is the inclination of the axes of the earth to the plane of its orbit, and what effect is produced and what would be the result if the axes of the earth were perpendicular to the ecliptic?
3. What are the solstices; name them, and when do they occur?
4. Give width of zones, location. Show the influence of each upon animal and vegetable life. Name some animals and plants that are characteristic of each zone.
5. State condition of the earth at a remote period and proof of this condition. What evidences that the sea and land have changed places, and what are the proofs that the earth has been subject to great climatic changes?
6. Draw a simple outline of British Columbia and Nova Scotia, and compare the provinces as to physical features, productions and resources, and show wherein they differ from Ontario.
7. Draw an outline map of the Dominion, tracing the waterways, artificial and natural, and show their effect upon the commerce of Canada.
8. For what is Egypt noted? Describe government and races, soil and productions, physical features.
9. What constitutes the Japanese Empire? Give character of the people. Give capital and metropolis, chief seaport. Describe the Government, and how does it rank in civilization with the rest of Asia? State chief exports and commercial relations with our own country.

* Questions 8 and 9 for First Class only.

Classes I and II.—Composition.

Time, 2 hours.

Examiners { REV. A. B. BAIRD, M.A., B.D.
REV. D. GILLIES, B.A.

1. Arrange the following passage properly, punctuate and insert the necessary capital letters:

Heigho yawned one day king francis distance all value enhances when a mans busy why leisure strikes him as wonderful pleasure faith and at leisure once is he straight way he wants to be busy here weve got peace and aghast in caught thinking war the true pastime is there a reason in metre give us your speech master peter i who if mortal dare say so neer am at a loss with my naso sire i replied joys prove cloudlets men are the merest ixions here the king whistled aloud lets heigho go look at our lions such are the sorrowful chances if you talk fine to king francis.

2. Change the following passage from direct to indirect narration:

"I thought in my dream that when my friend asked me: 'Do you observe anything curious in the conduct of him whom you are watching?' I replied: 'I do; do you not think it extraordinary that he should be so restless?'"

3. Write a composition on "a prairie fire" or "co-education."

Classes I and II—Book-Keeping.

Time, 2 hours.

Examiners..... { REV. A. B. BAIRD, M.A., B.D.
REV. D. GRATON, B.A.

1. Describe the cash book, journal, ledger and invoice book.

2. Define bill of lading, bill of entry, manifest letter of credit, acceptance.

3. Give an example of a sale for cash, one receiving the buyer's note and one on account. Give day book and journal entries.

4. Give in full your method of closing a set of books (double entry).

5. Show how to journalize in the following cases:—

(a) When I buy goods of one sort for part goods of another sort, part credit, part cash and part bills;

(b) When I receive a legacy in houses, lands or goods.

(c) When I buy a bill of another for ready money and receive discount;

(d) When I sell a bill for cash and give discount;

(e) When any goods that were insured and lost by fire and I receive the money.

(f) When goods belonging to my partner are brought into the company.

Classes I and II—School Law.

Time, 2 hours.

Examiners { REV. D. GILLIES, B.A.
REV. A. B. BAIRD, M.A., B.D.

1. During what hours shall school be held?

2. What shall the duty of the teacher be during school hours?

3. What shall the duty of the teacher be in regard to the Secretary of the Trustees?
4. How shall the teacher forfeit all right to the Government grant on account of his certificate? or to a part of such grant?
5. What is the law in regard to religious instruction in schools?
6. What are the penalties regarding a Teacher who knowingly signs a false report, or keeps a false register, or makes a false return?

Class I.—English Grammar.

Time, 2½ hours.

Examiners..... { REV. D. GILLIES, B.A.
REV. A. B. BAIRD, M.A., B.D.

1. Show how the Indicative and Potential moods differ in their declarative force.
2. What is meant by historical etymology?
3. Mention the causes of diversity in orthography, and state in what the English alphabet is inconsistent.
4. Which of the Celtic stock of languages was most probably the language of ancient Gaul?
5. Analyze the following:—
 "Away with all slanderers,
 Whose guilty tongue,
 Rends the reputation of the absent:
 Naught is permitted at this table
 Save harmless conversation."
6. Derive:—Epitaph, depose, quotient, scripture, pulverize.
7. Scan the following:—
 "At last it chanced this proud Sarazin
 To meet me wand'ring: who perforce me led
 With him away but never yet could win."
8. Render the following into prose:—
 "Of comfort no man speak:
 Let's talk of graves, of worms and epitaphs:
 Make dust and paper, and with rainy eyes,
 Write sorrow on the bosom of the earth."

Class I.—Arithmetic.

Time, 2 hours.

Examiners { MR. THOMAS GROVER, B.A.
REV. D. GRATON, B.A.

1. Simplify the following expressions:

$$\left\{ 2 + \frac{1}{5} \right\} \div \left\{ 3 + \frac{1}{7} \right\} \qquad \left\{ 3 \frac{1}{3} - 2 \frac{1}{2} \right\} \div \frac{5}{6} \text{ of } \frac{3}{8}$$

$$\frac{\left\{ \frac{1}{2} - \frac{1}{3} \right\} \times \left\{ 4 - 3 \frac{3}{7} \right\}}{\qquad \qquad \qquad} \qquad 2 \frac{2}{3} \div \left\{ \frac{1}{2} + \frac{1}{4} \right\}$$

2. A man spent \$2,50 more than $\frac{7}{9}$ of his money at one time and \$1.15 less than $\frac{95}{144}$ of the remainder at another, and now has \$2.609; how much had he at first?
3. Name the elements in the operation of percentage and define each.
4. Sold two houses at \$2,484 each; gained on one 8 per cent. and lost 8 per cent. on the other. What did I gain or lose?
5. The true discount on a sum of money for one year at 5 per cent. is \$1 greater than the sum of the true discounts of one-half of it at 4 per cent. and the other half at 6 per cent. Find the amount.
6. Define alligation, and what is alligation medial and alligation alternate?
7. A farmer has three qualities of wool, worth respectively 33cts., 37cts. and 45cts. per pound. He wishes to make up a package amounting to 120 lbs., which he can afford to sell at 39cts. per pound. How many pounds of each must he take?
8. If 3 men and 4 women could do a piece of work in $1\frac{1}{4}$ days and 5 men and 3 women could do the same work in $1\frac{1}{2}$ days, and 1 man and 1 woman actually do the work, divide \$20, the price paid for it, equitably between them.
9. At what time between 10 and 11 o'clock will the hands be directly opposite?
10. A traveller found on arriving at his destination that his watch, which kept correct time, was 1 hour 11 minutes slow. Which way was he travelling? How far had he travelled?
11. A rectangular field is 225 yards in length and 120 yards in breadth. What will be the length of a straight path from corner to corner?
12. Find to three places of decimals the cube roots of .128161281. 15-926-972504 $\frac{2}{3}$ and 3 $\frac{1}{2}$

Class I.—History.
 Time, 2 hours.

 EXAMINERS:

Protestant Section:
 REV. A. B. BAIRD, M.A., B.D.
 MR. THOMAS GROVER, B.A.

Roman Catholic Section:
 REV. D. GRATON, B.A.
 REV. D. GILLIES, B.A.

1. What were the chief events in the reign of Alfred King of Wessex?
2. What were the Constitutions of Clarendon?
3. Describe the condition of the Jews in England during the time of Edward I.
4. Sketch the career of Wyclif.
5. Indicate in outline the relation between England and America from 1765 till 1782.
6. Sketch the career of the early explorers of the Mississippi who went from Canada.
7. What was the tragedy of Grand-Pré?
8. What Canadian interests were settled by the treaty of Ghent?
9. Give in outline the history of the Canadian fur companies before 1821.

Class I.—Algebra.
 Time, 2 hours.

Examiners. { MR. THOMAS GROVER, B.A.
 REV. D. GRATON, B.A.

1. Define formula, homogeneous expressions, affected-quadratics.
2. Prove the rule for finding the G.C.M.

3. A person had a capital of \$30,000, for which he drew a certain interest per annum ; but he owed the sum of \$20,000, for which he paid a certain interest. The interest that he received exceeded that which he paid by \$800. Another person possesses \$35,000, for which he received interest at the second of the above rates ; but he owed \$24,000, for which he paid interest at the first of the above rates. The interest that he received exceeded that which he paid by \$310. Required the two rates of interest.

4. A man bought a horse, which he sold for \$24. At the sale he lost as much per cent. on the price of his purchase, as the horse cost him. What did he pay for the horse ?

5. Show that
$$\frac{5\sqrt{6}}{\sqrt{6}-1} + \frac{\sqrt{6}}{\sqrt{5}-\sqrt{2}} = (3 + \sqrt{3})(2 + \sqrt{2})$$

Find the square root of $37-20\sqrt{3}$

6. Show that a quadratic equation cannot have more than two roots. If a' and b' are the roots of $ax^2 + bx + c = 0$ from the equation whose roots are $\frac{a'}{b'}$ and $\frac{b'}{a'}$

7. Solve (1) $x + 4y = 7$ and $x^2 + y^2 = 10$,
 (2) $x + 3\sqrt{x+y} = 18 - y$ and $x^2 - y^2 = 9$
 (3) $y + z = \frac{1}{x}z + x = \frac{1}{y}x + y = \frac{1}{z}z$

8. The difference between two numbers is 1 and the difference between their cubes is 19. Find the numbers.

9. Two globes of lead whose radii are r and r are melted into a single globe, find its radius, it being given that the volume of a sphere varies as the cube of its radius.

10. Given A the first term and r the common ratio of a geometrical series, find the n^{th} term and s the sum of n terms. Sum to n terms and also to infinity.

$$5 - \frac{1}{2} + \frac{1}{20} - \frac{1}{200} + \dots$$

11. Show algebraically that the arithmetical, geometrical and harmonical means between a and b lie in the order of magnitude, arithmetically greatest.

12. Show also that if $(a > b)$ $a^4 - b^4$ is $>$ than $4ab^3 - 4b^4$

13. Write down the expansion of $(a + x)^n$ find the r^{th} and the middle term of $(a - \frac{1}{x})^{2n}$

Class I—Euclid.

Examiners..... } REV. D. GILLIES, B. A.
 } REV. A. B. BAIRD, M. A., B.D.

1. Show that the greater angle of every triangle is subtended by the greater side, or, has the greater side opposite to it.

2. Show that straight lines which are parallel to the same straight line are parallel to each other.

3. Show that if a straight line be divided into two equal parts, and also into two unequal parts, the rectangle contained by the unequal parts, together with the square on the line between the points of section, is equal to the square on half the line.

4. Show that in every triangle, the square on the side subtending either of the acute angles is less than the squares on the sides containing that angle, by twice the rectangle contained by either of these sides, and the straight line intercepted between the acute angle and the perpendicular let fall upon it from the opposite angle.

5. Find the centre of a given circle.

6. Show that one circle cannot touch another in more points than one, whether it touches it on the inside or outside.

7. In a given circle, inscribe a triangle equiangular to a given triangle.
8. Inscribe a circle in a given square
9. Show that if four magnitudes are proportionals, they are proportionals also when taken inversely.
10. Find a fourth proportional to three given straight lines.

Class I.—Literature and “Merchant of Venice.”

Time, 2 hours.

Examiners..... { REV. A. B. BAIRD, M.A., B.D
REV. D. GILLIES, B.A.

1. Indicate in outline the romances which describe the glory and fall of King Arthur and his Knights of the Round Table.
2. Describe the influence on English Literature of the invention of the art of printing.
3. Sketch the life and the writings of Lord Bacon.
4. Give an estimate of Cowper's style and of his position as a writer.
5. Write an account of the scene in reference to “The caskets” in “The Merchant of Venice.”
6. Write explanatory notes on
 - (a) “The weeping philosopher;”
 - (b) “As lying a gossip as ever knapped ginger;”
 - (c) “By this scimitar that slew the Sophy;”
 - (d) “Stood Dido with a willow in her hand.”
7. Write grammatical notes on
 - (a) “I had rather be married, etc. ;”
 - (b) “Whiles we shut the gate upon one wooer;”
 - (c) “The first of gold who this inscription bears;”
 - (d) “All debts are cleared between you and I.”
8. Sketch the character of Shylock and gives passages to illustrate (a) his avarice; (b) his hatred; (c) the mixed motives which impel him to bring about the ruin of Antonio.

Class I.—Statics, Hydrostatics and Physics.

Time, 2 hours.

Examiners..... { REV. D. GRATON, B.A.
MR. THOMAS GROVER, B.A.

STATICS.

1. Define statics.
2. Define (a) force, (b) equilibrium, (c) weight.
3. Name the qualities of a good balance, with short explanations.
4. How would you determine the true weight of a body by a false balance?
5. Describe the common screw and explain its principle.
6. How is the efficiency of a screw affected by increasing
 - (a) the length of the arm.
 - (b) the diameter of the screw.
 - (c) the distance between the threads?

HYDROSTATICS.

- 1. (a) What is a fluid? (b) Give difference between a fluid and a powder. (c) What do you mean by *liquid* and *gaseous* fluids, and by density of fluids?
- 2. What is the pressure of the atmosphere on bodies, and how is it we feel no inconvenience from it?
- 3. How is it that a barometer is a means of ascertaining approximately the height of a mountain?
- 4. Describe the *Siphon*, and explain its principle?

PHYSICS.

- 1. Explain flotation in water.
- 2. How do you explain the action of blotting paper on liquids?
- 3. What is the difference between a noise and a sound?
- 4. What is an echo?
- 5. Name the good and bad heat conductors which are in use in common households.
- 6. What is the influence of points on electricity?

Class I.—Chemistry and Botany.
Time, 2 hours.

Examiners..... { REV. D. GRATON, B.A.
MR. THOMAS GROVER, B.A.

CHEMISTRY.

- 1. What is meant by (a) a chemical action, (b) metals and non metals.
- 2. Name the metals which are lighter than water.
- 3. Say what you know about hydrogen.
- 4. What is the composition of coal gas, and how is it produced for illuminating purposes?
- 5. What is fermentation, and what are the principal forms of fermentation?

BOTANY.

- 1. Describe the parts of a plant.
- 2. How are plants propagated?
- 3. What is seed? Describe its parts.
- 4. What is (a) a complete flower?
(b) a perfect do
(c) an incomplete do
(d) an irregular do
- 5. What is a simple fruit? and how are simple fruits classified?
- 6. Describe the action of a plant.

Class I.—Physiology and Hygiene.
Time, 2 hours.

Examiners..... { REV. D. GRATON, B.A.
MR. THOMAS GROVER, B.A.

PHYSIOLOGY.

- 1. Give the principal bones and cartilages of the skeleton.
- 2. Describe the heart and its working.
- 3. What is the function of the blood?

-
4. What is the composition and quantity of sweat ?
 5. Describe the principal organs of the voice.
 6. Describe the general structure of the brain.

HYGIENE.

1. Give the principal causes of fever, and treatment of fever cases.
2. What is the importance of teeth as agents in digestion, and how to keep them in healthy condition ?
3. How does manual exercise act upon digestion ?
4. How should the feet be kept so as to contribute to the general health of the body ?
5. What is the importance of sunshine as a hygienic agent ?

Class I.—School Organization, Management, Principles and Practice of Teaching.

Time, 2 hours.

Examiners..... { MR. THOMAS GROVER, B. A.
REV. D. GRATON, B. A.

1. Define pedagogy and psychology, and state the educational value of the latter, as an aid in teaching.
 2. What course would you pursue as regards organization, classification and general management, when you take charge of a school ?
 3. Explain school tactics and state their value as an aid in school management.
 4. How would you classify an ungraded elementary school ? State the advantages of a room classification over a loose.
 5. Why is the first day of the school the most important day of the term ?
 6. What are methods of teaching ? Name some of the characteristics of a good method. What is the value of object lessons ?
 7. State the difference between the old education and the new ? Give a brief outline of your method of teaching a Primary Class reading and numbers.
 8. Mention some of the essential qualifications of a good teacher.
-

APPENDIX D.

LIST OF CANDIDATES WHO PASSED THE EXAMINATION HELD IN AUGUST, 1888.

First Class, Grade A.

Sr. Mary Greene Calgary, Alta.
 Sr. Anne Grant Prince Albert, Sask.

First Class, Grade B.

Sr. Collings Prince Albert, Sask.
 Sr. Frances McCormack do do
 Sr. Marie J. Renaud do do
 Sr. Gertrude Wareing do do
 Sr. Dillon St. Albert, Alta.

Second Class, Grade A.

James Balfour Carssdale, Assa.
 W. R. C. Willis Pheasant Forks, Assa.

Second Class, Grade B.

Sr. Josephine Quigley Calgary, Alta.
 W. R. Tymms Whitewood, Assa.
 Sr. Anna O'Neil Calgary, Alta.

Third Class.

Errella Alexander Moose Jaw, Assa.
 Adela Babb do do
 A. E. Cox Pincher Creek, Alta.
 Emma Callin Whitewood, Assa.
 W. J. Davidson Qu'Appelle Station, Assa.
 Alfred Deyell Alameda, Assa.
 A. O. Garnot Batoche, Sask.
 Maggie Hislop Clare, Assa.
 Mrs. J. B. Jacques Calgary, Alta.
 Thos. Laidlaw Elkhorn, Man.
 L. O. Lamoureux Ft. Saskatchewan, Alta.
 Mary Lucas Broadview, Assa.
 Alma A. McLeod Moose Jaw do
 Donald McPherson Regina do
 Donald McKay Indian Head do
 Robena McGregor Prince Albert, Sask.
 Jean P. M. Piquet Grandin, Sask.
 Minnie B. Richards Kinbrae, Assa.
 Mary Rex Elkhorn, Man.
 Herbert H. Skinner Katpwe Assa.
 Annie Tegar Tregarva do
 W. H. Thompson Wolseley do
 Fannie Thompson do do
 Alberta Winters Fleming, do
 Miriam Willson Prince Albert, Sask.
 Annie York Calgary, Alta.

APPENDIX E.

CORRESPONDENCE re SCHOOL LANDS.

OTTAWA, 10th November, 1887.

SIR,—Adverting to my letter of the 19th September last, I beg to say that I have submitted to the Minister of the Interior your letter of the 14th July, and in reply to the several paragraphs thereof, am directed by him to say:—

1. The same means are taken to inspect and protect the hay and timber on School Lands throughout Manitoba and the Territories as are taken to protect the hay and timber on Dominion Lands generally, and no proportion of the expense is charged against the School Fund.

2 and 3. As stated in my letter of the 13th September, there are, so far as the records of this Department show, only two quarter-sections of School Lands in the North-West Territories which have been disposed of by the Dominion Government in lieu of which no lands have been selected. The attention of the proper Agent of Dominion Lands has been called to these two cases, with the request that he will at once report lands of equal value which may be so set apart.

A circular letter has also been addressed to all the Agents of Dominion Lands in the Territories, asking them to report what School Lands within their respective districts have been disposed of, and in each case whether other—and if so, what—lands have been selected in lieu. In this way, the opportunity will be afforded of confirming the accuracy of the record at headquarters, or of correcting it if that should be necessary. You will be duly informed of the result.

No provision is made in the Dominion Lands Act for the reservation of any portion of the public domain for school purposes until it has been surveyed into sections. Nevertheless the Minister thinks it but fair, in those localities where the land has been laid out into River Lots instead of into Sections, that one-eighteenth of the area should be reserved for School purposes, for there does not appear to him to be any reason why, because people in certain settlements have had surveys made for them different to the ordinary sectional surveys, those settlements should not be called upon to contribute their share to the School Endowment. Instructions have been issued accordingly.

4. This paragraph is covered by the remarks made in respect to No. 1.

5. The Department has never administered the hay lands in any portion of Manitoba or the Territories with a view to deriving a revenue therefrom. The sole object of the hay permit system has been to prevent the monopoly of hay privileges to the disadvantage of actual settlers. A scheme for the leasing of School sections, valuable for hay purposes, for a definite period of five years, has recently been under the consideration of the Minister, upon which I hope to write you further within a short time.

6. The School Sections are specially exempted from cattle ranche leases, but their area is included in the total area charged for, and the Minister thinks it but reasonable that the School Fund should be credited with the proper proportion of the revenue derived from grazing lands. It will be easy to rectify the accounts in that manner, and steps are being taken with that end in view at the present time.

7. Reference to the provisions of the Dominion Lands Act on the subject of School Endowment will show that the endowment has no existence until the land has been regularly sub-divided into sections, and the Minister is of opinion that the answer to the question asked in the 7th paragraph of your letter must be in the negative. There is only one School Section mentioned in your communication as

[PART IV]

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being included in an Indian Reserve, namely, Section 11, Township 47, Range 25, West of the 3rd Meridian, and this reserve was created before survey.

I have the honor, etc., etc.,

(Sd.) A. M. BURGESS,

Deputy Minister of the Interior.

With reference to the remarks under paragraph 5 of the above, the following Order in Council was passed at Ottawa with respect to the leasing of School Lands for haying purposes.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 22nd November, 1887.

On a Memorandum dated 15th November, 1887, from the Minister of the Interior, representing that application has been received to lease certain School Lands in the North-West Territories for the purpose of cutting hay thereon.

The Minister observes that it has not hitherto been the practice to grant leases of School Lands for any purpose; but permits to cut hay at a nominal rate have been issued to settlers.

That a letter dated 24th August last, has been received from the Secretary of the Board of Education for the North-West Territories in which it is stated that from correspondence with the Chairmen of the various Boards of School Trustees to whom a Circular on the subject had been addressed by the Board, it would appear that a considerable revenue might be had by leasing School Sections in the more settled districts for grazing or hay-making purposes.

The Minister represents that Grazing Leases of Dominion Lands are issued under the provisions of Section 50 of the Dominion Lands Act, Chapter 54 of the Revised Statutes of Canada, which require that two years' notice must be given before such leases can be cancelled, but in cases of School Lands being issued it is desirable that they should be revocable at pleasure after the lapse of some reasonable period of time.

The Minister, in view of the opinion expressed by the Board of Education of the North-West Territories as to the desirability of granting leases of School Lands, and of the fact that under the very indefinite tenure afforded by a Hay Permit, there is no encouragement to the holder to improve the land by draining, or otherwise, for hay purposes, recommends that he be authorized to issue leases of School Lands in the North-West Territories for the purpose of cutting hay thereon for a term not exceeding five years; provided that a lease shall not issue to any person for more than a section, or less than a quarter-section, and that such lease shall be revocable at any time it may be deemed advisable by the Minister of the Interior to offer the land so leased for sale by public auction in the interest of the School Endowment, or for any other reason, and that in such case the lessee shall receive one year's notice of the intention of the Minister to terminate the lease, but shall not be entitled to compensation for any improvements made by him; and further, that in case of there being only one applicant for the lease of a School Section, or any part thereof, the rental shall be at the rate of 25 cents per acre per annum, but where there there is more than one applicant for such lease, it shall be put up for tender at an upset rental of 25 cents per annum, which would be the product of a minimum price of \$5 per acre, provided the money were invested at 5 per cent. per annum.

The Committee concur in the foregoing recommendation and submit the same for Your Excellency's approval.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

To the Honorable
The Minister of the Interior.

The Board having had under consideration the above Order in Council, the Secretary was instructed to communicate with the Minister of the Interior and state that, in the opinion of this Board, some better system of protection of Timber should be introduced, and also to say that to fix the minimum rental of a hay section at 25 cents per acre was too high and would greatly restrict, if not entirely prevent, any sections being leased. That the C. P. R. Co. and the Colization Coy.'s let their hay lands at various prices, generally by tender, and that, if the School Lands are to be let in competition with these Coy.'s lands, it would be well that no price be placed upon them but that they should be let by tender in a similar manner.

With reference to the remarks in foregoing letter under paragraphs 2 and 3, with regard to School Lands disposed of by the Dominion Government in lieu of which no lands have been selected, the following notice appeared in the "Canadian Gazette" of the 31st December, 1887:—

DEPARTMENT OF THE INTERIOR,
OTTAWA, 15th December, 1887.

Notice is hereby given that the Minister of the Interior has withdrawn from sale and settlement, and has reserved for school purposes, under the provisions of Sub-section 2 of Section 22 of the Dominion Lands Act, 1879, the following lands in the North-West Territories, in lieu of School Lands found settled upon previous to survey, viz:—

WEST 2ND MERIDIAN.

- Tp. 27, Rg. 15, all Section 30.
- Tp. 16, Rg. 26, S $\frac{1}{2}$ of Section 24.
- Tp. 45, Rg. 27, S $\frac{1}{2}$ and N E $\frac{1}{4}$ of Section 2, and N W of Section 28.
- Tp. 45 A, Rg. 28, Section 12.
- Tp. 46, Rg. 28, E $\frac{1}{2}$ and N W $\frac{1}{4}$ of Section 2.

WEST 3RD MERIDIAN.

- Tp. 45, Rg. 1, S W $\frac{1}{4}$ of Section 14.
- Tp. 43, Rg. 2, N E $\frac{1}{4}$ of Section 12.

WEST 4TH MERIDIAN.

- Tp. 53, Rg. 24, S W $\frac{1}{4}$ of Section 32.
- Tp. 25, Rg. 29, Legal Sub-division 2 of Section 36, and S W $\frac{1}{4}$ of Section 36.

WEST 5TH MERIDIAN.

- Tp. 22, Rg. 2, E $\frac{1}{2}$ of Section 4.

APPENDIX F.—Report on Schools for

No.	NAME.	TEACHER.	Teacher's Certificate.	School closed for Term.	Number of Days School opened.	Number of Pupils on Register.	Number present day of Inspection.	Average daily Attendance.
1	Moose Jaw.....	{ Jas. N. McDonald.....	2nd	Oct. 28	125	55	35	31.5
		{ Miss Roxy Alexander.....	3rd	do 28	124	63	33	33.5
2	Qu'Appelle.....	{ N. F. MacKay.....	1st	do 31	124	102	49	55
		{ Miss Bulyea.....	2nd	do 31	124	102	49	55
3	Prince Albert.....	{ J. F. A. Stull.....	1st	Oct. 31	72	57	45	44
		{ D. S. McCannel.....	2nd	do 31	119	211	42	12.1
4	Regina.....	{ Miss Kerr.....	3rd	do 31	119	211	42	12.1
		{ Mrs. McIntosh.....	3rd	do 31	119	211	42	12.1
5	Broadview.....	Mrs. McNiece.....	1st	Oct. 31	125	46	24	26
6	Kenlis.....	Miss McGavin.....	2nd	do 31	123	19	17	14
7	Edmonton.....	Jas. Martin.....	1st	do 31	120	84	50	42
8	St. Andrews.....	Wm. Gerrond.....	3rd	do 31	128	58	29	39
9	Colleston.....	H. W. Halpin.....	2nd	do 31	127	19	15	9
10	Prince Albert East.....	W. E. Bartlett.....	1st	do 31	128	47	19	24
11	Wapella.....	Wm. Logan.....	Pro	do 31	131	33	11	16
12	Moosomin.....	{ J. K. McInnis.....	1st	do 31	126	123	60	72
		{ Miss McCallum.....	Pro	do 31	126	123	60	72
13	Saskatoon.....	Jas. Leslie.....	2nd	Oct. 31	129	57	27	25
14	Little Pipestone.....	J. W. McPhail.....	3rd	do 31	128	24	13	13
15	Montgomery.....	Miss Huckerley.....	Pro	do 31	76	11	9	9.5
16	St. John.....	J. A. Hall.....	do	do 31	138	16	2	6.3
17	Red Deer Hill.....	W. Boylan.....	do	do 31	107	21	12	12.5
18	St. Catherines.....	Miss McGregor.....	do	do 31	121	30	21	22
		{ J. Boag.....	1st	do 31	115	54	114	33
19	Calgary.....	{ Ada Dowling.....	2nd	do 31	105	93	47	10
		{ C. A. Bredin.....	Pro	do 31	105	93	47	10
20	Park.....	J. C. Galloway.....	3rd	do 28	100	22	10	12
21	Eden Grove.....	Mrs. McCreedy.....	3rd	do 31	123	26	9	14
22	Rocanville.....	Miss Moran.....	Pro	do 28	117	10	8	7
23	Belmont.....	J. B. Steele.....	2nd	do 31	124	33	27	21
24	Sturgeon.....	R. M. Andrew.....	Pro	do 31	121	13	10	9
25	Wolseley.....	J. F. Middlemiss.....	2nd	do 28	130	37	24	26
26	Fort Qu'Appelle.....	A. J. Edwards.....	2nd	do 31	110	30	12	13
27	Revinebank.....	E. W. Miller.....	Pro	do 28	113	30	27	18
28	Maple Green.....	E. A. Partridge.....	2nd	do 31	111	30	12	15
29	Wascana.....	M. Westaway.....	Pro	do 31	108	7	6	5
30	Round Plain.....	G. M. Atkinson.....	3rd	do 31	36	19	16	16
31	Poplar Grove.....	E. S. Bond.....	Pro	do 31	138	16	9	10
32	Histle.....	Miss Niblock.....	3rd	do 31	126	15	7	9
33	Summerberry.....	Miss Middlemiss.....	Pro	do 31	133	19	13	12.5
34	Summerhill.....	A. T. Fotheringham.....	2nd	do 28	124	34	13	20
35	Westfield.....	W. H. Thompson.....	Pro	do 31	129	19	8	11
36	Greenville.....	John Taylor.....	do	do 31	96	12	8	6
37	Abbotsford.....	Wm. Findlay.....	do	do 31	97	18	12	12
38	Sunnymead.....	H. T. Bulmer.....	do	do 31	97	18	12	12
39	Mount Pleasant.....	Miss J. A. Kerr.....	3rd	Oct. 28	141	29	12	11.5
40	Bonnycastle.....	C. E. Cumming.....	3rd	do 31	134	20	15	15
41	Lindsay.....	Rev. H. W. Atwater.....	2nd	do 31	123	48	21	24
42	Kinistino.....	Donald Bears.....	2nd	do 14	66	12	11	11
43	Hillburn.....	J. W. Mason.....	Pro	do 24	132	24	2	13
44	Island Lake.....	Miss Harkness.....	do	do 31	117	12	4	5
45	Fleming.....	John Young.....	3rd	do 31	138	21	5	9
46	Fairfield.....	Miss Jaffray.....	3rd	do 21	120	21	15	14
47	Macleod.....	Miss Parker.....	3rd	do 31	122	44	22	22
48	Pheasant Forks.....	C. H. Leeson.....	Pro	do 31	157	26	13	8.5
49	Indian Head.....	Miss Frazer.....	2nd	do 31	111	50	28	20
50	Springbrook.....	Miss Frazer.....	2nd	do 31	111	50	28	20

Summer Term ending 31st October, 1887.

