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In Sessional papers No. 6, Report of the Postmaster General ... 30<sup>th</sup> June, 1877, page 15 is incorrectly numbered page 1.

In Sessional papers No. 6, Part I, page 34 is incorrectly numbered page 4.

In Sessional papers No. 7, Annual report of the Minister of Public Works ... 30<sup>th</sup> June, 1877, page 195 is incorrectly numbered page 19.

# SESSIONAL PAPERS.

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VOLUME 7.

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FIFTH SESSION OF THE THIRD PARLIAMENT

OF THE

DOMINION OF CANADA

---

SESSION 1878.

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VOLUME XI.



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PRINTED BY MACLEAN, ROGGE & Co., WELLINGTON STREET, OTTAWA.

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# LIST OF SESSIONAL PAPERS.

VOL. XI.—SESSION 1878.

ARRANGED ALPHABETICALLY.

	No.		No.
Accidents, Railway .....	78	Gauvreau, J. P. ....	116
Accounts, Public.....	5	Geological Survey.....	126
Advertising.....	87	Giblin, John.....	95
Agricultural Report.....	9	Governor General, Expenses to Manitoba.....	39
Alaska .....	125	Great Village.....	145
Ammunition, Volunteers.....	103		
Appointments to Office.....	146	Halifax Commission.....	147
Arichat, Hawkesbury and Antigonish Mails...	40	Harbour Board, Lake St. Peter.....	27
do Pilotage Rules.....	40	Harbour Commissioners, Q. M. O. and O. Ry.	26
do Breakwater.....	40	Harbour of Matane.....	57
Australian Colonies.....	43	Harbour Master, Collingwood.....	100
		Harbour Master, Port Colborne.....	76
Baie St. Paul, Piers, &c. ....	36	Harvey, John.....	29
Banks .....	16	Haws, Suit of.....	143
Baptisms, Marriages, &c.....	13	Horses, &c., Imported.....	72
Bonds and Securities.....	35		
Boswell, J. K.....	98	Indian Lands, Timber Sales.....	79
Breakwater, West Arichat, C.B.....	138	Ingonish Harbour.....	74
British Columbia, Money paid to.....	37	Inland Revenue Report and Supplements.....	3
do Fisheries.....	42	Insurance Reports.....	14
do Pensions of Public Officers.....	131	Intercolonial Railway.....	21
		Interior Report.....	10
Cadets, Royal Navy.....	99	Iron, purchased by Government.....	88
Cadigan, J.....	113		
Canada Central Extension.....	28	L'Ardoise Breakwater.....	54
Canada Pacific Railway.....	20	La Banque Nationale.....	135
do do Spikes.....	108	Lachine Canal.....	23
do Telegraph.....	52	Lake Erie Harbour.....	47
Canada Southern Railway.....	75	Lakes, Manitoba, &c., Surveys.....	110
Canadian Built Ships.....	70	Land, Canal Purposes.....	130
Carron Brook Village.....	117	Lapsed Balances, 1876-77.....	67
Casampec Harbour.....	92	Library of Parliament.....	11
Certificates, Schools of Gunnery.....	133	Lingan Harbour, C.B.....	51
City and District Savings Bank, Montreal.....	105		
Collingwood, Harbour, Master of.....	100	McDonald, D.....	111
Corbett, James.....	114	McFarlane, Hon. Alex.....	102
Cow Bay, C.B.....	120	McNeil, R.....	124
Cullers' Pensions.....	59		
Customs.....	141	Mails, Quebec and Murray Bay.....	121
Customs Duties, St. John, N.B.....	77	Malpeque Breakwater.....	60
		Matane and Fox River Telegraph.....	25
Dawson Route.....	90	Matane, Harbour of.....	57
Dominion Lands.....	53	Maritime Court of Ontario.....	31
Dominion Police.....	137	Marine Department, Quebec, Employés of.....	63
		Marine and Fisheries Report with supplements	1
Employés, Department of Marine, Quebec.....	63	do do Prince Edward Island.....	138
Estimates.....	5	Meat, Imported.....	73
Excise, Stamps and Customs.....	141	Military College and Schools.....	49
Expenses of Committees.....	34	Military Forts, Point Lévis.....	50
		Militia Report.....	8
Fish-Breeding, Miramichi, N.B.....	81	Ministerial Changes, Quebec.....	68
Fort Frances Lock.....	32	Miramichi, N.B., Fish-Breeding.....	81
Fraser River, Salmon Fishing.....	89	Montreal City and District Savings Bank.....	105
		Montreal Harbour Board, Lake St. Peter.....	27

	No.		No.
Montreal Harbour Com., Q. M. O. and O Ry.	26	Ross, Angus.....	94
Morris, Hon. A.....	132	Royal Navy, Cadets.....	99
Muir Post Office.....	144		
		St. Athanase, Parish of.....	104
New Campbellton Post Office.....	48	St. Charles River.....	69
"Northern Light," Steamer.....	101	St. John's Bridge.....	93
Northern Railway, Royal Commission.....	119	St. Peter's Canal.....	46
North-West Territories.....	45	Salmon Fishing, Fraser River.....	89
North American Continent.....	127	Saskatchewan River.....	61
		Schools of Gunnery.....	133
O'Donoghue, W. N.....	55	Secretary of State's Report.....	4
Oromocto Shoals.....	82	Ships, Canadian Built.....	70
Ottawa River, Sixty-Mile Level.....	22	South Gut, Post Office.....	106
		Special Warrants.....	17
Pacific Railway, Canada.....	20	Spikes, Canada Pacific Railway.....	108
Paris Exhibition.....	85	Stamps.....	141
Pembina Branch Railway.....	64	Statutes.....	19
Penitentiaries Report.....	12	Steam Vessels, Remeasurement.....	71
Pensions, Cullers.....	59	Superannuation.....	18
Pensions, Public Officers, B.C.....	131	Supreme and Exchequer Courts.....	80
Philadelphia Exhibition.....	62	Surveys, Lakes Manitoba, &c.....	110
Piers, Baie St. Paul, Malbaie, &c.....	36		
Pilotage Rules, Arichat.....	40	Taylor, I. B., and Moylan, J. G.....	30
Plaster of Paris.....	122	Territories, N. A. Continent.....	127
Poplar Point, Manitoba.....	84	Thousand Islands.....	134
Port Colborne Harbour Master.....	76	Tignish Breakwater.....	66
Port Hastings and Narrows, N.S.....	107	Timber Sales, Indian Lands.....	79
Postmaster-General's Report.....	6	Timber and Sawed Lumber, Imported.....	139
Post Offices, N.B.....	112	Tolls, Upper Ottawa Improvement Company.....	136
Prince Edward Island, Printing.....	33	Trade and Navigation Report.....	2
Prince Edward Island Railway, Wire Fence..	109	Trawls or Bultows.....	86
do do Marine & Fisheries Dept	138	Tremblay, P. A.....	65
Public Accounts.....	5	Tubing.....	118
Public Works Report.....	7		
Public Works, sums expended on ....	44	Unforeseen Expenses.....	16
		Upper Ottawa Improvement Company.....	136
Quarantine Hospital, Sydney, C.B.....	83		
Quebec and Murray Bay Mails.....	121	Vallée, J. S.....	129
		Veterans of 1812-13.....	38
Railway Accidents.....	78	Victoria Bridge, Grand Trunk Railway.....	24
Railway Reserve, Winnipeg.....	56	Victoria Harbour, Wood Island... ..	91
Railway Statistics of Canada.....	96	Victoria Mines, C. B.....	115
Railway Stock in Bond.....	123	Volunteer Ammunition.....	103
Rat River Settlement.....	128		
Red River Losses.....	97	Warrants, Special.....	17
Re-measurement of Steam Vessels.....	71	Welland Canal.....	58
Rimouski, Gaspé and Bonaventure.....	41	West Arichat, C. B., Breakwater.....	40
		Windsor and Annapolis Railway.....	140
		Wire Fence, Prince Edward Island Railway..	109

# LIST OF SESSIONAL PAPERS,

ARRANGED NUMERICALLY AND IN VOLUMES.

## CONTENTS OF VOLUME No. 1.

- No. 1... **MARINE AND FISHERIES**:—Tenth Annual Report of the Department of, for the fiscal year ended 30th June, 1877.  
 — **SUPPLEMENT No. 1**:—List of Lights on the Coasts, Rivers and Lakes, of the Dominion of Canada, on the 31st December, 1877.

## CONTENTS OF VOLUME No. 2.

- MARINE AND FISHERIES**—**SUPPLEMENT No. 2**:—Report of the Chairman of the Boards of Steamboat Inspection, Examiners of Masters and Mates, Harbour Commissioners, Pilotage Authorities, &c., for the fiscal year ended 31st December, 1877.  
 — **SUPPLEMENT No. 3**:—Reports of the Meteorological, Magnetic and other Observatories of the Dominion of Canada, for the calendar year ended 31st December, 1877.

## CONTENTS OF VOLUME No. 3.

- MARINE AND FISHERIES**—**SUPPLEMENT No. 4**:—List of Vessels on the Registry Books of the Dominion of Canada, on the 31st day of December, 1877.  
 — **SUPPLEMENT No. 5**:—Report of the Commissioner of Fisheries, for the year ending 31st December, 1877.

## CONTENTS OF VOLUME No. 4.

- No. 2... **TRADE AND NAVIGATION**:—Tables of the Trade and Navigation of the Dominion of Canada, for the year ending 30th June, 1877.

## CONTENTS OF VOLUME No. 5.

- No. 3... **INLAND REVENUE**:—Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1877.  
 — **SUPPLEMENT No. 1**:—To the Inland Revenue Report, for the year ended 30th June, 1877.  
 — **2**:—Weights and Measures for 1877.  
 — **3**:—Adulteration of Food for 1877.

- No. 4... **SECRETARY OF STATE FOR CANADA**:—Report of, for the year ended 31st December, 1877.

## CONTENTS OF VOLUME No. 6.

- No. 5... **PUBLIC ACCOUNTS OF THE DOMINION OF CANADA**:—For the fiscal year ended 30th June, 1877.  
**ESTIMATES**:—Estimates of the sums required for the service of the Dominion, for the year ended 30th June, 1879.  
 — **Supplementary Estimates** of sums required for the service of the Dominion, for the year ending 30th June, 1878.  
 — **Further Supplementary Estimates** of sums required for the service of the Dominion, for the year ending 30th June, 1878.  
 — **Further Supplementary Estimates** of sums required for the service of the Dominion, for the year ending 30th June, 1879.

## CONTENTS OF VOLUME No. 7.

- No. 6... **POSTMASTER GENERAL**:—Report of, for the year ending 30th June, 1877.  
 No. 7... **PUBLIC WORKS**:—General Report of the Minister of, for the year ended 30th June, 1877.

## CONTENTS OF VOLUME No. 8.

- No. 8... **MILITIA** :—Report on the State of the Militia of the Dominion of Canada, for the year 1877.
- No. 9... **AGRICULTURE** :—Report of the Minister of Agriculture for the Dominion of Canada, for the calendar year 1877.
- No. 10... **INTERIOR** :—Report of the Department of the Interior, for the year ended 30th June, 1877.

## CONTENTS OF VOLUME No. 9.

- No. 11... **LIBRARY OF PARLIAMENT** :—Report of the Librarian on the state of.
- No. 12... **PENITENTIARIES** :—Report of the Minister of Justice on, for the six months ended 30th June, 1877.
- No. 13... **BAPTISMS, MARRIAGES AND BURIALS** :—General Statement of, for certain Districts in the Province of Quebec, for the year 1877. (*Not printed.*)
- No. 14... **INSURANCE** :—Report of the Superintendent of, for the year ending 31st December, 1876.  
 ———— Abstract of Statements made by Companies licensed to do business of Fire or Inland Marine Insurance in Canada, for the year 1877.  
 ———— Names of the Foreign Mutual Life and Stock Companies that have not complied with the Consolidated Insurance Act of last Session in respect of deposits for future business.
- No. 15... **BANKS** :—List of Shareholders of the several Banks of the Dominion of Canada.

## CONTENTS OF VOLUME No. 10.

- No. 16... **UNFORESEEN EXPENSES** :—Statement of Payments charged to Unforeseen Expenses under Orders in Council from the 1st of July, 1877, to date.
- No. 17... **WARRANTS, SPECIAL** :—Statement of Special Warrants of His Excellency the Governor General, issued in accordance with the Act 31 Vic., cap. 5, sec. 35, from the 1st of July, 1877, to the 9th of February, 1878, inclusive.
- No. 18... **SUPERANNUATION** :—Statement of Allowances and Gratuities under the Act 33 Vic., cap. 4.  
 ———— Return to Order, Statement of the reason in each case for the superannuation of the persons in the Civil Service mentioned in the Return laid before this House on the 18th February.
- No. 19... **STATUTES** :—Official Return of the distribution of the Statutes of the Dominion of Canada, being 40 Victoria, Fourth Session of the Third Parliament, 1877. (*Not printed.*)
- No. 20a... **PACIFIC RAILWAY, CANADA** :—Return to Order, Reports of Engineers and correspondence having reference to any actual surveys, or proposed survey, in connection with the Canadian Pacific Railway from the Red River westward, south of Lake Manitoba. (*Not printed.*)
- No. 20b... ———— Return to Order, Correspondence with the Minister of Public Works and the Engineer staff of the said Department in connection with the engagement of employes for the Pacific Railroad survey, and the routes (if any) they were instructed to take; also correspondence in reference to the carrying of emigrants, &c., by the Sarnia or Collingwood route since 1874. (*Not printed.*)
- No. 20c... ———— Return to Order, Statement of the number of miles surveyed, and the expenditure for such surveys, on the Pacific Railway, &c. (*Not printed.*)
- No. 20d... ———— Return and Supplementary Return to Address, Reports made in 1877, by Admiral DeHorsay, respecting the Port or Ports most suitable for a Terminus of the Canadian Pacific Railway in British Columbia.
- No. 20e... ———— Return to Order, Statement showing the amount of moneys disbursed up to 1st January, 1878, upon Contracts Nos. 13, 14, 15, 23 and 25, of the Canada Pacific Railway. (*Not printed.*)
- No. 20f... ———— Return to Order, Copy of every Report of the Chief Engineer, or any other Engineer of the Canadian Pacific Railway, suggesting or recommending a survey in 1876 and 1877, of the whole or part of the route between Burrard's Inlet and Yellow Head Pass, with copy of any order or instructions sent respecting the said survey. (*Not printed.*)
- No. 20g... ———— Return to Address, Progress estimates of work done under Contract 15 of the Canada Pacific Railway, and information as to the mode of making payments therefor. (*Not printed.*)

No. 20h..	Return to Order, Statement showing the number of miles actually graded and ready for track-laying and ballasting, under Contracts Nos. 13, 14, 15 and 25, of the Canada Pacific Railway; also number of miles of rails actually laid under said Contracts up to 1st January, 1878.
No. 20i..	Return to Order, Reports of Engineers, relating to the survey and location of the line of the Pacific Railway between the Red River and Battleford, and also all Reports relating to the proposed line of said railway between the same points, but south of Lake Manitoba.
No. 20j..	Reports and Documents in reference to the location of the line and the Western Terminal Harbour, of the Canadian Pacific Railway, by Sandford Fleming, C.M.G., Engineer in Chief, 1878.
No. 20k..	Return to Address, Copies of all Contracts on which tenders were invited for the construction of houses for the Engineers on the branch of the Canada Pacific Railway from Fort William to Selkirk—the cost of each house, the names of the contractors, the number of houses built, with the amount paid the contractor, and the number of those houses destroyed by fire, if any.
No. 20l..	Return to Order, Report of Exploration made by Mr. Bell, C.E., on the proposed route of the Canada Pacific Railway from Nipigon to the junction with the Thunder Bay, or Kaministiquia Branch of the said railway.
No. 20m..	Return to Address, Instructions to Mr. Fleming, Engineer-in-Chief of the Pacific Railway, on the subject of a series of questions, submitted through the Colonial Office to naval officers and others, relating to certain harbours in British Columbia, and a site for the terminns of the line on the Pacific Coast. ( <i>Not printed.</i> )
No. 21a..	INTERCOLONIAL RAILWAY:—Return to Order, Statement shewing the particulars of all amounts in addition to salary paid to any General or Departmental officer of the Intercolonial Railway, during the year 1876. ( <i>Not printed.</i> )
No. 21b..	Return to Order, Statement showing the quantity of work done in enlarging the Railway Water Works at Moncton, during the year 1876. ( <i>Not printed.</i> )
No. 21c..	Return to Order, Statement showing the sums of money paid C. J. Brydges, for the year ending 30th June, 1876, showing salary whilst the Intercolonial Railway was under construction; and salary for management; also expenses of his office at Montreal, Ottawa and Moncton; and amount of his travelling expenses for the same period. ( <i>Not printed.</i> )
No. 21d..	Return to Order, Correspondence between Mr. James Niven, of Newcastle, Miramichi, N.B., and the Officers of the Intercolonial Railway and the Government, in reference to the killing, by one of the trains of said road, on the 23rd of February last, of five head of cattle of the said James Niven. ( <i>Not printed.</i> )
No. 21e..	Return to Order, Statement showing for each month of the two years ending 31st December, 1876, the following particulars in relation to the working and management of the Intercolonial Railway:—1st. The number of miles run by the engines in each service; 2nd. The gross working expenses, without deductions, &c.; 3rd. The particulars of all charges made for the use of engines and cars, as well as for railway freight, &c.; 4th. The average in detail before and after deductions have been made; 5th. A statement giving detailed information in relation to the special trains for the conveyance of passengers or officers of the railway, which were run from the 1st July, 1876, to the 31st December, 1876. ( <i>Not printed.</i> )
No. 21f..	Return to Order, Statement showing the original size and cost, exclusive of heating apparatus, of the brick building at Moncton known as the general offices of the Intercolonial Railway, &c. ( <i>Not printed.</i> )
No. 21g..	Return to Order, Statement showing the particulars in regard to a main brick sewer constructed through the station yard of the Intercolonial Railway at Moncton during the past year, &c. ( <i>Not printed.</i> )
No. 21h..	Return to Order, Statement shewing the expenditure incurred during the last two years ending January 31st, 1877, for carpets, furniture, &c., fittings for the General Offices of the Intercolonial Railway at Moncton. ( <i>Not printed.</i> )
No. 21i..	Return to Order, Statement of the number of miles of the Intercolonial operated on 1st July, 1873, and the cost; also for 1st July, 1874, 1875, 1876, 1877.
No. 21j..	Return to Address, All Orders in Council, &c., relative to the fixing of the headquarters of the Intercolonial Railway at Moncton. ( <i>Not printed.</i> )
No. 21k..	Return to Order, Statement showing the quantities, kinds and cost of rails, fish-plates, bolts and nuts, spikes and sleepers on hand but not in use on 30th June, 1875—received during the year ending 30th June, 1876—used and otherwise disposed of during the same period—the balance on hand but not in use at that date, &c. ( <i>Not printed.</i> )
No. 21l..	Return to Order, Statement shewing which of the Bridges and Culverts of the Intercolonial Railway between Pictou and Halifax received extensive repairs and alterations, or were renewed in part or in whole, during the seasons of 1875 and 1876, &c. ( <i>Not printed.</i> )
No. 21m..	Return to Order, Of all expenditure for repairs and additions incurred by the Intercolonial Railway Department on the Tupper House, Hollis Street, Halifax, used as a Ticket Office for that Department. ( <i>Not printed.</i> )
No. 21n..	Return to Order, Statement shewing the names, &c., of all persons, except ordinary mechanics and laborers, in the service of the Intercolonial Railway on the 31st March, 1876, and on the 31st December last.

- No. 21o...—Return to Address, Correspondence between the Government and T. M. Boggs in relation to his dismissal from the office of Train Despatcher at Truro on the Intercolonial Railway. (*Not printed.*)
- No. 21p...—Return to Address, Correspondence connected with the removal from office or resignation of George Taylor from the office of Assistant Railway Superintendent of the Intercolonial Railway. (*Not printed.*)
- No. 21q...—Return to Order, Correspondence between Mrs. Edward Murphy, of Barnaby River, Miramichi, N.B., and the officers of the Intercolonial Railway, in relation to the killing of a cow on said Railway. (*Not printed.*)
- No. 21r...—Return to Address, Correspondence relating to shipment of grain or other articles, by way of the Intercolonial Railway, at Halifax for Europe.
- No. 21s...—Return to Address, Statement showing all contracts given since 1867, including those of the Intercolonial Railway, those awarded to the lowest tender, and those given to others.
- No. 21t...—Return to Address, Correspondence respecting a Railway Bridge across the Falls at St. John, New Brunswick, to connect the Intercolonial Railway with that of Western Extension at said Falls. (*Not printed.*)
- No. 21u...—Return to Order, Statement showing the amounts paid annually for carrying the Mail between Kamouraska and the Railway Station at St. Paschal since the Express Train on the Intercolonial Railway began to deliver the Mail at that Station. (*Not printed.*)
- No. 21v...—Return to Order, Shewing all fees paid by the Department of Justice, in connection with the Intercolonial Railroad, to Counsel and Attorneys in connection with any business before the Supreme Court. (*Not printed.*)
- No. 22... OTTAWA RIVER, SIXTY MILE LEVEL:—Return to Order, Reports of Engineers respecting the greater rise in the waters of the sixty mile level of the River Ottawa, between Chaudière Falls and the Long Sault Rapids, than the levels below and above those points. (*Not printed.*)

## CONTENTS OF VOLUME No. 11.

- No. 23... LACHINE CANAL, ENLARGEMENT OF:—Return to Order, Correspondence, letters and telegrams between the Government and the proprietors of the lands in the neighbourhood of the proposed enlargement of the Lachine Canal, from the first of March, 1875, up to the 10th March, 1877, &c. (*Not printed for Sessional Papers—for distribution only.*)
- No. 23b...—Return to Address, shewing the amounts of the six lowest tenders for Sections 4, 5, 6, 7, 8, 9 and 11 of the Lachine Canal, with the names of tenderers, and of parties to whom the contracts were awarded.
- No. 24a... VICTORIA BRIDGE:—Return to Address requiring the Grand Trunk Railway Company to furnish the information respecting the freight and passenger traffic over the Victoria Bridge, during the years 1875 and 1876, in tabular form; also the cost of building the Victoria Bridge, and the cost of maintenance for 1876. (*Not printed.*)
- No. 24b...—Return to Address, respecting the tariff of charges for the conveyance of passengers and freight over the Grand Trunk and Intercolonial Railways, &c.
- No. 25... MATANE AND FOX RIVER TELEGRAPH:—Return to Address, Correspondence between the Government and Sir Hugh Allan and the Montreal Telegraph Company, in relation to the construction of a Telegraph Line between Matane and Fox River. (*Not printed.*)
- No. 26... HARBOUR COMMISSIONERS, MONTREAL:—Return to Address, Correspondence between the Government and the Montreal Harbour Commissioners on the subject of the refusal of the said Commissioners to allow cars and locomotive engines for the Quebec, Montreal, Ottawa and Occidental Railway to pass over the wharves in the Harbour of Montreal, &c. (*Not printed.*)
- No. 27... HARBOUR BOARD, MONTREAL:—Return to Address, Correspondence relating to complaints made against the administration of the Harbour Board of Montreal in connection with the town of Sorel and the works for deepening Lake St. Peter; also respecting the bad administration of the aforesaid works, the arbitrary dismissal of Pierre Côté and Pierre Charbonneau and of any other employé, &c. (*Not printed.*)
- No. 28... CANADA CENTRAL EXTENSION:—Return to Address, Orders in Council relating to the route of the Canada Central Extension, and the contract for building that portion of railway.
- No. 29... HARVEY, JOHN:—Return to Order, Correspondence relating to the dismissal of John Harvey from the position of Slidemaster, at the Village of Araprior. (*Not printed.*)
- No. 30... TAYLOR, I. B., AND MOYLAN, J. G.:—Return to Order, Accounts, vouchers and papers connected with the payments for printing as entered in the Public Accounts for 1873-4, as made out of the contingencies of the Department of Justice, to I. B. Taylor, The Citizen Printing Company and J. G. Moylan. (*Not printed.*)

- No. 31... MARITIME COURT OF ONTARIO:—General Rules of, under the provisions of the Act 40 Vict., cap. 21, sec. 8; also Tariff of suitors' fees, fixed under the 14th Sec. of the said Act. (*Not printed.*)
- No. 32... FORT FRANCIS LOCKS:—Return to Order, Report of the late Mr. Hazlewood, C.E., on the approximate cost of the Fort Francis Locks.
- No. 33... PRINCE EDWARD ISLAND, PRINTING, &c.:—Return to Order, Shewing amounts paid for printing for all services done in Prince Edward Island, during the years 1874, 1875 and 1876, respectively, the nature of the work done and the names of the persons who performed such work. (*Not printed.*)
- No. 34... EXPENSES OF COMMITTEES:—Return to Order, Object and Expense of each of the Special Committees appointed by the House, during the past four years, with the names of the persons who received payment, whether as witnesses, or otherwise, and the amounts received by each.
- No. 35... BONDS AND SECURITIES:—Statement of all Bonds and Securities registered in the Department of the Secretary of State, dated the 22nd February, 1878. (*Not printed.*)
- No. 36... PIERS, BAIE ST. PAUL, MALBAIE, &c.:—Return to Order, Shewing the quantity of timber supplied by Mr. Adolphe Gagnon for each of the piers at Baie St. Paul, Malbaie and Eboulements, in the County of Charlevoix. (*Not printed.*)
- No. 37... BRITISH COLUMBIA:—Return to Order, Showing the respective sums of money paid to the Government of British Columbia, and at what time paid, in accordance with sec. 2, cap. 17 of the Act 37 Vic. (*Not printed.*)
- No. 38... VETERANS OF 1812-13:—Return to Order, Names of the Militiamen of 1812 and 1813, who died between the 1st March, 1876, and the 1st January, 1878. (*Not printed.*)
- No. 39... GOVERNOR GENERAL:—Return to Order, Expenses of the trip of His Excellency the Governor General to Manitoba, similar to that contained in the Public Accounts, with respect to His Excellency's trip to British Columbia.
- No. 40... ARICHAT, —MAIL IRREGULARITIES:—Return to Address, Correspondence between the Post Office Inspector for Nova Scotia and any other person or persons, during the months of November, December and January last past, in relation to Mail irregularities between the Post Offices of Arichat, Hawkesbury and Antigonish, in the said Province. (*Not printed.*)
- BREAKWATER:—Return to Address, Surveys and Reports made by any Government Engineer within the last six years, in relation to the breakwater at West Arichat, in the Island of Cape Breton. (*Not printed.*)
- PILOTAGE RULES:—Return to Address, Copy of the Pilotage Rules and Regulations made by the Commissioners of Pilots for the Port of Arichat, in the Island of Cape Breton. (*Not printed.*)
- No. 41... RIMOUSKI, GASPÉ AND BONAVENTURE:—Return to Order, Shewing the rivers under lease, in the Counties of Rimouski, Gaspé and Bonaventure, and also those on the north coast of the St. Lawrence from the River Saguenay down to the Mingan Islands. (*Not printed.*)
- No. 42... BRITISH COLUMBIA, FISHERIES:—Return to Order, Report of the Inspector of Fisheries for British Columbia for 1877, with a statement of the expenditure connected therewith. (*Not printed.*)
- No. 43... AUSTRALIAN COLONIES:—Return to Order, Shewing the nature and value of all manufactures, &c., exchanged between Canada and the Australian Colonies, from the 1st of July, 1876, with copies of the Tariffs of these Colonies.
- No. 44... PUBLIC WORKS:—Return to Order, Showing the sums expended on Public Works chargeable to Income, during the fiscal years 1874-5, 1875-6, 1876-7, for which votes had been obtained in the Estimates of 1873-4; and also on Works chargeable to Capital.
- No. 45... NORTH-WEST TERRITORIES:—Copy of Ordinances made by His Honor the Lieutenant Governor and Council of the North-West Territories, on the 22nd March, 1877.
- No. 46... ST. PETER'S CANAL:—Return to Order, Correspondence in connection with the change of contractors for the enlarging of the St. Peter's Canal; also what funds are still in the hands of the Government belonging to Mr. Tuck, the original contractor, and the time within which the Contract is to be finished. (*Not printed.*)
- Return to Address, Reports, &c., made within the last two years in connection with the enlargement of St. Peter's Canal, in the Island of Cape Breton. (*Not printed.*)



- No. 47... LAKE ERIE HARBOR:—Return to Order, All Reports, &c., in connection with the projected Harbor on Lake Erie, near the Village of Morpeth, in the County of Kent, together with a statement of the expenditure, &c. (*Not printed.*)
- No. 48... NEW CAMPBELLTON POST OFFICE:—Return to Order, Correspondence in connection with the changing of the Post Office at the Port of New Campbellton, to a Way Office, and the reduction of the salary of the Postmaster; also shewing the amount of Postage Stamps disposed of by the several Post and Way offices during the year 1876 and the year 1877, in the County of Victoria, Nova Scotia. (*Not printed.*)
- No. 49a... MILITARY COLLEGE AND SCHOOLS:—Return to Order, Shewing the names of all the Cadets that have been admitted at the Military College, Kingston, from the opening of said College, and giving the names of those that are now following the courses of that institution.
- No. 49b... ————Return to Order, Shewing:—1. The amounts spent yearly since 1867 in the maintenance of Military Schools in the Province of New Brunswick; 2. The number of Candidates who have each year received 2nd Class Certificates, and the amount of gratuity paid; 3. The number of passed Cadets who at the time of attending any school held at Fredericton, N.B., were students of the University of New Brunswick, &c.; 4. The number and names of all passed Cadets who have held and now hold Commissions in the Active Militia in New Brunswick, &c. (*Not printed.*)
- No. 50a... MILITARY FORTS, POINT LEVIS:—Return to Order, Copies of all Tenders for the construction of the platform for the gun of No. 1 Fort, at Lévis. (*Not printed.*)
- No. 50b... ————Return to Order, Shewing the sums expended for repairs to military forts at Lévis, since last Session; the names and wages of the workmen, and the amount paid to each, &c. (*Not printed.*)
- No. 51... LINGAN HARBOR, C.B.:—Return to Order, Report of the survey of the Harbor of Lingan, Cape Breton, and Correspondence, &c. (*Not printed.*)
- No. 52... CANADA PACIFIC TELEGRAPH:—Return to Address, Specifications on which tenders were invited to construct the Lake Superior and Fort Garry sections of the Canadian Pacific Telegraph.
- No. 53... DOMINION LANDS:—Return to Address, Reports made to the Minister charged with the administration of Dominion Lands, under the Act 38 Vic., cap. 53, by any Commissioners appointed under the said Act; also all lists of lands prepared by the Surveyor General of Dominion Lands, in accordance with the provisions of the eighth section of the said Act. (*Not printed.*)
- No. 54... L'ARDOISE BREAKWATER:—Return to Address, Shewing the amount of money expended during the past year on the L'Ardoise Breakwater in the Island of Cape Breton. (*Not printed.*)
- No. 55... O'DONOGHUE, W. B.:—Return to Address, Orders of Council and correspondence between the Imperial and Canadian Governments relating to any Amnesty to Mr. W. B. O'Donoghue.
- No. 56... RAILWAY RESERVE, WINNIPEG:—Return to Order, Statement of moneys received by the Dominion Land Office at Winnipeg, for payment of Lands in the Railway Reserve, and copy of instructions to Dominion Lands Agent in Manitoba, in regard to Squatters upon the said Railway Reserve.
- No. 57... MATANE, HARBOR OF:—Return to Order, Copies of Mr. Kingsford's Report on the survey of the Harbor of Matane, with the plans and estimates accompanying the said Report. (*Not printed.*)
- No. 58a... WELLAND CANAL:—Return to Address showing the amounts of the six lowest tenders received for Sections 17, 18, 19, 20, 27, 28, 33, 34 and 35 of the new Welland Canal, with the names of the tenderers, &c. (*Not printed.*)
- No. 58b... ————Return to Address:—1st. The amounts of the six lowest tenders received in September or October, 1873, for Sections 2, 3, 5, 6, 7, 12, 13 and 14 of the new Welland Canal, with the names of tenderers; 2nd. The amounts of the six lowest tenders for the same Sections, received in 1874, with the names of the tenderers; 3rd. The names of the tenderers to whom these sections were awarded; 4th. Copies of the Orders in Council awarding such Sections; 5th. Copy of all Correspondence relating to such award.
- No. 59... PENSIONS, CULLERS:—Return to Order, Correspondence relative to the pensions paid to the square timber cullers dismissed last year. (*Not printed.*)
- No. 60... MALPEQUE BREAKWATER:—Return to Order, Copy of Specification for construction of Malpeque Breakwater; copies of Tenders, with names of sureties offered for performance of contract, &c. (*Not printed.*)
- No. 61... SASKATCHEWAN RIVER:—Return to Order, Report of Surveys of the Saskatchewan River having in view the removing the obstructions which now exist at the Coals Falls and other points between that place and the Grand Rapids. (*Not printed.*)

- No. 62... PHILADELPHIA EXHIBITION:—Return to Order, Showing total cost to the Government of Canada of the Philadelphia Exhibition; giving a detailed statement of all moneys expended, &c.
- No. 63... EMPLOYÉS, DEPARTMENT MARINE, QUEBEC:—Return to Order, List of all the Employés of the Department of Marine in the District of Quebec, since 1861, (excluding the men employed in the River Police Force), with their salaries and respective places of residence. (*Not printed.*)
- No. 64... PEMBINA BRANCH RAILWAY:—Return to Address, Tenders received for the construction of that portion of the Pembina Branch Railway between St. Boniface and Selkirk, with copies of all Reports, &c., relating to the letting of this work.
- No. 65... TREMBLAY, P. A., &c.:—Return to Order giving: 1st. A detailed statement of all sums of money received by Pierre Alexis Tremblay, Esquire, Land Surveyor, in connection with the Ordnance Lands in 1876 and 1877; 2nd. A statement showing all the sums of money received during the said two years by Dorila Tremblay, as Lighthouse Keeper at Portneuf, &c. (*Not printed.*)
- No. 66... TIGNISH BREAKWATER:—Return to Order, Showing what lights have been built at Tignish Breakwater during the past season; with Correspondence from the Agent for the Marine and Fishery Department in Prince Edward Island relative thereto. (*Not printed.*)
- No. 67... Lapsed BALANCES 1876-77:—Return to Address, Orders in Council relating to balances of appropriations of 1876-77 which may have lapsed, and been carried over to the following year. (*Not printed.*)
- No. 68... MINISTERIAL CHANGES, QUEBEC:—An Address from the Legislative Council of the Province of Quebec to the House of Commons,—also an Address from the Legislative Assembly of the Province of Quebec to the House of Commons, on the subject of recent Ministerial changes in that Province.
- Message transmitting Memorandum from His Honor the Lieut. Governor of the Province of Quebec, with accompanying documents, containing explanations in reference to the recent Ministerial changes in that Province.
- Message transmitting letter from the Hon. C. B. De Boucherville, having reference to recent Ministerial changes in the Province of Quebec.
- No. 69... ST. CHARLES RIVER, QUEBEC:—Return to Address, Statement showing the names of the parties who tendered for the works now being constructed under the control of the Quebec Harbour Trust on the River St. Charles at Quebec. (*Not printed.*)
- No. 70... SHIPS, CANADIAN BUILT:—Return to Address, Correspondence, &c., about the admission of Canadian built ships into French ports at the same rate, and on the same conditions as ships from Great Britain and Ireland are admitted in said ports.
- No. 70a... Return to Address, Correspondence that the Government may have had respecting the sale of Canadian built ships in France, on the same favourable terms as are enjoyed by vessels of British construction; also, as to the admission of French products into this country on more favourable terms than at present. (*Not printed.*)
- No. 71... STEAM VESSELS, REMEASUREMENT:—Return to Order, Showing the amount expended for the remeasurement of steam vessels registered under the Act of the late Province of Canada, now repealed; the names of the steam vessels; their tonnage; the amount paid, and to whom the said vessels belonged. (*Not printed.*)
- No. 72... HORSES, &c, IMPORTED:—Return to Order, Statement of the number and value of all Horses, Horned Cattle, Sheep and Swine imported into the Dominion from the first day of February, 1877, to the 1st day of February, 1878; also number and value exported during the same period; with amount of duties collected by Provinces.
- No. 73... MEAT IMPORTED:—Return to Order, Value of meat, green, dried, cured or potted, imported into Canada from the United States, and the duty collected on such, from 1st January, 1877, to 1st January, 1878.
- No. 74... INGONISH HARBOR BREAKWATER:—Return to Order, Papers connected with Ingonish Harbor Breakwater, not already brought down, stating the date of the several payments to the contractors; the total amount paid for the work, and the Engineer's certificates for the several payments, and also for extras paid to the contractors. (*Not printed for Sessional Papers—for distribution only.*)
- No. 75... CANADA SOUTHERN RAILWAY:—Return to Order, Annual Returns of the capital, traffic and working expenditure, for the two last financial years, of the Canada Southern Railway Company. (*Not printed.*)
- No. 76... PORT COLBORNE HARBOR MASTER:—Return to Address, Orders in Council relating to the creation of the office of Harbor Master at Port Colborne, and to the appointment of Charles H. Carter to such office, with copy of the Regulations for the management and protection of the Canals and Harbors.

- No. 77... CUSTOMS DUTIES, ST. JOHN, N.B.:—Return to Order, Statement of duties collected by Customs and Inland Revenue Departments at St. John, N.B., from 1st July, 1876, to 1st January, 1877, and from 1st July, 1877, to 1st January, 1878. (*Not printed.*)
- No. 78... ACCIDENTS, RAILWAYS:—Return to Order, Shewing the number of accidents and casualties which have occurred on the Railways of the Dominion during the years 1874, 1875, 1876 and 1877.
- No. 79... TIMBER SALES, INDIAN LANDS:—Return to Address, Shewing what sales were made of Timber on Indian Lands on the North Shore of Lake Huron, or on the Islands in the Georgian Bay or elsewhere, since the 1st day of January, 1873. (*Not printed.*)
- No. 80... SUPREME AND EXCHEQUER COURTS:—Copies of General Rules and Orders, as have been made by the Judges of the Supreme and Exchequer Courts since the last Session of Parliament. (*Not printed.*)
- No. 80a... ————Return to Address, Return of all Appeals instituted before the Supreme Court of Canada since its creation, shewing the names of parties, the Court from whose judgement each Appeal has been brought, and indicating the cases already disposed of by the said Supreme Court, and the cases yet pending. (*Not printed.*)
- No. 80b... ————Return to Address, Return of all cases instituted in the Exchequer Court of Canada since its creation, &c., and indicating separately the cases disposed of by the said Court and those yet pending. (*Not printed.*)
- No. 80c... ————Return to Address, Return of all Petitions of Right transmitted to the Secretary of State since the passing of the "Petition of Right Act, 1876"; shewing the names of Suppliants, the amount and nature of each claim, in what cases His Excellency's fiat that right be done to the parties was granted, and in what cases refused. (*Not printed.*)
- No. 80d... ————"The Dominion Controverted Elections Act, 1874"—Jacques Cartier County.—Somerville *et al* vs. Laflamme. Evidence of, &c. (*Not printed.*)
- No. 81... MIRAMICHI, N.B., FISH-BREEDING:—Special Reports on the condition of the Fish-Breeding Establishment at Miramichi, New Brunswick. (*Not re-printed in Sessional Papers.*)
- No. 82... OROMOCTO SHOALS:—Return to Address, Reports and Correspondence connected with the improvement of the navigation of the River St. John at the Oromocto Shoals. (*Not printed.*)
- No. 83... QUARANTINE HOSPITAL, SYDNEY, C.B.:—Return to Address, Correspondence between the Dominion Government and the Imperial Government in reference to a site for building a Quarantine Hospital at Sydney, Cape Breton. (*Not printed.*)
- No. 84... POPLAR POINT, MANITOBA:—Return to Order, Statement shewing the number of Lots South of the Assiniboine River, in the Parish of Poplar Point, in the Province of Manitoba, for which Patents have been issued, &c., under the Manitoba Act or otherwise. (*Not printed.*)
- No. 85... PARIS EXHIBITION:—Return to Order, Statement of all moneys paid or obligations incurred to the 1st of January last, in connection with the Paris Exhibition. (*Not printed.*)
- No. 86... TRAWLS OR BULTOWS:—Return to Order, Correspondence and Petitions in the hands of the Government respecting the use of Trawls or Bultows by Foreigners, off the coasts of Nova Scotia. (*Not printed.*)
- No. 87... ADVERTISING:—Return to Order, Statement of the expenses during the years 1874, 1875 and 1876 in advertising on behalf of the Government or any public service in the public journals of the Dominion.
- No. 88... IRON:—Return and Supplementary Return to Order, of all quantities of Iron purchased by any of the Departments of the Government for other than Railway purposes, by tender or otherwise.
- No. 89... FRAZER RIVER, SALMON FISHING:—Return to Address, Tenders that have been received for the leasing of the exclusive right of Salmon fishing and netting in the Frazer River, British Columbia. (*Not printed.*)
- No. 90... DAWSON ROUTE:—Return to Address, Correspondence relating to amounts claimed by Messrs. Carpenter & Co., on account of their contract for operating the Government Road commonly known as the Dawson Route. (*Not printed.*)
- No. 91... VICTORIA HARBOUR, WOOD ISLAND:—Return to Order, Copy of the Government Engineer's Report on Victoria Harbour and Breakwater at Wood Island. (*Not printed.*)
- No. 92... CASCOMPEC HARBOUR:—Return to Order, Copy of Survey and Report made by Henry F. Perley, Esq., Engineer, in 1874, with the view of improving the navigation of Cascompec Harbour, in Prince Edward Island. (*Not printed.*)

- No. 93... ST. JOHN'S BRIDGE :—Return to Order, Correspondence in relation to the St. John's Bridge, on the River Richelieu. (*Not printed.*)
- No. 94... ROSS, ANGUS :—Return to Order, Correspondence regarding the removal of Mr. Angus Ross, Lighthouse Keeper of Bird Island Light, County of Victoria, Nova Scotia. (*Not printed.*)
- No. 95... GIBLIN, JOHN :—Return to Address, Correspondence between the Government and John Giblin, of Quebec, in relation to the lease of the house now occupied as the Culler's Office at Quebec. (*Not printed.*)
- No. 96... RAILWAY STATISTICS OF CANADA :—Reports, Railway Statistics of Canada, and Capital, Traffic and Working Expenditure of the Railways of the Dominion, 1876-7.
- No. 97... RED RIVER LOSSES :—Return to Address, Correspondence between the Hudson Bay Company and the Dominion Government, relative to alleged losses at the Red River Settlement, connected with the insurrection in 1869-70.
- No. 98... BOSWELL, J. K. :—Return to Address, Orders in Council relating to the recent seizure of Mr. J. K. Boswell's Brewery, in the City of Quebec; and to the imposition of certain fines and penalties in connection therewith, &c. (*Not printed.*)
- No. 99... CADETS, ROYAL NAVY :—Return to Address, Statement showing: 1st. The number, if any, of Cadets nominated annually to the Royal Navy by the several Colonies of the Empire; 2nd. The names of such Cadets as have been nominated to Her Majesty's Royal Navy by Canada, since the 1st July, 1867. (*Not printed.*)
- No. 100... COLLINGWOOD, HARBOUR MASTER OF :—Return to Address, Order in Council, regulating and determining the rights, powers and duties imposed on the Harbour Master for the Port of Collingwood, and fixing his remuneration; and a Statement shewing the moneys received by the Harbour Master of the said Port. (*Not printed.*)
- No. 101... "NORTHERN LIGHT," STEAMER :—Return to Order, Accounts and Vouchers showing the amount of expenses incurred in the running the steamer *Northern Light*, between Georgetown and Pictou up to date. (*Not printed.*)
- No. 102... MCFARLANE, HON. ALEX. :—Return to Address, Correspondence, &c., connected with a Case from the Government of Nova Scotia and from the Dominion Government to the Hon. Alex. McFarlane, of certain mud flats and oyster beds in the Counties of Colchester and Cumberland. (*Not printed.*)
- No. 103... AMMUNITION, VOLUNTEER :—Return to Order, Giving in detail the amount of ammunition furnished during the years 1875, 1876 and 1877, to the Active Volunteer Battalions and Companies of the Dominion.
- No. 104... ST. ATHANASE, PARISH OF :—Return to Address, Correspondence in relation to any application for aid in behalf of certain ratepayers of the Parish of St. Athanase in the County of Iberville, who have suffered loss by floods. (*Not printed.*)
- No. 105... CITY AND DISTRICT SAVINGS BANK, MONTREAL :—Return to Address, A statement shewing the position of the Bank at the period of its re-organization in 1871; Also shewing how the Directors fixed at \$180,000 the surplus or poor fund; Also how the capital stock was taken up, and the names of shareholders, &c. (*Not printed.*)
- No. 106... SOUTH GUT, POST OFFICE :—Return to Order, Correspondence respecting the removal of the Post Office at South Gut of Ste. Ann's, County of Victoria, Nova Scotia. (*Not printed.*)
- No. 107... PORT HASTINGS AND NARROWS, N.S. :—Return to Order, Correspondence regarding the conveyance of the mails between Port Hastings and Grand Narrows in Nova Scotia. (*Not printed.*)
- No. 108... SPIKES, PACIFIC RAILWAY :—Return to Order, Copy of all notices and letters issued by the Department of Public Works calling for tenders for the supply of railway spikes for the Canada Pacific Railway.
- No. 109... WIRE FENCE, P. E. I. RAILWAY :—Return to Order, Correspondence shewing how many miles of wire fence has been taken down and replaced by post and batten fence, and the cost of erecting said post and batten fence. (*Not printed.*)
- No. 110... SURVEYS, LAKES MANITOBA, &c. :—Return to Order, Report of Surveys made of Lakes Manitoba and Winnipegosis, the Waterhen River and Little Saskatchewan River.
- No. 111... McDONALD, D. :—Return to Order, Papers, &c., relating to the dismissal of D. McDonald, Postmaster at Little Glace Bay, Cape Breton. (*Not printed.*)