Inspector's Report.	Grant on Teacher's Certificate.			Number of Pupils present 90 days.	Capitation Grant at \$2 per Cap.	Rate of Grant on Inspector's Report.	Grant on Inspector's Report.	
	Quarter ending June 30, 1887.	Quarter ending Sept. 30, 1887.	Month ending Oct. 31, 1887.					
Very Good.....	\$ 75 00	cts. 75 00	\$ 25 00	25	\$ 50 00	1 80	\$ 45 00	} 429 37
Very Fair.....			87 50	23	46 00	1 12½	25 87	
Very Good.....	75 00	79 25	29 17	33	66 00	1 75	57 75	} 394 67
			87 50					
	87 50	87 50	29 17				100 00	} 304 17
Very Good.....	75 00	75 00	25 00	59	118 00	1 75	100 25	
Good.....			87 50	21	42 00	1 50	31 50	} 607 25
			50 00					
Very Good.....	87 50	87 50	29 17	17	34 00	1 75	20 75	} 267 92
do.....	62 50	75 00	25 00	10	20 00	1 75	17 50	
do.....	87 50	87 50	29 17	32	84 00	1 75	56 00	} 324 17
Good.....	62 50	61 50	20 83	30	60 00	1 57½	47 25	
do.....	75 00	75 00	25 00	5	10 00	1 50	7 50	} 253 08
Excellent.....	87 50	87 50	29 17	14	28 00	2 00	20 00	
Good.....	62 50	62 50	20 86	10	20 00	1 50	15 00	} 260 17
Excellent.....	87 50	87 50	29 17	52	104 00	2 00	104 00	
			56 25					} 180 83
Fair.....	87 50	87 50	25 00	14	28 00	1 00	14 00	
Good.....	62 50	62 50	20 83	6	12 00	1 50	9 00	} 468 42
			57 50					
	62 50	62 50	20 83					} 242 00
Fair.....	31 25	62 50	20 83	5	10 00	1 12½	5 62	
Very Fair.....	62 50	62 50	20 83	19	38 00	1 35	25 65	} 166 83
Excellent.....	87 50	87 50	29 17	28	56 00	2 00	56 00	
Very Good.....			87 50	16	32 00	1 75	28 00	} 78 33
			33 33					
Good.....	62 50	62 50	20 83	4	8 00	1 50	6 00	} 145 83
do.....	62 50	62 50	20 83	8	16 00	1 50	12 00	
	36 45	62 50	20 83	4				} 136 20
Good.....	75 00	75 00	25 00	17	34 00	1 50	25 50	
do.....		62 50	20 83	6	12 00	1 50	9 00	} 209 48
Excellent.....	75 00	75 00	25 00	25	50 00	2 00	50 00	
Very Fair.....	62 50	62 50	25 00	3	6 00	1 35	4 05	} 275 00
Good.....	38 45	62 50	25 00	11	22 00	1 50	16 50	
Excellent.....	75 00	75 00	25 00	10	20 00	2 00	20 00	} 160 05
	38 45	62 50	20 83	4				
		17 50	20 83					} 162 45
Good.....	62 50	62 50	20 83	8	16 00	1 50	12 00	
Fair.....	62 50	62 50	20 83	7	14 00	1 00	7 00	} 215 00
Good.....	62 50	62 50	20 83	13	26 00	1 50	19 50	
Very Good.....	87 50	75 00	25 00	20	40 00	1 75	35 00	} 118 78
Fair.....	57 50	62 50	22 83	9	18 00	0 90	8 10	
	20 80	62 50	20 83					} 38 33
Very Fair.....	20 80	62 50	20 83	1	2 00	1 35	1 35	
	62 50	62 50						} 173 83
Very Fair.....	62 50	62 50	20 83		18 00	1 25	11 25	
do.....	62 50	62 50	20 83	13	26 00	1 25	16 25	} 166 83
Very Good.....	75 00	75 00	25 00	14	28 00	1 80	25 20	
		75 00						} 101 33
Fair.....	62 50	62 50	20 83	5	10 00	1 00	5 00	
Good.....	62 50	62 50	20 83	5	10 00	1 50	7 50	} 262 50
do.....	62 53	62 50	15 63	8	16 00	1 50	12 00	
do.....	52 10	62 50	20 83	16	32 00	1 50	24 00	} 168 03
Fair.....	62 50	62 50	20 83	6	12 00	1 00	6 00	
Good.....	62 50	75 00	25 00	4	8 00	1 50	6 00	} 104 13
								} 107 48
Fair.....	62 50	62 50	20 83	5	10 00	1 00	5 00	
Good.....	62 50	62 50	20 83	5	10 00	1 50	7 50	} 125 00
do.....	62 50	62 50	20 83	13	26 00	1 25	16 25	
do.....	62 50	62 50	20 83	14	28 00	1 80	25 20	} 175 08
Fair.....	62 50	62 50	20 83	6	12 00	1 00	6 00	
Good.....	75 00	75 00	25 00	4	8 00	1 50	6 00	} 188 08
								} 228 20
Fair.....	62 50	62 50	20 83	6	12 00	1 00	6 00	
Good.....	75 00	75 00	25 00	4	8 00	1 50	6 00	} 75 00
								} 160 83
Fair.....	62 50	62 50	20 83	5	10 00	1 00	5 00	
Good.....	62 50	62 50	20 83	5	10 00	1 50	7 50	} 145 83
do.....	62 53	62 50	15 63	8	16 00	1 50	12 00	
do.....	52 10	62 50	20 83	16	32 00	1 50	24 00	} 163 33
Fair.....	62 50	62 50	20 83	6	12 00	1 00	6 00	
Good.....	62 50	75 00	25 00	4	8 00	1 50	6 00	} 158 23
								} 201 83
Fair.....	62 50	62 50	20 83	6	12 00	1 00	6 00	
Good.....	75 00	75 00	25 00	4	8 00	1 50	6 00	} 193 33
								} 159 00
Fair.....	62 50	62 50	20 83	5	10 00	1 00	5 00	

APPENDIX F.—Report on Schools for

No.	NAME.	TEACHER.	Teacher's Certificate.	School closed for Term.	Number of Days School opened.	Number of Pupils on Register.	Number present day of Inspection.	Average daily Attendance.
51	Lethbridge.....	{ L. B. Latimer..... Miss Duff.....	2nd ... 3rd ...	Oct. 31 do 31	115 115	36 62	61	20 27
52	Caron .....	.....	.....	.....	.....	.....	.....	.....
53	Faulkner.....	Miss Fotheringham.....	Pro	Oct. 28	125	13	8	10
54	Wide Awake.....	Miss Ross.....	2nd ...	do 31	88	19	14	9
55	Meadow Lea.....	Miss Lucas.....	Pro	Oct. 27	108	15	7	8
56	Lansdowne.....	T. J. Irwin.....	do	do 20	140	15	.....	7
57	Whitewood.....	Miss Guffatt.....	do	do 28	104	30	.....	12
58	Ivy.....	Miss Guthrie.....	do	do 28	129	20	15	11.5
59	Spring Coulee.....	H. O. Partridge.....	3rd ...	do 28	132	18	14	9
60	Buffalo Head.....	Peter McLellan.....	Pro	do 14	107	10	6	8
61	MacLean.....	.....	.....	.....	.....	.....	.....	.....
62	Rillington.....	Miss McGowan.....	Pro	Oct. 31	129	18	1	12
63	Posqua.....	.....	.....	.....	.....	.....	.....	.....
64	Boggy Creek.....	S. B. Jameson.....	2nd ...	Oct. 28	114	11	6	7
65	Prospect.....	Miss Carroll.....	Pro	do 31	119	14	4	5
66	Tregarva.....	Miss Tegar.....	do	do 31	128	18	9	9
67	Victoria Plains.....	.....	.....	.....	.....	.....	.....	.....
68	Lake View.....	.....	.....	.....	.....	.....	.....	.....
69	Dalesboro'.....	Miss Miller.....	Pro	Oct. 31	110	12	10	9
70	Golden Plains.....	F. Kennedy.....	3rd ...	do 31	133	15	3	6
71	Battleford.....	Mrs. Cinnamon.....	3rd ...	do 28	109	32	.....	17
72	Red Fox Valley.....	A. J. Quigley.....	Pro	do 31	124	11	5	7
73	Kinbrae.....	J. O. Richards.....	3rd ...	do 28	130	15	10	9.5
74	Deny Grove.....	.....	.....	.....	.....	.....	.....	.....
75	Victoria.....	O. S. Bolton.....	Pro .....	.....	.....	25	17	.....
76	Medicine Hat.....	J. Drinnan.....	2nd ...	Oct. 31	124	106	56	60
77	Weed Hills.....	J. B. Bird.....	Pro	do 31	118	13	6	7.7
78	Bosenrvis.....	Miss Scott.....	do	do 31	119	13	10	10
79	Glenberg.....	.....	.....	.....	.....	.....	.....	.....
80	Maple Creek.....	Miss McDermid.....	2nd ...	Oct. 31	124	32	19	22
81	Carnduff.....	T. R. Preston.....	Pro	do 31	65	8	7	7
82	Welwyn.....	E. Chappell.....	do	do 31	119	14	5	5.5
83	Clare.....	Mrs. McLellan.....	do	do 28	117	11	6	9
84	Pine Creek.....	Miss Worth.....	2nd ...	do 31	104	22	15	11
85	Midnapore.....	Miss Shaw.....	Pro	do 31	128	12	7	5.5
86	Wellington.....	Jas. Balfour.....	do	do 31	114	15	13	12
87	Balcarras.....	Miss Johnston.....	do	do 31	131	10	3	5
88	Orangeville.....	Miss Buck.....	do	do 31	89	10	3	6
89	Two Rivers.....	W. Jeffers.....	do	do 31	90	15	6	4.5
90	Forest Farm.....	W. H. S. Croft.....	do	do 28	80	17	4	8.6
91	Fort Saskatchewan.....	Mrs. Inglis.....	1st ...	do 31	83	26	17	15
92	Strassburg.....	.....	.....	.....	.....	.....	.....	.....
93	Pheasant Valley.....	C. Hewson.....	Pro	Oct. 31	82	27	20	11
94	Glen Adelaide.....	A. C. H. Shafer.....	3rd ...	do 31	100	13	10	9.5
95	St. Leonards.....	Mrs. Dunlop.....	Pro	do 31	110	17	9	9
96	Alameda.....	Miss Wilson.....	do	do 31	108	13	11	9
97	Orkney.....	.....	.....	.....	.....	.....	.....	.....
98	East Edmonton.....	Miss Sutherland.....	Pro	Oct. 31	76	23	11	12
99	Saskatchewan.....	.....	.....	.....	.....	.....	.....	.....
100	Springbank.....	.....	.....	.....	.....	.....	.....	.....
101	New Tulscha.....	.....	.....	.....	.....	.....	.....	.....
102	National Park.....	Mrs. Alexander.....	2nd ...	.....	.....	.....	.....	.....
103	Gleichen.....	J. T. Kennedy.....	1st ...	.....	.....	.....	.....	.....
104	Red Deer Central.....	W. A. Vrooman.....	Pro	Oct. 28	30	21	20	19
105	Langenburg.....	.....	.....	.....	.....	.....	.....	.....
106	Willoughby.....	.....	.....	Oct. 28	18	6	.....	5

ROMAN CATHOLIC—Report on Schools

NAME.		TEACHER.	Teacher's Certificate.	School closed for Term.	Number of Days School opened.	Number of Pupils on Register.	Number Present day of Inspection.	Average daily Attendance.
<i>Public.</i>								
1	St. Antoine	Rev. J. Moulin.....	Pro ...	Oct. 28	60	28	19	16
2	Saskatchewan	L. O. Lamoureux.....	do do	do 31	21	12	.....	10
3	St. Albert.....	Sister Dillon.....	1st.....	do 28	102	83	62	62
		Two Assistants.....						
4	St. Leon	H. Blanc	Pro ...	Oct. 25	121	28	22	22
5	Cunningham	Rev. J. T. Quevillon.....	1st.....	do 31	117	59	3	50
		W. T. Higgins.....						
6	Bellerose.....	A. Arcand	Pro ...	Oct. 28	125	16	14	12
7	St. F. Xavier.....	.....	.....	.....	.....	.....	.....	.....
8	Stobart.....	J. Godard	3rd.....	Oct. 28	135	25	12	15.5
9	St. Laurent	O. Pelletier	1st.....	do 28	133	28	21	14
10	Lourdes	O. Regnier	2nd	do 31	115	18	9	10
11	St. Vital.....	O. Dewal.....	1st	do 31	102	84	57	45
		Assistant Teacher						
12	Lebret.....	E. F. Guainans	2nd	Oct. 31	124	45	13	20
13	Taché	A. O. Garnot	Pro ...	do 31	132	32	16	11
14	St. L. de Langevin.....	L. S. P. de la Croix	3rd	do 31	124	37	30	31
15	St. J. de Douphinais....	J. N. Brunet.....	Pro ...	.....	.....	25	22	.....
16	St. F. Taché	Mrs. Tourond.....	do .....	.....	.....	.....	.....	.....
<i>Separate.</i>								
1	Lacombe.....	Sister Mary Greene	3rd ...	Oct. 28	114	106	.....	67
		Sister E. Clarkson.....					67	.....
		A. O'Neil						
2	St. Andrew	Rev. D. Gillies.....	1st.....	Oct. 22	77	15	.....	9
3	St. Mary.....	Miss McKinon	Pro ...	do 31	81	15	.....	9
4	St. Margaret	R. McDonald	do	do 28	104	16	.....	9
5	St. Peter	Loughlin McPhee.....	do	do 15	96	11	.....	9
6	Prince Albert.....	.....	.....	.....	.....	33	17	.....

for Summer Term, 1887 —Continued.

Inspector's Report.	Grant on Teacher's Certificate.			Number of Pupils present 90 days.	Capitation Grant at \$2 per cap.	Rate of Grant on Inspector's Report.	Grant on Inspector's Report.	
	Quarter ending June 30, 1887.	Quarter ending Sept. 30, 1887.	Month ending Oct. 31, 1887.					
	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.
.....	58 30	62 50	20 83	.....	.....	.....	.....	83 33
.....	.....	.....	.....	.....	.....	.....	.....	58 30
Excellent	87 50	87 50	29 17	44	88 00	2 00	88 00	} 617 67
.....	.....	.....	137 50	.....	.....	.....	.....
Good	62 50	62 50	20 83	20	40 00	2 57½	31 50	} 217 33
Excellent	87 50	87 50	29 10	47	94 00	2 00	94 00	
.....	.....	.....	87 50	.....	.....	.....	.....	} 479 67
Very Good.....	62 50	62 50	20 83	11	22 00	1 25	13 75	
.....	.....	.....	.....	.....	.....	.....	.....	} 181 58
Very Fair.....	62 50	62 50	20 83	15	30 00	1 25	18 75	
do	87 50	87 50	20 17	8	16 00	1 25	10 00	} 230 17
do	75 00	75 00	25 00	8	16 00	1 25	10 00	
Good.....	87 50	87 50	20 17	18	36 00	1 50	27 00	} 210 00
.....	.....	.....	25 00	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	} 292 17
Very Good	75 00	75 00	25 00	9	18 00	1 25	15 75	
Very Fair.....	62 50	62 50	20 83	18	36 00	1 35	24 30	} 208 75
Excellent	62 50	62 50	20 83	20	58 00	2 00	58 00	
.....	.....	20 80	20 83	.....	.....	.....	.....	} 206 13
.....	.....	.....	20 83	.....	.....	.....	.....
.....	.....	.....	31 25	.....	.....	.....	.....	41 63
.....	.....	.....	.....	.....	.....	.....	.....	31 25
.....
Excellent	62 50	62 50	20 83	39	78 00	2 00	78 00	} 447 66
.....	.....	.....	87 50	.....	.....	.....	.....
.....	.....	.....	88 33	.....	.....	.....	.....	.....
.....	80 00	87 50	29 17	.....	.....	.....	.....	196 67
.....	42 00	62 50	20 83	.....	.....	.....	.....	125 33
.....	47 50	62 50	20 83	5	.....	.....	.....	130 83
.....	47 50	62 50	20 83	1	.....	.....	.....	130 83
Very Good.....	51 00	87 50	20 17	.....	.....	1 80	.....	160 67
	1,201 30	1,320 80	881 23	.....	532 00	.....	469 05	4,404 38

APPENDIX G.--Report on Schools for

No.	NAME.	TEACHER.	Teacher's Certificate.	School closed for Term.	Number of days School opened.	Number of Pupils on Register.	Number Present day of Inspection.	Average daily Attendance.
1	Moose Jaw.....	Jas. N. McDonald.....	2nd ...	Mar. 30	88	49	38	31
		Miss Roxy Alexander	3rd ...	do 30	89½	59	35	38
2	Qu'Appelle	D. S. McCannel	2nd ...	do 29	96	88	56	47½
		Esther Fallis	3rd ...	.....	.....	.....	32	.....
3	Prince Albert	J. F. A. Stull	1st ...	Mar. 29	97	31	.....	23½
		Bobena McGregor	Pro ...	do 29	92½	37	.....	25
		N. F. MacKay	1st ...	do 29	93	48	31	26
4	Regina.....	Miss C. Barnes.....	2nd ...	do 29	93	72	48	40½
		Miss J. A. Kerr.....	3rd ...	do 29	93	81	50	37
5	Broadview	Mrs. McNeice	1st ...	do 22	88	30	20	19½
6	Kenlis	Miss McGavin	2nd ...	do 29	97	20	11	12½
7	Edmonton	Jas. Martin	1st ...	do 29	94	75	62	54
8	St. Andrews	Wm. Gerrond	3rd ...	Apr. 6	98	35	.....	24
9	Colleston	H. W. Halpin.....	2nd ...	Mar. 29	90	18	.....	5½
10	Prince Albert, East.....	W. E. Bartlett.....	1st ...	do 29	104	32	.....	26
11	Wapella	Wm. Logan	2nd ...	do 29	93	24	8	9½
12	Moosomin	J. K. McInnis	1st ...	do 29	97	50	37	31
		E. J. Guthrie	3rd ...	do 29	94	72	50	35
13	Saskatoon	Jas Leslie	1st ...	do 29	95	43	.....	27
17	Red Deer Hill	W. Boylan	Pro ...	Nov. 15	12	21	.....	.....
18	St. Catherines.....	Mirian Wilson	do ...	Mar. 29	58	23	.....	19½
		J. Boag	1st ...	do 29	95	40	23	29
19	Calgary	Ada Dowling	2nd ...	do 29	97	48	37	32
		C. A. Bredin	do ...	do 29	97	74	48	36
20	Park	J. C. Galin	3rd ...	do 28	89	19	16	10
21	Eden Grove	Mrs. McCreedy	do ...	do 29	89½	14	8	9½
23	Belmont	J. B. Steele	2nd ...	do 29	96	26	24	19½
25	Wolsley	J. F. Middlemiss	do ...	do 29	96½	34	28	23
26	Fort Qu'Appelle.....	R. W. Miller	do ...	do 29	97	26	9	11
27	Revinebank	E. W. Miller	do ...	Feb. 21	51	16	.....	7½
28	Maple Green	J. Williams	do ...	Mar. 29	98	20	10	12½
30	Round Plain	G. M. Atkinson.....	1st ...	do 29	92	20	17	11
38	Sunnymead	F. Kennedy	3rd ...	do 29	72	11	9	6½
40	Bonnycastle	C. E. Cumming	3rd ...	Mar. 29	92	24	16	12½
41	Lindsay	Rev. H. W. Atwater.....	2nd ...	do 27	94	27	.....	13½
43	Hillburn	John Young	3rd ...	do 29	46	14	12	10½
47	Macleod	Mary E. Parker.....	3rd ...	do 29	87	32	14	18
48	Pheasant Forks.....	W. R. C. Willis	3rd ...	do 29	91	18	13	11
49	Indian Head	Lizzie Frazer	2nd ...	do 29	93	36	27	24½
51	Lethbridge.....	L. B. Latimer.....	2nd ...	do 28	94½	30	23	22
		Margaret Duff.....	3rd ...	do 28	89½	59	40	31
57	Whitewood.....	Mathew Fletcher.....	3rd ...	do 29	58	32	22	2½
59	Spring Coulee.....	H. O. Partridge.....	2nd ...	do 30	91	15	10	8
61	MacLean	W. H. Perring	Pro ...	do 29	9	7	.....	7
67	Victoria Plain	M. Westaway	3rd ...	do 29	67	11	6	9
71	Battleford.....	T. Beath	2nd ...	do 29	95	22	.....	10
76	Victoria.....	Peter Brasnis.....	Pro ...	do 29	91	18	13	14
76	Medicine Hat.....	J. Drinnan	1st ...	do 29	91½	96	41	55
78	Boscurnis.....	Annie Scott.....	3rd ...	do 29	63	16	.....	9
80	Maple Creek.....	S. C. McDermid.....	2nd ...	do 29	86	28	17	17½
84	Pine Creek.....	.....	.....	.....	.....	.....	.....	.....
85	Midnapore.....	Miss H. A. Shaw.....	Pro ...	Mar. 29	98	12	.....	8
89	Two Rivers.....	Walter Jefferd.....	.....	do 29	90	7	.....	6

Winter Term, ending March 31, 1888.

Inspector's Report.	Grant on Teacher's Certificate.		Number of Pupils present 50 days.	Capitation Grant \$1.50 per cap.	Rate of Grant on Inspector's Report.	Grant on Inspector's Report.	
	For 2 months ending Dec 31, 1887.	For quarter ending Mar. 31, 1888.					
	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Excellent.....	50 00	75 00	31	75 00	.....	75 00	379 17
do	41 67	62 50	40				
do	50 00	75 00	51				
do	33 33	62 50	.....			
do	58 33	87 50	23				
do	50 00	50 00	27	75 00	.....	75 00	395 83
Very Good	58 33	87 50	24				
Very Fair.....	58 33	75 00	37	75 00	.....	75 00	533 32
do	41 66	62 50	35				
Good.....	58 33	87 50	19				
Very Good.....	50 00	75 00	14	28 50	1 10	20 90	195 23
Excellent.....	58 33	87 50	61	21 00	1 30	18 20	164 20
Good	41 67	62 50	26	75 00	.....	75 00	295 83
Fair	50 00	75 00	3	39 00	1 10	28 60	171 77
Excellent	58 33	87 50	28	4 50	0 70	2 10	131 60
Good	41 67	75 00	7	42 00	1 50	42 00	229 83
Excellent.....	58 33	87 50	31	10 50	1 10	7 70	134 87
do	33 33	62 50	43	75 00	.....	75 00	391 66
Very Good.....	50 00	87 50	26				
do	10 42	.....	.....	39 00	1 30	33 80	210 30
Fair	41 67	50 00	17	.....	.....	.....	10 42
Excellent	58 33	87 50	30	25 50	0 70	11 90	129 07
do	50 00	75 50	37	75 00	.....	75 00	520 16
do	33 33	75 00	40				
Good	41 67	62 50	11				
Very Good.....	41 67	62 50	11	16 50	1 10	12 10	132 77
Excellent.....	50 00	75 00	21	18 50	1 30	14 30	134 97
do	80 00	75 00	25	31 50	1 50	31 50	188 00
Fair	50 00	75 00	10	37 50	1 50	37 50	200 00
do	50 00	75 00	10	15 00	0 70	7 00	147 00
Good	50 00	.....	.....	.....	.....	.....	50 00
Very Fair.....	41 67	87 50	10	21 00	1 10	15 40	161 40
do	31 25	62 50	5	15 00	0 90	9 00	153 17
Good	41 67	62 50	12	7 50	0 90	4 50	105 75
Excellent.....	50 00	75 00	13	18 00	1 10	13 20	135 37
do	50 00	75 00	13	19 50	1 50	19 50	164 00
do .....	.....	52 20	.....	.....	.....	.....	52 10
Good	41 67	62 50	16	24 00	1 10	17 60	145 77
do	41 67	62 50	10	15 00	1 10	11 00	130 17
do	50 00	75 00	23	34 50	1 10	25 30	184 80
Very Good	50 00	75 00	24	75 00	1 40	75 00	379 50
do	42 00	62 50	31				
Good.....	41 67	62 50	14	21 00	1 10	15 40	140 57
Very Good.....	41 67	66 67	8	12 00	1 30	10 40	130 74
do .....	.....	8 75	.....	.....	.....	.....	8 75
Very Fair.....	25 00	62 50	7	10 50	0 90	6 30	104 30
Very Good.....	41 67	75 00	17	25 50	1 30	22 10	164 27
do	33 33	50 00	14	21 00	1 10	15 40	119 73
Very Fair.....	50 00	87 50	51	75 00	0 90	45 90	258 40
Very Good.....	41 67	.....	1	1 50	1 30	1 30	44 47
Very Fair.....	50 00	75 00	20	30 00	0 90	18 00	173 00
do	50 00	.....	.....	.....	.....	.....	50 00
Moderate.....	41 77	50 00	8	12 00	0 50	4 00	107 67
Good.....	41 67	50 00	5	7 50	1 10	5 50	104 67

Carried forward.....

APPENDIX G.—Report on Schools for Winter

No.	NAME.	TEACHER.	Teacher's Certificate.	School closed for Term.	Number of days School Opened.	Number of pupils on Register.	Number present day of Inspection.	Average daily Attendance.
91	Ft. Saskatchewan	Mrs. Mary Inglis.....	3rd....	Mar. 29	98	28	18	15
102	National Park.....	Neil Gilmour.....	2nd....	do 29	90	30	19	19
103	Gleichen.....	J. T. Kennedy.....	1st....	do 29	96	22	14	13
104	Red Deer Central.....	Rev. W. A. Vrooman.....	Pro....	do 30	94	7	6	6
107	Devon Park.....	J. O. Richards.....	3rd....	do 29	59½	9	.....	7½
109	Anthraciter.....	.....	.....	.....	.....	.....	.....	.....
111	Bresaylor.....	Katie G. Olink.....	3rd. ...	Mar. 29	48	85	.....	26

Term, ending March 31, 1889—*Concluded.*

Inspector's Report.	Grant on Teacher's Certificate.		Number of Pupils present 50 days.	Capitation Grant at \$1.50 per cap.	Rate of Grant on Inspector's Report.	Grant on Inspector's Report.	
	For 2 months ending Dec. 31, 1887.	For quarter ending Mar. 31, 1888.					
	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....							
Very Good.....	50 33	62 50	15	22 50	1 30	19 50	162 83
do	41 66	69 79	20	30 00	1 30	26 00	187 45
Good.....	58 33	87 50	14	21 00	1 10	15 40	182 23
Very Good.. ..	41 67	50 00	6	9 00	1 30	7 80	108 47
Good	41 70	62 50	9	13 00	1 10	9 90	127 10
		52 50					52 50
	2,554 70	3,787 31		1,393 00		1,206 00	8,945 01

* Buildings in bad condition.

ROMAN CATHOLIC—Report on

No.	NAME.	TEACHER.	Teacher's Certificate.	School closed for Term.	Number of days School opened.	Number of pupils on Register.	Number present day of Inspection.	Average daily Attendance.
<i>Public.</i>								
1	St. Antoine.....	Rev. J. Moulia.....	1st.....	Mar. 28	100	21	11	9
2	Saskatchewan.....	L. O. Lamoureux.....	Pro....	do 29	92	16	14	10
3	St. Albert.....	Sr. My. of the Angels.....	1st....	do 28	94	70	69	54
		Sr. Dillon.....	Pro....	.....	.....	.....	.....	.....
4	St. Leon.....	Miss Cardinal.....	do....	.....	.....	.....	.....	.....
5	Cunningham.....	Henry Blanc.....	do....	Mar. 28	93	18	14	16
		Rev. J. T. Quevillon.....	1st....	do 30	99	70	.....	45½
6	Bellerose.....	W. T. Higgins.....	Pro....	.....	.....	.....	40	.....
8	Stobart.....	Alfred Arcand.....	do....	Mar. 28	91	15	12	11½
9	St. Laurent.....	Z. Touze.....	1st....	do 28	94	20	9	13
10	Lourdes.....	O. Pelletier.....	.....	do 30	100	22	20	12½
11	St. Vital of Bat'l'd.....	Octave Regnier.....	2nd....	do 28	93	14	9	10½
		O. Dowal.....	1st....	do 29	93	57	42	32
12	Lebret.....	Miss Bigonesse.....	3rd....	.....	.....	.....	.....	.....
13	Tache.....	A. Laronde.....	1st....	Mar. 28	80½	31	.....	18½
14	St. L. de Langevin.....	A. O. Garnot.....	Pro....	Feb. 20	62	20	12	10
15	St. J. de Dauphinais.....	L. S. P. de la Croix.....	3rd....	Mar. 29	95	34	28	31
16	St. F. de Tache.....	J. M. Brunet.....	Pro....	do 28	85	25	.....	18
17	St. Joseph.....	Widow Tourond.....	3rd....	do 29	95	21	18	19½
		Rev. T. P. Plamondon.....	1st....	do 30	72	14	.....	11½
<i>Separate.</i>								
1	Lacombe.....	Sr. Mary Green.....	.....	do 29	90	70	54	46
2	St. Andrew.....	Rev. D. Gillies.....	1st....	Mar. 30	86	26	.....	15
3	St. Mary.....	} open only till Xmas.....	.....	.....	.....	15	.....	.....
4	St. Margaret.....		.....	.....	.....	16	.....	.....
5	St. Peter.....	Sr. Allard.....	.....	.....	.....	11	.....	.....
6	Prince Albert.....		3rd....	Mar. 28	86	35	9	9

Schools for Winter Term 1883.

Inspector's Report.	Grant on Teacher's Certificate.		Number of Pupils present 50 days.	Capitation grant at \$1.50 per cap.	Rate of grant on Inspector's Report.	Grant on Inspector's Report.	
	For 2 months ending Dec. 31, 1887.	For quarter ending Mar. 31, 1888.					
	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Very Good.....	41 67	87 50	6	9 00	1 30	7 80	145 97
Excellent.....	41 67	50 00	9	13 00	1 50	13 50	118 17
do	58 33	87 50	55	75 00			
do	41 66	50 00				75 00	429 15
do	41 66						
Good.....	41 67	50 00	17	25 50	1 10	18 70	135 87*
Excellent.....	5 33	87 50	51	75 00		75 00	
do	33 33	50 00					379 16
Moderate.....	41 67	50 00	12	18 00	0 50	6 00	115 67
Very Good.....	41 67	87 50	12	18 00	1 30	15 00	162 77
Excellent.....	58 33	62 50	13	19 50	1 50	19 50	159 83
do	50 00	75 00	10	15 00	1 50	15 00	155 00
Very Good.....	58 33	87 50	32	48 00	1 30	41 00	
do	41 66	62 90					339 59
Good.....	50 00	87 50	10	24 00	0 70	11 20	172 70†
Fair.....	41 67	33 33	5	7 50	0 70	3 50	86 00
Excellent.....	41 67	62 50	30	45 00	1 50	44 00	191 17
Fair.....	41 67	50 00	20	30 00	0 50	14 00	135 67‡
Very Fair.....	41 67	62 50	20	30 00	1 30	26 00	160 17
do		94 80	13	19 50	1 30	16 90	131 20
Excellent.....	41 67		51	75 00		75 00	
do	41 66						274 99
do	41 66						
Very Good.....	58 33	87 50	14	21 00	1 30	18 20	185 03
do	41 67						41 67§
do	41 67						41 67§
do	41 67						41 67§
Excellent.....	58 33	62 50	4	6 00	1 50	6 00	131 83
	1,233 32	1,428 13		574 00		303 50	3,738 95

* Buildings poor. † No water closets, nor blackboards; bad ventilation.
 ‡ No water closets, nor blackboards; bad ventilation. § Closed at Xmas.

APPENDIX H.

INTERIM Report on Schools—Summer Term 1888.

No.	NAME OF DISTRICT.	TEACHER'S NAME.	Teacher's Certificate.	Teacher's Salary.	No. of Pupils on Register.	No. of Terms School opened.	Date when School opened for Summer Term.
				\$ cts.			
1	Moose Jaw	James N. McDonald.....	2nd ..	58 33	95	Both.....	April 1
	do	Miss Lena Simpson	3rd ..	30 00			
2	Qu'Appelle	O. S. McCannell	2nd ..	55 83	78	do	do 1
	do	Nettie L. Bulyea.....	2nd ..	30 00			
3	Prince Albert.....	J. F. A. Stull	1st ..	83 33	77	do	do 3
	do	Robena McGregor.....	Pro ..	25 00			
4	Regina.....	Neil F. McKay	1st ..	67 50	189	do	do 3
	do	Miss Cassie Barns.....	2nd ..	37 50			
	do	Miss Isabella Kerr.....	3rd ..	25 50			
5	Broadview.....	Mrs. Jessie McNiece	1st ..	37 50	34	do	do 3
6	Kenlis	Miss McGavin.....	2nd ..	35 00	23	do	do 1
7	Edmonton	James Martin	1st ..	83 33	71	do	do 2
	do	Wm. Stiff	Pro ..	41 66			
8	St. Andrews.....	Wm. Gérrond	3rd ..		34	do	do 3
9	Colleston	Oicely Jackson	2nd ..	41 66	18	do	do 23
10	Prince Albert East.....	W. E. Bartlett.....	1st ..	60 00	39	do	do 2
11	Wapella.....	Wm. Logan.....	2nd ..	35 00	31	do	do 1
12	Moosomin.....	Jno. K. McInnis.....	1st ..	75 00	150	do	do 3
	do	Catherine Ross.....	2nd ..	30 00			
	do	Eliza Guthrie.....	3rd ..	30 00			
13	Saskatoon.....	James Leslie.....	1st ..	60 00	39	do	do 3
14	Little Pipestone.....	J. W. McPhail	3rd ..	35 50	24	One.....	do 24
15	Montgomery.....	Finley Kennedy	3rd ..	28 57	12	do	do 3
16	St John.....	Stephen A. Hall.....	3rd ..	25 00	14	do	do 3
17	Red Deer Hill.....	Robert W. Boyland.....	3rd ..	40 00	15	do	do 23
18	St. Catherines.....	Miss M. Willson.....	Pro ..	33 33	30	Both.....	do 3
19	Calgary.....	Joseph Boag	1st ..	90 00	177	do	do 2
	do	Carrie A. Bredin.....	2nd ..	50 00			
	do	Sadie Cowan.....	3rd ..	45 00			
20	Park	John C. Callin.....	3rd ..	33 33	23	do	do 3
21	Eden Grove	Melissa O. McCreedy.....	3rd ..	32 00	14	One.....	do 1
22	Rocanville.....	Miss Jenny Campbell.....	Pro ..	50 00	14	do	do 1
23	Belmont.....	James Bond Steele.....	2nd ..	50 00	27	Both.....	do 2
24	Sturgeon.....	Closed.					
25	Wolseley	J. F. Middlemiss.....	2nd ..	41 66	30	do	do 3
26	Fort Qu'Appelle.....	E. W. Miller.....	2nd ..	50 00	24	do	do 1
27	Revine Bank.....	Miss Janie A. Wallace.....	3rd ..	30 00	25	One.....	do 2
28	Maple Green.....	E. S. Bond	2nd ..	45 00	19	do	do 3
29	Wascana.....	Annie M Purdy	3rd ..	25 00	7	do	May 1
30	Round Plain.....	George M. Atkinson.....	1st ..	50 00	19	Both.....	April 1
31	Poplar Grove.....	Closed.					
32	Thistle	do					
33	Summerberry.....	Wm. Moore	2nd ..	33 00	15	One.....	do 2
34	Summerhill.....	A. T. Fotheringham	2nd ..	45 00	35	Both.....	do 2
35	Westfield.....	Wm. H. Thompson.....	Pro ..	30 00	15	One.....	do 1
36	Greenville.....	Murdoch McLean.....	3rd ..	35 00	9	do	do 16
37	Abbotsford.....	Miss Fannie Graham.....	3rd ..	35 00	17		
38	Sunnymead.....	Christopher McRae.....	1st ..	35 42	12	do	May 14
39	Mt. Pleasant.....	Miss F. Pinder.....	Pro ..	25 00	18	do	April 16
40	Bonnycastle.....	Ed. A. Partridge.....	1st ..	52 00	27	Both.....	do 1
41	Lindsay.....	Hugh Rodger	2nd ..	50 00	45	do	do 5
42	Kinivuno.....	W. M. Thompson, B. A.....	1st ..	40 00	14	One.....	May 17
43	Hillturn.....	John Young	3rd ..	40 00	20	Both.....	April 1
44	Island Lake.....	Sarah Thompson.....	3rd ..	36 33	11	One.....	May 1
45	Fleming.....	E. A. Chappell.....	3rd ..	30 00	16	do	April 10
46	Fairfield.....	Maggie Patterson.....	3rd ..	30 00	24	Both.....	do 2
47	Macleod.....	Mary E. Parker.....	3rd ..	50 00	26	do	do 1
48	Pheasant Forks.....	W. R. C. Willis.....	3rd ..	35 00	14	do	do 2

APPENDIX H.—Interim Report on Schools—Summer Term, 1887—Continued.

No.	NAME OF DISTRICT.	TEACHER'S NAME.	Teacher's Certificate.	Teacher's Salary.	No of Pupils on Register.	No. of Terms School opened.	Date when School opened for Summer Term.
49	Indian Head.....	Miss Lizzie Fraser.....	2nd ...	\$ cts 41 66	34	Both.....	April 2
50	Springbrook.....	Not opened.					
51	Lethbridge.....	L. B. Letimer.....	2nd ...	70 00	} 84	do	do 3
	do.....	Miss Duff.....	3rd ...	45 00			
52	Disorganized.						
53	Faulkner.....	Miss M. Fotheringham.....	3rd ...	30 00	9	do	do 16
54	Wide Awake.....	Belle J. Ross.....	2nd ...	40 00	12	One.....	do 21
55	Meadow Lea.....	Mary Lucas.....	Pro	30 00	12	do	do 9
56	Lansdowne.....	Mrs. W. L. Cunningham.....	3rd ...	26 50	11	do	May 1
57	Whitewood.....	Matthew Fletcher.....	2nd ...	41 32½	43	Both.....	April 2
58	Ivy.....	Mrs. J. L. Salkeld.....	2nd ...	20 00	9	One.....	do 17
59	Spring Coulee.....	Henry O. Partridge.....	2nd ...	37 50	14	Both.....	do 2
60	Buffalo Head.....	Not opened.					
61	McLean.....	Wm. Young.....	Pro	30 00	16	One.....	do
62	Rillington.....	A. B. Stewart.....	2nd ...	45 00	18	do	do 2
63	Pasqua.....	Not opened.					
64	Boggy Creek.....	Margaret E. Purdy.....	3rd ...	25 00	8	do	May 1
65	Prospect.....	Miss Annie McPhail.....	Pro	18 35	16	do	do 1
66	Tregarva.....	Eliza A. F. Boulding.....	3rd ...	25 00	10	do	do 31
67	Victoria Plains.....	M. Westaway.....	3rd ...	32 00	14	do	April 1
68	Lake View.....	Closed.					
69	Dalesboro'.....	Alford Doyell.....	Pro	25 00	13		do 16
70	Golden Plain.....	Not opened.					
71	Battleford.....	Thomas Beath.....	2nd ...	65 00	10	Both.....	do 1
72	Red Fox Valley.....	Ida J. Niblock.....	3rd ...	31 00	16	One.....	do 3
73	Kiubrae.....	Miss Richards.....	Pro	20 80	12		
74	Disorganized.						
76	Victoria.....	Not opened.					
76	Medicine Hat.....	John Brinnan.....	2nd ...	75 00	88	Both.....	do 3
77	Weed Hills.....	Not opened.					
78	Boscumis.....	Annie Scott.....	3rd ...	30 00	15	do	do 2
79	Glenbeg.....	Maggie B. McArthur.....	2nd ...	40 00	7	One.....	do 1
80	Maple Creek.....	N. L. Holmes.....	1st ...	41 66	27	Both.....	do 1
81	Carnduff.....	Charlotte Wilson.....	3rd ...	30 00	8	One.....	do 16
82	Welwyn.....	Mary Wallace.....	2nd ...	35 00	18	do	do 9
83	Clare.....	Miss Maggie Hislop.....	Pro	23 00	15	do	May 1
84	Pine Creek.....	Miss F. Goodridge.....	2nd ...	41 66½	14	One½.....	April 1
85	Midnapore.....	Helen Alice Shaw.....	Pro	25 00	13	Both.....	do 2
86	Wellington.....	James Balfour.....	3rd ...	30 00	12	One.....	do 2
87	Balcarres.....	C. E. Cumming.....	2nd ...	45 90	12	do	do 3
88	Orangeville.....	J. A. McDonald.....	3rd ...	32 50	16	One.....	do 9
89	Two Rivers.....	Miss Ida R. Tegart.....	3rd ...	30 00	16	Both.....	do 21
90	Forest Farm.....	Chas. McDonald.....	3rd ...	35 00	13	One.....	do 16
91	Fort Saskatchewan.....	Mary Inglis.....	3rd ...	20 83	23	Both.....	do 2
92	Strasbourg.....	J. K. E. Wernecke.....	2nd ...	20 8½	28	do	July 2
93	Pheasant Valley.....	Margaret Buchanan.....	2nd ...	40 00	17	One.....	April 23
94	Glen Adelaide.....	A. C. H. Shafer.....	3rd ...	35 00	11	do	do 9
95	Saint Leonard.....	Not opened.					
96	Alameda.....	J. A. Sinclair.....	2nd ...	35 00	10	do	May 29
97	Orkney.....	E. E. Carson.....	Pro	25 00	15	do	April 17
98	East Edmonton.....	Herbert Madeville.....	Pro	40 00	22	do	do 1
99	Saskatchewan.....	Mary K. Hunter.....	3rd ...	29 17	9	do	do 2
100	Springbank.....	Miss Lottie Cowan.....	3rd ...	30 00	11	do	May 21
101	New Tulscha.....	Bernard Barton.....	Pro	25 00	10	do	April 9
102	National Park.....	Neil Gilmour.....	2nd ...	50 00	35	Both.....	do 1
103	Gleichen.....	James F. Kennedy.....	1st ...	50 00	23	do	do 1
104	Red Deer Central.....	George W. Smith.....	1st ...	45 00	11	do	do 2
105	Langenburg.....	Not opened.					
106	Willoughby.....	J. W. Williams.....	Pro	41 66½	15	One.....	May 21
107	Devon Park.....	J. O. Richards.....	3rd ...	20 84	9	Both.....	April 1
108	Thingvills.....	Not opened.					
109	Anthracite.....	A. C. Surret.....	3rd ...	60 00	43	do	do 1

APPENDIX H.—Interim Report on Schools—Summer Term, 1887—Continued.

No.	NAME OF DISTRICT.	TEACHER'S NAME.	Teacher's Certificate.	Teacher's Salary.	No. of Pupils on Register.	No. of Terms School opened	Date when School opened for Summer Term.
110	Crescent	Maggie Eakin.....	Pro ...	\$ cts 14 00	16	One	April 1
111	Bressaylor	Mrs. D. L. Olink	3rd	50 00	35	Both	do 1
112	Silton	Not opened.					
113	Pioneer	Willa Simpson.....	3rd	25 00	14	One	do 1
114	Glenmore	Helen Choate	1st	50 00	22	Both	May 15
115	Orangedale	Edith Higgins.....	Pro		10		
116	Katpwe	F. G. Marwood	2nd	44 50	30	do	April 2
117	Hope	Ebenezer Scott	3rd	30 00	13	do	do 16
118	Castleton	Not opened.					
119	Buffalo Lake	Chas. E. Stewart	2nd	35 00	6	One	May 1
120	New Stockholm	Not opened.					
121	Pincher Creek	A. E. Cox.....	Pro ...	41 66 ² / ₃	12	Both	April 23
122	Maple Grove	Thomas R. Preston	Pro ...		8		
123	Grampian Hills						
124	Churchbridge	Miss R. Oliver	Pro				
125	South View						
126	Pahonan						
127	Florence	Alice N. Barker	Pro		10		
128	Red Deer Lake						
129	Brookside						
130	Macdowall						
131	Herchner	Miss Addie Smith	2nd	35 00	16		
132	Trafford						
133	Aroline						
134	Fairmede						
135	McKay						
136	Out Arm						
1	St. Antoine	Rev. Julien Moulin.....	1st	10 00	16	One	April 4
2	Sackatchewan	L. O. Lamoureux	Pro ...	41 66 ² / ₃	13	Both	do
3	St. Albert	Rev. Sister Marie des Anges	1st	58 32	70	do	do 3
	do	Rev. Sister Dillon	Pro ...	29 16			
	do	Mad'l Amelie Cardinal.....	Pro ...	14 58 ¹ / ₂			
4	St. Leon	Hy Blanc	Pro ...	37 50	16	One	do 1
5	Cunningham	Rev. J. T. Quevillon.....	1st	70 00	49	Both	do 2
	do	Emelie Laderonte	Pro ...	25 00			
6	Bellerose	Alfred Arcand	Pro ...	35 00	17	Both	April 3
7	St. F. Xavier	Not opened.					
8	Stobart	Rev. Z. Touze	1st		20	do	
9	St. Laurent	O. Pelletier	1st		23		
10	Lourdes	Octave Regnier	3rd	41 33 ¹ / ₃	19	Both	April 2
11	St. Vital of Battleford	Miss O'Dowal	1st	50 00	48	do	do 1
	do	Miss A. Bigoneas	3rd	15 00			
12	Lebret	Alex. De Laronde, B.A.....	1st	50 00	47	Both	April 2
13	Taché	Not opened.					
14	St. Louis de Langevin, East	L. S. P. de la Croix	3rd	62 50	39	do	do 1
15	St. Joseph de Dauphinais	Joseph Norbet Burnet	Pro ...		22	One	do 1
16	St. François de Taché	Mrs P. Tourond.....	3rd	50 00	22	Both	do 1
17	St. Joseph	T. P. Plamondin	1st	40 00	18	One	do 3
18	St. Agnes	Auguste Hebert	1st	54 00	13	Both	May 1
19	New Munster						
20	Mazenod	A. O. Garnot	Pro ...		20	Both	Feb. 27
21	St. Julien						
22	St. Paul						
1	Lacombe	Sr. Mary Green.....	2nd ...	50 00	70	Both	April 1
	do	Sr. Anna O'Neil	3rd ...	25 00			
	do	Sr. Stanislaus Poiret	Pro ...	25 00			
2	St. Andrew	Rev. D. Gillies	1st	40 00	12	One	do 1
3	St. Mary	Annie McKinnon.....	3rd ...	25 00	12	do	do 19
4	St. Margaret	R. McDonald	3rd ...	25 00	11	do	do 23
5	St. Peter	Laughlin McPhee	3rd ...	25 00	11	do	May 4
6	Prince Albert	D. P. Allard	3rd ...	30 00	20	do	April

APPENDIX I.

SCHOOLS in the various Inspektorates.

INSPEKTORATES.	1888.			1887.		
	Schools open.	Teachers employed.	Pupils.	Schools open.	Teachers employed.	Pupils.
Protestant—						
East Assiniboia.....	38	40	727	32	33	614
West do.....	38	42	1,050	33	37	992
Prince Albert District.....	13	14	361	10	10	320
Calgary do.....	9	11	345	} 7	8	281
Macleod do.....	3	4	122			
Edmonton do.....	5	6	154			
Battleford do.....	2	2	45	1	1	33
	108	119	2,804	90	96	2,425
	90	96	2,425			
Increase in 1888.....	18	23	379			
Roman Catholic—						
Edmonton.....	5	8	165	5	8	185
Calgary.....	1	3	70	1	3	106
Macleod.....	1	1	13	.....	.....	.....
Battleford.....	1	2	48	1	1	65
Prince Albert.....	8	10	220	8	11	230
Assiniboia.....	7	7	133	6	6	133
	23	31	* 649	21	29	719

* This shows an increase of 2 Schools and 2 Teachers but a decrease of 70 Pupils.

PROTESTANT Schools in Eastern Assiniboia—Summer Term, 1888.

JOHN HEWGILL, INSPECTOR.

NAME.	Number of District.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
Broadview	5	1st.	34	
Wapella	11	2nd	31	
Moosomin	12	1st, 2nd & 3rd.	150	
Little Pipestone	14	3rd	24	
Montgomery	15	3rd	12	
St. John	16	3rd	14	
Park	20	3rd	23	
Eden Grove	21	3rd	14	
Rocanville	23	Provisional	14	
Revine Bank	27	3rd	25	
Sunnymead	38	1st	12	
Hillburn	43	3rd	20	
Fleming	45	3rd	16	
Fairfield	46	3rd	24	
Faulkner	53	3rd	9	
Meadow Lea	55	Provisional	12	Public School.
Lansdowne	56	3rd	11	
Whitewood	57	2nd	43	
Ivy	58	2nd	9	
Buffalo Head	60			Not open.
Rillington	62	2nd	18	
Dalesboro'	69	Provisional	13	
Golden Plain	70			do
Kinbrae	73	Provisional	12	
Weed Hills	77			do
Boscurvis	78	3rd	15	
Carnduff	81	3rd	8	
Welwyn	82	2nd	18	
Clare	83	Provisional	15	
Orangeville	88	3rd	16	
Forest Farm	90	3rd	13	
Glen Adelaide	94	3rd	11	
Alameda	96	2nd	10	
Orkney	97	Provisional	15	
Langenburg	105			do
Devon Park	107	3rd	9	
Thingvilla	108			Not opened yet, building school
Crescent	110	Provisional	16	
Orangedale	115	do	10	
Hope	117	3rd	13	
Castletown	118			Not open.
New Stockholm	120			School nearly built.
Maple Grove	122	Provisional	8	
Churchbridge	124	do		Will open soon.
Florence	127	do	10	
Brookside	129			Not opened yet.
Trafford	132			do
Fairmede	134			do
McKay	135			do
Out Arm	136			do
			727	

1888.

3 Teachers with 1st Class Certificate.

7 do 2nd do
19 do 3rd do
11 do Provisional do

40 in 38 schools, with 727 pupils.

1887.

2 Teachers with 1st Class Certificate.

8 do 3rd do
23 do Provisional do

33 in 32 schools, with 614 pupils.

Increase in 1888—7 Teachers, 6 Schools, 113 Pupils.

PROTESTANT Schools in Western Assiniboa.—Summer Term, 1888.

THOS. GROVER, B.A., INSPECTOR.

NAME.	Number of District.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
Moose Jaw	1	2nd & 3rd	95	
Qu' Appelle	2	2nd & 2nd.	78	
Regina	4	1st, 2nd & 3rd.	189	
Kenlis	6	2nd	23	
Wolseley	25	2nd	30	
Fort Qu' Appelle	26	2nd	24	
Maple Green	28	2nd	19	
Wascana	29	3rd	7	
Round Plain	30	1st	19	
Poplar Grove	31	.....	.....	Not open.
Thistle	32	.....	.....	Not open.
Summerberry	33	2nd.	15	
Summerhill	34	2nd	35	
Westfield	35	Provisional....	15	
Greenville	36	3rd	9	
Abbotsford	37	3rd	17	
Mount Pleasant.....	39	Provisional....	18	
Bonnycastle	40	1st	27	
Pheasant Forks	48	3rd	14	
Indian Head	49	2nd	34	
Springbrook	50	.....	.....	Not open.
Wide Awake	54	2nd.....	12	
Spring Coulee	59	2nd	14	
McLean	61	Provisional.	16	
Pasqua	63	.....	.....	Not open.
Boggy Creek	64	3rd	8	
Prospect.....	65	Provisional.	16	
Tregarva	66	3rd	10	
Victoria Plains	67	3rd.....	14	
Lake View	68	.....	.....	Not open.
Red Fox Valley	72	3rd	16	
Medicine Hat	76	2nd.....	88	
Maple Creek	80	1st.....	27	
Wellington	86	3rd.....	12	
Balcarres	87	2nd.....	12	
Two Rivers	89	3rd.....	16	
Strassburg	92	2nd.....	28	
Pheasant Valley	93	2nd.....	17	
New Tulscha	101	Provisional....	10	
Silton	112	.....	.....	Not open.
Pioneer	113	3rd	14	
Katepwe	116	2nd	80	
Buffalo Lake	119	2nd	6	
Grampian Hills.....	123	.....	.....	School built will open soon.
South View	125	.....	.....	Not open.
Herchmer.....	131	2nd	16	
			1,050	

1888.

1887.

3 Teachers with 1st Class Certificate.

1 Teacher with 1st Class Certificate.

20 do 2nd do
13 do 3rd do
5 do Provisional do

12 do 2nd do
10 do 3rd do
14 do Provisional do

42 in 38 Schools with 1,050 Pupils.

37 in 33 Schools with 992 Pupils.

PROTESTANT Schools in Prince Albert District.—Summer Term, 1888.

REV. CANON JAMES FLETT, B.D., INSPECTOR.

NAME.	Number of District.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
Prince Albert.....	3	1st & Pro.....	77	
St. Andrews.....	8	3rd ..	34	
Colleston.....	9	2nd.....	18	
Prince Albert East.....	10	1st.....	39	
Saskatoon.....	13	1st.....	39	
Red Deer Hill.....	17	3rd.....	15	
St. Catherines.....	18	Provisional....	30	
Lindsay.....	41	2nd.....	45	
Kinistino.....	42	1st.....	14	
Island Lake.....	44	3rd.....	11	
St. Leonards.....	95	.....	.....	Not open.
Saskatchewan.....	99	3rd.....	9	
Willoughby.....	106	Provisional....	15	
Pahonan.....	126	.....	.....	Not open yet.
Maddowall.....	130	.....	.....	do
Aroline.....	133	.....	.....	do
Mistawasis.....	.....	Provisional....	15	District being for med.
			361	

1888.

13 Schools open with 361 Pupils.			
4 Teachers with 1st Class Certificate.			
2	do	2nd	do
4	do	3rd	do
4	do	Provisional	do
<hr/>			
14			

1887.

10 Schools open with 320 Pupils.			
2 Teachers with 1st Class Certificate.			
3	do	2nd	do
1	do	3rd	do
4	do	Provisional	do
<hr/>			
10			

Increase,—3 Schools, 4 Teachers, 41 Pupils.

PROTESTANT Schools in Calgary District—Summer Term, 1888.

J. A. BLAIR, M. D., INSPECTOR.

NAME.	Number of District.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
Calgary	19	1st, 2nd & 3rd.	177	
Glenbeg	79	2nd	7	
Pine Creek	84	2nd	14	
Midnapore	85	Provisional....	13	
Springbank	100	3rd	11	
National Park	102	2nd	35	Public school.
Gleichen	103	1st	23	do
Anthracite	109	3rd	43	
Glen More	114	1st	22	
Red Deer Lake	128	.....		Not yet open.
			345	

1888.

9 Schools open, with 345 Pupils.

3 Teachers with 1st Class Certificate.

4	do	2nd do	do
3	do	3rd do	do
1	do	Provisional	do

11

1887.

5 Schools open, with 193 Pupils.

2 Teachers with 1st Class Certificate.

3	do	2nd do	do
1	do	Provisional	do

6

Increase—4 Schools, 5 Teachers, 152 Pupils.

PROTESTANT Schools in Macleod District—Summer Term, 1888.

REV. CHAS. McKILLOP, B. A., INSPECTOR.

NAME.	Number of District.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
Macleod	47	3rd	26	Public School.
Lethbridge	51	2nd and 3rd....	84	
Fincher Creek	121	Provisional....	12	do
			122	

1888.

3 Schools open, with 122 Pupils.

1 Teacher with 2nd Class Certificate.

2	do	3rd do	do
1	do	Provisional	do

4

1887.

2 Schools open, with 88 Pupils.

1 Teacher with 2nd Class Certificate.

1	do	3rd do	do
---	----	--------	----

2

Increase—1 School, 2 Teachers, 34 Pupils.

PROTESTANT SCHOOLS in Edmonton District—Summer Term, 1888.

REV. D. G. McQUEEN, B.A., INSPECTOR.

NAME.	Number of District	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
Edmonton	7	1st & Pro.....	71	Not open. do
Belmont	23	2nd	27	
Sturgeon	24	.....	.....
Victoria	75	.....	.....
Fort Saskatchewan.....	91	3rd	23	
East Edmonton.....	98	Provisional.....	22	
Red Deer Central	104	1st.....	11	
			154	

1888.

5 Schools open, with 154 Pupils.

2 Teachers, with 1st Class Certificate.
1 do 2nd do do
1 do 3rd do do
2 do Provisional do
<hr/> 6

1887.

7 Schools open, with 185 Pupils.

2 Teachers, with 1st Class Certificate.
1 do 2nd do do
4 do Provisional do
<hr/> 7

Decrease—2 Schools, 1 Teacher, 31 Pupils.

PROTESTANT SCHOOLS in Battleford District—Summer Term, 1888.

P. G. LAURIE, INSPECTOR.

NAME.	Number of District.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
Battleford.....	71	2nd	10	
Bressaylor	111	3rd	35	
			45	

1888.

2 Schools open, with 45 Pupils.

1 Teacher, with 2nd Class Certificate.
1 do 3rd do

1887.

1 School open, with 33 Pupils.

1 Teacher, with Provisional Certificate.

ROMAN CATHOLIC Schools in Edmonton District—Summer Term, 1888.

REV. HENRY GRANDIN, O.M.I., INSPECTOR.

NAME.	Number of District.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
Saskatchewan.....	2	Provisional....	13	
St. Albert.....	3	1st, Pro & Pro.	70	
St. Leon.....	4	Provisional ...	16	
Cunningham.....	5	1st & Pro.....	49	
Bellerose.....	6	Provisional....	17	
*St. François-Xavier.....	7	.....	.....	Not open.
			165	

1888.

5 Schools open, with 165 Pupils.

2 Teachers, with 1st Class Certificate.
 6 do Provisional do
 8

1887.

5 Schools open, with 185 Pupils.

2 Teachers, with 1st Class Certificate.
 6 do Provisional do
 8

* This School has not been open for three years.

ROMAN CATHOLIC Schools in Calgary District.

J. W. COSTELLO, INSPECTOR.

NAME.	Number of District.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
Lacombe, Sep.....	1	2nd, 3rd & Pro.	70	A decrease of 36 pupils.

ROMAN CATHOLIC Schools in Macleod District.

REV. EM. LEGAL, O.M.I., INSPECTOR.

NAME.	Number of District	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
St. Agnes.....	18	1st.....	13	A new district.

ROMAN CATHOLIC Schools in Battleford District.

REV. A. H. BIGONESSE, O.M.I., INSPECTOR.

NAME.	Number of District	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
St. Vital of Battleford.....	12	1st & 3rd.....	48	A decrease of 17 pupils.

ROMAN CATHOLIC Schools in Prince Albert District—Summer Term, 1888.

REV. P. DOMMEAU, O.M.I., INSPECTOR.

NAME.	Number of District.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
St. Antoine.....	1	1st.....	16	
Stobart.....	8	1st.....	20	
St. Laurent.....	9	1st.....	23	
Lourdes.....	10	3rd.....	10	
Taché.....	13	Dissolved.....		
St. L. de Langevin, Est.....	14	3rd.....	39	
St. François de Taché.....	16	3rd.....	22	
Mazonod.....	20	Provisional.....	20	
St. Julien.....	21	.....		Not opened yet.
St. Paul.....	22	.....		Not opened yet.
Prince Albert, Sep.....	6	2nd, 3rd & Pro	70	
			220	

1888.

8 Schools open, with 220 Pupils.

3 Teachers, with 1st Class Certificate.

1	do	2nd	do
4	do	3rd	do
2	do	Provisional Certificate.	

10

1887.

8 Schools open, with 230 Pupils.

2 Teachers, with 1st Class Certificate.

1	do	2nd	do
2	do	3rd	do
6	do	Provisional Certificate.	

11

ROMAN CATHOLIC Schools in Assiniboia.

M. M. SEYMOUR, M.D., AND REV. D. GILLIES, B.A., INSPECTORS.

NAME.	Number of District.	Class of Teacher's Certificate.	Number of Pupils.	Remarks.
Lebret.....	12	1st.....	47	
St. Jos de Dauphinais.....	15	Provisional.....	22	
St. Joseph.....	17	1st.....	18	
St. Andrew, Sep.....	2	1st.....	12	
St. Mary do.....	3	3rd.....	12	
St. Margaret do.....	4	3rd.....	11	
St. Peter do.....	5	3rd.....	11	
New Munster.....	19	.....		Not opened yet.
			133	

1888.

7 Schools open, with 133 Pupils.

3 Teachers, with 1st Class Certificate.

3	do	3rd	do
1	do	Provisional Certificate.	

7

1887.

6 Schools open, with 133 Pupils.

1 Teacher, with 1st Class Certificate.

1	do	2nd	do
4	do	Provisional Certificate.	

6

APPENDIX J.

TABLE Showing Estimates and Expenditures of School Funds from 1st July, 1886, to 30th June, 1888, and Estimates for 1888-89.

ITEMS.	FINANCIAL YEAR, 1st JULY, 1886, TO 30th JUNE, 1887.		FINANCIAL YEAR, 1st JULY, 1887, TO 30th JUNE, 1888.		Estimated Expenditures, 1st July, 1888, to 30th June, 1889.
	Esti- mates.	Expend- itures.	Esti- mates.	Expend- itures.	
1. Grants to Teachers and Assistant Teachers.....		\$23,671 18	\$23,924 79	\$27,823 71	\$38,916 60
2. Capitation grants and grants on Inspectors' Reports.....		4,021 75	7,137 50	7,709 64	10,012 50
3. Salaries of Board of Examiners and School Inspectors, including travelling expenses.....		3,066 91	2,950 00	3,364 84	4,400 00
4. Expenses of Board of Education, remuneration and travelling expenses.....		611 55	1,000 00	1,479 40	1,700 00
5. Secretary's salary.....		1,160 00	1,200 00	1,400 00	1,500 00
6. School supplies, rent, etc., etc.....		6,783 65	195 00	111 86	100 00
7. Aid to schools in outlying districts by the Lieut.-Governor.....		3,420 03	5,000 00	1,205 00	5,000 00
8. Printing forms, regulations, reports, etc.....		277 15	500 00	884 80	500 00
9. Clerical assistance.....		164 50	300 00	250 00	600 00
10. Stationery, postages, telegrams, etc.....		251 00	300 00	216 60	500 00
11. Miscellaneous.....		101 21	.....
12. Special grant.....		100 00	.....	.....	.....
13. 2,000 school registers.....		115 00	.....	.....	.....
14. Visitors' books.....		40 40	.....	.....	.....
		\$30,000 00	\$43,681 12	\$44,547 06	\$63,229 10
Deduct school supplies.....		6,783 65	.....	.....
Annual expenditure on schools....		\$36,897 47	.....	.....

† * The deficiency was made up of a surplus on hand from the financial year ending 30th June, 1886, as \$30,000.00 had been provided for expenditure on schools for that year, but the schools only came into operation, under the School Ordinance of 1885, on 1st April, 1886.

† † The deficiency was made up by His Honor the Lieut.-Governor, from surplus on grants for other purposes.

† Estimates in detail annexed.

ESTIMATES in Detail of School Expenditure, for the Financial Year 1st July, 1888, to 30th June, 1889.