- No. 112.. **POST OFFICES, N.B.**:—Return to Address, Petitions from the inhabitants of the Parish of Perth, N.B., praying for the establishment of new Way or Post Offices in that parish, and correspondence between the Government and the Inspector of Post Offices for New Brunswick, bearing upon the same subject. (*Not printed.*)
- No. 113.. **CADIGAN, J.**:—Return to Order, Correspondence touching the resignation of J. Cadigan, as Postmaster at Little Glace Bay, Cape Breton County. (*Not printed.*)
- No. 114.. **CORBETT, JAMES**:—Return to Order, Correspondence relating to the dismissal of James Corbett, Postmaster at Lorway Mines, Cape Breton County. (*Not printed.*)
- No. 115.. **VICTORIA MINES, C. B.**:—Return to Order, Correspondence between the Post Office Department and all persons, touching the Postmaster and Post Office affairs at Victoria Mines, Cape Breton County, for the past three years. (*Not printed.*)
- No. 116.. **GAUVREAU, J. P.**:—Return to Order, Report, for the year 1877, of J. P. Gauvreau, Collector of Customs for the Port of Rimouski. (*Not printed.*)
- No. 117.. **CARRON BROOK VILLAGE**:—Return to Order, Correspondence respecting the establishing of Bonded Warehouses at the Village of Carron Brook and Town of Clinton, County of Huron. (*Not printed.*)
- No. 118.. **TUBING**:—Return to Order, Amount of all tubing imported into Canada during the year immediately preceding the imposition of duty on Tubing by the Tariff of last Session. (*Not printed.*)
- No. 119.. **NORTHERN RAILWAY, ROYAL COMMISSION**:—Return to Address, Fees paid by the Government of Canada to all Counsel employed in connection with the Royal Commission appointed to enquire into the affairs of the Northern Railway. (*Not printed.*)
- No. 120.. **COW BAY, C.B.**:—Return to Order, Correspondence relating to the removal of the Postmaster at Cow Bay, Cape Breton. (*Not printed.*)
- No. 121.. **MAILS, QUEBEC AND MURRAY BAY**:—Return to Order, Correspondence about the carrying of the mails by water from Quebec to Murray Bay, in the County of Charlevoix, for the year 1877; also the cost of carrying the mails to Tadoussac, Chicoutimi, Eboulements and Baie St. Paul. (*Not printed.*)
- No. 121a. —Return to Address, Tenders received in 1877 for the carrying by land of the mails from Quebec to Eboulements or Murray Bay; also a copy of all Orders in Council or Departmental Orders relating to the same. (*Not printed.*)
- No. 122.. **PLASTER OF PARIS**:—Return to Address, Statement of the quantities of Plaster of Paris or Gypsum, ground or calcined, imported from the United States during the past fiscal year, shewing quantity received at each Port and valuation of same for duty. (*Not printed.*)
- No. 123.. **RAILWAY STOCK IN BOND**:—Return to Order, Statement of the names of Railway Companies who entered in bond, since the 1st July, 1867, railway locomotives and other railway rolling stock, and the date of payment of custom duties;—Also the names of such Companies whose rolling stock were ordered to be sold by the Minister of Customs. (*Not printed.*)
- No. 124.. **MCNEIL, R.**:—Return to Order, Correspondence relating to the dismissal of R. McNeil, Esq., as Shipping Officer at Little Glace Bay, Cape Breton County. (*Not printed.*)
- No. 125.. **ALASKA**:—Return to Address, Report of the Engineer who was employed last year in determining the probable boundary line between British Columbia and Alaska, and such other papers as relate to the defining of the boundary line between Alaska and British territory.
- No. 126.. **GEOLOGICAL SURVEY**:—Report of Progress of the Geological Survey of Canada, by Alfred R. G. Selwyn, F.R.S., F.G.S., Director, for the year 1876-77. (*Not re-printed in Sessional Papers.*)
- No. 127.. **TERRITORIES, N. A. CONTINENT**:—Message, transmitting Correspondence which has passed with Her Majesty's Government respecting the inclusion within the Boundaries of the Dominion of Territories on the North American Continent. (*Not printed.*)
- No. 128.. **RAT RIVER SETTLEMENT**:—Return to Address, Orders in Council on the subject of the lands at the place known by the name of Rat River Settlement, and on the Red River, in the County of Provencher, as well as in the settlement of La Petite Pointe de Chênes, in the Parish of Loretto, in the County of Selkirk, in the Province of Manitoba. (*Not printed.*)
- No. 129.. **VALLÉE, J. S.**:—Return to Order, Complaint made in 1875 against J. S. Vallée, Esquire, Postmaster of Montmagny, and copy of the Enquête held in 1875 by Mr. Achille Talbot, Deputy Post Office Inspector, on said Complaint. (*Not printed.*)

- No. 130.. LAND, CANAL PURPOSES:—Return to Order, Shewing the several amounts of money paid out of the \$39,256.01, deposited in the Bank of Montreal, to pay certain parties for land taken for Canal purposes, and the names of the parties who have been paid. (*Not printed.*)
- No. 131.. PENSIONS, PUBLIC OFFICERS, B. C.:—Return to Address, Correspondence respecting the pensions for Public Officers who were in the service of British Columbia at the date of the Union, 1871. (*Not printed*)
- No. 132.. MORRIS, HON. A.:—Return to Address, Report made to the Government by the Honorable A. Morris, Commissioner under the Act 38 Victoria, Chapter 53, on the putting into execution of that law and its operation in the Province of Manitoba.
- No. 133.. CERTIFICATES, SCHOOLS OF GUNNERY:—Return to Order, Ranks and names of all officers who have attended and taken long or short course certificates at the "A" or "B" Battery Schools of Gunnery. (*Not printed.*)
- No. 134.. THOUSAND ISLANDS:—Return to Order, Statement of all sales or leases of the Islands in the River St. Lawrence, lying between Brockville and Kingston, known as the "Thousand Islands," during the years 1874-5, 1875-6 and 1876-7, &c. (*Not printed.*)
- No. 135.. LA BANQUE NATIONALE:—Return to Address, Correspondence between the Government, or the Minister of Justice, and the creditors of one Olivier Latour, or any of them, or any persons on their behalf, in relation to the alleged forfeiture of its Charter by La Banque Nationale by reason of its illegally trading in Lumber and in the manufacture and sale of Square Timber and Saw Logs, &c. (*Not printed.*)
- No. 136.. TOLLS, UPPER OTTAWA IMPROVEMENT Co.:—Return to Address, Orders in Council fixing the rate of Tolls to be collected by the Upper Ottawa Improvement Company, on saw logs and timber passing through their works. (*Not printed.*)
- No. 137.. DOMINION POLICE:—Return shewing the average number of Dominion Police employed during each month of the year, ended 31st December, 1877; the cost of pay, and of travelling expenses. (*Not printed.*)
- No. 138.. MARINE AND FISHERIES, P.E.I.:—Return to Address, Contracts, Telegrams and agreements relating to the Service of the Marine and Fishery Department at Prince Edward Island, since the entry of said Island into the Dominion, in July, 1873. (*Not printed.*)
- No. 139.. TIMBER AND SAWED LUMBER IMPORTED:—Return to Address, Quantities and value of the Square White Pine, Pine Board Timber, &c.; and value of the Red and White Oak Staves; the total quantities and their value of Sawed Lumber, in White and Red Pine, &c., imported into Canada by water or by rail from the United States of America.
- No. 140.. WINDSOR AND ANNAPOLIS RAILWAY:—Return to Address, Correspondence connected with the Windsor and Annapolis Railway, the Windsor Branch and the Western Counties Railway; in connection with the purchase of an annuity by the Western Counties Company.
- No. 141.. EXCISE, STAMPS AND CUSTOMS:—Return to Address of all duties of excise for this Dominion, for the months of July, August, September, October, November, December, 1877, and the months of January, February and March of 1878. (*Not printed.*)
- No. 141a.. ———— Return to Address, Return of all duties for Stamps for this Dominion for the months of July, August, September, October, November, December, 1877, and the months of January, February and March of 1878, &c. (*Not printed.*)
- No. 141b.. ———— Return to Address, Return of all duties of Customs for this Dominion for the months of July, August, September, October, November, December, 1877, &c. (*Not printed.*)
- No. 141c.. ———— Return to Address, Return of all duties of Customs for the Dominion for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)
- No. 141d.. ———— Return to Address, Return of all duties for Stamps for this Dominion for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)
- No. 141e.. ———— Return to Address, Return of all duties of Excise for this Dominion for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)
- No. 141f.. ———— Return to Address, Return of all duties of Excise for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1877, &c. (*Not printed.*)
- No. 141g.. ———— Return to Address, Return of all duties of Customs for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1877, &c. (*Not printed.*)
- No. 141h.. ———— Return to Address, Return of all duties of Customs for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)

- No. 141i. ————Return to Address, Return of all duties of Excise for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)
- No. 141j. ————Return to Order, Shewing the receipts for Customs and Excise in British Columbia for the six months ending on December 31st last; also, a Return of the Customs and Excise collected on Stickine River for the same period; also, a Return of the Imports and Exports of the said Province for the same period, &c.
- No. 142. EXCISE, STAMPS AND CUSTOMS:—Return to Address, Return of all duties of Excise for this Dominion for the months of July, August, September, October, November, December, 1877, and the months of January, February, and March of 1878, as well as the months of April, May and June of 1877.
- No. 143. HAWS, SUIT OF:—Return to Address, Copies of the Bill of Complaint and the Decree in the suit of Her Majesty's Attorney General for Canada *versus* Haws, now pending in the Chancery Division of the High Court of Justice in England.
- No. 144. MUIR POST OFFICE:—Return to Order, Correspondence in relation to closing Muir Post Office, &c.; Correspondence in relation to dismissal of Charles Lilley as Postmaster in London East, and the appointment of Mr. Mills as Postmaster in his stead. (*Not printed.*)
- No. 145. GREAT VILLAGE:—Return to Address, Correspondence in reference to the change of Mail route between Great Village and Five Islands, *via* Portapique Mountain, in the County of Colchester. (*Not printed.*)
- No. 146. APPOINTMENTS TO OFFICE:—Return to Order, For a Return of the original papers made and signed by the Deputy Heads of the different Public Departments purporting to be made in obedience to the Order of this House of the fifth day of March, 1877, as follows:—The names of persons appointed to office between the 1st of January and the 7th of November, 1873, &c. (*Not printed.*)

## VOLUMES—SPECIAL.

- No. 147. HALIFAX COMMISSION:—Return to Address, Documents and pleadings relating to the questions decided by the award rendered at Halifax, on the subject of the indemnity of five million five hundred thousand dollars, under the Treaty of Washington.

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REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDING 30TH JUNE,

1877.

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Printed by Order of Parliament.

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OTTAWA :  
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET,  
1878.





## SCHEDULE.

Accompanying this Report are the following Documents therein referred to :

PART I.	Ontario.	Quebec.	Nova Scotia.	New Brunswick	Manitoba and North - West Territories.	British Columbia.	Prince Edward Island.
	Page.	Page.	Page.	Page.	Page.	Page.	Page.
No. 1.—Post Office Revenue and Expenditure for the year ending 30th June, 1877.....	2	3	4	5	6	7	8
No. 2.—Detail of all payments made and charges incurred for Mail Transportation during the year ending 30th June, 1877.....	9	41	60	74	84	86	88
No. 3.—Detail of all charges for Salaries and Allowances, and of Post Office Revenue collected at the several Post Offices and Way Offices throughout the Dominion, for the said year.....	94	140	163	183	199	202	205
3d.—Report of all charges for commission on sale of Postage Stamps by vendors in cities for the said year.....	211	212	212	213	213	214	214
No. 4a.—Account of travelling expenses incurred in the services of the Post Office Department for the said year.....	215	217	218	219	.....	219	220
4b.—Account of sums paid in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department for the said year.....	221	224	226	227	228	229	230
4c.—Account of sums paid for Rents and Taxes on account of the Post Office Department for the said year.....	231	232	.....	233	233	234	.....
4d.—Report in detail of the Expenditure of the Department for Stationery, Printing and Advertising for the said year.....	235	237	238	239	240	240	241
4e.—Account of sums paid for Fuel and Light for the use of the Post Office Department for the said year.....	242	243	243	244	245	246	247
4f.—Account of sums paid for miscellaneous disbursements on account of the Post Office Department for the said year.....	248	250	251	252	253	254	255
No. 5.—Report of all cases occurring of the loss or abstraction of Letters containing money sent through the Post Office within the said year.....	256	.....	.....	.....	.....	.....	.....
PART II.							
No. 6.—Showing the Money Order Offices in operation, the number and amount of orders issued and paid.....	3	45	60	79	.....	100	92
6a.—Showing the number and amount of orders issued in Canada on the United Kingdom, and of Orders issued in the United Kingdom and paid in Canada.....	12	48	63	81	109	101	93

## SCHEDULE—Continued.

PART II—Concluded.	Ontario.	Quebec.	Nova Scotia.	New Brunswick	Manitoba and North - West Territories.	British Columbia.	Prince Edward Island.
	Page	Page	Page	Page	Page	Page	Page
6b.—Interprovincial orders issued and paid.....	20	50	65	83	109	102	94
6c.— do do do .....	23	51	68	85	110	103	95
6d.— do do do .....	25	53	71	87	110	104	96
6e.— do do do .....	27	54	72	88	110	105	97
6f.— do do do .....	29	55	74	89	111	106	98
6g.— do do do .....	33	56	75	89	111	107	98
6h.—Orders drawn in Canada on British India, and Orders drawn in British India and paid in Canada.....	36	57	76	90	111	108	99
6i.—Orders drawn in Canada on the United States, and Orders drawn in the United States and paid in Canada.....	37	57	76	90	111	108	99
No. 7.—Showing the cost of the Money Order system in the several Provinces in the Dominion...	112	112	113	113	117	119	127
No. 8.—Showing the names of the additional Money Order Offices opened, and of such Money Order Offices as may have been closed during the said year.....	114	115	116	116	117	119	127
No. 9.—Showing the losses (if any) sustained in con- ducting the Money Order system during the said year.....	118	118	118	118	119	120	128
9a.—Analysis of Money Order transactions.....	120	122	124	126	129	130	127
9b.—Comparative extent of Money Order trans- actions, 1875, 1876 and 1877.....	131	131	132	133	135	136	134
9c.—Analysis of the Money Order business of the Dominion.....	137	137	137	137	137	137	137
Recapitulation, &c.....	138	138	138	138	138	138	138
No. 10.—Statement of Dead Letters: Table I., showing the total number of letters of all kinds received, and the disposition made of them.....	139	139	139	139	139	139	139
Table II., showing the number of letters received containing money or other articles of value, and the disposition made of them.....	140	140	140	140	140	140	140
POST OFFICE SAVINGS BANK.							
No. 11.—An account of all deposits received and paid under the authority of the Act 31 Vic., chap. 10, from the 1st July, 1876, to the 30th June, 1877, and of the total amount due to all depositors at the latter date.....	142	142	142	142	142	142	142

REPORT  
OF THE  
POSTMASTER GENERAL  
FOR THE YEAR ENDED 30TH JUNE, 1877.

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*To His Excellency the Right Honorable the Earl of Dufferin, P.C., K.P., K.C.B.  
G.C.M.G., Governor of Canada.*

**MAY IT PLEASE YOUR EXCELLENCY :**

I have the honor to submit to Your Excellency, to be laid before Parliament, the accompanying Returns and Statements as the Report of the Post Office Department of Canada, for the Year ended the 30th June, 1877.

The Statistics of the Postal Service in its chief features will be found in the following Tabular Statement:—

TABLE showing the Number of Post Offices, Extent of Mail Travel, Number of Letters and Newspapers, &c., the Postal Revenue and Expenditure, Money Order and Post Office Savings Bank Business in the Dominion of Canada, for the Year ended 30th June, 1877.

Provinces.	Extent of Mail Service.		Estimated Number of Letters, Post Cards, Newspapers, &c., sent by Post in 1877.						
	1st January, 1877. Number of Post Offices.	Number of Miles of Post Route, 1877.	Letters.	Post Cards.	Registered Letters.	Free Letters.	Newspapers and Periodicals.	Books and Miscellaneous Articles.	Parcels.
Ontario.....	2,203	14,731	23,900,000	3,800,000	1,200,000	800,000	22,500,000	3,000,000	40,000
Quebec.....	1,025	8,400	10,900,000	1,000,000	450,000	140,000	11,000,000	1,200,000	24,000
New Brunswick.....	680	3,687	2,560,000	1,000,000	70,000	52,000	1,900,000	102,000	9,000
Nova Scotia.....	928	6,882	3,150,000	350,000	90,000	68,000	2,600,000	275,000	12,000
Manitoba.....	49	92,888	200,000	15,000	12,000	4,000	240,000	34,000	1,400
British Columbia.....	2,609	178,472	340,000	10,000	7,000	10,000	190,000	15,000	2,000
Prince Edward Island.....	213	1,020	470,000	35,000	13,000	22,000	570,000	12,000	1,800
North-West Territory.....	7	31,200	.....	.....	.....	.....	.....	.....	.....
	5,161	38,526	41,510,000	5,450,000	1,842,000	1,086,000	39,000,000	4,638,000	90,000

  

Provinces.	Postal Revenue and Expenditure.		Money Order Business for year ended 30th June, 1877.		Post Office Savings Bank for year ended 30th June, 1877.			
	Revenue for year ended 30th June, 1877.	Expenditure for year ended 30th June, 1877.	Number of Money Order Offices 1st Jan., 1878.	Amount of Money Orders issued in year ended 30th June, 1877.	Number of Savings Bank Offices 1st Jan., 1878.	Number of Depositors 30th June, 1877.	Total Amount deposited during year to 30th June, 1877.	Amount of Deposits and Interest to credit of Depositors, 30th June, 1877.
Ontario.....	\$ 885,561 04	\$ cts. 980,721 13	439	3,568,509 86	238			\$ cts.
Quebec.....	357,524 36	528,649 11	112	631,113 94	43			
New Brunswick.....	87,602 40	189,265 17	83	876,115 21		24,074	1,521,000 00	2,639,937 47
Nova Scotia.....	123,962 97	230,972 42	109	1,418,650 47				
Manitoba.....	10,765 79	25,995 39	2	28,350 25				
British Columbia.....	16,116 84	62,076 73	6	143,579 98				
Prince Edward Island.....	19,611 48	47,938 85	5	190,518 32				
	1,501,134 98	2,076,618 80	766	6,856,837 13	282	24,074	1,521,000 00	2,639,937 47

In the number of Post Offices in operation, in the extent of Mail Service, number of post cards, registered letters, newspapers and miscellaneous transmission, there is an estimated increase as compared with 1876, though in the number of letters passing by post there is a slight decrease, attributable, doubtless, to the depression in the general business of the country.

With the addition of the Winnipeg and Edmonton Post route through the North West Territory, three-fourths of the whole distance from the Atlantic at Halifax to the Pacific at Victoria, British Columbia, is now covered by Canada Mail Service, the only gaps in the connecting lines being the distances between Thunder Bay and Fort Francis, and between Edmonton and the Post routes in British Columbia.

Under an arrangement concluded with the Post Office of Germany, of which a copy is appended to this Report, closed mails have, from the 1st April last, been exchanged between Canada and Germany (including all correspondence to and from Prussia, Saxony, Hanover, Bavaria, Baden and Wurttemberg.)

The correspondence passes in these mails at the postage rates and under the regulations generally of the International Postal Union.

The letter rate of postage with Newfoundland has been reduced from six cents to five cents per  $\frac{1}{2}$  oz. The registration charge on registered letters passing between the United Kingdom and Canada has been reduced from eight cents to five cents by the Post Offices of the United Kingdom.

It was supposed that the accounts of the year 1877, might shew that the postal revenue of the country was increasing to an extent that might justify a general revision of the compensation paid to Postmasters in commissions and allowances, with a view to awarding a corresponding increase in the amount of such compensation; but this expectation has been disappointed, for the revenue collected at the country Post Offices of the Dominion for the year ended 30th June, 1877, does not shew any material advance upon 1876, and is, in fact, somewhat less than the like revenue was in 1875. In the year 1875 the gross revenue collected at the country Post Offices of Ontario and Quebec, for instance, was \$727,613, as compared with \$724,780 collected in 1877, and the result was much the same in the other Provinces.

Under these circumstances, and whilst correspondence by Post thus remained nearly stationary, there could be no sufficient basis for any general advance in the amount of commissions or allowances to be paid to Postmasters for duties in connexion with it.

The arrangements for landing and embarking the English mails at Rimouski in summer and at Halifax in winter worked very satisfactorily during the past year. The steam tender employed at Rimouski was able to continue to perform the service there until late in November.

#### FREE DELIVERY.

The following Statement shews the progress of the Free Delivery system in the cities wherein it has been established, as obtained from a comparison of the weekly

averages of the number of letters, &c., so delivered in the month of December, 1877, with the like weekly averages of December, 1876.

The increase for December, 1877, upon December, 1876, of 23 $\frac{3}{4}$  per cent. on the aggregate weekly averages of the month, whilst correspondence generally has under the continued depression of commercial business tended rather to diminish in volume, affords satisfactory evidence of the public appreciation of the advantages of this mode of delivery in the cities.

The annual revenue derived from "city letters," meaning letters delivered by the Carriers within the cities at which they have been posted, is estimated at \$26,000 per annum, which is an increase of about \$6,000 on the estimated revenue from this source in 1876.