	\$	cts.	\$	cts.
SUMMER TERM.				
<i>Teachers' Salaries—150 Schools with 4,200 pupils.</i>				
25 1st Class Teachers at \$204.16.....	5,104	00		
45 2nd do do \$175.00.....	7,875	00		
60 3rd do do \$145.83.....	8,479	80		
20 Provisional do \$116.67.....	2,333	40		
20 Assistant do \$160.00.....	3,200	00		
			27,262	20
WINTER TERM.				
<i>70 Schools with 2,700 pupils.</i>				
25 1st Class Teachers at \$145.84.....	3,646	00		
25 2nd do do \$125.00.....	3,125	00		
20 3rd do do \$104.17.....	2,083	40		
20 Assistant do \$140.00.....	2,800	00		
			11,654	40
CAPITATION GRANTS.				
Summer Term—40 per cent. of 4,200 pupils = 1,680, at \$2.00.....	3,360	00		
Winter do —50 do 2,700 do = 1,350, at \$1.50.....	2,025	00		
			5,385	00
GRANTS ON INSPECTORS' REPORT.				
Summer Term—Say 1,680 at \$1.75.....	2,940	00		
Winter do —Say 1,350 at \$1.25.....	1,687	50		
			4,627	50
REMUNERATION OF INSPECTORS.				
220 visits at \$10.000.....	\$2,200	00		
Travelling expenses—Summer Term.....	1,000	00		
do Winter Term.....	700	00		
	3,900	00		
Remuneration of Board of Examiners, and cost conducting examinations.....	500	00		
			4,400	00
EXPENSES OF BOARD OF EDUCATION.				
<i>Remuneration and Travelling Expenses.</i>				
4 meetings at \$425.00.....	1,700	00		
Secretary's salary.....	1,500	00		
Printing forms, regulations, etc.....	500	00		
Clerical assistance.....	600	00		
Stationery, postage, telegrams, etc.....	500	00		
Rent of warehouse, and expenses in connection with school supplies.....	100	00		
			= 4,900	00
Grant to aid schools in outlying districts by the Lieut.-Governor.....			5,000	00
			63,229	10

APPENDIX K.

No.	Name of School District.	Limits.	Name and Address of Trustees.
1	Moose Jaw, erected 5th December, 1884.	Section 32 and 33 in Tp. 16, Rg. 23, West 2nd Meridian.	H. McDougall. D. B. Fysh. E. Colpitts.
2	Qu'Appelle, erected 5th December, 1884.	Secy. Wm. Grayson..... Tp. 18, Rg. 14, West 2nd Meridian.....	Moose Jaw, Assa. G. H. Bulyea. S. S. Nelson. A. N. Wismer.
3	Prince Albert, erected 18th December, 1884.	Secy. G. H. V. Bulyea..... Sections 3, 4 and E. $\frac{1}{2}$ of 5, S. E. $\frac{1}{2}$ of fractional section 8 and fractional sections 9 and 10, in Tp. 48, Rg. 26, and lots 63 to 82, inclusive of the Prince Albert Settlement, West 2nd Meridian.	Qu'Appelle Station, Assa. J. M. Campbell. C. F. Betts. F. O. Davis.
4	Regina, erected 20th December, 1884.	Sections 19 and 30 in Tp. 17, Rg. 19, and 24 and 25 in Tp. 17, Rg. 20, West 2nd Meridian.	Secy. J. A. F. Stull. Prince Albert, Sask. J. H. Benson. J. C. Irvine.
5	Broadview, erected 3rd January, 1885.	Secy. J. H. Benson..... Sections 19, 20, 29, 30, 31 and 32 in Tp. 16, Rg. 4, and 22, 23, 24, 25, 26, 27, 34, 35 and 36 in Tp. 16, Rg. 5, West 2nd Meridian.	Regina, Assa. A. G. Thorburn. P. Robertson. G. B. Wallace.
6	Kenlis, erected 8th January, 1885.	Secy. A. G. Thorburn..... Sections 1, 2, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 33, 34, 35 and 36, Tp. 19, Rg. 11, and sections 6, 7, 18, 19, 30 and 31 in Tp. 19, Rg. 10, and sections 1 and 2 in Tp. 20, Rg. 11, and section 6 in Tp. 20, Rg. 10, West 2nd Meridian.	Broadview, Assa. P. Ferguson. T. L. Hubba. C. H. Benestul. Secy. P. Ferguson. Blackwood, Assa.
7	Edmonton, erected 3rd February, 1885.	The fractional parts of sections 3 and 4 and the whole of sections 5, 6, 7, 8, and 9 in Tp. 53; the fractional parts of sections 31, 32, 33 and 34 in Tp. 52, Rg. 24, West 4th Meridian.	M. McCauly. D. Ross. P. G. Grey. Secy. C. F. Strang. Edmonton, Alta.
8	St. Andrews, erected 3rd February, 1885.	The portions of sections 5, 8, 9, 14 and 15 lying on the north and west side of the South Branch of the Saskatchewan River, and the whole of sections 6, 7, and of 16 to 36 inclusive, in Tp. 46, Rg. 26; sections 19, 30 and 31 in Tp. 46, Rg. 25, and the south $\frac{1}{2}$ of section 12 in Tp. 46, Rg. 27, West 2nd Meridian.	A. Spence. Chas. Adams. Joseph Omand. Secy. Chas. Adams. Prince Albert, Sask.
9	Colleston, erected 4th February, 1885.	Tp. 48, Rg. 25, West 2nd Meridian, with the exceptions of sections 6, 7, 18 and of such portion of 19 as lies south of the North Branch of the Saskatchewan River.	T. McCloy. W. McBeath. R. McBeath. Secy. H. W. Halpin. Prince Albert, Sask.
10	Prince Albert, East, erected 4th February, 1885.	The H. B. Co.'s Reserve and the fractional sections 1, 2, 12, 13 and 24 in Tp. 48, Rg. 26; sections 6, 7, 18 and fractional 19, in Tp. 48, Rg. 25, West 2nd Meridian, and lying south of the North Branch of the Saskatchewan River.	Wm. Miller. Joseph Courtney. G. A. Miller. Secy. Chas. Woodman. Prince Albert, Sask.
11	Wappella, erected 13th February, 1885.	Sections 31, 32, 33 and 34, Tp. 14; sections 2, 3, 4, 5, 8, 9, 10, 11, 14, 15, 16, 17, 20, 21, 22, 23, 26, 27, 28 and 29 in Tp. 15, Rg. 23, West 1st Meridian; sections 1, 2, 11, 12, 13, 14, 23, 24, 25, 26, 35 and 36, Tp. 15, Rg. 1, West 2nd Meridian, and the gore between section 31 of Tp. 14, Rg. 33, West 1st Meridian, and section 1 of Tp. 15, in Rg. 1, West 2nd Meridian.	F. T. Low. A. Roberts. H. Blake Secy. Wm. Logan, J.P. Wappella, Assa.

Appendix K.—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
12	Moosomin, erected 13th February, 1885.	Sections 19 to 36 inclusive, Tp. 13, and sections 1 to 18 inclusive, Tp. 14, Rg. 31, West 1st Meridian. Secy. J. R. Neff	Jno. McCurdy. R. D. McNaughton. J. R. Neff. Whitewood, Assa.
13	Saskatoon, erected 28th February, 1885.	Tp. 36, Rg. 5, West 3rd Meridian. Secy. J. Leslie	J. M. Eby. J. W. Stewart. J. D. Powe. Saskatoon, Sask.
14	Little Pipestone, erected 2nd March, 1885.	Sections 5, 6, 7, 8, 17, 18, 19, 20, 29 and 30 in Tp. 11, Rg. 33; sections 1, 12, 13, 24 and 25 in fractional Tp. 11, Rg. 24, West 1st Meridian; sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23, 24, 25, 26, 27, 34, 35 and 36, and E. $\frac{1}{2}$ of sections 4, 9, 16, 21, 28 and 33, Tp. 11, Rg. 1, West 2nd Meridian.	R. Dooley. Jno. McPherson. A. Aitkin. Secy. A. Aitkin. Gien Adelaide, Assa.
15	Montgomery, erected 2nd March, 1885.	Tp. 13, Rg. 3, West 2nd Meridian.	J. Dixon. Jno. Dermody. A. H. Smith. Montgomery, Assa.
16	St John, erected 2nd March, 1885.	Secy. A. B. Potter	Jno. Hogg. A. Biggins. Wm. Nicholson. Secy. Wm. A. Mann. Whitewood, Assa.
17	Red Deer Hill, erected 2nd March, 1885.	East $\frac{1}{2}$ of section 32 and whole of sections 33 and 34, Tp. 14, Rg. 2; sections 3, 4, 5, 6, 7, 8, 9, 10, 15, 16, 17, 18, 19, 20, 21 and 22, Tp. 15, Rg. 2; sections 1, 2, 11, 12, 13, 14, 23 and 24, Tp. 15, Rg. 3, West 2nd Meridian.	R. Giles. A. S. Sansfield. Jno. Hutson. Secy. Robt. Giles. Prince Albert, Sask.
18	St. Catherines, erected 2nd March, 1885.	Sections 8, 9, 10, 11 and the north $\frac{1}{2}$ of 12 and sections 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 33, 34, 35 and 36 Tp. 46, Rg. 27; sections 1, 2, 12, and the E. $\frac{1}{2}$ and S. E. $\frac{1}{2}$ of section 3, Tp. 47, Rg. 27; sections 5, 6, 7 and 8, Tp. 47, Rg. 26, West 2nd Meridian.	Wm. Craig. F. A. Renne. Jos. Jebister. Secy. Wm. Craig, J. P. Prince Albert, Sask.
19	Calgary, erected 2nd March, 1885. Boundaries altered May, 1885.	Lots 1 to 51 inclusive, of the special survey of Prince Albert settlement; sections 13, 14, 15, 21, 22, 23, 24, 25, 26, 27, 35 and 36 in Tp. 47, Rg. 27; section 1 and fractional section 12 in Tp. 48, Rg. 27, and fractional section 25 in Tp. 47, Rg. 25, West 2nd Meridian.	Jas. Reilly. Hy. Collins. Alex. Lucas. Calgary, Alta.
20	Park, erected 28th March, 1885.	All those parts of sections numbered 14, 15 and 16 in Tp. 24, Rg. 1, West 5th Meridian, south of the Bow River. Secy. Jas. Reilly	E. Hope. D. Campbell. G. Hammond. Whitewood, Assa.
21	Eden Grove, erected 28th March, 1885.	Tp. 16, Rg. 3, West 2nd Meridian. Secy. J. C. Callin	T. Boyd. A. Workman. D. McOrea. Wapella, Assa.
22	Rocanville, erected 28th March, 1885.	Sections 19, 20, 21, 22, 27, 28, 30, 31, 32, 33 and 34 in Tp. 16, Rg. 31; sections 4, 5, 6, 7, 9, 10, 16, 17, 18, 19, 20, 21, and 22, Tp. 17, Rg. 31; sections 24, 25, 34, 35 and 36, Tp. 16, Rg. 32; sections 1, 2, 12, 13, 14 and 24, Tp. 17, Rg. 32, West 1st Meridian.	Jas. Logan. C. Reavie. R. Carruthers. Secy. A. H. Bastien. Rocanville, Assa.
23	Belmont, erected 28th March, 1885.	Sections 13 to 36 inclusive Tp. 53, Rg. 24; sections 18, 19, 30, 31, and that portion of section 17 which lies to the West of the Saskatchewan River in Tp. 53, Rg. 23; river lots, 21 to 42 inclusive, of the special survey of Edmonton Settlement; West 4th Meridian.	A. Mowat. W. J. Burns. Jno. Frazer. Secy. Jas. B. Steele. Edmonton, Alta.

Appendix K.—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
24	Sturgeon, erected 28th March, 1885.	Sections 14, 15, 16, 17, 20, 21, 22, 23, 26, 27, 28, 29, 30, 31, 32, 33, 34 and 35 in Tp. 54, Rg. 24; sections 1 to 18 inclusive in Tp. 55, Rg. 24, West 4th Meridian.	G. S. Long. R. Bailey. D. B. Wilson. Secy. G. S. Long. Edmonton, Alta.
25	Wolseley, erected 18th April, 1885.	Sections 32, 33, 34, 35 and 36 in Tp. 16, Rg. 10; sections 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 26, 27, 28 and 29 in Tp. 17, Rg. 10; sections 6, 7, 18 and 19 in Tp. 17, Rg. 9, West 2nd Meridian.	A. McKay. F. L. Bray. Jas. Biden. Secy. Wm. Campbell. Wolseley, Assa.
26	Fort Qu'Appelle, erected 18th April, 1885.	Sections 19, 20, 29, 30, 31 and 32 Tp. 20, Rg. 13; the East $\frac{1}{2}$ of section 23, the South $\frac{1}{2}$ of 24, sections 25 and 26 the N. E. $\frac{1}{2}$ of 35 and section 36 in Tp. 20, Rg. 14; sections 5, 6, 7, 8, 17, 18, 19, 20, 29 and 30, Tp. 21, Rg. 13; sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23, 24, 25 and 26, Tp. 21, Rg. 14, West 2nd Meridian.	F. S. Proctor. Jno. Benson. R. Hockley. Secy. H. A. J. McDougall. Fort Qu'Appelle, Assa.
27	Revine Bank, erected 30th April, 1885. Boundaries altered 5th May, 1888.	Tp. 14, with the exception of those portions of sections 4, 5 and 6 lying south of the Little Pipeston Creek, Rg. 1, West 2nd Meridian.	A. Robertson. Jno. McDonald. David Miller. Secy. Jno. Ferguson. Wapella, Assa.
28	Maple Green, erected 14th May, 1885.	Sections 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17, Tp. 19, Rg. 10; sections 6, 7 and 18, Tp. 19, Rg. 9; section 1 to 12 inclusive, in Tp. 19 a, Rg. 10; the N. $\frac{1}{2}$ of sections 25, 26, 27 and 28 and the whole of sections 31, 32, 33, 34, 35 and 36 in Tp. 18, Rg. 10, West 2nd Meridian.	S. Jolly. Chas. Thompson. Wm. Busby. Secy. Jas. Balfour. Hill Farm.
29	Wascana, erected 22nd May, 1885.	Sections 31, 32, 33 and 34 in Tp. 17, Rg. 21; sections 3, 4, 5, 6, 7, 8, 9, 10, 15, 16, 17, 18, 19, 20, 21, 22, 27, 28, 29, 30, 31, 32 and 33, Tp. 18, Rg. 21; sections 4, 5 and 6 in Tp. 19, Rg. 21; sections 1, 12, 13, 24, 25 and 36, Tp. 18, Rg. 22, West 2nd Meridian.	Cornelius Martin. Chas. Martin. F. H. Cochran. Secy. M. Henderson. Wascana, Assa.
30	Round Plain, erected 8th June, 1885.	Sections 1 to 24 inclusive, in Tp. 29, Rg. 15, West 2nd Meridian.	Rev G. Cook. R. Wishart. G. Fee. Wishart, Assa.
31	Poplar Grove, erected 18th December, 1885.	Secy. Rev. G. Cook Sections 20, 21, 22, 27, 28, 29, 30, 31, 32, 33 and 34 in Tp. 17, Rg. 9; section 25 in Tp. 17, Rg. 10; sections 3, 4, 5, 6, 7, 8, 9 and 10, Tp. 18, Rg. 9, West 2nd Meridian.	Jas. Mann. Jas. McMinn. Samuel McCormack. Secy. R. Nimmons. Wolseley, Assa.
32	Thistle, erected 18th December, 1885.	Sections 31, 32 and 33 and the N. $\frac{1}{2}$ of sections 29 and 30 in Tp. 17, Rg. 9; sections 35 and 36, E. $\frac{1}{2}$ section 25 and N. $\frac{1}{2}$ section 26 in Tp. 17, Rg. 9; sections 4, 5, 6, 7, 8, 9, 16, 17 and 18, in Tp. 18, Rg. 8; sections 1, 2, 11, 12, 13, 14 and the S. $\frac{1}{2}$ of 24 in Tp. 18, Rg. 9, West 2nd Meridian.	Jno. Dunn. W. Pollock. Jno. Maun. Secy. Jas. H. Moore. Summerberry, Assa.
33	Summerberry, erected 18th December, 1885.	Sections 7, 8, 9, 10, 15, 16, 17, 18, 19, 20, 21, 22, 27 and 28, the N. $\frac{1}{2}$ of sections 3, 4, 5, 6 and the S. $\frac{1}{2}$ of sections 29 and 30 in Tp. 17, Rg. 8; sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 23 and 24, the W. $\frac{1}{2}$ of section 25, and the S. $\frac{1}{2}$ of section 26, in Tp. 17, Rg. 9, West 2nd Meridian.	J. H. Love. G. G. Greenless. James Crozier. Secy. Jas. H. Love. Summerberry, Assa.

Appendix K.—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
34	Summerhill, erected 18th December, 1885.	Sections 7, 8, 9, 10, 11, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 26, 27, 28, 29, 30, 31, 32, 33, 34 and 35 in Tp. 16, Rg. 8, and the S. $\frac{1}{2}$ of sections 2, 3, 4, 5 and 6 in Tp. 17, Rg. 8, West 2nd Meridian.	J. Laidlaw. Thos. Fleming. Lt.-Col. Percy G. B. Lake Secy. R. S. Lake. Summerberry, Assa.
35	Westfield, erected 18th December, 1885.	Tp. 16, Rg. 9, West 2nd Meridian	A. Fleming. J. Fleming. T. Thompson. Summerberry, Assa.
36	Greenville, erected 18th December, 1885.	Secy. Wm. Howey	J. Marlin. J. Hutson. Hy. Morgan
37	Abbottsford, erected 18th December, 1885.	Sections 31 to 36, inclusive, in Tp. 15, Rg. 10, and sections 1 to 24, inclusive, in Tp. 16, Rg. 10, West 2nd Meridian.	Wolseley, Assa. Jno. McAllister. O. Campbell. Wm. Gibson.
38	Sunnymead, erected 18th December, 1885.	Secy. Wm. Findlay	Wolseley, Assa. S. Wilson. Wm. McCaw. Duncan McLean.
39	Mount Pleasant, erected 18th December, 1885.	Sections 18, 19, 30 and 31, the W. $\frac{1}{2}$ of sections 17, 20, 29 and 32, Tp. 14, Rg. 2; sections 13, 14, 23, 24, 25, 26, 35 and 36 and the E. $\frac{1}{2}$ of sections 15, 22, 27 and 34 in Tp. 14, Rg. 3, West 2nd Meridian.	Secy. C. McRae. Sunnymead, Assa. J. H. Frazer. F. F. Goodwin. Geo. Scarff.
40	Bonnycastle, erected 18th December, 1885.	Sections 7, 18, 19, 30 and 31, Tp. 19, Rg. 14; section 6, Tp. 20, Rg. 14; sections 9, 10, 11, 12, 13, 14, 15, 16, 21, 22, 23, 24, 25, 26, 27, 28, 33, 34, 35 and 36, Tp. 19, Rg. 15, and sections 1, 2, 3 and 4, Tp. 20, Rg. 15, West 2nd Meridian.	Secy. F. F. Goodwin. Edgeley Farm, Assa.
41	Lindsay, erected 18th December, 1885.	All that portion of Tp. 20, Rg. 12, West of 2nd Meridian, lying north of the Fishing Lake, in said Tp. Secy. Wm. F. Johnston.....	J. F. Vidal. H. Bonnycastle. J. Stephenson. Katepwe, Assa.
42	Kinistino, erected 18th December, 1885.	Sections 30, 31 and 32 in Tp. 46, Rg. 26; sections 25, 26, 35 and 36, Tp. 46, Rg. 28; sections 4, 5, 6, 7, 8, 9, 10, 16, 17, 18, 19, 20 and the N.-W. $\frac{1}{2}$ of section 3, Tp. 47, Rg. 27; sections 1, 12, 13 and 24, Tp. 47, Rg. 28, all West 2nd Meridian; sections 25 and 26 in Tp. 46, Rg. 1; sections 1, 12, 13 and 24 in Tp. 47, Rg. 1, West 3rd Meridian.	Jas. Adams. Wm. Miller. Wm. Poeha, Sr. Secy H. Rodger. Kirkpatrick, Sask.
43	Hillburn, erected 18th December, 1885.	Sections 3, 4, 5, 7, 8, 9, 10, 15, 16, 17, 18, 19, 20, 21, 22, 27, 28, 29, 30, 31, 32, 33, 34, 35 and the E. $\frac{1}{2}$ of sections 2 and 14 in Tp. 45, Rg. 21; sections 10, 13, 14, 15, 22, 23, 24, 25, 26, 27, 34, 35 and 36, Tp. 45, Rg. 22; section 24, Tp. 46, Rg. 22, West 2nd Meridian.	S. Jackson. A. Rodger. J. Sanderson. Secy. Wm. Roscoe. Kinistino, Sask.
44	Island Lake, erected 18th December, 1885.	Sections 19, 20, 31, 28, 29, 30, 31, 32 and 33, Tp. 15, Rg. 31; sections 4, 5, 6, 7, 8, 9, 16, 17 and 18, Tp. 16, Rg. 31; sections 22, 23, 24, 25, 26, 27, 34, 35 and 36, Tp. 15, Rg. 32; sections 1, 2, 3, 10, 11, 12, 13, 14 and 15, Tp. 16, Rg. 32, West 1st Meridian.	Jas. Hardy. C. Steinberg. D. Roy. Secy. James Hardy. Hillburn, Assa.
45	Fleming, erected 18 December, 1885.	Tp. 47, Rg. 25, West 2nd Meridian..... Secy. J. C. McKenzie.....	J. C. McKenzie. W. Harkness. J. C. Slater. Prince Albert, Sask.
45	Fleming, erected 18 December, 1885.	Sections 31 to 36, inclusive, in Tp. 12, Rg. 30; sections 1 to 24, inclusive, Tp. 13, Rg. 80, West 1st Meridian. Secy. M. Morrison.....	M. Morrison. W. T. Cusp. Jno. Day. Fleming, Assa.

Appendix K.—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
46	Fairfield, erected 18th December, 1885.	Sections 1 to 30, inclusive, in Tp. 12, Rg. 30, West 1st Meridian.	N. W. McDonald. J. Kirby.
47	Macleod, erected 18th December, 1885. Name changed 6th April, 1887.	Secy. E. Botterill..... Comprising from the point where the Old Man's River crosses the western side of section 5, in Tp. 9, Rg. 29, continuing two miles on each side down stream of the said river to the point where said river crosses the northern side of section 10, Tp. 10, Rg. 25, West 4th Meridian.	Fleming, Assa. D. J. Campbell. Dr. G. A. Kennedy. Chas. Craig. F. A. Allan.
48	Pheasant Forks, erected 18th December, 1885. Boundaries altered 5th May, 1888.	Sections 1 to 30 inclusive, and 34, 35 and 36, Tp. 21, Rg. 9, West 2nd Meridian.	Macleod, Alta. Rev. C. S. Willis. T. S. Connell.
49	Indian Head, erected 20th January, 1886.	Secy., Chas. S. Willis, J. P. Sections 13, 14, 23, 24, 25, 26, 35 and 36, Tp. 18, Rg. 13; sections 17, 18, 19, 20, 30, 31 and 32, Tp. 18, Rg. 12, West 2nd Meridian.	Pheasant Forks, Assa. W. R. Boyd. A. J. Osment. Geo. Thompson.
50	Spring Brook, erected 5th March, 1886.	Secy., Geo. Thompson Sections 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 21, 22, 27, 28 and 29, the W. $\frac{1}{2}$ of 23, the N. $\frac{1}{2}$ of 24, the W. $\frac{1}{2}$ and the S.E. $\frac{1}{4}$ of 35, in Tp. 20, Rg. 14, West 2nd Meridian.	Indian Head, Assa. P. McNaughton. F. Seymour. G. Blakeley.
51	Lethbridge, erected 12th May, 1885.	Secy., P. McNaughton..... Sections 18, 19, 20, 21, 28, 29, 30, 31, 32 and 33, Tp. 8, Rg. 21; sections 4, 5, 6, 7, 8, 9, 16, 17 and 18, Tp. 9, Rg. 21; sections 22, 23, 24, 25, 26, 27, 34, 35 and 36, Tp. 8, Rg. 22; sections 1, 2, 3, 10, 11, 12, 13 and 14, Tp. 9, Rg. 22, West 4th Meridian.	Fort Qu'Appelle, Assa. W. Stafford. John Craig. H. F. Greenwood. L. B. Latimer.
52	Caron.....	Disorganized.....	Lethbridge, Alta. 4th May, 1888.
53	Faulkner, erected 31st March, 1886.	Sections 28, 29, 30, 31, 32 and 33, Tp. 16, Rg. 6; sections 4, 5 and 6, Tp. 17, Rg. 6; sections 25, 26, 35, 36 and E. $\frac{1}{2}$ sections 27 and 34, Tp. 16, Rg. 7; sections 1, 2, 11, 12, 13, 14, 23, 24 and E. $\frac{1}{2}$ sections 3, 10, 15 and 22, Tp. 17, Rg. 7, West 2nd Meridian.	A. W. Turner. M. T. Bird. A. B. Faulkner.
54	Wideawake, erected 31st March, 1886.	Secy., M. T. Bird..... Sections 21, 22, 23, 24, 25, 26, 27, 28, 33, 34, 35 and 36, Tp. 19, Rg. 13; sections 1, 2, 3, 4, 9, 10, 11, 12, 13, 14, 15 and 16, Tp. 20, Rg. 13; sections 7, 8, 17, 18, 19, 20, 29, 30, 31 and 32, Tp. 19, Rg. 12; sections 5 and 6, Tp. 20, Rg. 12, West 2nd Meridian.	Grenfell, Assa. E. J. Brooks. H. Cargs. T. E. Jackson.
55	Meadow Lea, erected 1st April, 1886. Name changed 5th May, 1887.	Secy., E. J. Brooks..... Tp. 15, Rg. 4, with the exception of W. $\frac{1}{2}$ section 30 and N. E. $\frac{1}{4}$ section 36, Tp. 15, Rg. 5, West 2nd Meridian.	Indian Head, Assa. C. Carnwell. A. Welsh.
56	Lansdowne, erected 13th April, 1886.	Secy., John E. McLeod..... Tp. 14, R. 4, West 2nd Meridian.	J. R. McLeod. Broadview, Assa. S. Widdeas. John Dawson.
57	Whitewood, erected 14th April, 1886.	Secy., R. White Sections 3, 4, 5, 6, 7, 8, 9, 10, 15, 16, 17, 18, 19, 20, 21 and 22, Tp. 16, Rg. 2; sections 27, 28, 29, 30, 31, 32, 33 and 34, Tp. 15, Rg. 2, West 2nd Meridian.	John Arnold. Broadview, Assa. B. Limoges. D. Hunter. J. J. Westcott.
		Secy., M. Fletcher.....	Whitewood, Assa.

Appendix K.—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
58	Ivy, erected 21st April, 1886.	Sections 1, 2, 3, 11, 12, 13, 14, 15, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35 and 36, Tp. 17, Rg. 31; sections 1, 2, 3, 4 and 5, Tp. 18, Rg. 31, West 1st Meridian. Secy., J. H. Stocks.....	J. Widdes. John Dunsmore. John Heap. J. H. Stocks.
59	Spring Coulée, erected 21st April, 1886.	Tp. 18, Rg. 11, West 2nd Meridian. Secy., Richard Davis.....	Rocanville. W. D. Harvey. D. Railton. R. Davis. Sintaluta, Assa.
60	Buffalo Head, erected 20th April, 1886.	Tp. 7, Rg. 4, West 2nd Meridian.....	W. R. Jefferson. S. McNeil. S. McGurk. Carlyle, Assa.
61	McLean, erected 29th April, 1886.	Secy., Samuel McGurk..... Sections 28 to 33, both inclusive, in Tp. 17, Rg. 15; sections 4 to 9, both inclusive, and 16 to 21, both inclusive, Tp. 18, Rg. 15; sections 25, 26, 27, 34, 35 and 36, Tp. 17, Rg. 16; sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23 and 24, Tp. 18, R. 16, West 2nd Meridian. Secy., H. Davis.....	J. B. Davis. W. S. Redpath. Geo. Coles. H. Davis.
62	Rillington, erected 30th April, 1886.	Sections 3, 4, 5, 6, 7, 8, 9, 16, 17, 18, 19, 20, 21 and 22, Tp. 16, Rg. 6; sections 1, 2, 11, 12, 13, 14, 23 and 24, Tp. 16, Rg. 7, West 2nd Meridian. Secy., Jas. Shirkie.....	McLean, Assa. D. W. McGregor J. Shirkie. W. Wilde.
63	Pasqua, erected 3rd May, 1886.	Tp. 16, Rg. 25, with the exception of sections 1, 5 and 7; and including section 30, Tp. 16, Rg. 24; section 2 in Tp. 17, Rg. 25; section 36 in Tp. 16, Rg. 26, West 2nd Meridian. Secy., H. U. Rorison.....	John Buchanan. W. McCarter. H. U. Rorison. Pasqua, Assa.
64	Boggy Creek, erected 5th May, 1886.	Sections 4, 5, 6, 7, 8, 9, 16, 17, 18 and 19, Tp. 19, Rg. 20; sections 30, 31 and 32 in Tp. 18, Rg. 20; sections 23, 24, 25, 26, 34, 35 and 36, Tp. 18, Rg. 21; sections 1, 2, 3, 9, 10, 11, 12, 13, 14, 15, 16 and 24, Tp. 19, Rg. 21, West 2nd Meridian. Secy., W. O. Cullum.....	Wm. Cullum. W. Purdy. T. Grover. W. O. Cullum. Regina, Assa.
65	Prospect, erected 11th May, 1886.	Sections 29, 30, 31 and 32, Tp. 17, Rg. 7; sections, 5, 6, 7, 8, 17 and 18, Tp. 18, Rg. 7; sections 25, 26, 34, 35 and 36, Tp. 17, Rg. 8; sections 1, 2, 3, 10, 11 and 12, Tp. 18, Rg. 8, West 2nd Meridian. Secy., L. Dawson.....	G. Powell. John Hewitt. L. Dawson. Grenfell, Assa.
66	Tregarva, erected 14th May, 1886.	Sections 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 22, 23 and 24, Tp. 20, Rg. 20; sections, 21, 22, 23, 24, 25, 26, 27, 28, 33, 34, 35 and 36, Tp. 19, Rg. 20; sections 19, 30 and 31, Tp. 19, Rg. 19; sections 6, 7 and 18, Tp. 20, Rg. 19, West 2nd Meridian. Secy., John E. Petrie.....	Wm Freethey. M. Catley. J. E. Petrie. Tregarva, Assa.
67	Victoria Plains, erected 26th May, 1886.	Tp. 18, Rg. 19, West 2nd Meridian..... Secy., M. Westaway.....	Wm. Montgomery. J. D. Kennedy. M. King. Regina, Assa.

Appendix K—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
68	Lake View, erected 9th June, 1886.	Sections 1, 2, 3, 4, 9, 10, 11, 12, 14, 15 and 16. Tp. 21, Rg. 22; section 6 in Tp. 21, Rg. 21; sections 17, 18, 19, 20, 29, 30, 31 and 32, Tp. 20, Rg. 21; sections 13, 14, 15, 16, 21, 22, 23, 24, 25, 26, 27, 28, 33, 34, 35 and 36, Tp. 20, Rg. 22, West 2nd Meridian. Secy., John Foster	John Foster. John Cowan. Walter F. Roswell.
69	Dalesboro', erected 9th July, 1886.	Sections 7 to 36, Tp. 5, Rg. 2; sections 1 to 6, Tp. 6, Rg. 2, West 2nd Meridian. Secy., Hy. Husband.....	Craven. Assa. C. Reed. W. Watson. H. Husband. Dalesboro', Assa.
70	Golden Plain, erected 23rd July, 1886.	West halves of sections 3, 10, 15, 22, 27 and 34, and sections 4, 5, 6, 7, 8, 9, 16, 17, 18, 19, 20, 21, 28, 29, 30, 31, 32 and 33, Tp. 14, Rg. 3, West 2nd Meridian. Secy., James N. Cowan.....	J. Hyde. A. Wilson. Archibald Cowan. James N. Cowan. Sunnymead. Assa.
71	Battleford, erected 23rd July, 1886.	W. $\frac{1}{2}$ Tp. 43, Rg. 16, and E. $\frac{1}{2}$ Tp. 43, Rg. 17, West 3rd Meridian. Secy., J. M. Skelton.....	D. L. Clink. R. O. McDonald. T. E. Mahaffy. Battleford, Sask. James Ewart.
72	Red Fox Valley, erected 3rd August, 1886.	W. $\frac{1}{2}$ Tp. 17, Rg. 11, and E. $\frac{1}{2}$ Tp. 17, Rg. 12, West 2nd Meridian. Secy., S. W. Bishop.....	S. W. Bishop. D. Quigley. Sintaluta, Assa.
73	Kinbrae, erected 14th September, 1886.	Sections 2, 10, 15, 22, 27, 34 and the E $\frac{1}{2}$ of sections 9, 16, 21, 28 and 33, Tp. 21, Rg. 33, West 1st Meridian; sections 1, 2, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 33, 34, 35, 36 and S. $\frac{1}{2}$ of section 20, Tp. 21, Rg. 1, West 2nd Meridian. Secy., J. O. Richards	C. L. Cruikshank. G. B. Fisher. J. Nixon. J. O. Richards.
74	Deny Grove	Disorganized	Kinbrae, Assa. 4th May, 1888.
75	Victoria, erected 30th September, 1886.	Tp. 58, Rg. 17, West 4th Meridian	J. A. Mitchell. L. Thompson. S. P. Whitford. Pakan, Alta.
76	Medicine Hat, erected 1st October, 1886.	Sections 19, 20, 21, 28, 29, 30, 31, 32 and 33, Tp. 12, Rg. 5; sections 23, 24, 25, 26, 35 and 36, Tp. 12, Rg. 6; sections 4, 5, 6, 7, 8 and 9, Tp. 13, Rg. 5; sections 1, 2, 11 and 12, Tp. 13, Rg. 6, West 4th Meridian. Secy., W. R. Brereton.....	H. S. Scatherd. L. B. Cochrane. John Ewart.
77	Weed Hills, erected 9th November, 1886 Boundaries altered 28th February, 1888.	Tp. 16, Rg. 6, West 2nd Meridian	Medicine Hat, Assa. F. J. Dash. W. T. Bird. A. Dash.
78	Boscurvis, erected 20th January, 1887.	Sections 1, 2, 11, 12, 13, 14, 23, 24, 25 and 26, Tp. 1, Rg. 2; sections 3, 4, 5, 6, 7, 8, 9, 10, 15, 16, 17, 18, 19, 20, 21, 22, 27, 28, 29 and 30, Tp. 1, Rg. 1, West 2nd Meridian. Secy., J. B. Bird	Broadview, Assa. T. W. Baird. W. Galloway. W. McKenzie.
79	Glenbeg, erected 16th February, 1887.	Sections 7, 8, 17, 18, 19, 20, 21, 22, 27, 28, 29, 30, 31, 32, 33 and the portions of sections 9, 15, 16, 26 and 34, West of High River, Tp. 21, Rg. 28; section 6 and the portions of sections 4, 5, 7 and 8, South of Bow River, Tp. 22, Rg. 28; section 1 and the portion of section 12, South of Bow River, Tp. 22, Rg. 29; sections 13, 24, 25 and 36, Tp. 21, Rg. 29, West 4th Meridian. Secy., Wm. Galloway	Boscurvis, Assa. T. S. C. Lee. M. Stewart. H. Starkey.
		Secy., H. M. Starkey.....	Dunbow, Alta.

Appendix K.—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
80	Maple Creek, erected 16th February, 1887.	Sections 1 to 24, inclusive, 26, 27 and 28, Tp. 11, Rg. 26; sections 6, 7 and 18, Tp. 11, Rg. 25; sections 32 to 36, Tp. 10, Rg. 26; section 38, Tp. 10, Rg. 27, West 3rd Meridian. Secy., F. G. Fauquier.....	J. Hastie. W. Nicol. H. A. Greeley. F. G. Fauquier. Maple Creek, Alta.
81	Carnduff, erected 18th February, 1887.	Sections 19 to 36, inclusive, Tp. 2, Rg. 33; sections 1, 2, 3, 4, 9, 10, 11, 12, 13, 14, 15 and 16, Tp. 3, Rg. 33; sections 6, 7 and 8, Tp. 3, Rg. 32, West 1st Meridian. Secy., Miss C. Wilson.....	J. D. Carnduff. J. W. Connell. J. Lee. Miss C. Wilson. Carnduff, Assa.
82	Welwyn, erected 18th February, 1887.	Tp. 15, Rg. 30, West 1st Meridian..... Secy., Wm. Jamieson.....	E. Swanston. T. Ireton. M. Davis. Welwyn, Assa.
83	Clare, erected 25th February, 1887.	Tp. 8, Rg. 4, West 2nd Meridian..... Secy., W. A. Hislop.....	J. McEachen. T. Hislop. S. Hopper. Clare, Assa.
84	Pine Creek, erected 15th March, 1887. Boundaries altered 5th May, 1888.	Sections 32 to 36 Tp. 21, Rg. 1; sections 1 to 6 and 8 to 17, 20, 21 and S. $\frac{1}{2}$ of sections 22, 23 and 24, Tp. 22, Rg. 1, West 5th Meridian. Secy., A. O. Nelson.....	Jas. Brogden. S. S. Ray. Robt. Jamieson. Pine Creek, Alta.
85	Midnapore, erected 15th March, 1887. Boundaries altered 5th May, 1888.	Sections 25 to 29 and 32 to 36 and the N. $\frac{1}{2}$ of sections 22, 23 and 24, Tp. 22, Rg. 1; sections 1 to 12, Tp. 23, Rg. 1, West 5th Meridian Secy., S. W. Shaw.....	S. W. Shaw. P. R. Cleland. Leo Slattey. Midnapore, Alta.
86	Wellington, erected 23rd March, 1887.	Sections 2 to 11, inclusive, and 14 to 23, inclusive, Tp. 19, Rg. 22; sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23 and 24, Tp. 19, Rg. 23, West 2nd Meridian. Secy., Jno. Martin.....	S. E. Armstrong- Jas G Mutch. O. Sheriffs. John Martin. Caradale, Assa.
87	Balcarres, erected 26th March, 1887.	Sections 31, 32 and 33, Tp. 20, Rg. 11; sections 4 to 9, and 16 to 21, and 28 to 30, Tp. 21, Rg. 11; sections 1, 2, 3 and 16 to 15, and 22 to 27, Tp. 21, Rg. 12, West 2nd Meridian. Secy., J. W. Johnston.....	J. W. Johnston. Jas. Foster. Albert Stauffer. Balcarres, Assa.
88	Orangeville, erected 29th March, 1887. Boundaries altered 5th May, 1888.	Sections 1 to 5, and 8 to 17, 22 to 24, Tp. 16, Rg. 31; sections 31 to 35, Tp. 14, Rg. 31, West 1st Meridian. Secy., R. Cail.....	Ed. Connor. M. McNeil. Jno. Ireton. Mossomin, Assa.
89	Two Rivers, erected 4th April, 1887.	Sections 1 to 12, inclusive, Tp. 19, Rg. 24; sections 14 to 23, and 26 to 35, Tp. 18, Rg. 24; sections 13, 24, 25 and 36, Tp. 18, Rg. 25, West 2nd Meridian. Secy., A. Jefford.....	Jno. Poyser. R. E. Lanyon. Thos. Bull. A. Jefferd. Pense, Assa.
90	Forest Farm, erected 4th April 1887. Boundaries altered 28th June, 1888.	Sections 4 to 9, 16 to 21, 28 to 33, and the W. $\frac{1}{2}$ of 10, 15, 22, 27 and 34, Tp. 17, Rg. 1; sections 1, 2, 11, 12, 13, 14, 22, 23, 24, 25, 26, 35, 36 and the E. $\frac{1}{2}$ of 15, 27, and 34, Tp. 17, Rg. 2, West 2nd Meridian. Secy., F. G. Parkinson.....	3 Carson. Wm. Rutherford. G. Parkinson. F. G. Parkinson. Forest Farm, Assa.
91	Fort Saskatchewan, erected 18th April, 1887.	Sections 2, 3, 11 and the parts of sections 4, 10 and 14, lying South of the Saskatchewan River in Tp. 50, Rg. 22; sections 3 to 10, 15 to 22, and 27, 28, 29, 32, 33, 34, and the parts of sections 30 and 31, lying South of the Saskatchewan River in Tp. 54, Rg. 22; sections 1, 12, 13, 24, and the parts of sections 14, 23 and 35, lying South of the Saskatchewan River in Tp. 54, Rg. 23, West 4th Meridian. Secy., S. D. Mulkins.....	Phileas Brunette. Chas. Henderson. A. R. Lang. S. D. Mulkins. Fort Saskatchewan.

Appendix K.—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
92	Strassburg, erected 4th May, 1887. Boundaries altered 28th June, 1888.	Sections 7 to 36, inclusive, Tp. 24, Rg. 21, West 2nd Meridian.	A. Ulleriche. D. Fisher. A. Schnepf. Strassburg, Assa.
93	Pheasant Valley, erected 4th May, 1887.	E. $\frac{1}{2}$ of Tp. 22, Rg. 9, and W. $\frac{1}{2}$ of Tp. 22, Rg. 8, West 2nd Meridian.	Luke Battersby. Jas. Franks. Chas. A. Benner. Pheasant Forks, Assa.
94	Glen Adelaide, erected 4th May, 1887.	Section 24, Tp. 10, Rg. 2; sections 31 to 36 inclusive, Tp. 9, Rg. 1; sections 1 to 12, and 14 to 23, 26 to 30 and 32, Tp. 10, Rg. 1, West 2nd Meridian.	F. Whitlock. Dan. Boissevain. Jno. Turtain.
95	St. Leonards, erected 14th May, 1887.	Sections 32 and 33, and River lots numbers 1 to 44, inclusive, Tp. 46, Rg. 25, West 2nd Meridian.	Glen Adelaide, Assa. Geo. Taylor. Geo. Tait. Robt. Steven.
96	Alameda, erected 20th May, 1887.	E. $\frac{1}{2}$ of Tp. 3, Rg. 3, and that portion of the W. $\frac{1}{2}$ of Tp. 3, Rg. 2, which lies West of Moose Mountain Creek and Souris River, West 2nd Meridian.	Puckahu, Sask. Jas. S. McCaughey. Joshua Seaton. Peter McDonald. J. J. Heaslip, J.P.
97	Orkney, erected 2nd June, 1887.	W. $\frac{1}{2}$ of Tp. 26, Rg. 4, and E. $\frac{1}{2}$ of Tp. 26, Rg. 5, West 2nd Meridian.	Alameda, Assa. Nels. H. Neilson. Jno. Stevenson. Mathew Peacl. Yorkton, Assa.
98	East Edmonton, erected 15th June, 1887.	River lots 17, 19, 21, 23, 23a, 25, 25a, 27, 29, 31, 33, 35, 37, 39, 41, 43 and 45 in special survey of Edmonton settlement; sections 5 and 6, Tp. 53, Rg. 23; sections 19, 20, 29, 30, 31, 32 and those portions of 17 and 18 which lie North of the Indian Reserve, Tp. 52, Rg. 23; sections 22, 23, 24, 25, 26, 27, 34, 35, 36, and those portions of 13, 14 and 16 which lie North of the Indian Reserve, Tp. 52, Rg. 24, West 4th Meridian.	Jas. Inkater. Jos. Hursell. Ed. Beal.
99	Saskatchewan, erected 6th July, 1887. Boundaries altered 8th June, 1888.	Sections 2 to 5, and 8 to 17, and 20 to 29, and that portion of section 1 which lies West of the Saskatchewan River, in Tp. 39, Rg. 4; and sections 19, 30, and that portion of section 18 which lies west of the Saskatchewan River, in Tp. 39, Rg. 3, West of 3rd Meridian.	Edmonton, Alta. H. Dunnan. R. W. Caswell. J. D. Caswell. Sec James Caswell. Saskatchewan, Sask.
100	Spring Bank, erected 11th July, 1887.	All that portion of Tp. 24, Rg. 3, lying North of the Elbow River; Sections 2 to 10, and the portions of sections 1, 11 and 12, in Tp. 25, Rg. 3, lying South and West of the Bow River, all West of 5th Meridian.	John Cowan. William Young. James Martin. Sec. John Cowan. Calgary, Alta.
101	New Tulscha, erected 12th July, 1887.	Sections 6, 7, 18, 19, 30 and 31, in Tp. 19, Rg. 16; sections 34, 35 and 36 Tp. 18, Rg. 17, and sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23, 24, 25, 26, 27, 34, 35 and 36, Tp. 19, Rg. 17, West 2nd Meridian.	F. Geniener. G. Kalk. John Richardson. Sec. John Richardson. Balgonia, Assa.
102	National Park, erected 1st Sept., 1887.	Sections 22, 23, 24, 25, 26, 34, 35 and 36, Tp. 25, Rg. 12; and sections 1, 2, 3, 10, 11 and 12, Tp. 26, Rg. 12, West 5th Meridian.	N. G. Clark. Robert Wynn. George Marsh.
		Sec. James Gilmour.	Banff, Alta.

Appendix K.—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
103	Gleichen, erected 5th Sept., 1887.	Such portions of sections 7 to 11 as lie North of the Blackfeet Indian Reserve and sections 14 to 23, 26 to 35, in Tp. 22 Rg. 22. and such portions of sections 12, 13, 21, 22 and 28 as lie North of the Blackfeet Indian Reserve and sections 23, 24, 25, 26, 27, 33, 34, 35 and 36, Tp. 22, Rg. 23; West of 4th Meridian.	John T. Lunn. N. F. Williams. Alfred Dufour Sec. N. F. Williams. Gleichen, Alta.
104	Red Deer Central, erected 12th Sept., 1887.	Sections 27 to 34, Tp. 37, Rg. 27; sections 3 to 10, and 15 to 22, Tp. 38, Rg. 27; sections 25, 26, 35 and 36, in Tp. 37, Rg. 28, and sections 1, 2, 11, 12, 13, 14, 23 and 24, Tp. 38, Rg. 28, West 4th Meridian.	Rev. L. Gaetz. W. Kempt. Robert McLellan. Sec. Rev. Leo. Gaetz. Red Deer, Alta.
105	Langenburg, erected 19th Sept., 1887.	Sections 7 to 36, inclusive, Tp. 21, Rg. 31; sections 1 to 6 inclusive, Tp. 22, Rg. 31, West 1st Meridian. Sec. Mrs. Sophie A. Reidle.	D. W. Reidle. S. Neiffler. D. Berger. Langenburg, Assa.
106	Willoughby, erected 10th Oct., 1887.	Sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23 and 24, in Tp. 46, Rg. 1, West 3rd Meridian; sections 1, 2, 11, 12, 13, 14, 23, 24, and fractional sections 3, 10, 15 and 22, in Tp. 46, Rg. 28, West of 2nd Meridian; sections 6, 7, 18 and 19, in Tp. 46, Rg. 27, West of 2nd Meridian; sections 25, 26, 27, 34, 35 and 36, in Tp. 45, Rg. 1, West 3rd Meridian; and sections 25, 26, 35, 36 and fractional sections 27 and 34, in Tp. 45, Rg. 28, West of 2nd Meridian.	W. McLeod. A. Campbell. John Paul. Sec. John Flett. Willoughby, Saak.
107	Devon Park, erected 16th Nov., 1887. Boundaries altered 8th June, 1888.	Sections 3, 4, 5, 6, 7, 18, 19, 30, 31, and the N $\frac{1}{2}$ of sec 20, in Tp. 21, Rg. 1; and sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23, 24, 25, 26, 27, 34, 35 and 36, in Tp. 21, Rg. 2, West of 2nd Meridian.	W. H. Minbinnick. T. Brears. J. F. Reed. Sec. W. H. Minbinnick. Kinbrae, Assa.
108	Thingvalla, erected 16th Nov., 1887. Boundaries altered 5th May, 1888.	Sections 7, 8, 17, 18, 19, 20, 29, 30, 31, 32, and the W. halves of 9, 16, 21, 28 and 33, Tp. 22, Rg. 31; sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23, 24, 25, 26, 27, 34, 35 and 36, Tp. 22, Rg. 32, West 1st Meridian.	C. Helgasson. S. Oggmundson. S. Johnson. Sec. J. Oggmundson. Langenburg, Assa.
109	Anthracite, erected 23rd December, 1887.	Sections 5, 8 and 17, and the east halves of sections 6, 7 and 18, in Tp. 26, Rg. 11, West of 5th Meridian. Sec. O. W. Main.	T. Watts. H. Ransford. P. Hurebert. Anthracite, Alta.
110	Crescent, erected 23rd December, 1887.	Sections 8, 9, 10, 11, 14, 15, 16, 17, 20, 21, 22, 23, 26, 27, 28, 29, the North halves of sections 2, 3, 4, 5, the West halves of sections 12, 13, 24, 25, the South halves of sections 32, 33, 34, 35, the East halves of sections 7, 18, 19, 30, the N. W. $\frac{1}{4}$ of section 1, the S. W. $\frac{1}{4}$ of section 36, the N. E. $\frac{1}{4}$ of section 6, and the S. E. $\frac{1}{4}$ of section 31, all in Tp. 23, Rg. 3, West 2nd Meridian.	H. Maddford. W. Hoecraft. F. Baines. Sec. William Eakin. Perly, Assa.
111	Bressaylor, erected 31st January, 1888.	Sections 2 to 11, 14 to 23, 26 to 35, in Tp. 46, Rg. 19; sections 1, 12, 13, 24, 25 and 26, in Tp. 46, Rg. 20, West 3rd Meridian. Sec. H. C. Taylor.	H. Sayer. P. McDonald. H. C. Taylor.
112	Silton, erected 5th May, 1888.	Sections 18, 19, 30 and 31, in Tp. 21, Rg. 21; section 6, in Tp. 22, Rg. 21; sections 13, 22, 23, 24, 25, 26, 27, 28, 33, 34, 35 and 36, in Tp. 21, Rg. 22, and sections 1, 2, 3 and 4, in Tp. 22, Rg. 22, West 2nd Meridian.	Battleford, Sask. Charles Benjafield. A. Ross. A. Dale. Sec. C. Benjafield. Silton, Assa.

Appendix K.—Continued

No.	Name of School District.	Limits.	Name and Address of Trustees.
113	Pioneer, erected 5th May, 1888.	Sections 7 to 11, 14 to 23, 26 to 30, and the North halves of sections 2, 3, 4, 5 and 6, and the South halves of sections 31, 32, 33, 34 and 35, Tp. 17, Rg. 27, West 2nd Meridian.	G. M. Ross. John A. Hill. John Latham. Sec. John A. Hill.
114	Glenmore, erected 5th May, 1888.	Sections 14 to 23, 26 to 25, Tp. 23, Rg. 1, West 5th Meridian.	Moose Jaw, Assa. Hugh Munro. James S. Moore. S. Livingstone. Calgary, Alta.
115	Orange Dale, erected 5th May, 1888.	Sec. Hugh Munro Sections 25, 26, 27, 28, 33, 34, 35 and 36, Tp. 3, R. 1; sections 1, 2, 3, 4, 8, 10, 11, 12, Tp. 4, Rg. 1, West of 2nd Meridian.	James A. McKeefe. Isaac Rogers.
116	Katepwe, erected 5th May, 1888.	Sec. Thomas Montgomery Sections 9 to 16, 21 to 28, 33 to 36, Tp. 19, Rg. 12; sections 7, 18, 19, 30 and 31, in Tp. 19, Rg. 11, West 2nd Meridian.	Alameda, Assa. R. Sanderson. A. T. McLellan. A. Klyne.
117	Hope, erected 5th May, 1888.	Sec. H. H. Skinner Sections 32 to 36, in Tp. 1, Rg. 1; sections 1 to 5, 8 to 16, 20 to 24, Tp. 2, Rg. 1, West 2nd Meridian.	Katepwe, Assa. S. Dawson. Walter Bush. James Henderson.
118	Bastletown, erected 5th May, 1888.	Sec. E. Dawson Sections 20 to 29, 32 to 36, in Tp. 23, Rg. 1, and sections 1 to 5 and 8 to 12, in Tp. 24, Rg. 1, all West of 2nd Meridian.	Boscurovis, Assa. W. Baillie. Wm. Anderson. Wm. Kinghorn.
119	Buffalo Lake, erected 5th May, 1888.	Sec. Wm. Finlayson Sections 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 20, 21, 22 and 23, Tp. 19, Rg. 26, sections 32, 33 and 34, in Tp. 18, Rg. 26, West of 2nd Meridian.	Langenburg, Assa. J. A. Gass. James Franks. Jas. McOartney. Sec. O. A. Gass.
120	New Stockholm, erected 5th May, 1888.	Sections 7, 8, 9, 16, 17, 18, 19, 20, 21, 28, 29, 30, 31, 32 and 33, Tp. 18, Rg. 2, sections 12, 13, 23, 24, 25, 26, 35, 36, and that portion of section 14, not included in the Indian Reserve in Tp. 18, Rg. 3, West of 2nd Meridian.	Moose Jaw, Assa. A. G. Sahlmark. Casper Irnerston. S. E. Stronberg. Secretary. Ohlism, Assa.
121	Pincher Creek, erected 5th May, 1888.	Sections 8 to 17, 21 to 29 and 32 to 36, in Tp. 6, Rg. 30; section 19 in Tp. 6, Rg. 29, all West 4th Meridian, and the Eastern two-thirds of sections 12, 13, 25 and 36 in Tp. 6, Rg. 1, West 5th Meridian.	H. E. Hyde. F. Willock. A. H. Lynch-Stannton. Secy., A. S. Hyde. Pincher Creek, Alta.
122	Maple Grove, erected 5th May, 1888.	Sections 27, 28, 29, 32, 33 and 34 in Tp. 2, Rg. 34; sections 1, 2, 3, 10, 11, 12, 13, 14 and 15 in Tp. 3, Rg. 24, West 1st Meridian; sections 25, 26, 35 and 36 in Tp. 2, Rg. 1; sections 1, 2, 11, 12, 13 and 14 in Tp. 3, Rg. 1, West 2nd Meridian.	Jas. Foster. Jno. W. Preston. Thos. A. Ritchie. Secy., T. A. Ritchie. Carnduff, Assa.
123	Grampian Hills, erected 5th May, 1888.	Sections 2, 4, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34 and 36 in Tp. 20, Rg. 19, West 2nd Meridian.	D. Gore. Jas. Moore. D. McLeod.
124	Churchbridge, erected 5th May, 1888.	Secy., Jas. Moore. Sections 4, 5, 6, 7, 8, 9, 16, 17, 18, 19, 20, 21, 29 and 30 in Tp. 22, Rg. 32; and sections 1, 2, 11, 12, 13, 14, 23, 24, 25 and 26 in Tp. 22, Rg. 33, West 1st Meridian.	Regina, Assa. I. J. Basken. Thos. Dobson. Wm. John Isherwood. Secy., I. J. Basken. Churchbridge, Assa.
125	South View, erected 8th June, 1888.	Sections 31, 32 and 33, in Tp. 21, Rg. 9; section 36 in Tp. 21, Rg. 10; sections 4 to 9, 16 to 21, in Tp. 22, Rg. 9; and sections 1, 12, 13 and 24 in Tp. 22, Rg. 10, West 2nd Meridian.	Henry Morley. John Stilborn. J. P. Webster. Pheasant Forks, Assa.

Appendix K.—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
126	Pahonan, erected 8th June, 1888.	Sections 2, 3, 4, 5, 8, 9, 10, 11, 14, 15, 18, 17, 20, 21, 22, 23, 26, 27, 28, 29, the West halves of 1, 12, 13, 24 and 25 and the East halves of 6, 7, 18, 19 and 30 in Tp. 48, Rg. 21, West 2nd Meridian.	L. Deschambault. T. Umphewille. B. Sabys. Pahonan, <i>via</i> Prince Albert.
127	Florence, erected 8th June, 1888.	Sections 1 to 4, 9 to 16, 21 to 24, in Tp. 2, Rg. 34, West 1st Meridian.	G. Lowley. A. Wilson. John Heaton. Carnduff, Assa.
128	Red Deer Lake, erected 5th July, 1888.	Sections 7, 18, 19, 30 and 31, in Tp. 23, Rg. 1; sections 9 to 16, 21 to 28, 33 to 36, in Tp. 22, Rg. 2, West of 5th Meridian.	A. J. Wilkin. B. Lloyd. D. McArthur. Calgary, Alta.
129	Brookside, erected 5th July, 1888.	Sections 16 to 21, 28 to 33 and the North halves of 7, 8 and 9 in Tp. 13, Rg. 1; sections 13, 24, 25 and 36 in Tp. 13, Rg. 2; section 1 in Tp. 14, Rg. 2, and those portions of sections 4, 5 and 6 in Tp. 14, Rg. 1, lying South of the Pipe Stone Creek, all West 2nd Meridian.	John Burke. Wm. Boyd. A. Atchison. Secy., R. Wickham. Fairmede, Assa.
130	Macdowall, erected 5th July, 1888.	Sections 7 to 11, 14 to 23 and 26 to 30, 33, 34 and those portions of 31, 32 and 35 lying South of the Saskatchewan River, in Tp. 48, Rg. 24, West 2nd Meridian.	John Kenan. Harry Reid. A. Sutherland. Prince Albert, Sask.
131	Herchner, erected 12th July, 1888.	Sections 22, 23, 26 and 27, in Tp. 17, Rg. 20, West 2nd Meridian.	John Shera. Lachlan McLéod. T. A. Waldron. Regina, Assa.
132	Trafford, erected 12th July, 1888.	Secy., Wm. C. Asprey..... Sections 32 to 35 in Tp. 14, Rg. 32, sections 1 to 5, 8 to 17 in Tp. 16, Rg. 32, West 1st Meridian.	A. E. Garner. R. E. Ireland. J. M. Buck. Moosomin, Assa.
133	Aroline, erected 20th July, 1888.	Sections 18, 19, 30 and 31, in Tp. 28, Rg. 3 and sections 13 to 16, 21 to 28, 33 to 36, in Tp. 38, Rg. 4, West 3rd Meridian.	J. F. Clark. R. J. Milloy. J. D. Powe.
134	Fairmede, erected 7th September, 1888.	Section 31 in Tp. 12, Rg. 33; section 36 in Tp. 12, Rg. 34; sections 6, 7, 19 and the West half of 18 in Tp. 13, Rg. 33; sections 1, 12, 13 and 24 in Tp. 13, Rg. 34, all West of the 1st Meridian; and sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23, 24, 25, 26 and 27, in Tp. 13, Rg. 1, West 2nd Meridian.	John Kidd. John Clements. Angus Grahame. Secy., John Kidd, J.P. Fairmede, Assa.
135	McKay, erected 7th September, 1888.	Sections 27, 28, 29, 30, 31, 32, 33 and 34 in Tp. 16, Rg. 2; sections 3 to 10, 15 to 18 in Tp. 17, Rg. 2, West 2nd Meridian.	A. Campbell. N. McDonald. Jonathan Gillis. Whitewood, Assa.
136	Out Arm.....	Secy., Lachlan Robertson..... Sections 28 to 33 and the West halves of 27 and 34 in Tp. 22, Rg. 1; sections 25, 36 and the East halves of 26 and 35 in Tp. 22, Rg. 2; sections 4, 5, 6, 7, 8, 9, 16, 17, 18 and the West halves of 3, 10 and 15 in Tp. 23, Rg. 1, and sections 1, 12, 13 and the East halves of 2, 11 and 14 in Tp. 23, Rg. 2, all West of 2nd Meridian.	R. C. McPherson, J.P. Joseph Metcalf. Chas. Ritchie. Secy., J. J. Buchanan. Perley P. O., Assa.

Appendix K—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
<i>Roman Catholic—Public.</i>			
1	St. Antoine, erected 8th July, 1887. Boundaries altered 7th September, 1888.	Lots 32 to 63, both inclusive, of the special survey known as the special survey of St. Laurent lying in Tp. 43, Rg. 1, West of 3rd Meridian, bounded on the West by the South Saskatchewan River and on the East by the Indian Reserve known as "One Arrow's Reserve."	Pierre Parenteau. X. Letendre dit Batoche. F. St. Germain. Secy., Eugene Boucher. Batoche, Sask.
2	Saskatchewan, erected 2nd March, 1885.	Sections 26 to 29 and 32 to 36, in Tp. 54, Rg. 23; sections 1 to 4 and 9 to 16 in Tp. 55, Rg. 23; sections 5, 6, 7, 8, 16, 17 and 18 in Tp. 55, Rg. 22 and that portion in said Township lying to the South of Sturgeon River; also the fractional parts of the following sections which lie to the West of the Saskatchewan River, viz.: sections 4, 9, 10, 14, 15 and 23 in Tp. 55, Rg. 22; sections 30, 31 and 32 in Tp. 44, Rg. 22; and section 25 in Tp. 54, Rg. 23, all West 4th Meridian.	L. Lamoureux. J. B. Beaupre. Secy., T. Lamoureux. Ft. Saskatchewan.
3	St. Albert, erected 5th May, 1885.	Sections 12, 13, 24, 25 and 36 and that part of section 1 not included in the special survey of the settlement of St. Albert in Tp. 54, Rg. 26; sections 7, 18, 19, 20, 21, 28, 29, 30, 31, 32, 33 and those portions of sections 5, 6, 8, 16 and 17 not included in the special survey of St. Albert, in Tp. 54, Rg. 15, also lots numbers 12 to 35 inclusive, and 41 to 55 inclusive of the special survey of St. Albert, all West 4th Meridian.	D. Ohevigny. A. Perreux. W. Cust. Secy., Ubald Prieur. St. Albert.
4	St. Leon, erected 5th May, 1885.	Sections 13 to 15, 22 to 27, 34 to 36 in Tp. 53, Rg. 25, West 4th Meridian.	D. Noyes. E. Juneau. L. Harnois.
5	Cunningham, erected 5th May, 1885.	Secy., Hy. Blanc..... Sections 2 to 5, 8 to 11, 14 to 17 and the East halves of sections 6, 7 and 18 in Tp. 54; the East halves of sections 30 and 31 and such portions of sections 28, 29, 32, 33 and 34 as are not included in the special survey of St. Albert in Tp. 53; and lots numbers 1 to 10, A, B, C, D, E and F of the special survey of St. Albert, all in Rg. 26, West 4th Meridian.	St. Albert, Alta. Jno. Cunningham. E. Brousseau. O. Laderoute. Secy., A. Cunningham. St. Albert.
6	Bellerose, erected 5th May, 1885.	Sections 6, 7, 18 and 19, in Tp. 54, Rg. 24; sections 1, 12, 13, 14, 24, 25, 34, 35, 36 and such portions of sections 2, 3, 11, 15, 22, 23, 26 and 27 as are not included in the special survey of the settlement of Sturgeon River, in Tp. 54, Rg. 25; also lots number 36 to 40 of the special survey of the settlement of Sturgeon River, all West 4th Meridian.	O. Dumas. O. Belrose. J. Savard. Secy. T. Savard, St. Albert.
7	St. F. Xavier, erected 5th May, 1885.	Sections 1, 2, 11, 12, 13, 24, 25 and 36 in Tp. 54, Rg. 24; sections 5 to 10, 15 to 22, 30 and 31, and those portions of sections 2, 3, 4, 11, 14 and 23, which lie to the West of the Saskatchewan River, in Tp. 54, Rg. 23, all West 4th Meridian.	F. Provost. Jno. Bourk. Wm. Buchanan, Edmonton, Alta.
8	Stobart, erected 11th Aug., 1885.	Sections 20 to 29, 32 to 36, in Tp. 43, Rg. 2, and sections 1 to 5, 8 to 17, 20 to 24, in Tp. 44, Rg. 2, West 3rd Meridian. Secy. A. Fisher.....	Ambroise Fisher. Maxime Collin. Albert Trotter. Stobart, Sask.