Cities.	Periods. Weekly Averages.	City Letters.	Registered Letters.	Other Letters.	Total Letters.	Papers.	Total Letters and Papers.	No. of Carriers Employed.
Montreal .....	In December, 1876...	13,591	819	23,208	37,618	11,398	49,016	45
	do 1877...	17,362	968	25,954	44,284	11,999	56,283	47
Toronto .....	do 1876...	11,103	826	20,607	32,536	9,680	42,196	32
	do 1877...	15,955	1,101	25,109	42,165	11,624	53,789	34
Quebec .....	do 1876...	1,978	191	4,617	6,786	3,331	10,117	11
	do 1877...	2,243	233	4,728	7,204	3,848	11,052	12
Ottawa .....	do 1876...	6,089	249	7,710	14,048	6,255	20,303	9
	do 1877...	6,016	242	9,387	15,645	10,124	25,769	12
Hamilton.....	do 1876...	3,178	256	6,715	10,149	4,098	14,247	13
	do 1877...	4,067	317	8,174	12,558	4,503	17,061	14
St. John.....	do 1876...	1,039	137	5,141	6,317	2,611	8,928	7
	do 1877...	1,312	133	7,622	9,067	3,275	12,342	9
Halifax.....	do 1876...	1,407	96	5,133	6,636	3,014	9,650	8
	do 1877...	1,844	104	6,141	8,089	3,335	11,424	10
London.....	do 1876...	1,146	107	5,453	6,706	2,139	8,845	5
	do 1877...	1,965	135	8,356	10,456	4,092	14,548	7
Total Weekly Averages in	do 1877...	50,764	3,233	95,471	149,468	52,800	202,268	*144
Total Weekly Averages in	do 1876...	39,531	2,681	78,584	120,796	42,506	163,302	130
Increase in num- bers.....		11,233	552	16,887	28,672	10,294	38,966	14
Increase per cent.		28	20 $\frac{1}{2}$	21 $\frac{1}{2}$	23 $\frac{1}{2}$	24 $\frac{1}{2}$	23 $\frac{3}{4}$	10

\*Including a Superintendent employed at each city except London.

## RAILWAY MAIL SERVICE.

The following Comparative Statement of Railway Mail Service in November, 1876, and in November, 1877, shows that there had been no material variation in the extent of such service during the year.

Date.	Miles of Railway in operation on which Mails were carried.	Daily Service by Postal Car (Travelling Post Office.)		Daily Service by Bags in charge of Company's Servants.	Total Distance Travelled.	
		No. of Postal Cars on the Railways daily.	Distance Travelled.	Distance Travelled.	Daily.	Yearly.
In November 1877...	4,576½	68	10,111½	6,401	16,512½	5,168,412½
do 1876...	4,486	64	9,991½	6,515½	16,506½	5,166,534½
Increase in 1877...	90½	4	120½	.....	6	1,878
Decrease 1877...	.....	.....	.....	114½	.....	.....

This important Branch of the Postal Service has worked very satisfactorily during the past year.



ABSTRACT showing Distances Travelled daily with Mails on each Railway in Canada.

Name of Railway.	Length in Miles.	Daily Service by Travelling Post Office.		Daily Service by Bags in charge of Company's Servants.
		No. of T. P. O's. on Road.	Distance Travelled.	
Intercolonial.....	713	5	1,404	1,068
Windsor and Annapolis.....	84	1	168	50
Western Counties. ....	32	1	90	90
Prince Edward Island.....	196½	1	98½	403½
European and North American.....	91½	2	183	92
Fredericton .....	23	.....	.....	138
New Brunswick and Canada.....	118	.....	.....	236
Elgin Branch.....	12	.....	.....	24
Chatham Branch.....	9	.....	.....	54
Grand Trunk.....	1,167½	18	3,409½	1,620½
Levis and Kennebec.....	44½	1	89	.....
Quebec Central.....	42½	1	85	.....
St. François, Montreal and International.....	30	1	60	.....
Massawippi Valley.....	38	1	76	.....
Montreal, Portland and Boston.....	14	.....	.....	28
Shefford .....	43	1	86	.....
South Eastern.....	88	2	176	.....
Central Vermont.....	25	1	50	50
St. Lawrence and Ottawa.....	54	3	324	24
Brockville and Ottawa.....	57½	1	91	163
Canada Central.....	105	2	173	152
Kingston and Pembroke.....	38	.....	.....	76
Midland.....	128	2	212	156
Whitby, Port Perry and Lindsay.....	18	.....	.....	36
Toronto and Nipissing.....	88	1	176	126
Northern.....	167	2	334	241½
Toronto, Grey and Bruce.....	191½	2	390	174
Great Western (including branches).....	573	14	1,677½	1,323
Hamilton and North Western.....	33	1	66	16
Port Dover and Lake Huron.....	63	1	126	.....
Welland.....	25	1	100	.....
Canada Southern.....	264	2	468	61½
Total.....	4,576½	68	10,111½	6,401

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 POSTAL REVENUE.

The gross Postal revenue for the year ended 30th June, 1877, as shewn in the accounts included in this Report, was \$1,501,134.88, being an increase of \$16,248.61 upon the gross Postal revenue of last year.

For the year ended 30th June, 1875, the gross revenue was \$1,536,509.50

do	do	1876	do	1,484,886.27
----	----	------	----	--------------

do	do	1877	do	1,501,134.88
----	----	------	----	--------------

This advance, however, in 1877 upon 1876 is derived from the sale of Postage Stamps, and these stamps are now so largely and increasingly used by the public for purposes of change in making remittances, that the fact of such an increased sale may be co-existent, as it is believed to be in the present instance, with some reduction in the actual amount of correspondence.

That postage stamps should be purchased or used for any other purpose than that for which they are designed, has this amongst other disadvantageous results for this Department, that it renders it impossible to obtain from the amount of stamp sales within any period, anything more than an approximation to the amounts of stamps used in prepayment of postage during the same time, either in the aggregate or as respects the postal business of any particular Post Office, and this, as mentioned in last year's Report, causes much difficulty in arriving at any satisfactory adjustment of the commission or salary compensation of Postmasters to the actual amount of postal business transacted at their offices.

STATEMENT of Expenditure of the Post Office Department of Canada in the several Provinces of the Dominion, as shown in the Departmental Accounts for the Year ended 30th June, 1877.

	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Manitoba and North-West Territory.	British Columbia.	Prince Edward Island.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>For Mail Service.</i>								
By Stage, Horseback or on Foot.....	199,865 13	118,504 32	42,847 81	98,548 29	18,524 54	32,258 25	12,657 90	1,043,625 65
Railway.....	231,929 31	127,245 87	56,159 74	30,087 98	.....	.....	6,081 34	
Steamboat or other Craft.....	8,498 15	9,679 60	7,450 00	3,271 64	.....	16,940 00	12,680 00	
Making and repairing Mail Bags.....	4,924 92	1,881 61	1,878 16	1,126 12	118 23	92 05	375 71	
<i>For Salaries, Commissions and Allowances.</i>								
To Postmasters, Clerks, Letter Carriers, &c., in City Post Offices.....	123,958 04	99,176 49	23,279 44	21,285 17	4,700 00	6,080 00	6,424 50	885,853 33
Postmasters and Way Office Keepers in Country Post Offices.....	212,847 76	67,118 67	29,670 93	45,882 63	1,356 47	4,430 21	5,048 34	
Post Office Inspectors and their Clerks.....	34,844 59	14,683 68	6,870 54	6,329 99	.....	.....	.....	
Railway Mail Clerks.....	77,884 25	45,104 55	12,570 49	6,670 75	.....	.....	1,361 98	
Ocean Mail Clerks.....	3,811 28	1,587 06	.....	.....	.....	.....	.....	885,853 33
Local Money Order Superintendents and their Clerks.....	.....	.....	3,796 67	4,423 34	.....	.....	.....	
Commissions allowed to Stamp Vendors.....	7,804 73	5,128 18	794 48	769 87	17 25	6 60	34 50	
<i>Miscellaneous.</i>								
For tradesmen's bills, fuel and light, printing and advertising, stamps, scales, mail locks, travelling charges, &c., &c.....	74,252 97	38,539 18	13,946 91	12,377 66	1,278 90	2,269 62	3,274 58	146,139 82
	980,721 13	528,649 11	199,265 17	230,972 42	25,995 39	62,076 73	47,938 85	2,075,618 80
						<b>Total.....</b>	<b>2,075,618 80</b>	

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 POSTAL EXPENDITURE.

The total expenditure of the year was less than the appropriation by \$27,188.46.

There was an increased charge for Railway Mail Service of \$75,870.41, upon payments for service on the Intercolonial Railway, and for expenses attendant on conveyance of the English Mails to and from Rimouski in summer, and Halifax in winter.

The charge for mail service also includes a payment of \$6,666.66 for transport of mails during eight months of this year, over the new post route of 900 miles from Winnipeg to Edmonton, through the North-West Territory.

In the ordinary mail service by stages and horse conveyance, &c., the increased expenditure throughout the Dominion for the year was \$2,642.10, in addition to the cost of the Winnipeg and Edmonton service.

In salaries there was an increased charge of \$34,411.75, made up as follows:—

For City and Country Post Offices.....	\$15,509 66
Inspector's Branch, including the new Inspector's Division in Ontario, as reported last year.....	4,202 92
Railway Mail Clerks.....	12,529 17
Ocean Mail Clerks.....	381 67
Money Order Superintending Offices in the Mari- time Provinces.....	280 01
Stamp Vendors in commissions on sales of Postage Stamps.....	1,508 32
	<hr/>
	\$34,411 75

The increased charge for the Railway Mail Clerk branch was mainly for clerks employed on the extension of railway postal car service on the Intercolonial Railway and on lines of Railway in Ontario.

**PACKET SERVICE WITH THE UNITED KINGDOM.**

*Quebec and Halifax Weekly Service with Liverpool, via Derry.*

**STATEMENT** showing the estimated number of Letters, Newspapers, Books, Patterns and Samples conveyed between Canada and the United Kingdom, for the Years ended 9th November, 1876, and 30th November, 1877; with the number of Letters and Newspapers to and from the United States by this route during the same periods.

	FROM CANADA.				FROM UNITED STATES		TO CANADA.				TO UNITED STATES.	
	Letters.	News-papers.	Books.	Samples and Patterns.	Letters.	News-papers.	Letters.	News-papers.	Books.	Samples and Patterns.	Letters.	News-papers.
1876....	1,042,928	1,145,805	32,566	11,616	137,376	149,469	1,093,308	1,550,710	99,446	26,020	2,019	1,875
1877....	1,008,888	1,188,151	32,546	8,712	125,362	121,626	1,120,441	1,473,769	95,304	25,835	1,330	207
Inc. ....		42,346					27,133					
Dec ...	34,040		20	2,904	12,014	27,843		76,941	4,142	185	689	1,668

*Halifax, Nova Scotia, Fortnightly Service with Queenstown (Cork).*

**STATEMENT** showing the estimated number of Letters, Newspapers, &c., conveyed by the Halifax and Queenstown Mail Packets to and from New Brunswick and Nova Scotia for the Year ended 1877.

	Letters.	Newspapers.	Books.	Samples and Patterns.
New Brunswick.....	23,001	18,718	2,536	612
Nova Scotia .....	131,513	63,366	1,984	1,185
Total, 1877 .....	154,514	82,084	4,520	1,797
Total, 1876 .....	229,554	190,788	6,538	3,120

The decrease in the transmissions by the Fortnightly Packets between Halifax and Cork is, no doubt, due in a great measure to the improved facilities now enjoyed by the Maritime Provinces for receiving and sending correspondence by the weekly Mail Steamers of the Allan Line.

## REGISTRATION.

It is estimated that 1,842,000 registered letters passed through the mails in Canada during this year. Of this number, 64 miscarried from various causes as follows:—

In mail packages stated to have failed to reach destination.....	19
Stolen from Post Offices, amounts recovered.....	14
do do not recovered.....	13
Stolen from the mails in transit.....	1
Lost in Post Offices destroyed by fire.....	2
Mis-delivered and loss made good by the officers responsible....	2
Cases of miscarriage wherein the letters appeared to have been carelessly treated by the Post Office, and in which, therefore, the losses were made good by the officers in fault.....	12
Case still under investigation.....	1
Total.....	<u>64</u>

In 72 cases also there were statements that the amounts received in registered letters when delivered did not correspond with the amounts stated to have been originally enclosed.

With respect to some of these cases, there was no sufficient proof as to how or where the alleged loss had taken place, or whether in fact there had really been any loss at all, but in 17 cases it was clearly established that the letters had been tampered with in the Post Office, and under circumstances which enabled the Department to recover and restore the amounts abstracted.

The number of letters having valuable contents which are posted without registration continues, unfortunately, to be large; but the complaints received of losses in this class of letters were fewer than in former years.

## DEAD LETTERS.

The returns of this year show that 563,484 letters, circulars and post-cards were received at the Dead Letter Office of the Dominion, including 58,811 dead letters returned to Canada from the United Kingdom, United States, and other destinations, as having failed in delivery from various causes.

The number of registered letters sent in as dead letters was.	5,888
Other dead letters containing valuable enclosures though not registered by the senders.....	3,929
	<u>9,817</u>

131,485 dead letters were returned to the writers in Canada, of which 99,970 were taken up by the persons to whom they were returned, showing in some measure the extent to which the advantage of having their undelivered letters returned to them is appreciated by the senders.

STATEMENT of Receipt and Issue of Postage Stamps, Post Bands and Post Cards, for the Year ended 30th June, 1877.

RECEIPT.										ISSUE.									
Denomination.	Stamps on hand from last year.	Received from Manufacturers.	Surplus on transactions of the year.	Returned by Postmasters.	Suspense Items from last year.	Total Number of Stamps on hand.	Amount.	Denomination.	Issued to Postmasters during the year.	Suspense Items at close of the year.	Stamps destroyed as unfit for use.	Stamps on hand 30th June, 1877.	Total Number of Stamps, Post Bands & Post Cards.	Amount.					
Cents.							\$ cts.	Cents.						\$ cts.					
1	153,400	400,000	.....	690	100	554,190	2,770 95	1	424,600	100	690	128,800	554,190	2,770 95					
2	1,873,400	14,500,000	.....	6,826	900	16,381,126	163,811 26	2	14,334,700	1,900	6,726	1,987,800	16,381,126	163,811 26					
3	4,000,800	2,100,000	.....	2,986	4,400	2,507,986	50,159 72	3	2,293,900	4,700	2,886	206,500	2,507,986	50,159 72					
5	7,015,000	29,200,000	.....	20,453	783	36,236,236	1,087,087 08	5	32,083,800	783	20,453	4,131,200	36,236,236	1,087,087 08					
6	486,600	1,200,000	.....	396	.....	1,689,596	84,479 80	6	1,284,050	.....	396	394,550	1,689,596	84,479 80					
10	234,200	150,000	.....	1,216	.....	385,416	23,124 96	10	352,650	.....	1,216	21,550	385,416	23,124 96					
12½	74,450	150,000	.....	201	.....	224,651	22,465 10	12½	141,950	.....	201	82,500	224,651	22,465 10					
15	880,500	.....	.....	747	.....	881,247	110,155 87½	15	72,100	.....	747	808,400	881,247	110,155 87½					
Registered.	32,150	45,000	.....	120	.....	77,270	11,590 50	Registered.	53,950	.....	120	23,200	77,270	11,590 50					
2	312,900	1,375,000	150	1,579	.....	1,689,629	33,792 58	2	1,408,250	.....	1,579	279,800	1,689,629	33,792 58					
5	68,550	125,000	.....	1,108	.....	194,658	9,732 90	5	135,150	.....	908	58,600	194,658	9,732 90					
8	53,050	.....	.....	323	.....	53,373	4,269 84	8	17,200	.....	273	35,900	53,373	4,269 84					
P. Bands	1,191,300	.....	.....	804	.....	1,192,104	14,901 30	P. Bands	243,980	.....	224	947,900	1,192,104	14,901 30					
1 cent	860,000	5,535,000	.....	1,455	.....	6,396,455	63,964 55	1 cent	5,522,689	.....	866	872,900	6,396,455	63,964 55					
2 cent	.....	200,000	.....	230	.....	200,230	4,004 60	2 cent	98,300	.....	30	101,900	200,230	4,004 60					
P. Cards	.....	.....	.....	.....	.....	1,686,311 01½	.....	P. Cards	.....	.....	.....	.....	.....	.....					

Value of Issue during the Year, to 30th June, 1877 :—  
 To Ontario..... \$817,794 00  
 Quebec..... 320,124 64  
 New Brunswick..... 83,323 50  
 Nova Scotia..... 104,572 50

To British Columbia..... \$12,815 00  
 Manitoba..... 10,480 00  
 Prince Edward Island..... 19,565 00

**\$1,368,664 64**

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**MONEY ORDER SYSTEM.**

The total amount of Money Orders issued in Canada, during the year ended 30th June, 1877, was.....	\$6,856,837 13
The total amount of Money Orders paid in Canada within the same year, was.....	6,669,249 61
Amount of Post Office Savings Bank deposits received through the Money Order Accounts was.....	1,521,000 00
Amount of Post Office Savings Bank withdrawals paid to depositors through the Money Order Accounts...	1,525,682 98
	<hr/>
Total.....	\$16,572,769 72
	<hr/>

The corresponding total for last year was.....\$16,884,383 11

—the difference arising upon the diminished volume of the Savings Bank transactions

On the 1st July last a material change was made in the mode of paying Money Orders drawn on Post Offices having Banks in the same city or town. By an arrangement with the various Banks, the Money Orders after having been duly certified and stamped by the Postmasters of the offices on which they are drawn—are paid at the bank counters, without the intervention of the Postmaster's cheque as heretofore. This system of payment obviates the risk and inconvenience of giving bank credits to the Postmasters of such cities and towns for special sums, in some cases necessarily to very large amounts, and has worked very satisfactorily since its commencement.

The exchange of Money Orders with the United States during the year has been as follows :—

	Issued.	Paid.
Ontario.....	\$117,985 85	\$86,358 40
Quebec.....	38,217 54	57,771 82
Nova Scotia.....	52,436 25	36,862 14
New Brunswick.....	36,067 32	20,985 95
Prince Edward Island.....	7,849 86	3,766 15
British Columbia.....	24,260	2,144 92
Manitoba.....	1,152 48	244 38
	<hr/>	<hr/>
	\$277,969 69	\$208,133 76
		277,969 69
		<hr/>

Total issues and payments..... \$486,103 45

The total issues and payments in Canada on Orders exchanged with the United States for the eleven months from the commencement of the business on 1st August, 1875 to 30th June, 1876, was \$368,269.96.



## STATEMENT of Money Order business of the Dominion of

DR.	\$ cts.	\$ cts.
To Balance in hands Postmasters 30th June, 1877.....		22,054 01
Money Orders issued in Ontario and Manitoba, payable in the Dominion.....	1,691,357 58	
do Quebec do .....	262,880 29	
do Nova Scotia do .....	708,195 33	
do New Brunswick do .....	459,668 57	
do Prince Edward Island do .....	42,046 74	
do British Columbia do .....	50,441 68	
Commissions received on Money Orders issued in Ontario and Manitoba, payable in the Dominion.....	10,080 55	3,214,580 19
do Quebec do .....	1,551 57	
do Nova Scotia do .....	4,093 21	
do New Brunswick do .....	2,664 50	
do Prince Edward Island do .....	246 55	
do British Columbia do .....	274 44	
Money Orders issued in Ontario and Manitoba on the United Kingdom.....	114,784 54	18,910 82
do Quebec do .....	44,033 86	
do Nova Scotia do .....	16,644 38	
do New Brunswick do .....	10,867 63	
do Prince Edward Island do .....	2,794 48	
do British Columbia do .....	15,559 15	
Commissions received on Money Orders issued in Ontario and Manitoba on the United Kingdom.....	3,316 93	204,684 04
do Quebec do .....	1,129 00	
do Nova Scotia do .....	494 75	
do New Brunswick do .....	300 75	
do Prince Edward Island do .....	74 75	
do British Columbia do .....	383 25	
Money Orders issued in Ontario and Manitoba on Newfoundland.....	389 20	5,699 43
do Quebec do .....	786 43	
do Nova Scotia do .....	1,155 29	
do New Brunswick do .....	639 08	
do Prince Edward Island do .....	623 23	
do British Columbia do .....	171 15	
Commissions received on Money Orders issued in Ontario and Manitoba on Newfoundland.....	6 00	3,764 38
do Quebec do .....	11 50	
do Nova Scotia do .....	15 50	
do New Brunswick do .....	8 50	
do Prince Edward Island do .....	8 00	
do British Columbia do .....	1 75	
Money Orders issued in Ontario and Quebec on the United States.....	64,425 68	51 25
do Quebec do .....	18,433 16	
do Nova Scotia do .....	25,833 77	
do New Brunswick do .....	34,351 38	
do Prince Edward Island do .....	5,323 72	
do British Columbia do .....	15,988 54	
Commission on Money Orders issued in Ontario and Quebec on the United States.....	1,279 50	164,356 25
do Quebec do .....	324 25	
do Nova Scotia do .....	497 25	
do New Brunswick do .....	638 25	
do Prince Edward Island do .....	97 10	
do British Columbia do .....	273 25	
		3,109 60
Carried forward.....		3,637,219 97

Canada for the six months ended 31st December, 1877.

Cr.	\$ cts.	\$ cts.
By Money Orders issued in the Dominion and paid in Ontario and Manitoba	1,573,553 00	
do do Quebec .....	533,815 26	
do do Nova Scotia .....	587,102 58	
do do New Brunswick .....	373,008 37	
do do Prince Edward Island	21,197 29	
do do British Columbia .....	19,303 63	3,107,975 13
Money Orders issued in the United Kingdom and paid in Ontario and Manitoba .....	66,227 01	
do do Quebec .....	13,949 40	
do do Nova Scotia .....	8,775 43	
do do New Brunswick .....	6,084 36	
do do Prince Edward Island	837 68	
do do British Columbia .....	2,327 02	98,200 90
Money Orders issued in Newfoundland and paid in Ontario and Manitoba .....	616 01	
do do Quebec .....	1,526 25	
do do Nova Scotia .....	7,334 75	
do do New Brunswick .....	1,471 53	
do do Prince Edward Island	475 45	
do do British Columbia .....		11,423 99
Money Orders issued in the United States and paid in Ontario and Manitoba .....	48,799 68	
do do Quebec .....	29,634 91	
do do Nova Scotia .....	23,360 47	
do do New Brunswick .....	13,667 25	
do do Prince Edward Island	1,763 38	
do do British Columbia .....	619 31	117,845 00
Carried forward .....		3,335,445 02

## STATEMENT of Money Order business of the Dominion of Canada

DR.	\$ cts.	\$ cts.
<i>Brought forward</i> .....		3,637,219 97
To Cash received by Postmasters in Ontario and Manitoba, from Receiver-General..	2,110,180 90	
do Quebec do ...	602,283 83	
do Nova Scotia do ...	543,105 85	
do New Brunswick do ...	325,071 37	
do Prince Edward Island do ...	20,650 92	
do British Columbia do ...	15,455 13	
Cash deposited with Postmasters on Savings Bank Account, Ontario and Manitoba	750,436 00	3,616,748 00
do do do Quebec	122,719 00	873,155 00
Sundry Entries.....		818 26
Total.....		8,127,941 23

for the six months ended 31st December, 1877.—Continued.