Appendix K.—Continued.

No.	Name of School District.	Limits.	Name and Address of Trustees.
9	St. Laurent, erected 18th December, 1885.	Sections 3 to 36 inclusive, in Tp. 44, Rg. 1, and sections 25 and 36 in Tp. 44, Rg. 2, West 3rd Meridian. Secy. L. Riguidel.....	W. Boyer. G. Breland. L. Riguidel. Grandin, Sask.
10	Lourdes, erected 18th December, 1885.	That portion of Tp. 45, Rg. 1, West 3rd Meridian, and also that portion of Tp. 45, Rg. 28, West 2nd Meridian, lying South of the South branch of the Saskatchewan River.	M. M. Lepine, jun. N. Turcotte. Louis Tetendre. Secy. M. Lepine, jun., Grandin, Sask.
11	St. V. de Battleford, erected 26th May, 1886.	Sections 4 to 9, 16 to 21, 28 to 33, in Tp. 43, Rg. 16; sections 1, 2, 3, 10 to 15, 22 to 27, 34 to 36, in Tp. 43, Rg. 17, all West 3rd Meridian. Secy. Simeon Morin.....	Jos. Nolin. A. Chisholm. S. Morin. Battleford, Sask.
12	Lebret, erected 13th June, 1886.	Sections 4 to 10, 17 to 20, and 30, in Tp. 21, Rg. 12; sections 33 to 36, in Tp. 20, Rg. 13, and sections 1 to 4, 10 to 15, 22 to 27, 34, 35 and 36, in Tp. 31, Rg. 13, all West 2nd Meridian.	N. Welsh. Rev. J. P. Magnau. Robt. Meehan. Secy. W. B. Crosbie, Lebret, Assa.
13	Tache, erected 28th Oct., 1886.	Divided into St. Julien and St. Paul districts, Sept., 1888; dissolved Sept., 1888.	
14	St. L. de Langevin, erected 19th Nov., 1886.	All that portion of Tp. 45, Rg. 27, which lies to the South of the South branch of the Saskatchewan; the whole of Tp. 45a, except sections 1 to 12 inclusive, Rg. 27, also section 13, and fractional section 24, in Tp. 43a, Rg. 28, all West 2nd Meridian.	A. Legare. Sam. McDougall. Modeste Laviolette. Secy. J. B. Boucher, Boucher P. O., Sask.
15	St. J. de Dauphinais, erected 7th Feb., 1887.	Sections 31 to 36 inclusive, in Tp. 24, and sections 1 to 30 inclusive in Tp. 25, all in Rg. 12, West 2nd Meridian. Secy. Leon Hamelin.....	A. Hamelin. Moise Daze. Louis Boucher. Lebret P. O., Assa.
16	St. F. de Tache, erected 19th Oct., 1887.	Section 24 and the portion of sections 25, 26 and 36 which lie East of the South branch of the Saskatchewan River, in Tp. 41, Rg. 2; sections 18, 19, 20, 20 and 31 in Tp. 41, Rg. 1; sections 4, 5, 6, 7, 8, 17 and 18, in Tp. 42a, Rg. 1, all West 3rd Meridian.	David Tourond. Boniface Lefort. Wm. Tidler. Secy. Patrice Tourond, Batoche, Sask.
17	St. Joseph, erected 23rd December, 1887.	Sections 28 to 33 in Tp. 17, Rg. 16; sections 25, 26, 35 and 36 in Tp. 17, Rg. 17; sections 4 to 9, 16 to 18, in Tp. 18, Rg. 16, and sections 1, 2, 11, 12, 13 and 14 in Tp. 18, Rg. 17, all West 2nd Meridian.	Franz Geirger. Johan Kuntz. Vindelin Vackman. Secy. Rev. P. Plamondon, Balgonie, Assa.
18	St. Agnes, erected 5th May, 1888.	Sections 22, 23, 25, 26, 27, 28, 34, 35 and 36, in Tp. 5, Rg. 1; sections 1, 2, 3, 4, 10 and 11, in Tp. 6, Rg. 1, West 5th Meridian. Secy. Geo. Ness, J. P.....	Ramie Beauvais. Chas Smith. Ludger Garreau. Pincher Creek, Alta.
19	New Munster, erected 5th July, 1888.	Sections 14 to 23, 26 to 35, in Tp. 23, Rg. 21, and sections 2 to 6, in Tp. 24, Rg. 21, all West 2nd Meridian.	August Kierstein. Christian Schaller. Karl Retzer. Strassburg.
20	Mazenod.....	Fractional section 19, in Tp. 45, Rg. 3; sections 19, 20, 29, 30, 31 and 32 in Tp. 44, Rg. 3, and sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 23 and 24, in Tp. 45, Rg. 4, West 3rd Meridian.	Modeste Lucier. François des Rivieres. Baptiste Larocque. Stobart, Sask.
21	St. Julien.....	Lots 64 to 71, both inclusive, of the special survey of St. Laurent, and sections 20 to 29, 32, 33, the South half and the North-West quarter of 34, and the South halves of sections 35 and 36, in Tp. 42, Rg. 1, West 3rd Meridian.	Isidore Dumas. Joseph Pilon. Wm. Vandal.

Appendix K.—*Concluded.*

No.	Name of School District.	Limits.	Name and Address of Trustees.
22	St. Paul.....	Sections 1 to 5, 8 to 17, inclusive, in Tp. 42, Rg. 1, West 3rd Meridian.	Isidore Villeneuve. Chas. Carriere. Maurice Anorie. Batoche, Sask.
Roman Catholic—Separate.			
1	Lacombe, erected 18th December, 1885.	Sections 25 to 36, inclusive, in Tp. 23, and sections 1 to 24 inclusive in Tp. 24, Rg. 1, West 5th Meridian. Secy. J. W. Costello.....	A. Ferland. M. O'Keefe. J. F. C. Miquelon. Calgary, Alta.
2	St. Andrew, erected 3rd March, 1886.	Sections 6, 7, 18 and 19 in Tp. 14, Rg. 33; the N. $\frac{1}{2}$ of section 25, and all of section 36 in Tp. 13, Rg. 34; the N. $\frac{1}{2}$ of section 30 and the whole of sections 31 and 33, and the S. $\frac{1}{2}$ of section 34, in Tp. 13, Rg. 33; sections 1, 12 and 13, in Tp. 14, Rg. 34, all West 1st Meridian; also the North halves of sections 35 and 36, in Tp. 13, Rg. 1, and sections 1, 2, 12, 13 and 24, in Tp. 14, Rg. 1, West 2nd Meridian.	Alex. Steele. R. McEachen. A. McPherson. Secy. Rev. D. Gillies, Wapella, Assa.
3	St. Mary, erected 16th Feb., 1887.	Section 16, the S. $\frac{1}{2}$ and N. W. $\frac{1}{4}$ of section 2, the N. E. $\frac{1}{4}$ of section 10, the E. $\frac{1}{2}$ of section 18, the N. $\frac{1}{2}$ and S. E. $\frac{1}{4}$ of section 20, the N. $\frac{1}{2}$ and S. E. $\frac{1}{4}$ of section 22, all in Tp. 13, Rg. 33, West 1st Meridian.	J. McDougall. J. McCormick. H. McKinnon. Secy. Rev. D. Gillies, Wapella, Assa.
4	St. Margaret, erected 16th Feb., 1887.	Section 18, the N. E. $\frac{1}{4}$ of section 16, the S. $\frac{1}{2}$ and N. W. $\frac{1}{4}$ of section 20, the S. $\frac{1}{2}$ and N. W. $\frac{1}{4}$ of section 22, the N. $\frac{1}{2}$ and S. W. $\frac{1}{4}$ of section 30, and the N. $\frac{1}{2}$ of section 32, all in Tp. 14, Rg. 32, West 1st Meridian.	Neil McKinnon. D. McPherson. A. Currie. Secy. Rev. D. Gillies, Wapella, Assa.
5	St. Peter, erected 16th Feb., 1887.	Sections 4, 28 and 30, the W. $\frac{1}{2}$ of section 20 and the N. W. $\frac{1}{4}$ of section 16, in Tp. 15, Rg. 1, West 2nd Meridian. Secy. Rev. D. Gillies.....	H. McPhee. F. McPhee. R. Morrison. Wapella, Assa.
6	Prince Albert, erected 23rd March, 1887.	That the lands held by Roman Catholic ratepayers within the limits of the school district of Prince Albert Protestant Public School District No. 3 of the North-West Territories as follows: sections 3, 4, E. $\frac{1}{2}$ of 5, S. E. $\frac{1}{4}$ of fractional section 8, and fractional sections 9 and 10, in Tp. 48, Rg. 26, and lots 63 to 82 inclusive, of the Prince Albert Settlement, all West 2nd Meridian.	Louis Schmidt. A. St. Louis. R. Ouellette. Secy. R. Ouellette, Prince Albert, Sask.

PART V.

REPORT OF THE FORESTRY COMMISSIONER.

PART V.

REPORT OF THE FORESTRY COMMISSIONER.

GORDON, ONT., 15th December, 1888.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SIR,—I have the honor herewith to transmit the continuation of my report for the current year.

I also beg to state that I have in course of preparation a pamphlet on the culture and management of trees, which I would recommend to the consideration of the Honorable the Minister of the Interior with the view to its publication and free circulation among the settlers on our great prairies.

I have the honor to be, Sir,

Yours respectfully,

J. H. MORGAN,

Forestry Commissioner.

FOREST TREE CULTURE.

During the summer months I travelled extensively in Manitoba, the North-West Territories and British Columbia, with the view of ascertaining, by personal investigation and observation, what the best and most immediate means were, from the tree shelter point of view, to ameliorate the condition of those grand territories. The settled part of the country was then glowing with rich harvest promise and the farmers seemed to have no anxiety outside that of having trees and shrubs to shelter and beautify their homes. Since then the cold winds bearing the blighting breath of frost came sweeping over the vast treeless plains, causing much loss and disappointment, and entailing great pecuniary loss to many of the hard-working and industrious settlers. Now the great want, trees, is more keenly felt. Letters from these people, of recent date, impress me with the feeling that the Government should take immediate steps towards establishing

Experimental Forest Stations

in order to ascertain what trees are most suitable and of most economic value for permanent adoption. For this proposed sections of land, at various points between the Red River Valley and the Rocky Mountains, at points in the vicinity of railroad stations, should be allotted. Those first might be placed: One in Western Manitoba, one at Regina, and another at Medicine Hat. Not less than a section of land should be allotted for each of these stations. The breaking up and thorough working of the land, together with the erection of buildings and fencing, would occupy most of the first season. The work of the second season would consist in planting wide belts of either seedlings or cuttings of the most sturdy and vigorous growing of the native trees. Of these the cotton wood, white willow, box elder or ash-leaved maple, soft maple, white elm, and green ash, are best for the purpose.

They should be planted in rows 4 feet apart and from 8 to 12 inches apart in each row. Experienced nursery men recommend the 8-inch space, as it tends to give the stems or trunks a better and more upright shape. In the second year after planting every other plant in a row should be removed and used for enlarging the plantations, or sold at a nominal price, or given to the settlers. On the third and fourth years a similar thinning process would be necessary; and later on the least valuable of the trees could be cut down, to give the best and most desirable trees sufficient room.

These first plantations are intended for shelter belts and should be on the west and north sides of the ground, and ought to be about 20 rods (5 chains) in width. Narrower belts could be planted on the south side, as they would be of great use later on in shielding young and more delicate plants from the blighting hot winds that frequently reach our country from Dakota deserts. The same system of close planting should be observed in this southern belt that has been recommended for those on the north and west sides; many plants will of course succumb to drought and insect ravages, and, as recommended already, the poorer or surplus plants could be removed. Within these belts would be our ground for experimentation.

Here seeds and plants would be tested and information of their character and adaptability acquired, and knowledge obtained that would be of great value in establishing forests on an extensive scale. Seeds and plants from foreign countries, whose climate and condition most resemble ours, could be tested. From Russia I think, we have most to expect. She, like Canada, has an immense tract of prairie land or plains, the great steppes. These were long ago looked upon as a great inhospitable desert, but the Government have succeeded in planting extensive and valuable forests thereon, and towns and villages with large fruit growing capabilities are now found in places much further north than the City of Winnipeg. Many trees and shrubs have been imported by the State Governments of the North-Western States. The results have been most satisfactory. Although there would with us not be much difference in latitude there would be considerable difference in climate, owing to altitude and aridity. We would no doubt encounter many failures and disappointments, but the knowledge acquired would be of great value in future investigation, and that might have an important bearing on the general economy of the country.

Each of these stations should be under the superintendence of a thoroughly practical man, as well as a man of education. Under him ought to be laborers acquainted with nursery work. Here also would be an opportunity for young men who wished to acquire a practical knowledge of forest tree planting, by working under competent direction with a view to subsequent promotion or of applying the skill there acquired for themselves or others. Our agricultural colleges might supply us with some young men who had already been instructed in forest botany and arboriculture. A chief director, whose headquarters might be at Regina, would have supervision of all forestal enterprise in the North-West.

The Canadian Pacific Railway Company has lately inaugurated a system of experimental farms along the line of the road on the treeless plains. This is an excellent move, but I think the farms are on much too small a scale to be at all striking to the eye of the traveller. These farms, if enlarged by the addition of a plantation of say ten acres of trees, would add much towards bringing the country under the notice of tourists, and establishing its capabilities, and it might be worthy the attention of the Government, either by subsidy or co-operation, to extend or enlarge these farms, as they are really works of interest to the country. Mr. Charles Gibb, of Abbotsford, Quebec, and Prof. Budd, of the Agricultural College, Iowa, were much impressed with the beautiful and park-like appearance of the railway stations along the steppes of Northern Russia. From Mr. Budd's report we glean: "If the traveller wishes a pleasant stroll he finds adjoining the depot a well kept park belonging to the railway company. There seems to exist a feeling of rivalry among the station agents in the matter of trying to excel in garden and park management. Hundreds of these are found along the Russian railways. On the treeless

houseless prairie, where the peasant villages are rarely in sight, these railroad parks seem like the oasis in the desert."

In the selection of land for our prairie experimental stations, remote as some of them will be from native timber of any kind and under conditions entirely untried, a selection should be made which, as to soil and subsoil, would fairly represent the average of the region around, and if there were various grades of quality they should be fairly represented, nor should difficulties be always avoided, and if possible a tract should be selected that contains both wet and dry land.

Meteorological Observations.

A system of meteorological observations should be begun at once, in the soil and in the atmosphere. The former might include a record of temperature and absorption of water, &c., and the latter the series of records, such as are usually kept at meteorological stations. These records would be valuable for future reference, as they would show what influence the presence of woodland shade exercised on soil and atmosphere.

The Ranche Country.

It might also be deemed advisable to locate one of these stations in the arid regions, near the base of the Rocky Mountains. The shelter of trees for stock would be of incalculable benefit to the ranche people. It is a well known fact that the instincts of animals often impel them to go miles to woods for shelter against coming storms—storms that man could see no indication of. This station should be placed in a position wherein irrigation would be practicable. This feature of forestal experimentation we deem to be of great importance.

The Arid Regions.

Dr. F. B. Hough, in his valuable report, 1882, on the great necessity for trees on the arid regions of the great plains says:—

"It is but a few years since this region was described by travellers as an inhospitable desert, incapable of settlement and wholly worthless for any kind of cultivation. We now find agricultural improvements and industrial wealth on land once deemed hopelessly arid and irreclaimable, and it is believed by many that the climate is now perceptibly improved since the land has been brought under cultivation."

It can no longer be doubted that the presence of groves of trees in a country tends to promote, in a perceptible degree, a moderation of the extremes of temperature, and an increase of humidity in the atmosphere and in the soil; they favor the deposit of dews and afford obvious protection against winds and shelter from the sun. It is no matter of theory, but of fact, that, throughout our prairie regions, the welfare of our agricultural and ranching interests would be promoted by the cultivation of forest trees in suitable proportion and of proper kind, and this even without taking into account the material they produce for the supply of wants that are constantly occurring upon the farm, and the bearing they may have upon the future manufacturing industries of the country.

Permanent Forests.

Should our efforts in tree growing on the experimental forest stations be crowned with success, of which there is no reason to doubt, our next duty would be the reserving of large tracts of land for permanent forests. It is a well known fact that the richer the soil the rarer the trees, while not infrequently large groves are found on very light land. This is not because trees won't grow on rich land, but because the rank heavy growth of grass and other plants regularly consumed by fire every fall was sufficient to destroy the young trees.

The light soil, on the other hand, with its thin vegetation and drifting sand, scarcely furnishes fuel enough to injure the trees. There are many large tracts o

this latter kind of soil that might be reserved for the purpose of reforestation. On many such tracts may be seen large patches of wood which would be of great value in furnishing seedlings and cuttings for young plantations, as well as shelter against the stormy winds. It is claimed, and with good reason, that if there were large belts of forest occasionally to be met with, the fierceness of the winter blizzard would be much less than it is, and that the pulverized ice that it carries in its fury would be deposited in the shelter of these forests; thus causing the traveller and the inhabitants to have a much improved condition of climate. There is also a great deal of sandy desert that might be rendered valuable by tree planting. Frequently I have seen large areas covered with sand that had small clumps of willow, birch, or cotton-wood thereon. Prof. John Macoun, M. A., F. L. S., in his report in 1880, notes one of these deserts that he traversed, which lies about the 109th meridian and 50th parallel. He says: "Three miles east of a lake a group of sand hills was examined which extended 20 miles away to the east and which consisted principally of high hills of pure sand that were constantly changing both shape and position by the action of the winds. Having seen what were apparently a few bushes from a hill top near the lake, I made an excursion in that direction, and found, after walking five miles, that the group seen was one of very large cotton-wood surrounded on every side by blown sand and not a blade of grass within half a mile of them. One clump examined contained 23 large trees, all over two feet in diameter and over 50 feet high. A further examination showed numerous small groves, and in one place a perfect oasis of nearly 700 acres, covered with large trees, brush-wood, ponds, and fine meadows. Being completely surrounded with sand hills, no fire could reach it, and it remains as a testimony against the assertion that this country is too dry to grow trees. Not a particle of wood, not a willow brush was found near the lake, while here in the sand was abundance. Numerous ponds of fresh water lay along the base of the sand hills, but not a drop of any description was found on the plain to the south. The northern limit of the hills was not ascertained, but they extended into the horizon for at least 20 miles."

The sand hills here described by Prof. Macoun, in many respects resemble the downs to be found in many parts of the old world, and much has been accomplished towards making them useful for forest as well as rendering them less noxious on account of their tendency to encroach, under the influence of strong winds, on valuable property. In France over 200,000 acres of sand have been reforested.

In the absence of any school or system of forestry in America, and in face of the fact that the professors and other learned men who theorize about scientific forestry are as wide apart in theory as Rev. Sam. Jones and Col. Bob Ingersoll are in theology, it would be difficult to lay down any fixed rules for forest management that would be applicable under all circumstances. The elaborate systems of foresting that prevail in some of the old countries are not necessary in our new country, and I think that a study of the practical experience which has been acquired by our neighbors to the south of us, and whose condition much resembles ours, will be of much use. Let us see what has been done.

The necessities of the people in Dakota have stimulated them to an unusual degree to secure the benefit of trees by artificial means. The Timber Culture Act has been taken advantage of more generally in that Territory than elsewhere. It is officially stated that 50,000,000 trees have been planted in Dakota under the provisions of this Act, covering, it is estimated, 63,000 acres. Every acre of trees is valuable, yet, 1,000,000 acres of trees would cover only one per cent. of the vast area of Dakota.

The western part of Minnesota was a dreary treeless waste some twelve years ago. Prof. C. Y. Lacy, in an address which he delivered before the State Forestry Association of Minnesota, on the great necessity of tree planting on the great dreary prairies, among other forcible truths said:—

"Talk to the immigrant about settling in the prairie counties and if he knows anything of that treeless region he will probably object:

"(1.) That the winds are too violent.

"(2.) That there is no wood for fuel.

"(3.) That the land is too dreary, and monotonous and lonesome.

"(4.) That it is too cold out there.

"But State legislation and private enterprise have done much to change all that, and now, on every hand, the eye of the traveller is gladdened with beautiful groves and extensive forest plantations. According to most reliable reports there are now over 60,000 acres of artificial forest planting on the once treeless prairies of Minnesota."

Nebraska, once the barest in trees, of all the States and Territories, has made remarkable progress, and this is in a large degree owing to the liberal policy of the State Government in granting prizes and premiums, and in exemptions of the covered land from taxation. General J. O. Brisbin, of the United States Army, in his late work just published, "Trees and Tree Planting," says, "In the State of Nebraska, the Governor each year offers a large recompense or reward for the family that will set out the greatest number of forest trees. When I was there it was \$500 for the first premium, \$400 for the second, and so on down to \$25."

"Last year 18,000,000 trees were planted in the State, and this year the number will exceed 20,000,000, and it is believed that there are now over one million acres of trees growing from artificial forest planting in Nebraska."

Some small plantations were noticed in our own North-West, but they are few and far between. At Portage la Prairie Mr. Thomas Sissons has one that is of most note; others in a smaller way are following his good example. At some of the stations and grounds adjoining the Mounted Police a little has been done towards planting for ornamentation, but much more could be done, and I think that here there is a fine field for showing to the surrounding neighborhood what could be done in that way, and that the Government, either by subsidy or premiums, should promote tree planting at each and every one of these stations. An effort should also be made to have each schoolhouse surrounded by trees, and school teachers should do much towards instructing and encouraging pupils in acquiring a taste for trees and tree planting. Farmers, also all the people who take pride in their homes and country, should show a laudable rivalry in promoting this great work, and the Government could do much towards stimulating the people by the circulation of pamphlets that would impart a knowledge of the most suitable trees and their mode of culture and propagation.

Much has been done by the Government for the aid of agriculture—railroads, rivers and harbors, postal subsidies and other laudable works; it is time that something was done for the plains and the forests.

In British Columbia it is much to be regretted that fires are making terrible inroads on the forest lands of the Dominion, but owing to the almost inaccessible nature of the country it is impossible to suggest any remedy.

Respectfully submitted,

J. H. MORGAN,

Forestry Commissioner.

PART VI.

ROCKY MOUNTAINS PARK.

 PART VI.

 REPORT OF SUPERINTENDENT OF ROCKY MOUNTAINS PARK.

BANFF, 20th December, 1888.

To the Honorable
 EDGAR DEWDNEY,
 Minister of the Interior,
 Ottawa.

SIR,—I have the honor to present the following report of the various works carried out in connection with the Rocky Mountains Park, during the past season, and other matters of interest relating thereto.

Roads.

On the opening of the spring of 1888, it became necessary to expend some labor on the ditching and drainage of some of the main roads, particularly that leading to the new Canadian Pacific Railway hotel, the traffic on which being heavy, it was necessary to keep in good order.

This work occupied the latter part of May and the beginning of June. The work on the roads was then suspended till the middle of July, when a force was put on the Minniwauka avenue, or Devil's Lake road.

This road had been cut out and partially graded the year before (1887) and made passable for vehicles, but not sufficiently completed to be considered free from danger of accidents in certain places.

It was therefore deemed of great importance that the road bed should be widened, heavy grades reduced, and the surface improved, in anticipation of the heavy traffic that might be expected during the summer.

The work on this road was commenced in the middle of July and consisted of grading, ditching and rock excavation, in most cases requiring blasting. The force employed was an average of twenty men and three teams, and by the middle of October the road was placed in good order over its whole length from the junction with Banff avenue, near the old station, to the lake shore, a distance of six and three-quarter miles. The quality of this road may be estimated by the fact that the drive from the lake to the Canadian Pacific Railway hotel, a distance of nine and-a-half miles, has been frequently accomplished within an hour, even before the road was fully completed.

It is expected, however, that after the snow and frosts of the present winter some work will be necessary on the embankments and side hill cuttings, till they have become fully consolidated.

Timber bridges had been built the year before, over the Cascade River at the Canyon, and also over the Minniwauka River; these in time will be replaced by more durable structures.

At the Hot Springs, the present terminus of Mountain Avenue, the road was widened to afford room for carriages arriving and departing, and also at the cave the grounds were graded and levelled up for the easier access of vehicles.

Bridges.

The injured pin of the Bow bridge which had been damaged the year before was repaired in the month of May this year, and the false works removed before the

water in the river had attained its full height, which occurred about a month earlier than usual.

Water Works.

The iron tank had been completed last year, and also the pipes laid from the Hot Springs thereto; and branch pipes to the Canadian Pacific Hotel and Dr. Brett's Sanitarium, but the bath houses at these two places, not being finished till the summer of this year, the pipes remained unused during the winter and till the completion of these buildings.

Being somewhat interested in ascertaining the effects of our winter frosts in reducing the temperature of the hot water flowing through these pipes, I tested the water in the tank with a thermometer during the cold weather last winter and found it 100° Fah., or a loss of only about ten degrees (10°) after passing through upwards of four thousand feet of pipe lying on the surface of the ground and exposed to the snow and frost of a very severe winter.

These tests convinced me that the true principles had been adopted in laying the piping above the surface of the ground and protecting it with proper boxing and packing instead of the usual mode of placing the pipes below the ground where they would be exposed to the cooling effect of the numerous cold springs that ooze from the side of the mountain.

During the present autumn, the pipes have been boxed and packed with moss, and my anticipations are fully confirmed by the fact that the temperature at the Canadian Pacific Railway Hotel bath house stands at 110° Fah., and at the Sanitarium only a few degrees less.

The length of the pipe from the source of the water to the Canadian Pacific Railway bath house is 6,900 feet, and to the Sanitarium 8,000 feet.

This I consider a very satisfactory result of an experiment for which there was no precedent so far as I can ascertain.

It is gratifying to add that the proprietors of these bath establishments are well satisfied with the results.

The high elevation from which the water is brought in these pipes, caused some difficulty at first to the proprietors of these bath houses. Being quite under the management of the owners and the plumbing of the baths being executed by their own men, they did not appear to appreciate the great force they had to contend with, notwithstanding the many cautions I had given them previously. The consequence was that some breakage took place in their plumbing, and delays occurred before the baths were ready for use.

Cave and Basin.

These swimming baths continue to be the favorite resort for the public generally, and all who frequent them to enjoy a good swim express their satisfaction with the efforts that have been made to meet their comfort and convenience. The work done this year in connection with these baths consists of the filling up of water closets on each wing of the cave building. This was accomplished by conveying the warm water from an adjoining spring at a high elevation and which after passing through and washing out thoroughly the bowls of each closet, washes into the common sewer. The water also from this elevated spring is used for a fountain playing in front of the buildings, and also to supply a hydrant situated midway between the several buildings, and which by means of a short hose is capable of throwing water completely over each building in case of fire, and sprinkling the grounds in hot weather.

This hydrant also supplies the caretaker with good clear water for domestic use

Nursery.

In the autumn of 1887 I received a visit from Professor Saunders of the Central Experimental Farm at Ottawa, who suggested the advisability of introducing a greater variety of young trees into the Park.

The want of variety in our foliage has been constantly remarked, and regretted, by visitors whose admiration of the general beauties of the scenery is unbounded. There are also many places where the fire has passed over in former years and left large areas of dead timber giving a desolate appearance to the landscape. A quantity of this dead timber is being cleared away annually and the open spaces left can be admirably filled up with new trees from the nursery.

The scheme of Professor Saunders was sanctioned by the Department, and I received instructions last February to co-operate with him in the matter of establishing the nursery, and I was further advised that forty thousand young trees were ordered for the purpose.

The trees were obtained from nurseries of the North-Western States, and the first consignment of about twenty thousand arrived here early in May last. Immediate preparations were made for these trees and a few thousand were planted in newly broken ground, but the dryness of the soil and the lateness of the season suggested the propriety of planting the rest in trenches found near the river, which were damp and sheltered. This plan appears to have answered a good purpose and the trees were in full leaf and looked vigorous all summer.

A better site for the permanent nursery has since been secured, and in the coming spring it is proposed to remove all the young trees to the new site.

The place proposed for the permanent nursery is well adapted for the purpose in many respects. The soil is good, the locality sheltered, and the means of watering and irrigating can be made very complete. I have had it ploughed this fall, and the soil exposed to the snow and frost of the winter for their beneficial effects.

It is hoped that in time, not only this nursery will form a great addition to the attractions of the park, but that every variety of shrub, plant, and flower, will be collected and cultivated in connection with the nursery, that naturalists and others visiting the place and interested in these studies may see samples of the whole flora of the mountains displayed in a moderate space.

Navigation.

The many beautiful stretches of navigable water throughout the Park have been frequently referred to in previous reports, but not utilized till this year. Several steam yachts have been placed on the Bow River, and added much to the enjoyment of visitors.

The navigation of the Bow for a distance of about ten miles above the village of Banff has opened up a new source of pleasure by the many beauties brought to view on its ever winding course and wooded banks, and the more distant mountain ranges, which embrace the charming Valley of the Bow, and its course from the summit of the Rocky Mountains. All that is now required to complete the scenery is the removal of many dead trees left by the scourge of fires in previous years.

A steam yacht has been launched on Minniwauka Lake, but too late in the season to test the popularity of the trip up the lake, which presents such magnificent scenery and excellent fishing. There is a good opening for a first-class yacht on this lake, fitted up with good accommodation for tourists and sportsmen, and it is hoped that another season will see such a craft provided. It will be necessary that every precaution be taken to ensure safety from accident to the public by the enforcement of every requirement of the law respecting sailing craft.

Bath Houses.

The improvements made at the Cave and Basin have been fully described in last year's report, and the expenditure made on this work is fully justified by the result, as these baths continue to be the favorite resort in the Park.

On the first of June this year registry books were opened for recording the names of visitors to the Cave and Basin.

These baths are in close proximity and under the charge of a careful caretaker whose time is devoted to the attendance on gentlemen visitors and general supervision, and his wife and daughters' duties are to wait on lady visitors and bathers.