Cr.	\$ cts.	\$ cts.
<i>Broughtforward</i> .....		3,335,445 02
By Cash deposited by Postmasters in Ontario and Manitoba.....	2,236,314 59	
do do Quebec.....	400,875 80	
do do Nova Scotia.....	643,200 45	
do do New Brunswick.....	430,847 88	
do do Prince Edward Island.....	47,066 58	
do do British Columbia.....	75,363 49	
		3,833,468 79
Savings Bank withdrawals in Ontario and Manitoba.....	645,117 91	
do do Quebec.....	49,997 64	
		695,115 55
Orders issued in the Dominion previous to July 1st, 1877, and paid in Ontario and Manitoba.....	28,101 18	
do do Quebec.....	7,684 61	
do do Nova Scotia.....	14,228 71	
do do New Brunswick.....	7,912 84	
do do Prince Edward Island.....	438 06	
do do British Columbia.....		
		58,365 40
Sundry Entries.....		2,718 03
Balances in hands of Postmasters and cash in transit to Receiver-General, 31st December, 1877.....		202,828 44
Total.....		8,127,941 23

## STATEMENT of the Business of the Post Office Savings Bank, Canada,

Period.	Number of Post Office Savings Banks at close of period.	Number of Deposits received during period.	Total amount of Deposits received during period.	Average amount of each Deposit received during period.	Number of withdrawals during period (Cheques paid.)	Total amount of Withdrawals (Cash paid) during period.	Average amount of each Withdrawal during period.
			\$	\$ c.		\$ cts.	\$
Three months ended 30th June, 1868.....	81	3,247	212,507	65 44	166	8,867 48	53 35
Year ended 30th June, 1869.....	213	16,653	927,885	55 71	4,787	296,754 35	61 99
Year ended 30th June, 1870.....	226	24,994	1,347,901	53 93	9,478	664,555 51	70 11
Year ended 30th June, 1871.....	230	33,256	1,917,576	57 66	15,148	1,093,438 86	72 10
Year ended 30th June, 1872.....	235	39,489	2,261,631	57 27	19,325	1,571,665 19	81 33
Year ended 30th June, 1873.....	239	44,413	2,306,918	51 94	22,159	1,925,999 32	86 91
Year ended 30th June, 1874.....	266	45,329	2,340,284	51 63	24,248	2,086,243 42	86 04
Year ended 30th June, 1875.....	268	42,508	1,942,346	45 69	24,637	2,041,879 04	82 88
Year ended 30th June, 1876.....	279	38,647	1,726,204	44 66	23,127	1,783,257 97	77 11
Year ended 30th June, 1877.....	287	36,126	1,521,000	42 10	21,642	1,525,682 98	70 49
Six months ended 31st December 1877...	282	19,338	873,155	45 15	10,216	695,115 55	68 04
Nine years and nine months ended 31st December 1877.....	222	314,000	17,377,407	50 51	174,918	13,693,449 67	78 28

\* The figures in smaller type in these two columns exhibit a further number and amount of Withdrawals during period, in 5 per cent. Dominion Stock.

† Up to 1871 deposits were received, on certain conditions, at 5 per cent interest; after that year amount bearing interest at that rate from \$1,100,900.00 in 1871 to \$236,006.00 in 1877.

The fluctuations in the expenses of management, and in the average cost of each transaction, mainly attributable to payments in one year for services not wholly chargeable to that year.

† Including interest accruing on Depositors' Accounts to 31st December, 1877, estimated at

year by year, from the 1st April, 1868, to 31st December, 1877.

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.	Number of Accounts opened during period.	Number of Accounts closed during period.	Number of Accounts Remaining Open at close of period.	Interest Allowed to Depositors.	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.
\$ cts.	\$ cts.	\$ cts.				\$ cts.	\$ cts.	\$ cts.
\$ 8,389 43			2,146	44	2,102	939 37	130,688 89 73,900 00	97 33
5,808 14	0 23 <sup>1</sup> / <sub>10</sub>	0 67	6,429	1,319	7,212	21,094 72	503,614 28 353,200 00	118 80
8,128 12	0 20 <sup>5</sup> / <sub>10</sub>	0 51	7,823	2,857	12,178	48,689 08	939,948 83 648,900 00	130 41
11,108 40	0 20	0 44	9,424	4,449	17,153	84,273 68	1,396,359 65 1,100,900 00	145 59
12,242 34	0 20 <sup>1</sup> / <sub>10</sub>	0 39	10,846	6,940	21,059	116,174 55	2,144,600 01 951,900 00	147 04
15,093 78	0 22 <sup>7</sup> / <sub>10</sub>	0 47	11,995	9,528	23,526	126,932 88	2,504,651 57 702,400 00	136 32
14,442 71	0 20 <sup>7</sup> / <sub>10</sub>	0 45	12,048	10,606	24,968	126,273 31	2,692,865 46 512,100 00	128 36
12,539 59	0 18 <sup>7</sup> / <sub>10</sub>	0 42	10,516	11,190	24,294	120,758 06	2,525,390 48 400,700 00	120 44
14,662 14	0 23 <sup>7</sup> / <sub>10</sub>	0 53	10,218	10,097	24,415	110,116 08	2,432,852 59 308,100 00	112 27
15,149 13	0 26 <sup>2</sup> / <sub>10</sub>	0 57	8,971	9,312	24,074	104,067 86	2,375,537 47 264,400 00	109 60
			4,967	4,174	24,867	† 50,278 04	† 2,517,854 96 236,000 00	110 74
			95,383	70,516	24,867	† 915,597 63	† 2,517,854 96 236,000 00	110 74

drawals, not paid to Depositors in Cash, but paid over to the Receiver General to be inscribed, on no new deposits were accepted at that rate. Withdrawals from the 5 per cent. fund have reduced the where not explained by variations in the amount of business and the number of transactions,—are \$53,000.00 but not yet computed.

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POST OFFICE SAVINGS BANKS.

During the year 1877 nine additional Post Offices were constituted Savings Bank Offices, and five were closed.

282 offices were in operation on the 1st January, 1878.

From the 1st July, 1874, to the 30th June, 1877, the withdrawals from the Post Office Savings Banks had every year exceeded the deposits, but in the six last months of 1877 this decline in the business appears to have ceased, and the deposits once more show an upward tendency—for whereas on the 1st July, 1877, the number of depositors was 24,074, with a total deposit of \$2,639,937; on the 1st January, 1878, there were 24,867 depositors, with a total amount at their credit of \$2,753,854.96.

It having become apparent that depositors when transacting their business at Savings Bank Post Offices were too frequently deplorably negligent of the regulations to be observed by them for their own security, some changes have been made therein with a view to ensure, as far as practicable, greater care on the part of the depositors.

L. S. HUNTINGTON,

*Postmaster-General.*

POST OFFICE DEPARTMENT,

OTTAWA, 1st February, 1878.







**HALIFAX AND QUEENSTOWN SERVICE.**

Return of the Passages performed by Packets conveying Mails (fortnightly) between Halifax, Nova Scotia, and Queenstown, Ireland, during the Year ended 31st December, 1877.

Name of Packet.	Left Queenstown.	Arrived at Halifax.	Name of Packet.	Left Halifax.	Arrived at Queenstown.
Caspian.....	1877. January 9	1877. January 23	Nova Scotian.....	1877. January 11	1877. January 22
Circassian.....	do 24	February 5	Austrian.....	do 24	February 2
Hibernian.....	February 8	do 21	Caspian.....	February 9	do 18
Austrian.....	do 21	March 4	Circassian.....	do 20	March 6
Nova Scotian.....	March 7	do 17	Hibernian.....	do 20	do 15
Hibernian.....	do 21	April 2	Austrian.....	do 20	do 29
Austrian.....	do 4	do 14	Nova Scotian.....	April 3	April 14
Nova Scotian.....	do 18	May 1	Hibernian.....	do 17	do 27
Hibernian.....	do 2	do 12	Austrian.....	May 1	May 11
Caspian.....	do 16	do 25	Nova Scotian.....	do 15	do 25
Nova Scotian.....	do 30	June 11	Hibernian.....	do 29	do 7
Hibernian.....	do 13	do 23	Caspian.....	June 12	do 21
Circassian.....	do 27	July 6	Nova Scotian.....	do 20	do 3
Scandinavian.....	July 11	do 21	Hibernian.....	do 10	do 19
Hibernian.....	do 25	August 4	Circassian.....	do 24	August 1
Caspian.....	August 8	do 17	Scandinavian.....	August 7	do 17
Nova Scotian.....	do 22	do 31	Hibernian.....	do 21	do 31
Hibernian.....	do 19	September 5	Nova Scotian.....	do 21	do 13
Caspian.....	do 3	do 28	Caspian.....	September 4	September 17
Nova Scotian.....	October 3	October 12	Hibernian.....	do 18	do 27
Hibernian.....	do 17	do 31	Nova Scotian.....	October 2	do 11
Caspian.....	do 31	November 15	Hibernian.....	do 16	do 24
Nova Scotian.....	do 11	do 24	Caspian.....	do 30	do 7
Hibernian.....	November 14	do 28	Nova Scotian.....	November 14	do 23
Scandinavian.....	do 28	December 10	Hibernian.....	do 27	do 6
Caspian.....	December 12	do 23	Caspian.....	December 11	do 21
			Nova Scotian.....		

## ARRANGEMENT

BETWEEN THE POST OFFICE OF CANADA AND THE POST OFFICE OF THE GERMAN EMPIRE.

The Post Office of Canada and the Post Office of the German Empire, in order to establish a direct reciprocal exchange of correspondence, have agreed upon the following stipulations:—

## ARTICLE 1.

There shall be between the Post Offices of Canada and Germany a regular direct exchange of letters, postcards, newspapers and other printed papers, patterns of merchandise and legal or commercial documents.

The above correspondence may be sent registered.

The correspondence shall be forwarded on such routes only which offer the greatest speed for the transmission, unless the use of a line has been explicitly prescribed by the sender.

## ARTICLE 2.

Ordinary letters may be forwarded either paid to destination, or unpaid, as the sender chooses. For all the other objects of correspondence the postage must be paid in advance by the sender.

## ARTICLE 3.

The postage shall be:—

- |  |  |
|--|--|
| 1. On paid letters sent from Canada to Germany, 5 cents; from Germany to Canada, 20 Pf.    | } For each 15 Grammes or fraction of 15 Grammes. |
| 2. On unpaid letters sent from Germany to Canada, 10 cents; from Canada to Germany, 40 Pf. |  |
| 3. On postcards sent from Canada to Germany, 2½ cents; from Germany to Canada, 10 Pf.      |  |

4. On newspapers and other printed papers, patterns of merchandise, and legal or commercial documents sent from Canada to Germany, 2 cents for each 2 ounces or fraction of 2 ounces; on newspapers, however, for each paper weighing less than 4 ounces from Germany to Canada, 5 Pf. for each 50 grammes or fraction of 50 grammes.

The charge for registration shall be on correspondence sent from Canada, 8 cents; from Germany, 20 Pf.

## ARTICLE 4.

Each office shall retain the total of the amounts which it collects by virtue of this arrangement. On the other hand, each office shall pay the charges of the territorial and sea transit for all correspondence sent from its territory.

## ARTICLE 5.

The present arrangement shall come into force as soon as possible, at the latest, however, on the 1st of April, 1877.

Each of the two offices shall have the right to withdraw from the arrangement. If notice has been given to that effect by one office, the arrangement shall, nevertheless, continue in force until six months from the date of the respective announcement. The arrangement, however, shall expire without any previous notice as soon as Canada will accede to the treaty concerning the formation of a general Postal Union, concluded at Berne on the 9th October, 1874.

Done in duplicate, Ottawa, the 5th January, 1877; Berlin, the 2nd February, 1877.

(Signed,)

L. S. HUNTINGTON,

*Postmaster-General, Canada.*

“ VIEBE,

*Director of the General Post Office of the*

*German Empire.*

PART I.

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**REPORT No. 1, A**

**STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Ontario, within the Year ended 30th June, 1877.**

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1876.....	.....	19,290 54	Report--	199,865 13	445,217 51
Amount of Gross Postage (Money)..... \$ 39,338 82	.....		Conveyance of Mails by Land.....	8,498 15	
do do (Stamps)..... 805,961 26	.....		do do Sailing Vessels.....	231,929 31	
do Letter Box Rents..... 5,732 08	.....		do do Railways.....	4,924 92	
do Miscellaneous Receipts..... 306 43	842,338 61		Making and repairing Mail Bags and Locks..		
Amount of Miscellaneous Receipts at the Post Office Department.....	568 30		A. Salaries.....	421,092 18	
Proportion of amount authorized to be applied and accounted for as the Post Office Revenue, being assessed as the equivalent of the Postage, which would have been payable on the Legislative and Departmental correspondence, carried free by the Post Office Department, within the year....	38,165 24		B. Forward Allowances.....	18,715 70	
Proportion of Canadian Postage collected in Great Britain, not included in the above.....	6,000 67		C. Allowances towards Rent, Fuel and Light	13,638 04	
	887,072 82		D. Discount to Stamp Vendors.....	7,804 73	
Losses--Returned, refused, mis-sent and re-directed Letters.....	1,511 78		A. Travelling Expenses.....	9,417 32	
Balance.....	.....	885,661 04	B. Tradesmen's Bills.....	25,997 68	
	.....	91,706 06	C. Rents and Taxes.....	673 25	
	.....	\$996,557 64	D. Stationery, Printing and Advertising....	22,441 72	
	.....		E. Fuel and Light.....	7,446 54	
	.....		F. Miscellaneous Disbursements.....	8,376 46	
	.....		Balances due by Postmasters, 30th June, 1877 .....	.....	74,252 97
	.....			.....	15,836 51
	.....			.....	\$996,557 64.

H. A. WICKSTEED,  
Accountant.

L. S. HUNTINGTON,  
Postmaster-General.

REPORT No. 1, B.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Quebec, within the Year ended 30th June, 1877.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1876.....	.....	16,065 54	Report:--	118,504 32	
Amount of Gross Postage (Money).....\$ 16,784 73			{ Conveyance of Mails by Land.....		
do do (Stamps) .... 316,712 03			do do Steamboats and Sailing Vessels...	9,679 60	
do Letter Box Rents..... 5,614 21			do do Railways.....	127,248 87	
do Miscellaneous Receipts..... 2,114 50			Making and repairing Mail Bags and Locks.	1,891 61	
Amount of Miscellaneous Receipts at the Post Office Department.....	340,125 47		{ A. Salaries .....	219,752 90	257,311 40
Proportion of amount authorized to be applied and accounted for as the Post Office Revenue, being assessed as the equivalent of the Postage which would have been payable on the Legislative and Departmental correspondence, carried free by the Post Office Department, within the year.	23 46		B. Forward Allowances.....	6,137 45	
Proportion of Canadian Postage collected in Great Britain, not included in the above .....	15,893 48		C. Allowances towards Rent, Fuel and Light	1,780 00	
	2,498 75		D. Discount to Stamp Vendors.....	5,128 18	232,798 53
Loss--Returned, refused, mis-sent and re-directed Letters.....	358,540 16		{ A. Travelling Expenses.....	5,902 78	
Balance .....	1,015 80	357,524 36	B. Tradesmen's Bills.....	11,876 95	
		172,580 40	C. Rents and Taxes.....	1,962 80	
		\$546,170 30	D. Stationery, Printing and Advertising.....	9,793 68	
			E. Fuel and Light .....	4,255 33	
			F. Miscellaneous Disbursements.....	4,747 64	36,539 18
			Balances due by Postmasters, 30th June, 1877 .....		17,531 19
					\$546,170 30

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 1, C.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Nova Scotia, within the Year ended 30th June, 1877.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1876.....	.....	4,634 77	Report:—	98,548 29	
Amount of Gross Postage (Money).....\$ 4,792 50	.....		Conveyance of Mails by Land.....	3,271 64	
do do (Stamps)..... 114,254 36½	.....		do do Sailing Vessels.....	30,087 96	
do Letter Box Rents..... 853 38	.....		do do Railways.....	1,125 12	
do Miscellaneous Receipts.....	119,900 26½		Making and repairing Mail Bags and Locks.....	80,329 89	133,033 01
Amount of Miscellaneous Receipts at the Post Office Department.....	.....		A. Salaries.....	1,962 00	
Proportion of amount authorized to be applied and accounted for as the Post Office Revenue, being assessed as the equivalent of the Postage which would have been payable on the Legislative and Departmental correspondence, carried free by the Post Office Department, within the year.....	4,475 78		B. Forward Allowances.....	2,289 89	
Amount of Canadian Postage collected in Great Britain, not included in the above.....	187 45		C. Allowances towards Rent, Fuel and Light	769 87	
	124,543 48½		D. Discount to Stamp Vendors.....	1,761 94	
Loss—Returned, refused, mis-sent and re-directed letters.....	580 51½		A. Travelling Expenses.....	3,317 84	
Balance.....	.....	123,963 97	B. Rents and Taxes.....	4,187 06	
	.....	107,499 20	C. Stationery, Printing and Advertising.....	2,076 52	
	.....	\$236,096 94	E. Fuel and Light.....	1,374 31	
	.....		F. Miscellaneous Disbursements.....	.....	12,677 66
	.....		Balances due by Postmasters, 30th June, 1877.....	.....	5,124 52
	.....			.....	\$236,096 94

H. A. WICKSTEED,  
Accountant.

L. S. HUNTINGTON,  
Postmaster-General.



REPORT No. 1, D.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of New Brunswick, within the Year ended 30th June, 1877.

Receipts.	Amount.	Total Amount.	Expenditure.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1876 .....		8,397 75		43,847 81	
Amount of Gross Postage (Money) .....	\$ 3,532 67		Conveyance of Mails by Land .....	7,450 00	
do (Stamps) .....	78,755 76		do do Sailing Vessels .....	56,159 74	
do Letter Box Rents .....	94 50		do do Railways .....	1,876 16	
do Miscellaneous Receipts .....	110 00	82,492 93	Making and repairing Mail Bags and Locks. ....		108,335 71
Amount of Miscellaneous Receipts at the Post Office Department .....			A. Salaries .....	72,624 07	
Proportion of amount authorized to be applied and accounted for as the Post Office Revenue, being assessed as the equivalent of the Postage, which would have been payable on the Legislative and Departmental correspondence, carried free by the Post Office Department, within the year .....			B. Forward Allowances .....	2,231 00	
Amount of Canadian Postage, collected in Great Britain, not included in the above .....			C. Allowances towards Rent, Fuel and Light .....	1,330 00	
			D. Discount to Stamp Vendors .....	794 48	
			A. Travelling Expenses .....	1,567 66	
			B. Tradesmen's Bills .....	2,961 88	
			C. Rents and Taxes .....	434 10	
			D. Stationery, Printing and Advertising .....	3,980 09	
			E. Fuel and Light .....	2,006 82	
			F. Miscellaneous Disbursements .....	3,008 55	
Less—Returned, refused, mis-sent and re-directed Letters .....	87,837 61		Balances due by Postmasters, 30th June, 1877 .....		13,946 91
	285 21				5,792 96
Balance .....		87,602 40			
		108,037 96			
		\$205,058 13			\$205,058 13

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTED,  
Accountant.

REPORT No. 1, E.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Manitoba (including the North-West Territories), within the Year ended 30th June, 1877.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balance due by Postmasters, 30th June, 1876.....		4,363 11	Report:—		
Amount of Gross Postage (Money)..... \$ 289 32			Conveyance of Mails by Land.....	18,524 64	
do do (Stamps)..... 9,528 39			do do Steamboats and Sailing Vessels.....		
do Letter Box Rents..... 512 90			do do Railways.....	118 23	
do Miscellaneous Receipts.....	10,330 61		Making and repairing Mail Bags and Locks.....		
Amount of Miscellaneous Receipts, at the Post Office Department.....			A. Salaries.....	6,039 47	
Proportion of amount authorized to be applied and accounted for as the Post Office Revenue, being assessed as the equivalent of the Postage, which would have been payable on the Legislative and Departmental correspondence, carried free by the Post Office Department, within the year....	486 49		B. Forward Allowances.....	17 00	
Amount of Canadian Postage, collected in Great Britain (included in Ontario and Quebec) .....			C. Allowances towards Rent, Fuel and Light.....		
	10,819 10		D. Discount to Stamp Vendors.....	17 26	6,073 72
Less—Returned, refused, mis-sent and re-directed Letters.....	63 31		A. Travelling Expenses.....		
Balance.....		10,755 79	B. Tradesmen's Bills.....	465 52	
		15,929 40	C. Rents and Taxes.....	75 00	
		\$31,048 80	D. Stationery, Printing and Advertising.....	314 85	
			E. Fuel and Light.....	369 75	
			F. Miscellaneous Disbursements.....	53 78	1,276 80
			Balances due by Postmasters, 30th June, 1877 .....		5,052 91
					\$31,048 80

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 1, F.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of British Columbia, within the Year ended 30th June, 1877.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1876.....	.....	585 20	Report:—		
Amount of Gross Postage (Money).....	\$ 369 23		{ Conveyance of Mails by Land.....	32,258 25	
do do (Stamps).....	13,666 26½		do do Steamboats and Sailing Vessels.....	16,940 00	
do Letter Box Rents.....	1,376 25		do do Railways.....	32 05	
do Miscellaneous Receipts.....	.....		Making and repairing Mail Bags and Locks.....	.....	49,290 30
Amount of Miscellaneous Receipts at the Post Office Department.....	15,411 74½		{ A. Salaries.....	10,285 21	
Proportion of amount authorized to be applied and accounted for as the Post Office Revenue, being assessed as the equivalent of the Postage, which would have been payable on the Legislative and Departmental correspondence, carried free by the Post Office Department, within the year.....	4 21		B. Forward Allowances.....	175 00	
Amount of Canadian Postage collected in Great Britain (included in Ontario and Quebec).....	718 68		C. Allowances towards Rent, Fuel and Light	50 00	
	.....		D. Discount to Stamp Vendors.....	6 60	
	.....		{ A. Travelling Expenses.....	365 50	
	16,134 63½		B. Tradesmen's Bills.....	601 99	
Loss—Returned, refused, mis-sent and re-directed Letters.....	17 79½		C. Rents and Taxes.....	9 00	
Balance.....	.....	16,116 84	D. Stationery, Printing and Advertising.....	608 22	
	.....	46,034 35	E. Fuel and Light.....	314 88	
	.....	\$62,736 39	F. Miscellaneous Disbursements.....	370 03	
	.....		Balances due by Postmasters, 30th June, 1877.....	.....	689 66
	.....			.....	\$62,736 39