The hours for bathing are as follows:—

CAVE.		BASIN.	
Ladies	7 to 10 a.m.	Gentlemen	7 to 10 a.m.
Gentlemen.....	10 to 1	Ladies	10 to 1
Ladies	1 to 4 p.m.	Gentlemen	1 to 4 p.m.
Gentlemen	4 to 7	Ladies.....	4 to 7
Ladies.....	7 to 10	Gentlemen.....	7 to 10

By this arrangement the whole day from 7 a.m. to 10 p.m. can be used for bathing, and one or other of the baths be occupied by either sex at any time.

After a years trial I find no grounds for altering the above arrangement of the hours. It may be, however, that the future may develop some good reason for changing the above system. In fact on special occasions during the past summer the two baths have been fully occupied, and people were obliged to wait some time for an opportunity to gain admittance, but this has not occurred sufficiently often to warrant any change at present.

If in the future it is found that the two baths are over-crowded additional bathing places can be made immediately adjoining them.

Tickets are issued at 25 cents each and 6 for \$1—these entitle the holder to a single bath. But many visitors who go there without any previous intention of bathing are so impressed with the attractions of the place that they cannot resist taking a plunge in the tempting waters, and for which they are quite willing to pay the necessary fee.

The following is a classified statement of visitors to the Cave and Basin for the last six months, who registered since the books were opened:—

Nation.	Cave.	Basin.
Canada.....	2,486	2,486
England.....	87	92
Scotland.....	16	13
Ireland.....	2	5
Australia.....	3	2
Bermuda.....	1	2
United States.....	158	134
Germany.....	0	3
France.....	4	5
Italy.....	0	1
Sweedon.....	2	7
Japan.....	1	2
China.....	8	2
Total.....	<u>2,768</u>	<u>2,754</u>

The total revenue arising from bathers at the Cave and Basin for the twelve months ending the 1st of November, this year, is \$976.20, or 12 per cent. on the outlay on these works.

Canadian Pacific Railway bath-house is a building 45 feet by 30 feet, detached from the hotel. It is comfortably fitted up with separate compartments for ladies and for gentlemen.

It is furnished with ten tubs and two plunge baths, and not yet completed.

The Sanitarium bath-house is also detached from the main building, and is very complete, with ten baths, two plunges and two shower baths. These as well as the Canadian Pacific Railway baths, are supplied with sulphur water from the Hot Springs.

The bath-houses at the Hot Springs are those of A. D. Wright, McCaughy & Beatty and J. W. Brownrigg.

Mr. Wright's bath-house was formerly owned by Dr. Bell, who sold out his interest last year. This house contains twelve tubs and one plunge.

McCaughy & Beatty's building contains two tubs and one plunge. J. W. Brownrigg's building contains one plunge only.

Canadian Pacific Hotel has been completed this year and has been occupied since the beginning of June. The advantages of this hotel to the Park are fully recognized, and the excellent accommodation it affords in every respect never fails to call forth the admiration of all who visit it.

Dwelling Houses.

The contracts are let for the erection of dwelling houses for the Superintendent and Agent. The latter building is now well advanced and the former will be completed before the end of the present winter.

Canadian Pacific Railway Station Grounds.

The removal of the Station from its former site to its present one is a matter of some importance to the Park, the present site being in every respect more convenient for the public and more suitable for the railway. The company abandoned the grounds at their former site and acquired the same quantity of land at their latter site.

A number of persons who had built at the old station removed their buildings to the town site when the question of permanent location of the station was settled.

The Cemetery.

In consequence of several deaths having occurred early in the formation of the Park, a temporary burying place had to be fixed upon. But owing to the spread of the village these graves will have to be removed to a more suitable place, and a permanent cemetery laid out beyond the limits of the village and in a location beautifully adapted for the purpose and in keeping with the surroundings.

Number of Visitors.

An attempt has been made to ascertain the number of visitors to the Park; but in consequence of the number who came for a part of a day and who did not register, there is no means of making a correct estimate, and in many cases the smaller hotels keep no record. I have given, however, all the information available on this head from the books of those hotels that have kept any register and estimated the probable number additional thereto:—

From June to October inclusive—

Canadian Pacific Railway Hotel.

Canadian.....	801
American.....	389
British.....	289
Others.....	24
Total.....	1,503

Sanitarium.

Canada.....	1,619
United States.....	191
England.....	153
Germany.....	61
Ireland.....	54
Scotland.....	12
China.....	8
New Zealand.....	8
Total.....	2,106

Other Hotels.

British American.....	363
National Park Hotel.....	520
Moulton's Hotel.....	460
Wright's Hotel.....	560
McCaughy & Beatty's Hotel	310
Total.....	<u>2,213</u>

Totals.

Canadian Pacific Railway Hotel.....	1,503
Sanitarium.....	2,106
Other Hotels.....	2,213
Total.....	<u>5,822</u>

Future Requirements.

It is hoped that in another year many very necessary improvements will be carried out, such as extending the roads and increasing the means of reaching the many points of interest beyond the present termination of the drives, the complaint of visitors being that they have to go out and return on the same road instead of going round and returning without retracing their steps. This, of course, is provided for in the design of the Park, and will ultimately be carried out, and it is hoped that the coming season will see much of this work executed.

Bridle paths are also required to give easier access to the tops of the mountains where more extensive views can be obtained, and which at present can be achieved on foot only, and by those whose strength is sufficient for the task. But paths suitable for ponies can be made without much expense to the summit of some of the mountains in the vicinity of the springs, from which such magnificent views can be obtained.

Survey and Plans.

The topographical survey of the park has been carried over that portion of the park necessary for the construction of the roads and other works, and the plans are made on a scale suitable for these purposes and the requirements of registration.

This scale is too large for a general plan of the Park, which would make it 29 feet by 11 feet.

I would therefore suggest that a plan on a scale of 1,000 feet to an inch or say 12 feet by 5 feet be made for the use of the Department, which may be reduced for general distribution.

In order to do this the survey requires to be extended to take in the whole area of the Park, particularly a correct survey of Devil's Lake, and the valleys beyond, and the western part of the valley of the Bow River to the western limits of the Park.

This survey need not be so minute or expensive as the previous survey, but such as will afford materials for a correct plan of the river, valleys and mountain ranges.

Hay crops.

The hay crop in the Park this year was let by tender to the highest bidder, and the sum resulting therefrom amounted to \$560.

I am told that this hay crop will likely diminish in future as is usual in marshes of this kind, and it may be necessary to cultivate the crops by seeding.

In view of this I have forwarded to Professor Saunders samples of our native grasses in order that they may be tested to ascertain their value and adaptability.

Police Barracks.

The Mounted Police Force stationed in the Park consists of an inspector, a sergeant, a corporal and eight men, whose duties extend along the line of the Canadian Pacific Railway east and west.

Some two years ago a portion of the Park was set apart for a new barracks, but as yet has not been occupied by them.

When the police first came here they occupied tents on a piece of clear ground, and as winter approached buildings were put upon the same site.

These buildings were represented as being only temporary, and last year the inspector's house was built on an adjacent lot with the assurance from the Commissioner of Mounted Police that the arrangements would be regarded as only temporary.

It is to be hoped that the permanent police barracks may soon be erected on the proper site, and the grounds at present occupied by the buildings on the townsite may be available for their intended purposes.

Forest Fires.

In past years forest fires have ravished portions of the Park and left spots of desolation and extensive bands of dead timber, disfiguring the natural beauties of certain tracts. A quantity of this dead timber has been cleared off since the commencement of the works here and much of it made into firewood and sold.

During the past summer the Park has escaped fires partly owing to the clearing out of new roads, but principally in consequence of the quantity of rain that fell during the season.

Each new road opened forms to some extent a fire-break, and it is hoped that in time the spread of fires will be much more easily prevented.

General Improvements.

The general advancement of the place by private enterprise has continued throughout the year. Besides the completion of the Canadian Pacific Railway Hotel, itself a very fine structure, there has been built on the townsite a brick Presbyterian church, a frame schoolhouse, 24 feet by 42 feet, a carriage factory, and several dwelling houses.

The Roman Catholics and the Methodists had built their churches the year before, and the Church of England congregation occupy a building temporarily till their church is erected.

At Lake Minniwanka (Devils Lake), an hotel has been erected, and when completed will add much to the comfort of tourists and sportsmen visiting that locality.

At Anthracite very great improvements had been made up to the time of temporarily closing the mines. It is expected that the works there will shortly be resumed and the place advance again as before.

In September last, I was called upon by F. A. Gisborne, Esq., superintendent of Government telegraphs, with a view to the erection of telephones in the park. I furnished Mr. Gisborne with all the information he desired respecting the localities, distances &c., to enable him to frame an estimate of cost, and I believe it is intended to put up the wires and instruments next spring, as the advancement of the present season will prevent the work being done economically this winter.

Meteorological.

The necessity for reliable information respecting the climatology of the Park has been much felt, and surprise expressed that a place so fast becoming a first class health resort has so little information to offer respecting its temperature, humidity, and meteorology generally.

An attempt has been made by myself to supply this information since I came here in February 1886, but the want of suitable instruments, and the interference of other duties, prevented the observations being carried out satisfactorily. A ther-

mometer being the only instrument I had provided myself with, my observations were necessarily confined to the temperature.

The record was carried on with some degree of regularity till the month of May 1887, when other duties and frequent absence required the observations to cease.

The 1887 instruments were sent here by Mr. Carpmael, of the Toronto observatory, for the purpose of making a record of the temperature &c., and Mr. G. McLeod, of this place, undertook the duty, and continued the observations from the 18th of November, 1887, to the 30th April, 1888, but without remuneration, in consequence of which he had to abandon the work.

The instruments were placed in my care, and this autumn and winter the observations are being continued at my own house by Mr. McLeod, who gives his services gratuitously and satisfactorily.

I have the honor to be, Sir,

Your obedient servant,

GEO. A. STEWART, *Superintendent.*

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ANNUAL REPORT, 1888, ROCKY MOUNTAINS PARK.

WORK done from 15th April to 31st October, 1888.

ROADS.

Nature of Work.	Locality.	Quantities.
Ditching and forming.....	Spray Avenue.....	31 rods.
do do	Mountain Avenue.....	38 do
do do	Cave Avenue.....	32 do
Grading do	Minniwauka Avenue.....	2,150 do
		2,251 rods, or 7.03 miles.
Close cutting.....	Spray, Poplar and Minniwauka Avenues....	12.27 acres.

WATER WORKS.

Boxing and packing.....	Hot Springs to Tank.....	3,499 feet.
do do	Tank to C.P.R. Hotel.....	1,426 do
do do	Tank to Sanitarium.....	4,100 do
		9,025 feet.

EXPENDITURE ON WORKS

On what Expended.	
	\$ cts.
Roads	5,641 59
Buildings	284 20
Surveys and drafting.....	2,233 82
Bridges	1,264 47
Water works.....	2,940 32
Cave and basin	1,084 92
Caretakers' salaries	771 50
Nursery.....	483 56
Contingencies.....	314 35
	15,018 73

REVENUE FROM BATH HOUSES.

According to the Order in Council of the 25th March last, each tub shall be rated at \$10 per annum, and each plunge bath of 255 cubic feet capacity shall be rated as equal to six tubs.

The revenue to be derived from this source at present is as follows:—

Owner.	Tubs.	Plunges.	Tub and Plunge.	Rate.	Amount.
				\$ cts.	\$ cts.
Canadian Pacific Railway Company	10	.....	10	10 00	100 00
Dr. G. R. Brett	10	2	22	10 00	220 00
N. D. Wright	12	1	18	10 00	180 00
McCaughy & Beatty	2	1	8	10 00	80 00
J. W. Brownrigg .....	.....	1	6	10 00	60 00
Total .....	.....	.....	.....	.....	640 00

Or $6\frac{1}{3}$ per cent. on outlay on water works.

REVENUE from Lots South of Bow River.

	Rate.	Amount.	Total.
	\$ cts.	\$ cts.	\$ cts.
5 acres, Canadian Pacific Railway hotel	20 00	100 00	
16.89 acres do do	5 00	84 45	
5 acres, Sanitarium	20 00	100 00	
4 lots Hot Springs	10 00	40 00	
4 do Transfer Co	30 00	120 00	
12 do applied for	30 00	360 00	
Lots in town site			804 45
			2,168 00
<i>Sundries.</i>			
Hay crop			566 00
Wood			300 00
Water works			640 00
Cave and basin			976 00
Total			5,454 45

Representing the interest at 6 per cent. on \$ 90,740 00
do 4 do 136,111 00

OBSERVATIONS of the Temperature and general state of the Weather taken at Banff, between 23rd February, 1886, and 24th May, 1887, and also between 18th November, 1887, and 30th April, 1888.

Date.	Thermometer.			Weather.	Date.	Thermometer.			Weather.
	7 a.m.	Noon.	6 p.m.			7 a.m.	Noon.	6 p.m.	
1886.	o	o			1886	o	o	o	
Feb. 23	.....	40.0	.....		April 21	32.0	36.0	39.0	do
do 24	20.0	.....	.....		do 22	26.0	60.0	54.0	do
do 25	29.0	.....	.....		do 23	45.0	55.0	47.0	Cloudy.
do 26	22.0	.....	.....	Snow & strong wind.	do 24	31.0	34.0	28.0	Slight snow.
do 27	-3.0	.....	.....	Fine.	do 25	20.0	44.0	36.0	Fine.
do 28	-4.0	.....	.....	do	do 26	36.0	44.0	38.0	Light snow; fine.
Mar. 1	-9.0	.....	.....	do	do 27	34.0	44.0	34.0	Fine.
do 2	.....	.....	.....	do	do 28	28.0	42.0	38.0	do
do 3	-5.0	.....	.....	do	do 29	30.0	32.0	28.0	Snow.
do 4	-4.0	.....	.....	do	do 30	30.0	38.0	32.0	do and fine.
do 5	-4.0	.....	.....	do	May 1	26.0	38.0	32.0	Clear; slight snow.
do 6	10.0	.....	.....	do	do 2	24.0	42.0	36.0	Fine.
do 7	10.0	.....	.....	do	do 3	28.0	46.0	41.0	do
do 8	10.0	.....	.....	do	do 4	27.0	56.0	50.0	Fine and clear sun.
do 9	20.0	.....	.....	do	do 5	28.0	58.0	55.0	do
do 10	16.0	.....	.....	Strong wind.	do 6	34.0	59.0	60.0	do
do 11	30.0	.....	.....	Cloudy & little snow	do 7	20.0	61.0	58.0	do
do 12	30.0	.....	.....	do	do 8	42.0	52.0	50.0	Sunshine & showers.
do 13	24.0	.....	.....	do	do 9	38.0	45.0	42.0	Rain and fine.
do 14	16.0	.....	.....	do	do 10	32.0	45.0	34.0	Snow & rain showers.
do 15	22.0	.....	.....	do	do 11	33.0	40.0	31.0	Clear.
do 16	-4.0	.....	.....	Snow during night.	do 12	30.0	30.0	28.0	Slight snow & clear.
do 17	-4.0	.....	.....	Snow.	do 13	24.0	42.0	40.0	Clear.
do 18	-2.0	.....	.....	Fine.	do 14	30.0	54.0	54.0	do
do 19	24.0	.....	.....	do	do 15	42.0	56.0	46.0	Rain and sunshine.
do 20	32.0	.....	.....	Cloudy.	do 16	51.0	58.0	48.0	Clear.
do 21	35.0	.....	.....	do	do 17	52.0	70.0	60.0	do
do 22	34.0	.....	.....	do	do 18	48.0	58.0	60.0	do
do 23	22.0	.....	.....	Rain.	do 19	46.0	76.0	42.0	do
do 24	22.0	.....	.....	Fine.	do 20	50.0	50.0	51.0	Showers & sunshine.
do 25	20.0	.....	.....	do	do 21	53.0	64.0	62.0	Fine and clear.
do 26	12.0	.....	.....	2 inches snow during night.	do 22	48.0	70.0	67.0	Clear and bright.
				Fine.	do 23	54.0	78.0	71.0	Clear and windy.
do 27	4.0	.....	.....	do	do 24	59.0	70.0	48.0	Clear.
do 28	26.0	.....	.....	do	do 25	40.0	75.0	60.0	do
do 29	28.0	.....	.....	do	do 26	52.0	72.0	60.0	do
do 30	28.0	58.0	.....	do	do 27	56.0	72.0	60.0	do
do 31	26.0	56.0	.....	do	do 28	58.0	52.0	58.0	Showery.
April 1	24.0	52.0	.....	do	do 29	50.0	76.0	66.0	Clear and windy.
do 2	25.0	50.0	.....	do	do 30	48.0	68.0	62.0	Clear and calm.
do 3	28.0	51.0	48.0	Clear and fine.	do 31	48.0	63.0	61.0	Cloudy.
do 4	30.0	48.0	42.0	do	June 1	47.0	60.0	60.0	Fine.
do 5	26.0	51.0	40.0	do	do 2	39.0	68.0	70.0	Cloudy.
do 6	34.0	50.0	43.0	do	do 3	48.0	78.0	73.0	Fine and clear.
do 7	28.0	61.0	45.0	do	do 4	48.0	72.0	74.0	do
do 8	26.0	56.0	55.0	do	do 5	48.0	78.0	60.0	do
do 9	31.0	58.0	52.0	do	do 6	40.0	58.0	48.0	Cloudy; squally.
do 10	32.0	58.0	54.0	Rain.	do 7	50.0	57.0	61.0	Cloudy.
do 11	36.0	54.0	52.0	Cloudy; fine p.m.	do 8	54.0	63.0	60.0	Clear.
do 12	32.0	60.0	50.0	Clear.	do 9	48.0	58.0	49.0	Cloudy.
do 13	35.0	36.0	34.0	Rain.	do 10	42.0	54.0	46.0	do
do 14	32.0	34.0	36.0	Snow and rain.	do 11	49.0	48.0	48.0	Rain.
do 15	36.0	54.0	32.0	Fine; flurries of snow	do 12	38.0	48.0	48.0	Slight rain.
do 16	31.0	44.0	43.0	do rain.	do 13	38.0	58.0	49.0	Cloudy.
do 17	34.0	40.0	40.0	do	do 14	40.0	55.0	46.0	do
do 18	32.0	42.0	41.0	do	do 15	50.0	71.0	52.0	do
do 19	31.0	48.0	46.0	do	do 16	48.0	62.0	48.0	Rain; thunder storm.
do 20	40.0	58.0	50.0	do	do 17	40.0	60.0	46.0	Cloudy; thunder.

OBSERVATIONS of the Temperature at Banff, &c.—Continued.

Date.	Thermometer.			Weather.	Date.	Thermometer.			Weather.
	7 a.m.	Noon.	6 p.m.			7 a.m.	Noon.	6 p.m.	
1886.	°	°	°		1886.	°	°	°	
June] 18	48.0	55.0	58.0	Cloudy.	Aug. 16	34.0	76.0	54.0	do
do 19	48.0	62.0	48.0	do	do 17	38.0	62.0	52.0	do
do 20	55.0	63.0	55.0	do	do 18	40.0	60.0	58.0	Fine; smoky.
do 21	46.0	58.0	60.0	Fine.	do 19	60.0	78.0	68.0	do
do 22	50.0	72.0	62.0	do	do 20	.....	.....	.....	Dense smoke.
do 23	58.0	75.0	78.0	do	do 21	.....	.....	.....	do
do 24	58.0	71.0	75.0	do	do 22	.....	.....	54.0	Fine; smoky.
do 25	49.0	72.0	66.0	do	do 23	34.0	78.0	58.0	Fine and slight rain.
do 26	53.0	69.0	60.0	do	do 24	44.0	72.0	54.0	do
do 27	48.0	50.0	59.0	do	do 25	44.0	61.0	54.0	Fine.
do 28	55.0	63.0	58.0	Slight rain.	do 26	44.0	72.0	60.0	do
do 29	44.0	72.0	65.0	do	do 27	36.0	78.0	61.0	do
do 30	54.0	68.0	47.0	Cloudy; rain.	do 28	46.0	68.0	58.0	do
July 1	38.0	48.0	52.0	Rain.	do 29	36.0	66.0	58.0	do
do 2	47.0	50.0	54.0	Fine.	do 30	38.0	76.0	56.0	do
do 3	46.0	63.0	53.0	do	do 31	32.0	78.0	52.0	do
do 4	48.0	72.0	65.0	Fine and clear.	Sept. 1	32.0	80.0	74.0	do
do 5	50.0	61.0	57.0	Cloudy.	do 2	40.0	70.0	54.0	Cloudy; rain.
do 6	56.0	74.0	58.0	Fine.	do 3	38.0	80.0	36.0	Rain.
do 7	59.0	87.0	80.0	Fine and clear.	do 4	34.0	45.0	34.0	Rain; snow.
do 8	64.0	85.0	83.0	do	do 5	28.0	.....	52.0	snowing.
do 9	67.0	75.0	70.0	Fine.	do 6	32.0	54.0	40.0	Fine and clear.
do 10	44.0	74.0	81.0	Fine and clear.	do 7	34.0	70.0	56.0	Cloudy.
do 11	46.0	80.0	80.0	do	do 8	50.0	60.0	58.0	do
do 12	68.0	93.0	91.0	do	do 9	38.0	66.0	56.0	Fine and clear.
do 13	61.0	85.0	83.0	do	do 10	46.0	68.0	54.0	do
do 14	52.0	77.0	83.0	Fine; smoky (forest fires).	do 11	44.0	64.0	52.0	do
do 15	52.0	78.0	84.0	do	do 12	40.0	62.0	50.0	do
do 16	56.0	86.0	83.0	do	do 13	38.0	68.0	52.0	do
do 17	42.0	72.0	62.0	do	do 14	48.0	64.0	50.0	do
do 18	53.0	75.0	71.0	do	do 15	36.0	63.0	48.0	do
do 19	52.0	78.0	69.0	do	do 16	34.0	60.0	34.0	Cloudy; snow and rain in p.m.
do 20	48.0	74.0	79.0	do	do 17	34.0	68.0	40.0	Fine and clear.
do 21	48.0	79.0	61.0	do	do 18	31.0	59.0	40.0	do
do 22	48.0	77.0	75.0	do	do 19	.....	.....	.....	do
do 23	49.0	78.0	74.0	do	do 20	38.0	.....	.....	do
do 24	52.0	59.0	61.0	do	do 21	36.0	60.0	40.0	do
do 25	54.0	76.0	70.0	do	do 22	36.0	62.0	40.0	do
do 26	48.0	68.0	54.0	do	do 23	38.0	62.0	42.0	do
do 27	49.0	53.0	52.0	do	do 24	40.0	50.0	40.0	Cloudy.
do 28	50.0	72.0	60.0	Fine and clear.	do 25	36.0	50.0	42.0	Snow and rain a.m.; p.m. clear.
do 29	39.0	73.0	68.0	Rain; thunder.	do 26	34.0	54.0	38.0	Fine and clear.
do 30	47.0	76.0	60.0	Rain.	do 27	38.0	50.0	40.0	do
do 31	45.0	50.0	53.0	do	do 28	34.0	52.0	40.0	do
Aug. 1	47.0	74.0	62.0	Rain; thunder.	do 29	.....	.....	.....	do
do 2	46.0	76.0	58.0	do	do 30	.....	.....	.....	do
do 3	44.0	.....	.....	do	Oct. 1	.....	.....	.....	do
do 4	39.0	70.0	63.0	do	do 2	.....	.....	.....	do
do 5	48.0	80.0	56.0	Fine and clear.	do 3	.....	.....	.....	do
do 6	45.0	86.0	59.0	do	do 4	.....	.....	.....	do
do 7	46.0	80.0	60.0	do	do 5	.....	.....	.....	do
do 8	48.0	78.0	55.0	do	do 6	.....	.....	.....	do
do 9	46.0	68.0	50.0	Fine.	do 7	.....	.....	.....	do
do 10	48.0	66.0	58.0	do	do 8	.....	.....	.....	do
do 11	50.0	72.0	55.0	do	do 9	.....	.....	.....	do
do 12	50.0	68.0	52.0	Cloudy; rain.	do 10	.....	.....	.....	do
do 13	48.0	60.0	52.0	Fine.	do 11	14.0	52.0	38.0	Clear and fine.
do 14	36.0	58.0	49.0	do	do 12	28.0	50.0	48.0	do
do 15	30.0	51.0	52.0	do					

OBSERVATIONS of the Temperature at Banff, &c.—Continued.

Date.	Thermometer.			Weather.	Date.	Thermometer.			Weather.
	7 a.m.	Noon.	6 p.m.			7 a.m.	Noon.	6 p.m.	
1886.	°	°	°		1886.	°	°	°	
Oct. 13	40.0	46.0	39.0	Snow.	Dec. 12	37.0	40.0	30.0	Cloudy.
do 14	24.0	28.0	24.0	do	do 13	38.0	42.0	40.0	Rain.
do 15	14.0	22.0	24.0	do	do 14	22.0	29.0	24.0	Fine.
do 16	10.0	23.0	24.0	Clear and fine.	do 15	16.0	32.0	.....	do
do 17	14.0	40.0	28.0	Cloudy.	do 16	16.0	30.0	18.0	do
do 18	31.0	48.0	32.0	Snow, slight.	do 17	—4.0	18.0	16.0	do
do 19	26.0	43.0	32.0	Fine and clear.	do 18	.....	.....	.....
do 20	30.0	48.0	38.0	do	do 19	.....	.....	.....
do 21	36.0	50.0	32.0	do	do 20	.....	.....	.....
do 22	32.0	48.0	32.0	do	do 21	16.0	22.0	18.0	Cloudy; slight snow.
do 23	35.0	40.0	28.0	Snow during night.	do 22	14.0	12.0	.....	Snowing.
do 24	22.0	48.0	38.0	Fine and clear.	do 23	10.0	—6.0	11.0	Fine, clear and calm.
do 25	22.0	44.0	38.0	do	do 24	18.0	—4.0	20.0	do
do 26	32.0	52.0	48.0	do	do 25	38.0	22.0	22.0	do
do 27	26.0	52.0	46.0	do	do 26	36.0	20.0	14.0	do
do 28	36.0	40.0	32.0	Rain, snow and hail.	do 27	26.0	—2.0	—3.0	do
do 29	30.0	48.0	32.0	Snow.	do 28	18.0	.....	—1.0	do
do 30	14.0	34.0	32.0	Fine and clear.	do 29	.....	20.0	14.0	slight snow.
do 31	18.0	40.0	30.0	do	do 30	.....	.....	.....	do
Nov. 1	14.0	32.0	34.0	Cloudy.	do 31	.....	.....	.....
do 2	30.0	40.0	38.0	do slight rain.	1887.				
do 3	28.0	42.0	32.0	Fine and clear.	Jan. 1	.....	.....	.....	Fine and calm.
do 4	18.0	40.0	30.0	do	do 2	—4.0	18.0	—4.0	do
do 5	—7.0	30.0	32.0	do	do 3	—8.0	22.0	14.0	do
do 6	28.0	38.0	28.0	do	do 4	14.0	32.0	12.0	do
do 7	30.0	38.0	32.0	do	do 5	—4.0	12.0	18.0	Clear, cloudy and snow in p.m.
do 8	30.0	38.0	29.0	Slight snow.	do 6	14.0	—2.0	14.0	Fine and clear.
do 9	14.0	34.0	30.0	Fine and clear.	do 7	—6.0	—2.0	—8.0	do
do 10	—6.0	28.0	26.0	do	do 8	—2.0	12.0	—8.0	do
do 11	20.0	28.0	32.0	do	do 9	—8.0	18.0	—6.0	do
do 12	40.0	42.0	38.0	do	do 10	10.0	18.0	10.0	do
do 13	32.0	24.0	24.0	Cloudy.	do 11	—4.0	22.0	18.0	do
do 14	—4.0	24.0	—2.0	Fine and clear.	do 12	14.0	32.0	28.0	do
do 15	—2.0	32.0	16.0	do	do 13	24.0	38.0	19.0	do
do 16	—2.0	30.0	20.0	do	do 14	—6.0	10.0	—4.0	do
do 17	14.0	38.0	26.0	do	do 15	—4.0	18.0	10.0	do
do 18	16.0	32.0	26.0	do	do 16	10.0	—4.0	.....	do
do 19	22.0	32.0	20.0	Snow.	do 17	10.0	18.0	11.0	do
do 20	12.0	.....	.....	do p.m., clearing	do 18	12.0	32.0	—8.0	do
do 21	—6.0	—4.0	10.0	Fine and clear.	do 19	—8.0	30.0	18.0	do
do 22	—2.0	—4.0	10.0	do	do 20	10.0	30.0	10.0	do
do 23	—2.0	—8.0	11.0	do	do 21	—6.0	22.0	12.0	do
do 24	.....	18.0	—6.0	do	do 22	—8.0	18.0	20.0	Cloudy.
do 25	—4.0	18.0	—8.0	do	do 23	14.0	29.0	18.0	Fine and clear.
do 26	32.0	40.0	34.0	do	do 24	18.0	34.0	22.0	do
do 27	38.0	42.0	30.0	do	do 25	16.0	28.0	18.0	do
do 28	32.0	39.0	34.0	do	do 26	—6.0	18.0	12.0	do
do 29	32.0	37.0	35.0	Slight snow.	do 27	18.0	32.0	22.0	do
do 30	26.0	28.0	26.0	Cloudy.	do 28	4.0	10.0	6.0	do
Dec. 1	26.0	18.0	—4.0	do	do 29	10.0	—4.0	2.0	Cloudy and snow.
do 2	12.0	40.0	30.0	Fine, clear and calm.	do 30	20.0	10.0	6.0	Fine and clear.
do 3	12.0	34.0	30.0	do	do 31	34.0	14.0	24.0	Fine, clear and calm
do 4	22.0	30.0	24.0	do	Feb. 1	40.0	20.0	34.0	Blowing a gale.
do 5	22.0	41.0	33.0	do	do 2	50.0	28.0	38.0	Fine, clear and calm
do 6	14.0	30.0	24.0		do 3	52.0	20.0	30.0	do
do 7	27.0	38.0	30.0	Cloudy and snow.	do 4	54.0	10.0	30.0	do
do 8	22.0	29.0	24.0	Fine.					
do 9	22.0	34.0	24.0	do					
do 10	27.0	33.0	30.0	do					
do 11	32.0	37.0	30.0	Cloudy and snow.					

OBSERVATIONS of the Temperature at Banff, &c.—Continued.

Date.	Thermometer.			Weather.	Date.	Thermometer.			Weather.
	7 a.m.	Noon.	6 p.m.			7 a.m.	Noon.	6 p.m.	
1887.	°	°	°		1887.	°	°	°	
Feb. 5	40.0	10.0	26.0	do	April 1	38.0	42.0	32.0	Heavy rain.
do 6	32.0	10.0	12.0	do	do 2	30.0	38.0	30.0	Fine and clear.
do 7	30.0	18.0	12.0	do	do 3	29.0	44.0	28.0	do
do 8	4.0	30.0	4.0	do	do 4	28.0	34.0	40.0	do
do 9	22.0	10.0	14.0	do	do 5	34.0	50.0	44.0	do
do 10	30.0	4.0	18.0	do	do 6	38.0	56.0	52.0	do
do 11	24.0	2.0	10.0	do	do 7	38.0	36.0	38.0	Rain; rain and snow
do 12	8.0	10.0	6.0	do	do 8	34.0	44.0	30.0	Fine and clear.
do 13	22.0	18.0	6.0	Cloudy.	do 9	20.0	42.0	38.0	do
do 14	24.0	.....	10.0	Fine, clear and calm	do 10	20.0	42.0	30.0	Cloudy; snow.
do 15	18.0	6.0	12.0	do	do 11	30.0	38.0	32.0	do
do 16	12.0	4.0	.....	do	do 12	26.0	42.0	38.0	Cloudy.
do 17	10.0	24.0	20.0	do	do 13	34.0	46.0	38.0	Fine and clear.
do 18	12.0	28.0	19.0	do	do 14	38.0	42.0	33.0	do
do 19	4.0	18.0	10.0	do	do 15	30.0	.....	.....	do
do 20	6.0	24.0	12.0	do	do 16	.....	.....	28.0	do
do 21	.....	14.0	3.0	do	do 17	25.0	38.0	30.0	do
do 22	24.0	4.0	6.0	do	do 18	28.0	36.0	29.0	do
do 23	4.0	12.0	8.0	do	do 19	26.0	38.0	.....	do
do 24	8.0	30.0	22.0	do	do 20	.....	.....	32.0	do
do 25	6.0	26.0	18.0	do	do 21	30.0	44.0	30.0	do
do 26	24.0	32.0	26.0	do	do 22	26.0	40.0	38.0	do
do 27	.....	.....	.....	Strong wind in p.m.	do 23	30.0	48.0	39.0	do
do 28	32.0	38.0	34.0	Snow and rain.	do 24	38.0	48.0	31.0	do
Mar. 1	12.0	26.0	16.0	Heavy snow; 14 inches fell.	do 25	28.0	49.0	32.0	do
do 2	.....	17.0	5.0	Fine and clear.	do 26	35.0	48.0	38.0	do
do 3	28.0	17.0	16.0	do	do 27	32.0	42.0	34.0	do
do 4	14.0	23.0	24.0	Cloudy.	do 28	41.0	38.0	38.0	Rain.
do 5	22.0	36.0	30.0	Cloudy; snow.	do 29	32.0	49.0	38.0	Snow.
do 6	4.0	11.0	8.0	Snow.	do 30	32.0	44.0	40.0	Snow; cleared in p.m.
do 7	8.0	31.0	28.0	Cloudy; slight snow	May 1	30.0	38.0	32.0	Fine; rain during night.
do 8	12.0	26.0	30.0	do	do 2	32.0	44.0	38.0	Rain and strong wind
do 9	32.0	38.0	36.0	do and rain	do 3	36.0	48.0	34.0	snow.
do 10	33.0	41.0	39.0	Rain.	do 4	36.0	48.0	38.0	snow, a.m., 3 inches; clear p.m.
do 11	32.0	40.0	34.0	Cloudy.	do 5	30.0	44.0	38.0	Snow and rain.
do 12	6.0	33.0	20.0	Fine and clear.	do 6	38.0	44.0	48.0	Snow.
do 13	.....	42.0	32.0	do	do 7	36.0	50.0	.....	Snow in a.m.; cleared
do 14	29.0	39.0	36.0	do	do 8	30.0	48.0	39.0	Fine.
do 15	28.0	39.0	36.0	do	do 9	38.0	54.0	39.0	Rain and snow.
do 16	30.0	41.0	36.0	Cloudy; slight rain.	do 10	32.0	50.0	48.0	Fine and clear.
do 17	32.0	56.0	42.0	Fine and clear.	do 11	28.0	50.0	38.0	do
do 18	35.0	43.0	29.0	Cloudy; hail.	do 12	29.0	48.0	48.0	do
do 19	8.0	34.0	32.0	Fine and clear.	do 13	40.0	58.0	44.0	do
do 20	8.0	36.0	35.0	Cloudy.	do 14	40.0	56.0	44.0	Cloudy.
do 21	11.0	39.0	41.0	do	do 15	40.0	58.0	48.0	Fine, clear and calm.
do 22	20.0	46.0	45.0	do	do 16	48.0	74.0	64.0	do
do 23	28.0	43.0	39.0	do slight snow.	do 17	40.0	70.0	48.0	do
do 24	25.0	33.0	25.0	Fine, clear and calm	do 18	47.0	68.0	40.0	do
do 25	20.0	30.0	26.0	do	do 19	30.0	44.0	40.0	Cloudy; snow.
do 26	9.0	40.0	32.0	do	do 20	38.0	60.0	40.0	Fine and clear.
do 27	32.0	48.0	42.0	do	do 21	37.0	61.0	39.0	do
do 28	40.0	52.0	42.0	do and slight rain in p.m.	do 22	40.0	70.0	58.0	do
do 29	28.0	42.0	38.0	Fine, clear and calm	do 23	40.0	70.0	54.0	do
do 30	24.0	40.0	38.0	Fine and clear.	do 24	48.0	78.0	.....	do
do 31	34.0	44.0	30.0	Cloudy.					

OBSERVATIONS of the Temperature from 18th November, 1887 to 30th April, 1888.

Date.	Thermometer.			Weather.	Date.	Thermometer.			Weather.
	7 a.m.	2 p.m.	9 p.m.			7 a.m.	2 p.m.	9 p.m.	
1887.	°	°	°		1888.	°	°	°	
Nov. 18	34.0	37.0	36.0	Fine.	Jan. 12	-39.0	-15.0	-11.0	Overcast.
do 19	34.0	42.0	42.0	Overcast, snow.	do 13	-21.0	-10.0	-16.0	Cloudy.
do 20	41.0	35.0	33.0	Cloudy.	do 14	-20.0	-11.0	-14.0	Fine, squally.
do 21	-3.0	21.0	15.0	Fine.	do 15	-23.0	-10.0	-9.0	do
do 22	-4.0	17.0	5.0	do	do 16	-23.0	-9.0	-10.0	do
do 23	-1.0	19.0	11.0	do	do 17	-20.0	-6.0	-11.0	do
do 24	-0.6	.....	16.0	do	do 18	-22.0	-21.0	-21.0	Overcast slight snow
do 25	18.0	-2.0	2.0	do	do 19	-45.0	-18.0	-40.0	do
do 26	0.6	3.0	10.0	do	do 20	-45.0	-4.0	-22.0	Fine and clear sky.
do 27	5.1	2.9	9.0	do	do 21	-38.0	-6.0	-8.0	do
do 28	6.0	17.0	19.0	Overcast, snow.	do 22	-16.0	-3.0	-25.0	Cloudy, gloomy.
do 29	7.0	12.0	9.0	do	do 23	-16.0	15.0	20.0	Fine
do 30	18.0	28.0	24.0	Cloudy.	do 24	-18.0	25.0	19.0	Snow.
Dec. 1	9.0	17.0	13.0	do	do 25	9.0	20.0	23.0	Fine.
do 2	7.0	12.0	5.0	Overcast, slight snow	do 26	35.0	39.0	37.0	Snow.
do 3	10.0	7.0	6.0	Fine.	do 27	34.0	45.0	38.0	Cloudy.
do 4	-9.0	2.0	6.0	Overcast.	do 28	32.0	41.0	34.0	do
do 5	11.0	2.0	3.0	do	do 29	35.0	43.0	39.0	Overcast.
do 6	7.0	18.0	20.0	do slight snow	do 30	38.0	47.0	41.0	Cloudy.
do 7	17.0	34.0	34.0	do	do 31	38.0	46.0	38.0	do
do 8	6.0	2.0	1.0	do rain and snow	Feb. 1	35.0	33.0	24.0	Fine.
do 9	30.0	33.0	30.0	do slight snow	do 2	19.0	30.0	18.0	do
do 10	27.0	32.0	28.0	Fine.	do 3	6.0	30.0	16.0	do
do 11	28.0	31.0	29.0	Overcast, snow.	do 4	9.0	31.0	19.0	do clear sky.
do 12	24.0	32.0	23.0	Fine.	do 5	9.0	35.0	29.0	do
do 13	.....	.....	.....		do 6	24.0	36.0	32.0	do
do 14	.....	.....	.....		do 7	33.0	46.0	44.0	do
do 15	.....	.....	.....		do 8	17.0	28.0	18.0	do
do 16	.....	.....	.....		do 9	21.0	39.0	24.0	Cloudy.
do 17	.....	.....	.....		do 10	10.0	24.0	11.0	do
do 18	.....	.....	.....		do 11	16.0	36.0	25.0	do
do 19	.....	.....	.....		do 12	30.0	21.0	4.0	Fine.
do 20	.....	.....	.....		do 13	-12.0	3.0	8.0	Snow.
do 21	.....	.....	.....		do 14	8.0	34.0	29.0	Fine.
do 22	.....	.....	.....		do 15	32.0	38.0	35.0	do
do 23	11.0	22.0	27.0	Fine.	do 16	33.0	44.0	43.0	Cloudy.
do 24	15.0	22.0	3.0	do	do 17	40.0	47.0	40.0	Fine.
do 25	20.0	3.0	.....	do	do 18	29.0	36.0	29.0	do
do 26	11.0	6.0	10.0	do very slight snow in N.W.	do 19	20.0	31.0	26.0	Overcast.
do 27	20.0	1.0	10.0	do	do 20	21.0	34.0	32.0	do
do 28	23.0	7.0	10.0	do	do 21	30.0	39.0	30.0	Fine.
do 29	16.0	9.0	11.0	Overcast, slight snow	do 22	32.0	39.0	39.0	do
do 30	16.0	10.0	14.0	do	do 23	32.0	36.0	25.0	do
do 31	20.0	4.0	2.0	Fine.	do 24	19.0	34.0	29.0	do
1888.					do 25	22.0	37.0	29.0	do
Jan. 1	1.0	15.0	13.0	Fine.	do 26	24.0	43.0	34.0	do
do 2	8.0	19.0	6.0	do	do 27	30.0	40.0	35.0	Cloudy.
do 3	12.0	9.0	2.0	Cloudy.	do 28	2.0	8.0	2.0	Overcast.
do 4	13.0	5.0	11.0	Overcast.	do 29	-15.0	3.0	-4.0	Fine.
do 5	19.0	9.0	19.0	Cloudy.	Mar. 1	-20.0	.....	-11.0	do
do 6	32.0	6.0	13.0	Fine clear sky.	do 2	-29.0	4.0	-15.0	do
do 7	21.0	1.0	21.0	do	do 3	-19.0	14.0	-10.0	Fine clear sky.
do 8	35.0	.....	1.0	do	do 4	-9.0	14.0	-9.0	do
do 9	1.0	13.0	9.0	Fine.	do 5	-13.0	21.0	-5.0	do
do 10	14.0	23.0	10.0	do	do 6	-2.0	23.0	-8.0	Gloomy.
do 11	24.0	20.0	25.0	do	do 7	2.0	18.0	1.0	do
					do 8	-20.0	10.0	-4.0	Fine.
					do 9	-9.0	20.0	15.0	Cloudy.

OBSERVATIONS of the Temperature at Banff, &c. — *Continued.*

D	Thermometer.			Weather.	Date.	Thermometer.			Weather.
	7 a.m.	2 p.m.	9 p.m.			7 a.m.	2 p.m.	9 p.m.	
1888.	°	°	°		1888.	°	°	°	
Mar. 10	11·0	29·0	9·0	Cloudy.	April 5	26·0	37·0	25·0	Cloudy.
do 11	16·0	31·0	29·0	do	do 6	29·0	43·0	25·0	do
do 12	33·0	43·0	34·0	Overcast, rain.	do 7	33·0	48·0	32·0	Fine.
do 13	36·0	40·0	37·0	Cloudy.	do 8	29·0	42·0	27·0	Cloudy and squally.
do 14	30·0	35·0	28·0	Fine.	do 9	26·0	31·0	29·0	do
do 15	29·0	34·0	36·0	Cloudy.	do 10	31·0	40·0	29·0	Cloudy.
do 16	37·0	46·0	39·0	do	do 11	24·0	47·0	46·0	Fine.
do 17	39·0	46·0	29·0	Overcast, slight rain.	do 12	47·0	52·0	37·0	Cloudy, slight rain.
do 18	19·0	33·0	19·0	Fine.	do 13	32·0	53·0	31·0	do rain.
do 19	20·0	33·0	30·0	Cloudy.	do 14	36·0	50·0	59·0	Fine.
do 20	20·0	36·0	18·0	Fine.	do 15	30·0	47·0	26·0	Overcast, slight snow
do 21	13·0	37·0	31·0	do	do 16	27·0	32·0	28·0	Fine.
do 22	28·0	39·0	29·0	do	do 17	16·0	36·0	37·0	Overcast.
do 23	18·0	25·0	18·0	Overcast, snow.	do 18	35·0	57·0	43·0	Fine and bright sun.
do 24	—4·0	24·0	8·0	Fine.	do 19	40·0	60·0	53·0	do
do 25	—4·0	32·0	19·0	do	do 20	52·0	57·0	43·0	do
do 26	24·0	37·0	28·0	do	do 21	40·0	60·0	53·0	do
do 27	29·0	34·0	25·0	Overcast, snow.	do 22	39·0	57·0	40·0	do
do 28	20·0	26·0	16·0	Overcast.	do 23	35·0	67·0	48·0	do
do 29	5·0	23·0	7·0	Cloudy.	do 24	39·0	61·0	35·0	Cloudy.
do 30	4·0	28·0	19·0	Fine.	do 25	34·0	50·0	45·0	do
do 31	14·0	27·0	15·0	Overcast, slight snow	do 26	45·0	47·0	43·0	do
April 1	13·0	26·0	19·0	Overcast.	do 27	33·0	46·0	27·0	do
do 2	15·0	38·0	19·0	do snow.	do 28	36·0	54·0	37·0	do
do 3	13·0	34·0	16·0	Fine.	do 29	42·0	57·0	37·0	Fine, very fine rain.
do 4	17·0	37·0	19·0	Cloudy, slight snow.	do 30	36·0	54·0	38·0	Cloudy.

COMPARATIVE TABLE of Means, Maximum and Minimum Temperatures and Precipitation during the Months of January, February, March and April, 1888.

JANUARY.								MARCH.							
Station.	Temperature.					Precipitation.		Station.	Temperature.					Precipitation.	
	Average.	Maximum.	Date.	Minimum.	Date.	Amount.	Days.		Average.	Maximum.	Date.	Minimum.	Date.	Amount.	Days.
	°	°		°		In.			°	°		°		In.	
Banff.....	1·0	48·0	20	-47·1	30	0·75	6	Banff.....	17·7	47·5	12-16	-31·6	2	1·00	7
Regina.....	-13·9	40·0	29	-51·0	9	0·85	3	Regina....	1·7	40·5	18	-30·0	3	1·25	6
Winnipeg...	-14·2	28·0	31	-45·6	11	0·79	8	Winnipeg.	6·3	40·0	18	-25·9	22	1·09	15
Toronto....	15·0	49·0	13	-21·9	22	1·93	17	Toronto....	22·4	48·3	20	-1·5	5	2·80	18
Ottawa.....	3·1	37·2	2	-23·6	22	1·70	5	Ottawa....	21·0	45·4	27	-3·7	24	2·00	7
Montreal...	3·7	40·0	1	-20·5	22	2·81	17	Montreal..	23·2	44·2	21	-2·9	5	3·69	20
Quebec.....	2·3	28·8	14	-22·8	25	3·81	16	Quebec....	23·3	46·7	21	-10·0	2	2·44	18
FEBRUARY.								APRIL.							
Banff.....	25·8	48·0	17	-18·7	29	1·02	11	Banff.....	36·9	62·2	23	4·1	17	0·49	13
Regina.....	.....	41·0	17	-43·5	9	0·50	7	Regina....	29·4	63·0	24	-5·0	6	5·50	10
Winnipeg...	-1·8	37·0	23	-46·4	9	0·31	5	Winnipeg.	32·8	73·0	25	0·7	6	1·30	10
Toronto....	21·9	43·2	20	-16·1	9	1·68	20	Toronto....	38·9	76·3	28	21·2	8	1·37	12
Ottawa.....	12·1	37·4	13	-32·9	10	2·20	7	Ottawa....	37·2	84·9	28	12·1	9	2·79	9
Montreal...	12·4	38·6	20	-24·4	10	3·55	14	Montreal..	38·8	76·0	28	11·4	8	1·54	17
Quebec.....	11·4	37·5	8	-31·7	10	2·60	18	Quebec....	32·3	64·0	28	6·0	8	2·43	17

SUPPLEMENT

TO THE

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1888,

BEING SUMMARY OF REPORTS ON THE LONDON, CROFTER,
SCANDINAVIAN, HUNGARIAN, CHURCH, GERMAN,
AND ICELANDIC COLONIES,

BY

RUFUS STEPHENSON.

Printed by Order of Parliament.



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1889.

DEPARTMENT OF THE INTERIOR,

OTTAWA, 30th March, 1889.

SIR,—I have the honour to submit herewith a summary of the several reports made by Mr. Rufus Stephenson on the London, Crofter, Scandinavian, Hungarian, Commercial, Church, German and Icelandic Colonies. These reports are made in accordance with instructions issued by you to Mr. Stephenson in November last.

I might add that the original reports of which this is a summary, deal with the condition of each colony in detail, but it was thought desirable that Mr. Stephenson should be asked to condense these detailed reports, and that the information in this condensed form should be printed for the information of Parliament.

I have the honour to be, Sir,

Your obedient servant,

A. M. BURGESS,

Deputy of the Minister of the Interior

The Hon. E. DEWDNEY,
Minister of the Interior,
Ottawa.

SUMMARY OF REPORTS

ON THE

LONDON, CROFTER, SCANDINAVIAN, HUNGARIAN, COMMERCIAL, CHURCH, GERMAN AND ICELANDIC COLONIES.

Mr. Rufus Stephenson.

EAST LONDON ARTISAN'S COLONY, SOUTH OF MOOSOMIN.

Townships 11, Ranges 31 and 32, Townships 12, Ranges 31 and 32, and Township 13, Range 32, all west of 1st P. Meridian.

This colony was projected by Major-General Sir Francis DeWinton, Mr. Burdett-Coutts, Sir John Whittaker, James Rankin, M.P., Mr. C. H. Bowesfield and other citizens of London, England. To thirteen of the settlers enumerated—the total number being 26—the sum of \$500 has been advanced to each; and to each of the thirteen others \$250 has been advanced by the “East London Colonization Society.” Several of those to whom money has been loaned, I understand, have not up to the present time given any security to the Company for its repayment, neither has the Company placed other homesteaders upon those homesteads which have been abandoned by the original homesteaders, nor have these abandoned homesteads been cancelled by the Department of the Interior. This colony may be said to be now fairly prosperous, and now that the worst period having been tided over there is little doubt but that the settlement will flourish much more rapidly from this out than it has done up to the present time. The condition of these settlers as given to me by themselves is a complete refutation of the statements of those who have used the press to reflect on the promoters of this colony.

THE COMMERCIAL COLONY (NORTH-WEST TERRITORIES.)

Townships 22, 23 and 24, Range 1, and Townships 23 and 24, Range 2, west 2nd P.M.

Eighty-four settlers were enumerated by me as homesteaders in this colony. The greater portion of the advances made to them was by the North-West Land Company—to Crofters and others; other advances were made by Sir John Whittaker, Messrs. Ellis, A. B. Coutts and W. Peacock Edwards, to Londoners. Cash advances were made to all the settlers but four, of sums ranging from \$275.25 to \$600; to one man \$800 were given. These are mostly secured by liens on the lands homesteaded. These advances were expended for the most part in the erection of comfortable frame houses, in the ploughing of land, and in the purchase of cattle, stoves, waggons, ploughs, harrows and farming implements generally. The settlers were especially well pleased with the country—many of them were quite enthusiastic on this point. Their replies to enquiries put to them by me will amply repay perusal. Though but recently organized this colony promises exceedingly well. The quantity of land ready for crop speaks volumes for the industry of these colonists.

 CHURCH COLONIZATION LAND SOCIETY'S COLONY, N. W. T.

Townships 22 and 22, Ranges 32 and 33, W. 1st P. M.

The number of homesteaders enumerated by me in this Colony is 24. Those of them who have seriously attempted, with the assistance rendered by the Colonization Society—and that assistance has been liberal indeed—to make homes for themselves here have done fairly well and make few if any complaints when answering my enquiries. But I must confess that others for whom so much has been done, and who have done but very little for themselves, were outspoken fault finders. One of these thought the soil would wear out in three years at longest. He cropped five acres in 1888 of 12 acres ploughed, and for the want of being dug a fine crop of potatoes was frozen in the ground. To this person an advance of \$600 was made by the Church Society. A second complains that “the promises made by the Church Society have not been fulfilled:” “he was to have a pre-emption.” This person also got aid in cattle, farming implements, &c., &c, to the value of \$600 from Mr. A. F. Eden, Agent for the Church Society, for which receipt has been acknowledged before Homestead Inspector Allison; yet, up to the present time, he has neither house for himself and wife, nor stables for his cattle on his 160 acres homestead. In 1888 he had but six acres broken and cropped. A third found fault with the company's agent because he did not get the grain threshed and a market found for it. In pleasing contrast to the foregoing, I quote a few words uttered to me by another settler in the colony. He says: “I am well satisfied so far—like the country and believe I will do well. But a man has got to work to get a start, and with work he can do well. He's got to rough it at first.” This man had 15 acres broken in 1888, and 13 acres in crops. When I visited him, only a few days ago, he was threshing out his wheat with a flail, had plenty of hay for his cattle, and altogether was in comfortable circumstances.

 THE CROFTER SETTLEMENT, PIPESTONE CREEK, N.W. T.

Township 13, Range 33; Township 14, Range 32; Township 14, Range 33, W. of 1st P. M., and Townships 14 and 15, Range 1, W. of 2nd P. M.

In this settlement which was first begun in 1884-85, I enumerated 105 homesteaders, all of whom, with one or two exceptions, expressed themselves in the very strongest terms in favor of the climate, the fertility of the soil and the locality they were in. Indeed, in some instances, I almost thought they were too extravagant in their language, and when putting to paper their utterances I was careful to give briefly what they said, and, as nearly as possible, the very words they uttered. With them, apparently, industry and prosperity go hand in hand with contentment. Their dwelling houses are comfortable,—I believe only two of the original “Crofter cabins” are at present occupied by their first occupants, and one of these will be vacated for a new log house in the spring,—while their stables are capacious and warm. The cattle present the appearance of being well cared for, and the abundance of hay unconsumed that I saw in stacks indicates no lack of food before the prairies will be covered with rich green grass. While these settlers have shown much industry in the way of ploughing and grain raising, it is evident that the rearing of cattle is one of their especial hobbies and in the cultivation of which they are sure to succeed. Schools and religious teachings are encouraged by them, there being no less than six of the former in operation in the settlement, and stated preaching by both Roman Catholic and Protestant clergymen. In proof of the correctness of the foregoing, respecting this colony, I will just quote here the following from my extended report: “James Miller, N.W. $\frac{1}{4}$, Tp. 12, R. 13, Sec. 33. Log house 14 by 20, sod house 20 by 30; three stables joined together, 14 by 60; good well of water; 50 acres broken, 30 acres in crop in 1888, wheat, oats and barley—150 bushels wheat, 100 bushels oats, 25

bushels barley; 1 span of horses, 1 yoke oxen, 14 cows in calf, 12 steers, 2 sheep, 6 pigs, 27 fowls, 2 waggons, 3 ploughs, 2 sets harrows, 1 mower, 1 horse rake, 1 binder, 1 set sleighs. Married, wife and five children. "Nobody, said Mr. Miller, and his utterances were confirmed by his sons," has any right to say anything about this country but what is good. I am well satisfied that we all came out here, and we would not go back again if all were paid to do so. The climate here is much better than it was where I came from in Scotland. I can go out here and work in the worst days of the year with less clothing on than would be required in Scotland to keep the cold and wet from our skins. It is my opinion that Lady Cathcart is entitled to the heartfelt thanks of us all for having helped us to our homes here in Canada, no matter what anybody says to the contrary. We are all thankful to that good lady, to the Government here, and to the North-West Land Company. There could not be a finer man than Mr. Searth." Scores of others bearing similar testimony could be quoted here from my reports if necessary.

HUNGARIAN (ESTERHAZY) COLONY, N. W. T.

Townships 19 and 19 A, Range 1, and Townships 18 and 19, Range 2, West of 2nd Principal Meridian.

The homesteaders in this colony number forty-five at present. They are all doing remarkably well since a number brought in by Count D'Esterhazy have been weeded out and their places filled by a better class. The colonists here have been largely aided by Sir George Stephen when President of the Canadian Pacific Railway. It is my opinion, however, that too much money was expended in the erection of costly dwelling houses. Had less capital been put into the buildings and more into cattle at the start I am sure the results would have been better in many cases. The first cost of many of these houses ranged as high as \$250 each, while suitable log houses could have been built for one-third of that amount. The settlers, however, are getting along well. In 1888 they had a large acreage broken and cropped. Their crops all turned out well. They were not troubled—except in one case and in that but slightly—with summer frosts. Their wheat was marketed in excellent condition and realized in some cases as high a price as \$1.10 per bushel at Whitewood station—on the line of the Canadian Pacific Railway—to which the haul was about twenty miles. Mr. Brecken, a wheat buyer, informed me that the finest wheat sold in the Whitewood market came from this colony. Their stock of cattle is being rapidly augmented. Altogether this colony is remarkably prosperous. Mr. I. Vass is doing valuable work there, and his good judgment and sound advice is much relied on by the settlers in this locality. An addition to this colony of about sixty homesteaders is expected during the present year.

THE SCANDINAVIAN COLONY, N.W.T.

Townships 18, 19 and 19A, Ranges 2 and 3, W. of 2nd P. M.

This colony is composed of thirty-nine homesteaders, and gives great promise of soon being an important one. The land is gently undulating, the soil is excellent, the tract is well supplied with wood for fuel and building purposes, and the water is capital and easily obtained. Considering the short period since this settlement was begun, the quantity of land broken and prepared for cropping is remarkably large. The houses—mostly log—already erected, are large, and built in a neat and workmanlike manner. The settlers themselves are of a superior stamp and evince much intelligence, industry and practical ingenuity. A large addition to their number is expected to arrive from Sweden this year. Ten men are at present in the settlement prepared to make their entries for homesteads this coming spring. No injury

to the crops here has resulted from the summer frosts. Sir George Stephen, while President of the Canadian Pacific Railway Company, by the substantial aid which he rendered has largely promoted the welfare of this colony.

THE GERMAN COLONY, "HOLENLOHE," MAN.

Townships 21 and 22, Ranges 30, 31 and 32, West of 1st Principal Meridian.

This Colony, located immediately on the line of the Manitoba and North-Western Railway and 236 miles north-west from Winnipeg and 9 miles east from the "Church Colonization Society's Colony," is another which promises well in the near future. It contains 43 homesteaders, more than one-half of whom are married men. Only 11 out of the whole number have been advanced any pecuniary aid by the Manitoba and North-Western Railway Company, the promoters of the Colony. Many of them have already commodious and comfortable framed or log houses, while others are preparing to build this season. They have large breakings ready for seeding, and are steadily adding to the number of their cattle and collecting around themselves implements to more efficiently cultivate their farms. In only one case was any difficulty expressed about easily obtaining plenty of good water by digging to a moderate depth. The climate and the quality of the land were highly spoken of. Only four instances were given where damage was done to wheat by frost, and in one of these it was admitted that the seed was sown too late in the season. All kinds of vegetables did remarkably well. On the whole the settlers appeared to be well satisfied with their location and future prospects.

THE ICELANDIC COLONY, "THINGVALLA," N.W.T.

Townships 22 and 23, Ranges 31 and 32, West of 1st Principal Meridian.

The same and even more may be truthfully said of this colony that has already been said of the German colony as to its general prosperity thus far and of its prospects in the near future. The number of homesteaders enumerated is fifty-two, of whom only eight have received pecuniary assistance from the Manitoba and North-Western Railway Company, and the total amount advanced to these is only \$1,250.66. Altogether, the settlers in this colony own no less than 377 head of horned cattle, 174 sheep and eight horses. The dwelling houses are well built of logs, and the stabling is roomy and comfortable for their stock all of which looks thrifty and well cared for. By some of the settlers considerable breaking has been done, but, as a general thing, the quantity of land broken for grain crops is as yet small, though potatoes and turnips are grown to a considerable extent. The raising of cattle and sheep appears to occupy the greater share of their attention at present, and, in this direction, it must be admitted they have been eminently successful. Wood, water and hay are easily to be procured in this colony. The colonists themselves are well satisfied with their lot. Two of them came from Dakota, U.S.

HUNGARIAN COLONY, "HUNSVALLEY," MAN.

Township 16, Range 16, West of 1st Principal Meridian.

Mr. G. DeDory initiated this settlement in the year 1887. It is located about twenty miles north-east from the town of Minnedosa on the line of the Manitoba and North-Western Railway, and is well supplied with wood and water. A majority of those homesteading have erected their dwellings in the wide valley through which meanders a small stream known by the name of Stony Creek, which takes its rise in the Riding Mountains and ultimately finds its way into the Little Saskatchewan

River. The number of homesteaders here is twenty-six, of whom sixteen have been advanced assistance in the shape of money, cattle and farm implements by the Manitoba and North-Western Railway Company. But now they are beginning to get somewhat "before handed," as it is termed, and are making preparations to wipe out the liens given upon their lands. Their general progress has not been as marked as that of settlers in other colonies. They appear to be sober and industrious, but seem more inclined to follow other pursuits than to closely apply themselves to tilling the soil. I believe some of them have been workers in mines in former days. Gradually cattle are being gathered by them and no doubt in a few years more this colony will present a marked improvement upon the present condition of affairs. Situated as the settlers here are, considerable clearing of underbrush and cutting of trees will have to be done on the uplands in order to enable them to prosecute grain growing to any great extent.

THE SCANDINAVIAN COLONY, MAN.

Townships 17, Ranges 17 and 18, and Township 18, Ranges 17 and 18 West of 1st Principal Meridian.

This Colony is planted in four Townships in the Riding Mountains, and the greater number of the homesteads are at present located in the vicinity of a fine body of water known as Otter Lake on the east side of which is laid out the Town plot of Scandinavia. Here is a capital saw-mill where spruce, poplar and pine logs are manufactured into all dimensions of lumber, and a shingle machine is now there in running order. There is here, also, a well built and roomy two story frame building splendidly adapted for the temporary residence of immigrants until such times as suitable houses could be put up on homesteads. Besides Mr. I. Hemmingson, who has already done very much to advance the welfare and comfort of those who have sought homes in that part of the country, has a commodious house in which he resides and where all the necessaries of life can be procured by new settlers. The saw-mill has already given much profitable work to colonists. The land in proximity to the town site of Scandinavia is heavily timbered, but farther northward it is more open and better adapted to purposes of pasturing and grain growing. As might naturally be expected the dwelling houses and other buildings erected by the homesteaders here in this well timbered section, are of a good class, either frame or log. Stock raising is being gone into and much the same line of procedure is being followed by the settlers here as that adopted by the Scandinavian and Icelandic Colonies already referred to. One settler, Mr. R. Patterson, of whom special mention deserves to be made, is at present the owner of 4 horses, 3 oxen, 2 bulis, 3 steers, 12 cows, 11 head of young cattle, 6 sheep and 20 pigs, and numerous fowls of various kinds. Six of his cattle are from registered thoroughbred stock. This Colony, I am sure, will succeed. It is said many new settlers will come in there this summer. Of those already there four families came from Dakota, U. S., one family from the State of Wisconsin and one other homesteader came from another State in the neighboring Republic.

RUFUS STEPHENSON,
Inspector.