H. A. WICKSTEED,  
Accountant.

L. S. HUNTINGTON,  
Postmaster-General.

**REPORT No. 1, G.**

**STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Prince Edward Island, within the Year ended 30th June, 1877.**

Receipts.	Amount.	Total Amount.	Expenditure.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1876 .....					
Amount of Gross Postage (Money) .....	\$ 818 09	1,911 86	Report:—	\$ 12,657 90	
do Letter Box Rents .....	16,853 22		2 G. { Conveyance of Mails by Land .....	12,657 90	
do Miscellaneous Receipts .....	509 00		do do Steamboats and Sailing Vessels .....	12,680 00	
Amount of Miscellaneous Receipts at the Post Office	18,180 31		do do Railways .....	6,081 24	
Department .....			D. Making and repairing Mail Bags and Locks .....	375 71	
Proportion of amount authorized to be applied and			A. Salaries .....	11,601 33	31,794 95
accounted for as the Post Office Revenue, being			B. Forward Allowances .....	1,173 49	
assessed as the equivalent of the Postage, which			C. Allowances towards Rent, Fuel and Light .....	60 00	
would have been payable on the Legislative and			D. Discount to Stamp Vendors .....	34 50	12,869 32
Departmental correspondence, carried free by			A. Travelling Expenses .....	94 29	
the Post Office Department, within the year .....	865 17		B. Tradesmen's Bills .....	634 26	
Amount of Canadian Postage, collected in Great	592 42		C. Rents and Taxes .....	838 63	
Britain, not included in the above .....			D. Stationery, Printing and Advertising .....	1,045 25	
Less—Returned, refused, mis-sent and re-directed	19,837 90		E. Fuel and Light .....	662 15	3,274 58
Letters .....	26 42	19,611 48	F. Miscellaneous Disbursements .....		819 15
Balance .....		27,234 66	Balances due by Postmasters, 30th June, 1877 .....		
		\$48,758 00			\$48,758 00

H. A. WICKSTEED,  
Accountant.

L. S. HUNTINGTON,  
Postmaster-General.

## PROVINCE OF ONTARIO.

## REPORT No. 2, A.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
			Distance in miles.	No. of Trips per week.		
Aberarder and Railway Station	J. Cairns	Foot or vehicle	3	3	12 months...	\$ 26 00
Aberdour do	D. Christie	Optional	6	9	do	30 00
do do	G. Christie	do	6	3	do	15 60
Acton and Knatchbull	W. Reed	do	2	12	do	75 00
Addison and Railway Station	E. S. Wiltse	Vehicle	7	6	12 do	125 00
Agincourt Station and L'Amaroux	W. Nash	Horse or vehicle	4	3	12 do	70 00
Alba Craig and Greystead	J. Harrison	do	20	3	12 do	147 00
Airie and Banda	R. Dixon	Optional	7 1/2	2	12 do	81 00
Albert and Marysville	W. McMurray	Horse or vehicle	7 1/2	3	12 do	125 00
Alberton and Lynden	L. Lawrence	do	7	6	12 do	260 00
Albion, Castlederg and Mount Wolfe	G. Taylor	Optional	6 1/2	3 1/2	12 do	225 00
Albion and Keenansville	B. Hart	Horse or vehicle	17 1/2	6	9 do	412 50
Albion and Loretto	do	Optional	15	6	3 do	122 50
Albion and Macville	G. Taylor	Horse or vehicle	3	3	12 do	65 00
Albion and Railway Station	R. H. Booth	do	1/2	24	12 do	50 00
Albury and Rednersville	J. Rose	do	4	3	12 do	48 52
Aldboro and Rodney	J. Hoskins	do	6	6	12 do	138 00
Aldershot and Waterdown	J. Roderick	Horse-back	2 1/2	12	12 do	210 00
Alexandria and Athol	J. Campbell	do	24	6	12 do	399 00
Alfred and L'Original	E. Holmes	Optional	15 1/2	3	Season, 1876	94 00
Algonquin and Maitland	W. L. McKenzie	Horse or vehicle	6	2	12 months...	70 00
Alhamburg and Railway Station	J. Waters	On foot	1	12	12 do	78 24
Alhaldale and Painswick	W. Kell	Horse or vehicle	3 1/2	3	6 do	45 00
do do	J. P. Huggard	do	3 1/2	3	6 do	45 00
Allandale and Railway Station	A. Hamlin	On foot	24	6	do	37 50
do do	M. J. Hamlin	do	24	6	do	37 50
Allenford and Skipness	W. Hall	Horse or vehicle	4	1	10 do	29 16
do do	D. Morton	do	4	1	2 do	5 83
Allenwood and Elmvale	J. G. Dickinson	Optional	6	1	12 do	45 00
Alliston and Elmgrove	J. Berridge	Horse or vehicle	6	6	12 do	225 00
Alloa and Edmonton	W. Townsend	Optional	3	3	12 do	39 00
Alma and Railway Station	J. Johnston	do	1/2	12	12 do	58 00
Alma and Winfield	T. A. Hambly	Horse or vehicle	8	3	12 do	140 00
Almonte and Olandeboye	H. Kennedy	do	6	2 1/2	12 do	109 60
Almonte and Clayton	E. Blair	Vehicle	13	6	12 do	290 00
Almonte and Railway Station	E. Dowdall	Optional	1/2	24	12 do	125 20
Almonte and West Huntley	E. Horan	Horse or vehicle	8	3	12 do	112 50
Alport and Bracebridge	W. H. Taylor	Vehicle	4	2	Sea, '76-'77.	36 00
Alton and Cataract	J. Dwyer	do	3	6	12 months...	140 00
Alton and Marville	J. Hanna	do	15	6	12 do	450 00
Alton and Railway Station	A. Dick	Optional	1	12	6 do	50 00
do do	W. S. Stevens	do	1	12	6 do	35 00
Alvinston and Inwood	J. M. Courtright	Horse or vehicle	6	3	6 do	50 00
do do	W. Ellis	do	6	3	6 do	67 50
Alvinston and Watford	do	Optional	12	6 1/2	9 do	187 50
do do	J. Wiltshire	do	12	3 1/2	3 do	47 50
Amaranth Station and Railway Station	A. Lamb	do	1 1/2	6	12 do	38 75
Amberley and Lochalsh	R. McKenzie	Horse or vehicle	4	2	12 do	40 60

**REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Amberley and Lurgan.....	J. McCrindle.....	Optional.....	4	3	12 months...	52 00
Ambleside and Wroxeter.....	M. Walsh.....	Horse or vehicle	10	6	12 do ...	220 00
Ameliasburg and Belleville.....	R. M. Pennock.....	Optional.....	10	3	12 do ...	238 00
Amherstburg and Oxley.....	J. Dunbar.....	Horse or vehicle	20	6	12 do ...	400 00
Amherstburg and Railway Station.....	A. Wilcox.....	Vehicle.....	1	12 & 18	12 do ...	238 50
Amherstburg and Windsor.....	A. M. McKay.....	do .....	18	6	12 do ...	388 00
Amiens and Lobo.....	J. McArthur.....	do .....	9 & 11	3	12 do ...	96 15
Ancaster and Hamilton.....	T. Hunter.....	do .....	7	12	12 do ...	250 00
Anderson and Fish Creek.....	H. White.....	Optional.....	16	2	8 mo. 10 days	90 00
Anderson and Granton.....	do .....	Horse or vehicle	15	2	1 mo. 21 days	18 25
do do .....	J. Anderson.....	do .....	15	2	2 months...	32 50
Angus and Railway Station.....	J. R. Brown.....	Optional.....	1	12	12 do ...	24 00
Appin and Glen Willow.....	A. Moore.....	do .....	5	2	12 do ...	60 00
Appin and Mayfair.....	J. Dalton.....	Horse or vehicle	3 & 3	3	12 do ...	72 92
Appleby and Railway Station.....	J. Prescott.....	Optional.....	3	6	12 do ...	78 00
Appleton and Railway Station.....	M. Brennan.....	Horse or Vehicle	3 & 10	12	12 do ...	96 00
Apsley and Lasswade.....	A. J. Wright.....	do .....	10	1	5 do ...	12 50
Apto and Fergusonvale.....	C. McLaughlin.....	Optional.....	3	3	12 do ...	80 00
Arden and Tamworth.....	G. Boomhower.....	Horse or vehicle	20	2	12 do ...	128 00
Ardrea and Orillia.....	W. Blair.....	do .....	8 & 8	2	12 do ...	142 80
Argyle and Railway Station.....	G. W. Kay.....	Optional.....	8	6	7 do ...	35 00
do do .....	D. Mitchell.....	do .....	8	6	5 do ...	25 00
Arkona and Birnam.....	T. O'Neil.....	do .....	4	2	9 do ...	37 50
do do .....	R. A. Rose.....	do .....	4	2	3 do ...	12 50
Arkona and Keyser.....	L. Eastman.....	Horse or vehicle	5 & 7	2	12 do ...	49 92
Arkona and Theford.....	T. Irwin.....	Vehicle .....	7 & 7	6	12 do ...	114 00
Arkona and Wisbeach.....	G. N. Eastman.....	do .....	7	3	12 do ...	97 48
Armadales and Unionville.....	J. Weber.....	Optional.....	5 & 5	3	3 do ...	30 00
do do .....	W. Weatherill.....	do .....	5 & 11	3	9 do ...	82 50
Armow and Kincardine.....	J. Bigger, Ex.....	do .....	11	2	12 do ...	100 00
Armstrong's Mills and Guelph.....	R. S. Armstrong.....	Horse or vehicle	8	2	8 do ...	33 33
Arnott and Railway Station.....	W. G. Murray.....	Optional.....	12	12	12 do ...	50 00
Arnprior and Fitzroy Harbor.....	W. A. Sheriff.....	Vehicle .....	12	6	5 do ...	153 33
do do .....	M. Kelly.....	do .....	12	6	7 do ...	157 50
Arnprior and Railway Station.....	J. Harvey.....	do .....	20	24	12 do ...	189 02
Arnprior and White Lake.....	do .....	do .....	2	3	12 do ...	280 00
Aros and Victoria Road.....	C. MacInnes.....	Optional.....	3 & 11	2	12 do ...	70 00
Arthur and Damascus.....	J. Bresnahan.....	do .....	.....	.....	Special trip.	1 00
Arthur and Fergus.....	R. B. Coulson.....	Vehicle .....	12	6	12 months...	200 00
Arthur and Monck.....	J. Robinson.....	Foot or vehicle..	12	1	12 do ...	50 75
Arthur and Railway Station.....	C. C. Green.....	Optional.....	1	12 & 24	12 do ...	119 00
Arva and Ilderton.....	W. B. Bernard.....	do .....	25 & 25	2	9 do ...	105 00
do do .....	W. Bernard.....	do .....	25 & 11	2	3 do ...	32 47
Arva and Union Hill.....	W. B. Bernard.....	do .....	11 & 11	2	9 do ...	66 96
do do .....	T. Stites, Ex.....	do .....	11 & 6	2	3 do ...	22 32
Ashdown and Turtle Lake.....	A. Ross.....	do .....	6 & 1	1	12 do ...	50 00
Ashley and Hoath Head.....	G. Follis.....	Horse or vehicle.	6	1	5 do ...	21 66
Ashley and Railway Station.....	do .....	Optional.....	1 & 1	3	12 do ...	50 00
Ashton and Prospect.....	W. Burrows.....	do .....	11	3	12 do ...	234 00
Ashton and Railway Station.....	D. Robertson.....	Horse or vehicle.	2	6	12 do ...	100 00
Askin and London.....	G. Shaw.....	do .....	1	6 & 12	12 do ...	78 00
Aspdin and Stanleydale.....	J. G. Lewis.....	do .....	5	1	6 do ...	20 00
do do .....	E. Aspdin.....	do .....	5	1	3 do ...	10 00
Aspdin and Utterson.....	J. Aspdin.....	Optional.....	7 & 7	2	9 do ...	89 00

REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Aspdin and Utterson.....	T. W. Aspdin....	Optional.....	7½	2	3 months...	\$ 18 75
Atherley, Beaverton and Orillia	J. Harvie.....	do.....	3a22	3&3	6 mo.10 days	415 78
Atherley and Fawn.....	L. Wilson, jun....	do.....	4	2	6 months...	22 50
do do.....	B. Hopkins.....	do.....	4	2	6 do.....	19 00
Atherley and Railway Station...	C. E. Hewitt....	do.....	1	6	3 mo.21 days	18 42
Atherley and Sebright.....	E. H. Herring....	Horse or vehicle.	14	2	12 months....	180 00
Atherton and Delhi.....	H. W. Cook.....	do.....	3	2	5 do.....	10 42
Atherton and Lynedoch.....	S. F. Lovell....	do.....	8	2	7 do.....	37 92
Athlone and Bond Head.....	Sutherland and Wood.....	do.....	34½	6	3 do.....	100 00
Athol and Kerry.....	J. Campbell....	do.....	4	3	12 do.....	89 00
Attercliffe, Dunnville, &c.....	N. Hodges.....	do.....	.....	.....	Special trips	3 00
Auburn, Carlow, and Fordyce..	W. Johnston....	do.....	5½	.....	.....	.....
Aughrim and Bothwell.....	J. Walker.....	do.....	9	6	6 months....	120 00
do do.....	A. T. Augustine..	do.....	9	6	3 do.....	192 00
Aultsville and East Williamsburg.....	C. Wells.....	Vehicle.....	2½	6	12 do.....	66 00
Aultsville and Gallingertown...	J. Jackson.....	Horse or vehicle.	5	2	12 do.....	60 00
Aurora and Railway Station....	D. W. Doan.....	Foot or vehicle..	½	24	12 (less fine)	78 00
Aurora and Schomberg.....	H. Hulse.....	Vehicle.....	15	6	12 do.....	290 00
Aurora and White Rose.....	J. Lloyd.....	do.....	4	2	12 do.....	80 00
Avon and Ingersoll.....	A. M. McKay....	do.....	11	6	12 do.....	338 00
Aylmer and Dorchester Station	R. C. Wright....	do.....	20½	3	12 do.....	231 08
Aylmer and Grovesend.....	G. Bates.....	do.....	10	3	12 do.....	156 00
Aylmer and St. Thomas.....	P. A. Dean.....	do.....	11½	6	12 do.....	365 00
Ayr and Galt.....	G. Ray.....	Optional.....	12	6	12 do.....	299 00
Ayr and Paris Station.....	do.....	do.....	7	6	12 do.....	199 00
Ayton and Clifford.....	T. Davis.....	Horse or vehicle.	9	6	12 do.....	300 00
Baddow and Shedden Road.....	R. Eades.....	Optional.....	1½	2	12 do.....	25 00
Baden and Wellesley.....	J. Wilhelm....	Vehicle.....	9	6	12 do.....	295 00
Bagot and Burnstown.....	J. Halliday....	do.....	5	3	12 do.....	80 00
Bagot and High Falls.....	T. Dillon.....	Optional.....	13	1	12 do.....	80 00
Baillieboro', Bewdley and Millbrook.....	T. Bateson....	Horse or vehicle.	4a7	2a6	12 do.....	239 00
Bala and Gravenhurst.....	J. Coulter....	Optional.....	18	1	1 mo. 6 days	16 00
do do.....	J. Board.....	do.....	18	1	6 months....	51 00
Balderson and Playfair.....	W. Smith.....	Horse or vehicle.	6	3	12 do.....	125 00
Ballantrae and Stouffville.....	J. McMullin....	do.....	8½	6	11 do.....	204 88
Ballantyne's Station and Railway Station.....	J. Heysop.....	On foot.....	½	2	12 do.....	26 25
Ballycroy and Connor.....	J. Fleming.....	Horse or vehicle.	4	3	12 do.....	79 72
Ballyduff and Drum.....	H. Byers.....	do.....	5	2	12 do.....	42 00
Balmoral and Cayuga.....	J. Crawford....	do.....	6	3	12 do.....	125 00
Baltimore and Cobourg.....	G. Kelley.....	do.....	5	3	12 do.....	75 00
Bamberg and St. Agatha.....	F. Walter.....	do.....	5½	2	12 do.....	60 00
Banda and Stayner.....	W. Morrow....	Horseback.....	13	6	12 do.....	400 00
Banks and Collingwood.....	W. Johnson....	Optional.....	8	1	12 do.....	43 00
Bardsville and Falkenburg.....	M. Moore.....	do.....	6	1	Season, 1876	24 00
Bark Lake and Rockingham.....	J. Sayyee.....	Horse or vehicle..	21	1a2	12 months...	168 00
Barrie and Minesing.....	W. F. Ronald....	do.....	10	2	12 do.....	80 00
Barrie and Penetanguishene.....	J. Holmes.....	Vehicle.....	32	6	12 do.....	798 00
Barrie and Phelpsston.....	W. H. Crosby...	Stage or vehicle.	14	3	12 do.....	280 00
Barrie and Railway Station.....	do.....	Horse or vehicle.	½	42	12 months & extra trips	212 03
Barrie and Thornton.....	J. Scott.....	do.....	13	6	3 months...	110 00
do do.....	J. Goodfellow...	do.....	13	6	9 do.....	262 50
Barrie and Kingston.....	J. Ryan.....	Optional.....	1½	6	9 do.....	37 50

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.		Period.	Amount.	
							\$	cts.
Bath and Railway Station .....	Armstrong and Kennedy .....	Vehicle .....	34	12	12	months...	300	00
Bath and Stella .....	A. McMullen .....	Optional .....	7	3	12	do	140	00
Battersea and Kingston .....	J. Holder .....	do .....	16	3	12	do	187	48
Bayfield and Seaforth .....	A. M. Polley .....	Vehicle .....	15	6	12	do	450	00
Bayham and Ingersoll .....	C. Cook .....	do .....	20	6	12	do	495	00
Baysville and Bracebridge .....	W. Holman .....	Horse or vehicle.	16	1	12	do	127	40
Bayview and Morley .....	J. Lemon .....	Optional .....	7	1	12	do	80	00
Beachburg and Gower Point .....	T. M. Carswell, jun. ....	Horse or vehicle.	9	2	12	do	99	50
Beachburg and Westmeath .....	J. O'Brien .....	do .....	7	3	12	do	190	00
Beachville and Embro .....	J. McKay .....	do .....	6	6	12	do	192	00
Beaconsfield and Burgessville .....	S. L. Burgess .....	Optional .....	3	2	1	do	4	33
Beamsville and Campden .....	W. S. Kerr .....	do .....	5	6	12	do	100	00
Beatrice and Windermere .....	F. Richardson .....	Horse or vehicle.	27	3	Season,	1876	164	65
Beaverton and Railway Station.	J. Cameron .....	Optional .....	1	12	12	months	45	00
Beggsboro' and Seguin Falls .....	M. Begg .....	do .....	15	1	9	do	37	50
do do .....	G. McAdie .....	do .....	15	1	3	do	24	00
Belfast and Lanborough .....	W. Phillips .....	do .....	4	2	12	do	40	00
Belfast and St. Helens .....	do .....	do .....	24	6	12	do	90	00
Belfountain and Erin .....	N. Herring .....	do .....	34	3	12	do	80	00
Belgrave and Marnoch .....	P. Porterfield .....	do .....	34	3	12	do	60	00
Belle River and Woodslee .....	W. S. Lindsay .....	Vehicle .....	6	6	12	do	175	00
Belleville and Bridgewater .....	W. B. Wemp .....	do .....	30	6	12	do	550	00
Belleville and Hillier .....	L. Taylor .....	do .....	23	3	12	do	470	00
Belleville and Madoc .....	E. Cameron .....	do .....	28	6	12	do	390	00
Belleville and Sidney Crossing.	W. R. Vanderwort .....	Horse or vehicle.	64	2	12	do	78	00
Belleville and Stirling .....	A. Chard .....	Vehicle .....	16	6	12	do	225	00
Bell Ewart and Lefroy Station.	P. E. Drake .....	On foot .....	1	12	9	do	70	50
do do .....	E. V. Hamner .....	do .....	1	15	3	do	25	00
Bellrock and Colebrook .....	T. Gilligan .....	Horse or vehicle.	124	3	12	do	175	00
Belmont and London .....	L. Olmsted .....	do .....	15	6	12	do	163	84
Benmiller and Goderich .....	J. Miller .....	Horseback .....	6	2	12	do	80	00
Bensfort and South Monaghan .....	A. Galloway .....	Horse or vehicle.	5	3	12	do	70	00
Bentley and Rondeau .....	T. K. Morris .....	Optional .....	8	3	12	do	185	00
Berkeley and Railway Station.	G. Fleming .....	do .....	4	6	12	do	60	00
Berlin and Crosshill .....	G. Oakley .....	Vehicle .....	18	6	9 (less fine)		389	00
do do .....	E. Oakley .....	do .....	16	6	3 months		130	00
Berlin and Glen Allan .....	Mrs. M. Hunt .....	do .....	22	6	12	do	640	00
Berlin and West Montrose .....	J. Zuber .....	do .....	13	6	12	do	450	00
Bethany and Lifford .....	W. Davis, jun .....	Horse or vehicle.	30	6	12	do	386	00
Bethany and Railway Station.	W. M. Graham .....	do .....	1	12	12	do	40	00
Bexley and Victoria Road Sta'n	J. Belfry .....	Optional .....	6	3	12	do	110	00
Billings' Bridge and Ottawa .....	J. C. Blyth .....	do .....	3	6	12	do	120	00
Binbrook and Stony Creek .....	L. Neal .....	do .....	12	3	12	do	193	00
Bingham Road and Rainham .....	J. Goehringer .....	do .....	5	3	12	do	60	00
Birr and Devizes .....	J. M. Young .....	do .....	104	2	12	do	115	85
Bishop's Mills and Oxford Mills.	W. McLelland .....	Horse or vehicle.	8	3	12	do	143	00
Black Bank and Honeywood .....	J. Newell .....	Horseback .....	34	2	12	do	50	00
Blackburn and Rock Village .....	J. Hudson .....	do .....	5	1	12	do	30	00
Black Creek & Railway Station.	J. H. Allen .....	Optional .....	4	12	12	do	18	00
Black Heath and York .....	J. Blair .....	do .....	54	2	12	do	75	00
Blessington and Shannonville .....	G. R. Earle .....	Horse or vehicle.	114	3	12	do	190	00
Bloomington and Frieburg .....	F. Rombach .....	do .....	24	6	12	do	138	00
Bluevale and Railway Station.	J. McCullough .....	Optional .....	4	12	12	do	74	00
Blyth and Sunshine .....	J. Holland .....	Horse or vehicle.	10	1	12	do	46	48
Blytheswood and Leamington .....	G. Irwin .....	Optional .....	5	3	12	do	69	00
Bobcaygeon and Lindsay .....	H. Ireton .....	do .....	22	6	11	do	456	50



REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	Nc. of Trips per week.	Period.	Amount.
Bobcaygeon and Lindsay	J. Simpson	Optional	22	6	1 month	\$ 41 50
Bobcaygeon and Minden	H. Workman	Horse or vehicle.	30	6	12 do	800 00
Bobcaygeon and Peterboro'	E. Bottom	Vehicle	22	6	12 do	500 00
Bogart and Chapman	W. Rodgers	Optional	7	2	12 do	73 00
Bolingbroke and Glen Tay	S. Hanna	Horse or vehicle.	17	1	12 do	75 00
Bolsover and Dartmoor	J. Dunn	do	17	1	12 do	75 48
Bolsover and Railway Station	J. Merry	do	4	6	12 do	140 00
Bond Head and Keenansville	A. H. Carter	Vehicle	30	6	1 do	50 00
do do	D. Holland	do	30	6	8 (less fine)	236 33
Bornholm and Brodhagen	L. Zistery	Horse or vehicle.	4	2	6 months	25 00
do do	M. Detwiles	do	4	2	6 do	25 00
Bornish and Sable	A. McDonald	Vehicle	3	3	12 do	45 00
Bosworth and Riverbank	A. Hollis	Optional	3	2	3 do	10 00
Bothwell and Clachan	A. McArthur	Vehicle	6	3	12 do	100 00
Bothwell and Florence	M. Lebu	Optional	9	6	12 do	100 00
Boulter and York River	J. C. George	do	23	1	12 do	110 00
Bowling Green and Orangeville	J. Morrison	Horse or vehicle.	14	2	12 do	158 00
Bowmanville and Cessara	A. McFeeters	Vehicle	18	6	12 do	519 00
Bowmanville and Tyrone	J. Nichols	do	7	6	9 do	104 25
do do	Mrs. J. Nichols	do	7	6	3 do	34 75
Bowwood and Fernhill	J. Owen	Horse or vehicle.	4	2	12 do	50 00
Boyne and Omagh	G. Henderson	do	13	6	12 do	100 00
Bracebridge and Gravenhurst	J. P. Cockburn	Stage	13	6	1 mo. 7 days	34 78
do do	J. Harvie	do	13	6	3 months	37 50
Bracebridge and Huntville	W. Hewitt	Horse or vehicle.	26	3	12 do	250 00
Bracebridge and Monsell	G. Gregg	Optional	7	1	11 do	36 66
Bracebridge and Port Carling	B. H. Johnston	do	22	2	7 mo. 6 days	168 82
Bracebridge and Rosseau	J. Millard	Vehicle	27	3	1 mo. 6 days	48 00
do do	R. Nichols	do	27	3	12 months	150 00
Bracebridge and Uffington	J. Doherty	Horse or vehicle.	10	3	12 do	160 00
Bracebridge and Ziska	W. H. Spencer	Optional	5	2	12 do	55 00
Brackenrig and Port Carling	W. Davidson, jun	do	4	1	Season, 1876	15 00
Bradford and Deerhurst	S. Walker	Foot or vehicle.	5	3	12 months	100 00
Bradford and Newton Robinson	S. Manning	Vehicle	10	6	6 do	85 00
do do	J. McDermott	do	10	6	6 do	99 00
Bradford and Railway Station	S. Manning	do	1	24	3 do	18 72
do do	J. McDermott	do	1	24	9 do	56 25
Bradshaw and Wilkesport	W. Bradshaw	Optional	6	2	12 do	50 00
Brasmar and Strathallan	A. Anderson	do	5	2	12 do	49 00
Brasidie and Railway Station	J. Gillies, jun	On foot	16	12	12 do	45 60
Bramley and Railway Station	P. McK. Ness	Optional	16	12	12 do	30 00
Brampton and Claude	P. Garvey	do	11	6	6 do	200 00
do do	J. Sanderson	do	11	6	6 do	185 00
Brampton and Huttonville	N. Elliot	do	4	3	12 do	99 00
Brandy Creek and Delhi	E. R. Crombie	Vehicle	4	2	12 do	65 00
Brantford and Langford	S. Day	Horse or vehicle.	8	6	12 do	239 00
Brantford and Norwich	R. J. Pilkey and W. Harvie, Su-	Optional	24	6	1 do	41 67
do do	reties	Optional	24	6	5 mo. 27 days	441 03
do do	J. Sealey	do	24	6	2 mos. 4 days	158 97
do do	G. C. Campbell	do	24	6	3 months	173 75
Brantford and Oshweken	J. Heriman	do	24	6	3 months	298 00
Brantford and Railway Stations	W. Hirschney	Vehicle	17	3	12 do	
	J. Hale	do	1 & 1/2	12 & as req.	12 (less fine)	332 16
Brantford and Simcoe	A. A. Pursel	Stage	24	6	12 months	900 00
Brantford and Street Letter Boxes	A. D. Clements	Optional	24	6	12 do	313 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Breadalbane and Lochinvar Corners.....	J. R. Campbell.....	Optional.....	3½	6	12 months...	80	00
Brechin and Railway Station.....	J. Bernard.....	do .....	1	6	3mo. 21 days	18	42
Brentwood and Railway Station.....	J. Graham.....	do .....	½	12	12 months...	50	00
Brewster and Moray.....	A. Armstrong.....	Horse or vehicle.	12	2	3 do ...	23	75
Brewster and Park Hill.....	do .....	Vehicle .....	16	3	9 do ...	150	00
Bridgewater and Flinton.....	R. P. York.....	Foot or vehicle...	12	2	12 do ...	98	00
Bridgewater and Madoc.....	J. J. Keller.....	do .....	21	2	12 do ...	230	00
Bright and Railway Station.....	J. Cameron.....	On foot.....	1½	As req.	12 do ...	52	50
Bright and Walmer.....	A. Bray.....	Horse or vehicle.	5	2	3 do ...	15	00
Bright and Washington.....	J. Brunelle.....	Vehicle .....	9	6	12 do ...	150	00
Brighton and Campbellford .....	J. C. Sandford .....	do .....	20	6	12 do ...	225	00
Brighton and Picton.....	W. G. Currie.....	do .....	35	6	5 do ...	395	83
do do .....	J. W. Cannon .....	do .....	35	6	7 do ...	425	25
Brinston's Corners and New Ross.....	T. Curry.....	Optional.....	4½	1	12 do ...	29	00
Brisbane and Coningsby.....	J. W. Burt.....	Stage .....	4	2	12 do ...	30	00
Brockville and Morrystown, U.S. do do .....	T. M. Gray.....	Boat or vehicle...	2	6	6 do ...	75	00
do do .....	J. Rowen.....	do .....	2	6	6 do ...	75	00
Brockville and Railway Station.	Mrs. W. Master-son.....	Vehicle .....	1	24	3 do ...	56	16
do do .....	W. Curry.....	do .....	½	24	9 do ...	141	00
Brockville and Sherwood Springs	N. Latham.....	Horse or vehicle.	8	1	12 do ...	49	00
Brockville and Street Letter Boxes .....	H. Mitchell.....	.....	.....	18	10mo. 10dys	8	60
Brockville and Westport.....	J. Allan.....	Vehicle .....	44	6	12 months...	748	00
Bronte and Milton.....	J. & J. Marshall.	Horse or vehicle.	12	6	6 do ...	150	00
do do .....	J. Marshall.....	do .....	12	6	6 do ...	175	00
Brookfield Station and Railway Station.....	E. W. Brookfield.....	Optional.....	2	6	10 do ...	33	33
Brooklin and Railway Station...	M. A. Gibbs.....	do .....	½	12	12 do ...	100	00
Brooksdale and Maplewood.....	R. McKenzie.....	do .....	5	2	12 do ...	75	00
Brougham and Markham.....	S. Woodruff.....	do .....	12	6	6 do ...	146	50
do do .....	A. J. Wootten...	do .....	12	6	6 do ...	194	06
Brougham and Whitby.....	A. Somerville...	do .....	12	6	6 do ...	112	50
do do .....	J. Scott.....	do .....	12	6	6 do ...	107	50
Brudenell and Eganville.....	M. Furlong.....	Horse or vehicle.	22	3	12 do ...	320	00
Brudenell and Emmett.....	J. Oostello.....	do .....	8	1	12 do ...	50	00
Bruner and Topping.....	S. Crozier.....	Optional.....	4	1	12 do ...	45	00
Brunswick and Railway Station	S. R. Beamish.....	do .....	½	12	9 do ...	45	00
do do .....	F. Thompson.....	do .....	1½	12	3 do ...	15	00
Brussels and Grey.....	J. Hicks.....	Vehicle .....	5	6	12 do ...	144	00
Brussels and Railway Station ..	J. Stretton.....	Optional.....	½	12	12 (less fine).	24	00
Buckhorn and Rondeau.....	T. K. Morris.....	Horse or vehicle.	4	3	12 months...	100	00
Buckshot, Mountain Grove and Parham .....	S. E. Sanderson.	Vehicle .....	35 & 10	1	4 do ...	110	04
Buckshot and Vannachar .....	J. Roark.....	Optional.....	17	1	2 do ...	18	50
do do .....	D. W. Hughes .....	do .....	17	1	2 do ...	11	33
Bunessan and Pomona.....	D. MacInnes.....	do .....	3½	2	3 do ...	13	00
Burford, Cathcart, &c.....	D. Dunn.....	do .....	8½	3	12 do ...	186	24
Burgessville and Newark.....	J. T. Moore.....	Vehicle.....	5	3	6 do ...	55	00
Burgessville and Newark, &c....	E. W. Burgess...	do .....	5½	6 & 12	3 mo. 18 days	38	93
Burgessville and Oxford Centre.	N. Schooley.....	Horse or vehicle.	14	12	2 months...	26	67
Burgessville and Railway Sta'n.	T. Swindel.....	Optional.....	1	12	6 do ...	23	40
Burlington and Guelph .....	G. McCoy.....	Vehicle .....	37	6	3 do ...	250	00
Burlington and Port Nelson .....	J. Cutler.....	Optional.....	1½	6	3 do ...	25	00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Burnhamthorpe and Cooksville Road.....	G. Savage.....	Stage.....	3	6	12 months...	80 00
Burnley and Roseneath.....	J. McCann.....	Horse or vehicle.	5	3	12 do ...	75 00
Burnt River and Shedden.....	S. Moore.....	Optional.....	6	1	12 do ...	40 00
Bury's Green and Fenelon Falls.....	J. Fell.....	do .....	7	1	12 do ...	45 00
Byron and London.....	J. Charles.....	do .....	6	3	12 do ...	100 00
Cadmus and Cartwright.....	A. E. Byers.....	do .....	2½	6	12 do ...	60 00
Caistorville and Winona.....	H. G. Johnson.....	do .....	18	3	12 do ...	273 00
Calder and Delaware.....	S. Waggoner.....	do .....	8	2	12 do ...	80 00
Caldwell and Caledon.....	J. Shields.....	Horse or vehicle.	6	3	12 do ...	112 00
Caledon and Railway Station.....	do .....	Optional.....	3	12	6 do ...	40 00
do do	N. Patterson.....	do .....	3	12	6 do ...	35 00
Caledon East and Lockton.....	M. Wallace.....	Horse or vehicle.	4½	3	12 do ...	70 00
Caledonia Springs & L'Original.....	J. Rochon.....	do .....	9	3	Season, 1876	20 00
Calton and Vienna.....	J. Brasher.....	do .....	4	1	12 do ...	32 00
Cambray and Railway Station.....	R. Moffatt.....	Optional.....	2½	12	12 do ...	171 00
Campden East and Napanee.....	H. Finkle.....	Vehicle .....	9½	6	12 do ...	130 00
Campden East and Tamworth.....	do .....	do .....	13	6	12 do ...	300 00
Camerontown & Railway Sta'n.	A. Cameron.....	Horse or vehicle.	200	12	12 do ...	50 08
Camerontown & Summerstown.....	A. Cameron, jun.	do .....	3	6	12 do ...	100 00
Camilla and Elba.....	R. Agnew.....	do .....	4	2	12 do ...	68 00
Camlachie and Erroll.....	G. Whiting.....	Optional.....	2	3	12 do ...	52 00
Campbellford and Stirling.....	J. Weese.....	Horse or vehicle.	17	3	12 do ...	200 00
Campbellford and Trent Bridge.....	F. E. Lee.....	Optional.....	8	1	12 do ...	50 00
Campbell's Cross & Cheltenham do	P. Neil.....	Horse or vehicle.	4½	6	6 do ...	112 50
do do	J. Sanderson.....	do .....	4½	6	6 do ...	105 00
Campbellton and Dutton Sta'n.	N. McBride.....	Optional.....	5	2	12 do ...	78 00
Campden and Candaville.....	J. B. Groble.....	Vehicle .....	10	3	12 do ...	150 00
Canaan and Sarsfield.....	J. Larmour.....	do .....	3	3	12 do ...	40 00
Canfield and Cayuga.....	J. Mason.....	Horse or vehicle.	6	12	12 months...	370 00
Canfield and Railway Station.....	do .....	On foot.....	3	12	12 do ...	25 00
Canfield and Welland.....	R. J. Warren.....	Vehicle .....	32	6	12 do ...	805 32
Cannifton and Wallbridge.....	F. B. Prior.....	Optional.....	6	3	12 do ...	70 00
Cannington and Lindsay.....	J. McMillan.....	Vehicle .....	20	6	12 do ...	450 00
Cannington and Pefferlaw do	J. Chambers.....	do .....	10	3	6 do ...	109 74
do do	W. H. Jackson.....	do .....	10	3	6 do ...	105 00
Cannington and Railway Station do	J. Ward.....	Optional.....	10	12	6 do ...	35 00
do do	D. Campbell.....	do .....	3	12	6 do ...	35 00
Cape Croker and Colpoys Bay.....	J. Shackleton.....	do .....	15	1	12 do ...	100 00
Cape Rich and Meaford.....	R. Cox.....	Stage .....	10	2	12 do ...	104 00
Cardwell and Picton.....	G. McGuire.....	Optional.....	7½	3	3 do ...	30 00
do do	L. D. Harrison.....	do .....	7½	3	9 do ...	85 50
Carillon and Ottawas (via South Shore).....	J. Murray, jun.....	Vehicle .....	79	6	Sea. 1876,'77	940 00
Carleton Place and Railway Station.....	G. A. Cornell.....	do .....	3	12	12 months...	40 89
Carlingford and Sebringville.....	R. Crawford.....	Optional.....	11½	3	12 do ...	148 13
Carlow and Westfield.....	W. Johnston.....	Vehicle .....	10	3	6 do ...	74 00
Carlsruhe and Clifford.....	J. Feather.....	Optional.....	12	6	6 do ...	150 00
do do	J. Dopfer.....	do .....	12	6	6 do ...	170 00
Carluke and Glanford.....	R. Gorie.....	do .....	5½	3	12 do ...	100 00
Carmuncock and Monkton.....	M. McNaught.....	Stage .....	4	2	12 do ...	60 00
Carmonon and Minden.....	P. Moore.....	Optional.....	12	1	12 do ...	90 00
Carp and Elm.....	Mrs. N. Smith.....	do .....	3	3	12 do ...	75 00
Carronbrook and Farquhar.....	T. De Cantillon.....	Horse or vehicle.	11	6	12 do ...	384 00

REPORT No 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Carronbrook and Railway Station.....	G. J. Kidd.....	Optional.....	1	18	12 months...	187 80
Carrville and Patterson.....	G. Wiley.....	Horse or vehicle.	2	3	12 do ...	45 00
Carsonby and North Gower.....	B. Eastman.....	Optional.....	3	2	12 do ...	40 00
Carthage and Morningdale Mills	W. Henderson.....	do .....	7	3	12 do ...	75 00
Cashion's Glen and Cornwall....	M. Conroy.....	do .....	12	3	12 do ...	150 00
Casselman and Crysler.....	R. A. Castleman	Horse or vehicle.	10	3	12 do ...	120 00
Cassels and Tavistock.....	J. Loth, jun.....	Optional.....	6	2	12 do ...	125 00
Castleford and Railway Station	J. Warnock.....	Horse or vehicle.	2	6	12 do ...	200 00
Cayuga and Fisherville.....	B. Ullman.....	Vehicle.....	8	3	3 do ...	30 75
Cayuga and Seneca.....	E. Wigg.....	do .....	11	6	12 do ...	410 00
Cedar Dale and Railway Station	W. Coleman.....	Optional.....	1	12	12 do ...	60 00
Cedar Hill and Pakenham.....	S. Connerly.....	Horse or vehicle.	5	2	12 do ...	75 00
Centralia and Crediton.....	A. Calder.....	Vehicle.....	5	6	12 do ...	200 00
Centre Augusta and Prescott....	C. Murphy.....	Horse or vehicle.	11	2	12 (less fine).	98 72
Centreton and Grafton.....	R. English.....	do .....	12	2	3 months...	28 00
do do .....	W. Oulehan.....	do .....	13	3	9 do ...	148 25
Centreville and Enterprise.....	E. Lyons.....	do .....	10	3	12 do ...	80 00
Chalk River and Petawawa.....	J. Wilson.....	Optional.....	13	2	Season 1876	50 00
Chanry and Harlem.....	S. Chant.....	do .....	1	3	12 months...	30 00
Charing Cross and Comber.....	W. Rowe, Surety	Vehicle.....	27	3	12 do ...	643 52
Charing Cross and Railway Station .....	A. Payne.....	Optional.....	1	12 & 18		
Charleston and Farmersville....	J. Mulvena.....	Horse or vehicle.	5	2	6 months...	82 50
do do .....	Mrs. J. Mulvena..	do .....	5	2	6 do ...	37 50
Chatham and Darrell.....	E. Hall.....	Optional.....	7	2	12 do ...	37 50
Chatham and Dover, South.....	A. Robert.....	Horseback.....	6	2	12 do ...	70 75
Chatham and Dresden.....	H. Wees.....	Optional.....	16	6	12 do ...	75 00
Chatham and Morpeth.....	J. K. Morris.....	Vehicle.....	20	6	12 do ...	250 00
Chatham and Railway Station...	J. Blythe.....	do .....	6	12	12 do ...	575 00
Chatham and Rondeau.....	R. Farley.....	Optional.....	12	6	12 do ...	100 00
Chatham and Wallaceburg.....	P. T. Hodges.....	Vehicle.....	17	6	12 do ...	234 16
Chatsworth and Massie.....	W. Howey.....	do .....	6	2	12 do ...	450 00
Chatsworth and Railway Station	J. Campbell.....	Optional.....	1	12	12 do ...	70 00
Chatsworth and Sullivan.....	W. Lawson.....	do .....	5	6	12 do ...	80 00
Cheddar and Paudash.....	R. Thompson.....	Horse or vehicle.	6	1	12 months & extra service .....	190 00
Chepstow and Dunkeld.....	W. Henesey.....	do .....	4	3	12 months ...	44 00
Cherry Valley and Point Petre..	J. Scott.....	do .....	7	1	12 do ...	88 00
Cherry Valley and Salmon Point	R. R. Garrison...	do .....	6	2	12 do ...	25 00
Cherrywood and Whitevale.....	J. Williams.....	Optional.....	3	3	3 do ...	70 00
do do .....	C. Petty.....	do .....	3	3	9 do ...	18 75
Chesterville and Connaught....	P. Jordan.....	Horse or vehicle	2	5	9 do ...	71 25
Chesterville and Russell.....	D. Campbell.....	do .....	16	3	9 do ...	52 50
Chevalier and Railway Station..	H. R. Marion.....	Optional.....	1	6	12 do ...	139 50
Cheviot and Riversdale.....	J. McLean.....	Horse or vehicle.	4	2	12 do ...	30 00
Chippawa and Clifton.....	G. J. Duncan & W. E. Tinch,					65 00
do do .....	Sureties.....	Vehicle.....	6	6	6 do ...	125 00
do do .....	J. J. Mason.....	do .....	6	6	6 do ...	125 00
Chiselhurst and Cromarty.....	W. Moore.....	Optional.....	5	2	12 do ...	40 00
Christina and Mount Brydges...	E. Handy.....	do .....	4	2	12 do ...	43 00
Churchill and Lennox.....	R. Heppingshall..	Horse or vehicle.	3	2	12 do ...	43 00
Churchville and Malton.....	F. Foster.....	Vehicle.....	11	6	12 do ...	51 00
Claremont and Stouffville.....	M. F. Mertens.....	Optional.....	19	6	12 do ...	398 00
Clarence and Clarence Creek...	F. Menard.....	Vehicle.....	5	3	12 do ...	350 00
Clarence and Thurso Wharf.....	T. Wilson.....	Optional.....	2	12	Season, 1876	80 00
						72 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Clarke and Kendall.....	J. Emerson .....	Horse or vehicle.	6 $\frac{1}{2}$	6	12 months ...	\$ 225 00
Clarke and Railway Station .....	J. McMurty .....	Vehicle .....	4 $\frac{1}{2}$	12	9 do ...	211 50
do do .....	W. A. Fallis .....	do .....	4 $\frac{1}{2}$	12	3 do ...	49 92
Clarksburg and Heathcote .....	G. Hendry .....	Horse or vehicle.	5	6	12 do ...	200 00
Clarksburg and Railway Station .....	P. F. LeRoy .....	do .....	1 $\frac{1}{2}$	12	12 do ...	100 00
Clarksburg and Port Credit .....	C. E. Peer .....	Optional .....	3	3	12 do ...	129 72
Clayton and Tatlock .....	P. Guthrie .....	Horse or vehicle.	14	1	12 do ...	56 00
Clifford and Lakelet .....	T. Hubbard .....	Optional .....	6	3	12 do ...	80 00
Clifford and Mount Forest .....	T. Smith .....	Horse or vehicle.	14	2	9 do ...	105 00
do do .....	G. Huat .....	do .....	14	2	3 do ...	28 75
Clifford and Railway Station.....	F. Carroll .....	Optional .....	1 $\frac{1}{2}$	12	12 do ...	68 84
Clifton and Niagara .....	W. Clark .....	Vehicle .....	15	6	12 do ...	430 00
Clifton and Railway Stations.....	W. W. Woodruff .....	Optional .....	1 $\frac{1}{2}$ & $\frac{1}{2}$	As.	req. 12 do ...	136 <sup>00</sup>
Clinton and London .....	A. Jamison .....	Vehicle .....	53	6	12 (less fine)	2,498 <sup>00</sup>
Clinton and Porter's Hill .....	A. Jordain .....	Optional .....	7 $\frac{1}{2}$	3	12 months...	139 <sup>00</sup>
Clinton and Railway Station.....	T. Fair .....	do .....	1 $\frac{1}{2}$	24	12 do ...	187 80
Clinton and Wingham .....	T. F. W. Colles .....	Vehicle .....	23	6	12 do ...	1,200 00
Clontarf and Rockingham.....	J. R. McDonald .....	Horse or vehicle.	19	3	12 do ...	274 00
Clover Hill and Egbert .....	C. McClain .....	Optional .....	4	2	12 do ...	70 00
Cloyne and Denbigh .....	J. Lane .....	do .....	28	1	12 do ...	156 00
Cloyne and Erinville .....	B. York .....	Horse or vehicle.	40 $\frac{1}{2}$	2	12 (less fine)	293 16
Cloyne and Harlowe .....	T. Neale.....	Optional .....	6 $\frac{1}{2}$	1	11 months...	41 25
Cobden, Forester's Falls and Osceola .....	W. Graham.....	Horse or vehicle.	5 & 12	3	9 do ...	112 22
Cobden and Osceola .....	do .....	do .....	5	3	3 do ...	24 63
Cobden and Railway Station.....	J. Ross .....	Vehicle .....	1 $\frac{1}{2}$	12	5 mo. 6 days	20 74
Cobourg and Harwood.....	P. McGuire .....	Optional .....	16	3	12 months...	325 00
Cobourg and Roseneath .....	J. McMillan .....	Vehicle .....	20	3	12 do ...	170 00
Colbeck and Tarbert .....	W. Colbeck .....	Horse or vehicle.	6	1	12 do ...	38 00
Colborne and Dundonald .....	J. Barker .....	do .....	7	2	9 do ...	52 50
do do .....	Mrs. J. Barker .....	do .....	7	2	3 do ...	17 50
Colborne and Norwood .....	W. H. Coon .....	Vehicle .....	31	6	12 do ...	500 00
Coldwater and Lovering.....	W. D. Lovering.....	Optional .....	6	1	2 do ...	8 33
Coldwater and Orillia .....	S. D. Eplett .....	Horse or vehicle.	36	6	8 mo. 10 days	190 55
Coldwater and Railway Station .....	do .....	Optional .....	1 $\frac{1}{2}$	12	3 mo. 21 days	23 02
Coldwater, Port Severn, Victoria Harbour and Waubashene.....	L. Dechene.....	do .....	7, 4 & 7	6 & 3	8 mo. 10 days	277 17
Colebrook and Odessa.....	Mrs. A. W. Lee.....	do .....	11	6	12 months...	300 00
Collingwood and Flesherton.....	C. Cameron .....	do .....	30	6	3 do ...	162 50
do do .....	W. Miller.....	do .....	30	6	9 do ...	487 50
Collingwood and Gibralter .....	R. Glenn.....	do .....	10	1	12 do ...	56 00
Collingwood and Ry. Station.....	D. Darnock .....	Vehicle .....	1 $\frac{1}{2}$	24	12 do ...	212 84
Collin's Inlet and Killarney.....	D. Cameron .....	Optional .....	15	3 pr. mo.	7 do ...	36 75
Colpoys Bay and Lion's Head .....	J. Shackleton.....	do .....	19	1	6 do ...	65 00
Colpoys Bay and Mar .....	J. H. Lee.....	do .....	7 $\frac{1}{2}$	1	12 do ...	50 00
Colpoys Bay and Owen Sound.....	J. W. Jarmyn .....	Horse or vehicle.	27	3	5 do ...	261 66
do do .....	J. Shackleton.....	do .....	2 $\frac{1}{2}$	3	7 do ...	315 00
Comber and Railway Station.....	J. R. Meddaugh.....	Vehicle .....	2 $\frac{1}{2}$	9	12 do ...	96 60
Combermere, Purdy and Rockingham .....	W. Murphy .....	Optional .....	8 & 14	2 & 1	12 do ...	220 00
Comet and Veneker .....	C. E. Weldon.....	do .....	4	2	12 do ...	73 33
Comboyville and Seneca.....	S. Avrell .....	do .....	6	2	17 days.....	8 50
Conn and Egerton.....	J. Hunter .....	do .....	3	1	12 months...	20 00
Connaught and Winchester.....	P. Jordan .....	Horse or vehicle.	5	2	3 do ...	17 50

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Conroy and Stratford.....	J. Smith.....	Optional.....	6½	2	12 months...	\$ 80 00
Conway and Napanee.....	J. Murdoch.....	do.....	24	3	3 do.....	67 50
do.....	S. Peters.....	do.....	24	3	9 (less fine).....	201 50
Cookstown and Gilford.....	A. Fraser.....	do.....	8	12	12 months...	450 00
Cookstown and Rosemont.....	do.....	Horse or vehicle.	18	6	6 do.....	213 16
do.....	W. J. Adams.....	do.....	18	6	6 do.....	262 50
Cooksville and Toronto.....	J. Schiller.....	Vehicle.....	16	6	3 do.....	93 25
do.....	J. Weeks.....	do.....	16	6	9 do.....	356 25
Copleston and Petrolia.....	N. Henroid.....	Optional.....	4½	1 & 6	12 do.....	62 50
Cornell, Woodstock, &c.....	S. Siple.....	Vehicle.....	27½	6 & 6	12 do.....	216 67
Cornwall and Monckland.....	A. J. McDonald..	Horse or vehicle.	13	3	5 do.....	66 25
do.....	M. Maloney.....	do.....	13	3	7 do.....	90 41
Cornwall Centre and Mille Roches.....	D. McKay.....	Optional.....	2½	3	12 do.....	60 84
Corseley and Fingal.....	J. Horton.....	do.....	3	1	6 do.....	100 00
Corseley and Railway Station.....	do.....	do.....	½	12	12 do.....	36 00
Corseley and West Magdala.....	do.....	do.....	12	3	12 do.....	120 00
Corwhin and Nassagaweya.....	P. Little.....	Horse or vehicle.	6	2	6 do.....	38 00
Ootswold and Elora.....	G. Carter.....	Vehicle.....	23	6	12 do.....	550 00
Couchiching and Railway Sta- tion.....	T. Scully.....	Optional.....	1	24	2 mo. 23 days.....	36 50
Coulson and Marchmont.....	J. Coulson.....	Vehicle.....	12	3	3 mo. 21 days.....	71 85
Coulson and Warminster.....	do.....	Horse or vehicle.	7½	3	8 mo. 10 days.....	108 09
Coverley and Latona.....	A. Grant.....	Vehicle.....	13	2	12 months...	180 00
Cowal and Iona Station.....	J. McDougall.....	do.....	6	6	12 do.....	80 00
Craigleith and Railway Station.....	A. G. Fleming... W. Conner.....	do.....	1½	6	12 do.....	20 00
Craigsholm and Garafrara.....	do.....	Optional.....	3	3	12 do.....	50 00
Craigvale and Railway Station.....	R. G. McCraw... W. Webb.....	do.....	1½	12	12 do.....	40 00
Craigvale and Stroud.....	do.....	do.....	1	12	12 do.....	100 00
Cranston and Mount Healy.....	R. R. Cranston..	do.....	2	2	9 do.....	39 00
Cranworth and Portland.....	P. Jones.....	do.....	5½	1	12 do.....	25 00
Credit and Sheridan.....	F. Lawrence.....	Horse or vehicle.	4	6	12 do.....	140 00
Creemore and Lavender.....	J. B. Martin.....	do.....	6½	2	12 do.....	100 00
Cressy and Picton.....	A. W. Brown.....	do.....	19	3	12 do.....	199 00
Crinan and West Lorne.....	J. Martin.....	Optional.....	3½	2	12 do.....	74 00
Crossland and Phepston.....	H. Crossland.....	do.....	5	1	12 do.....	30 00
Crysler and Morewood.....	P. Shaver.....	Horse or vehicle.	7	3	12 do.....	100 00
Crysler and Wales.....	S. Johnson.....	Vehicle.....	23	6	12 do.....	350 00
Cumberland and Cumberland Mills.....	J. S. Cameron...	Optional.....	4	3	6 do.....	30 00
Cumberland and Russell.....	R. Young.....	Horse or vehicle.	21	3	12 do.....	238 75
Cumberland and Buckingham Wharf.....	G. G. Dunning..	Boat or canoe....	1	12	Season 1876.	60 00
Cumberland Road and Navau... do.....	M. O'Meara..... T. E. Visser.....	Optional..... do.....	4 4	2 2	6 months... 6 do.....	32 00 20 00
Curry Hill and River Beaudette	A. McLeod.....	do.....	4½	3	12 do.....	100 00
Cushing and Little Rideau.....	J. Little.....	do.....	3½	6	Season 1876.	55 00
Dacre and Griffith.....	J. Brisco.....	do.....	19	2	12 months...	198 00
Dacre and Renfrew.....	A. Jamieson.....	Horse or vehicle.	18	3	12 do.....	201 88
Dale and Ross Mount.....	J. Lill.....	do.....	4	2	11 (less fine)	40 25
Dalhousie Mills and Glen Robertson.....	W. T. Robinson..	Optional.....	3½	3	12 months...	55 00
Dalkeith and Kirkhill.....	W. Robertson.....	do.....	5	6	12 do.....	200 00
Dalston and Orillia.....	J. Millard.....	do.....	20	6	12 do.....	460 00
Davenport and Fairbank.....	R. Wilson.....	Horse or vehicle.	2½	6	12 do.....	69 00
Dawn Mills and Dresden.....	H. Wees.....	Optional.....	5	6	12 do.....	78 00
Deans and Railway Station.....	M. Shipay.....	Foot or vehicle...	1½	12	9 do.....	88 12

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Deerdoch and Maberly.....	J. Warren.....	Horse or vehicle.	12	1	12 months...	52 00
Delaware and London.....	J. Dean.....	Vehicle.....	12	3	12 do ...	125 00
Delaware and Mount Brydges...	E. Handy.....	Optional.....	3	6	12 do ...	135 00
Demorestville and Gilbert's Mills.....	C. Black.....	Horse or vehicle.	9½	2	12 do ...	100 00
Demorestville and Peterson's Ferry.....	W. Baker.....	do	9	6	3 do ...	65 00
do do	E. R. Nixon.....	do	9	6	9 do ...	180 00
Deniston and Glendower.....	R. Howes.....	Optional.....	3	2	12 do ...	35 00
Derrynane and Riverstown.....	W. Hayes.....	do	4	1	6 do ...	19 50
do do	A. Allen.....	do	4	1	3 do ...	8 75
Des Chenes and Railway Station	W. Harmer.....	do	½	6	7 do ...	8 75
Desert Lake and Loughboro'	W. Hobbs.....	do	11	1	12 do ...	85 00
Denx Rivières, Mattawa and Rapides des Joachims.....	J. Bangs.....	do	25 & 55	2 & 3	12 do ...	450 00
Dexter and Sparta.....	N. Parker.....	Vehicle	4½	3	12 do ...	65 00
Diamond and Kinburn.....	R. Walker, jun.....	Horse or vehicle.	4	2	12 do ...	50 00
Dingwall and Lisburn.....	P. D. McInnis.....	Optional.....	5	2	12 do ...	50 00
Dingwall and Purple Grove.....	J. N. Logan.....	Horse or vehicle.	5	1	12 do ...	35 75
Dingwall and Railway Station...	P. D. McInnis.....	Optional.....	½	12	12 do ...	48 00
Dixon's Corners and Dundela...	J. E. Tuttle.....	do	4	2	12 do ...	50 00
Dobbinet and Invermay.....	R. Dobbin.....	Horse or vehicle.	6	1	12 do ...	52 00
Doe Lake and Spence.....	W. Barr.....	Optional.....	14½	1	12 do ...	100 75
Don and Toronto.....	J. Hogg, jun.....	Horse or vehicle.	8	2	6 do ...	50 00
do do	A. Hogg.....	do	8	2	3 do ...	25 00
do do	A. Fisher.....	do	8	2	3 do ...	24 75
Donegal and Hammond.....	J. Hammond.....	Optional...	3½	2	12 do ...	50 00
Donegal and Newry.....	C. Mason.....	do	3	3	12 do ...	80 00
Dorchester Station and Gladstone.....	L. McMurray.....	do	6	2	12 do ...	52 00
Dorking and Hawkesville.....	J. Baker.....	Horse or vehicle.	10	3	12 do ...	175 00
Downeyville and Omeme.....	M. Tracey.....	do	5½	3	12 do ...	75 00
Downsview and Railway Station	R. Clarke.....	Optional.....	8	6	12 do ...	40 00
Drayton and Glenallan.....	M. Hunt.....	Vehicle.....	10	6	6 do ...	190 00
do do	R. Bailey.....	do	10	6	6 do ...	175 00
Drayton and Railway Station...	Markle & Shaw.....	Optional.....	½	12	12 do ...	49 00
Dromore and Mount Forest.....	J. Bunston.....	Horse or vehicle.	15	3	12 do ...	227 50
Drumbo and Railway Station...	J. L. Burgess.....	On foot.....	1½	As req.	12 do ...	50 00
Drumbo and Wolverton.....	F. Meggs.....	Optional.....	2½	6	12 do ...	124 00
Drumquin, Oakville and Trafalgar.....	T. Crooks.....	do	6 & 4	6 & 3	6 do ...	99 50
do do	J. Anderson.....	do	6 & 4	6 & 3	6 do ...	122 50
Drysdale and Kippen.....	R. Drysdale.....	do	10	3	12 do ...	146 00
Duart, Palmyra, &c.....	A. Simkins.....	do	8½	6 & 18	12 do ...	300 00
Dufferin and Oneida.....	J. Cassar.....	do	5	2	12 do ...	75 00
Dumblane and Paisley.....	W. Meadows.....	Horse or vehicle.	6	3	12 do ...	124 00
Dunbar and Grantley.....	A. Drummond.....	Optional.....	5½	3	12 do ...	70 00
Dunbarton & Liverpool Market.	J. H. McClellan.....	do	1	3 & 6	1 do ...	3 25
Dunbarton and Railway Station	W. Pizer.....	do	2	12	5 do ...	58 33
Dunbarton and Rouge Hill.....	W. Hall.....	do	2	6	3 do ...	15 00
Dunbarton and Toronto.....	T. Stephenson.....	Vehicle	19	6	4 do ...	118 66
Duncan and Heathcote.....	A. C. McRae.....	do	5	1	12 do ...	52 00
Dunchurch and McKellar.....	A. Millin.....	do	12	1	12 do ...	60 00
Dundalk Station and Hopeville	O. Johnson.....	do	32	2	12 do ...	99 00
Dundalk Station and Mayburn...	J. Colgan.....	do	¾	6	12 do ...	59 00
Dundalk Station and Railway Station.....	J. J. Middleton.....	Optional.....	½	12	12 do ...	80 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Dundas and Millgrove.....	R. Haliday.....	Optional.....	5½	2	12 months...	75	00
Dundas and Sheffield.....	J. Moore.....	Vehicle.....	14	6	12 do ...	380	00
Dunkeld and Railway Station...	T. Whitehead.....	Optional.....	6	6	9 do ...	54	75
do do .....	J. W. Young.....	do .....	6	6	3 (less fine).	18	50
Dunnville and Jarvis.....	E. Evans.....	Vehicle.....	35	6	5 months...	375	00
Dunnville and Port Maitland...	T. Siddall.....	do .....	7	6	12 do ...	184	00
Dunnville and Railway Station.	J. McNeal.....	do .....	12 & 18	18	12 do ...	118	47
Dunnville and Selkirk.....	S. Hoover.....	do .....	18	6	7 do ...	277	08
Dunnville and Welland Port ...	B. Sutherland.....	do .....	11	6	12 do ...	275	00
Dunrobin, March and South March.....	H. Gainforth.....	do .....	6 & 18	3	12 do ...	90	00
Dunvegan and McPhee's Corners	D. McMillan.....	Horse or vehicle.	13	3	3 do ...	39	00
do do .....	J. MacSweyn.....	do .....	13	3	9 do ...	112	50
Durham and Flesherton.....	H. J. Middaugh..	do .....	15	6	12 do ...	275	00
Durham and Latona .....	do .....	do .....	8	3	12 do ...	140	00
Durham and Mount Forest.....	J. Coyne.....	Vehicle.....	16	6	12 do ...	400	00
Durham and Traverston.....	H. J. Middaugh..	Horse or vehicle.	12½	2	9 do ...	117	00
Durham and Walkerton.....	do .....	Vehicle .....	17	6	12 do ...	295	00
Dutton Station and Railway Station.....	C. McGregor.....	Optional.....	1½	12	12 do ...	31	30
Eagle and West Lorne, &c.....	W. N. Wilton.....	do .....	4½	6 & 12	6 months & extra trip.	95	00
Eagle and West Lorne, &c.....	F. Lindenman...	do .....	4½	12	6 months...	122	00
Eagle Lake and Haliburton...	C. Wensley.....	Horse or vehicle.	7	1	12 do ...	35	00
Eastman's Springs and Ottawa...	D. H. Eastman...	do .....	13	1	12 do ...	100	00
Eden Grove and Railway Station	A. Shaw.....	Optional.....	½	6	12 do ...	20	00
Edgeley and Railway Station ...	T. Sawdon.....	do .....	2	2	12 do ...	50	00
Edmonton and Mayfield.....	W. Townsend.....	do .....	3	3	12 do ...	65	00
Edwardsburg and Shanly.....	W. Riddell.....	do .....	9	2	12 do ...	85	00
Eganville and Pembroke.....	J. Dennison.....	Horse or vehicle.	26	2	12 do ...	230	00
Eganville and Renfrew .....	A. Wilson.....	Vehicle .....	27	6	12 do ...	480	00
Eganville and Tremore.....	P. Jeffrey.....	Optional.....	26	1 & 2	12 do ...	200	00
Egerton and Mount Forest.....	J. Hunter.....	Horse or vehicle.	16	2	12 do ...	165	00
Elcho and Welland Port.....	J. Snyder.....	Optional.....	4	2	12 do ...	50	00
Elder and Rosemont.....	C. Conn.....	do .....	7½	2	12 do ...	95	00
Elder's Mills and Railway Station .....	W. Irvine.....	do .....	½	3	12 do ...	30	00
Eldon Station and Railway Station.....	D. Campbell.....	do .....	½	6	5 do ...	16	66
Elizabethville and Port Hope ...	J. Harcourt.....	Horse or vehicle.	16	6	12 do ...	574	00
Ellisville and Seeley's Bay.....	G. Ellis.....	Optional.....	4½	3 & 2	7 do ...	33	53
Elmbank and Malton.....	J. Sanders.....	Vehicle.....	4½	6	12 do ...	140	00
Elmira and Floradale .....	J. Devitt.....	Horse or vehicle.	4	2	12 do ...	55	00
Elmvale and Penetanguishene Road.....	W. Harvey.....	do .....	5	2	12 do ...	83	20
Elora and Inverhaugh.....	R. Ariss.....	Optional.....	4	1	12 do ...	26	00
Elora and Pentland.....	W. Coxhead.....	Horse or vehicle.	5	2	9 do ...	30	00
do .....	R. Ford.....	do .....	5	2	3 do ...	10	00
Elora and Railway Station.....	T. Biggar.....	Vehicle .....	½	36	12 do ...	95	44
Elora and Salem.....	J. R. Wessler.....	Optional.....	1	6	12 do ...	30	00
Elphin and McDonald's Corner.	J. Gilmour.....	Horse or vehicle.	6	1	12 do ...	40	00
Emberson and Port Sydney .....	H. Jarvis.....	Optional.....	12½	1	12 do ...	82	50
Embro and Harrington.....	J. McKay.....	Vehicle .....	18	3	12 do ...	210	00



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Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Enfield and Oshawa.....	W. Martyn.....	Vehicle.....	14	3	12 months...	181 96
Enniskillen and Haydon.....	A. McFeeters.....	Horse or vehicle.	1	6	12 do ...	100 00
Ennismore and Frank Hill.....	G. Franks.....	do ...	6	1	12 do ...	35 00
Enterprise Landing and Silver Islet.....	H. J. Shibley.....	Optional.....	40	fly.	5 mo. 15 days	130 00
Erbville and Waterloo.....	J. L. Erb.....	Horse or vehicle.	5	1	12 months...	45 00
Erie and Jarvis.....	R. McBurney.....	Optional.....	5	2	12 do ...	60 00
Erin and Georgetown.....	J. Crozier.....	do .....	13	6	12 do ...	287 00
Erin and Guelph.....	G. J. Mackelean.	Vehicle .....	20	3	12 do ...	350 00
Erinsville and Napanee.....	W. Grange.....	Horse or vehicle.	18	6	12 do ...	400 00
Essex Centre and Gesto.....	W. T. Marlow.....	Optional.....	6½	2	12 do ...	104 00
Essex Centre and Railway Station	T. Rush.....	do .....	1	12	12 do ...	75 00
Ethel and Railway Station.....	T. Clark.....	do .....	5	6	12 do ...	62 60
Eugenia and Flesherton.....	G. Park.....	Horse or vehicle.	5	1	12 do ...	35 00
Evelyn and London.....	H. Brown.....	Optional.....	12	2	12 do ...	130 00
Everett and West Essa	T. Gordon.....	Horse or vehicle.	3½	6	9 do ...	75 00
do do	R. Ludlow.....	do .....	3½	6	3 do ...	25 00
Everton and Rockwood.....	J. McKinnon.....	do .....	5	3	9 do ...	90 00
do do	R. N. Wheller.....	do .....	5	3	3 do ...	27 50
Exeter and St. Marys.....	C. Willis.....	Optional.....	20	3	12 do ...	389 00
Exeter and Sarepta.....	W. Reynolds.....	Vehicle .....	7	2	12 do ...	52 00
Fairfield East and Railway Sta'n	A. C. Johns.....	do .....	1	3	12 do ...	25 00
Fairview and Stratford.....	R. Forrest.....	Optional.....	9	2	12 do ...	100 00
Falkenburg and Ufford.....	H. W. Gill.....	do .....	10	1	1 mo. 6 days	8 00
Falkland and Paris Station.....	H. Hough.....	Vehicle .....	9	6	12 do ...	215 00
Farmersville and Plum Hollow.....	V. W. O. Sherman	Horse or vehicle.	6	2	12 do ...	68 00
Farran's Point and Oznabrock Centre	C. C. Farran.....	do .....	6	6	12 do ...	235 00
Farran's Point and Railway Sta'n	do .....	Optional.....	3	12	12 do ...	100 00
Fawkham and Washago.....	D. R. McDonald.	do .....	3½	2	12 do ...	52 00
Fenelon Falls and Lindsay.....	H. Workman.....	Horse or vehicle.	16	6	12 do ...	400 00
Fenelon Falls and Shedden.....	C. Boivin.....	do .....	13	3	12 do ...	225 00
Fenwick and Welland.....	G. H. Burgar.....	do .....			Special trip during snow blockade.....	2 00
Fergus and Garafraxa.....	J. Robinson.....	do .....	8	6	12 do ...	247 00
Fergus and Metz.....	R. Agnew.....	do .....	8	1	12 do ...	51 00
Fergus and Mimosa.....	E. Mooney.....	do .....	18	2	9 do ...	133 20
do do	D. Campbell.....	do .....	18	2	3 do ...	42 00
Fergus and Railway Station.....	A. Anderson.....	Vehicle .....	3	36	12 do ...	150 00
Ferguson's Falls and Perth.....	J. Emeson.....	Optional.....	17	3	12 do ...	258 00
Fermoy and Westport.....	T. W. Watt.....	Horse or vehicle.	8	2	12 do ...	70 00
Feversham and Maxwell.....	J. Bates.....	do .....	4	6	12 do ...	95 00
Fingal and Port Talbot.....	J. Brown.....	do .....	7	3	12 do ...	90 00
Fingal and St. Thomas.....	H. Holden.....	Optional.....	7	6	12 do ...	252 00
Fisherville and Selkirk.....	J. Mehanbacher	do .....	5	3	9 do ...	43 75
Fish Creek and Granton.....	T. Stanley.....	Horse or vehicle.	5	2	3 mo. 21 days	18 42
Fitzroy Harbour and Kilmours...	W. Munroe.....	Optional.....	5	2	12 do ...	75 00
Flesherton and Meaford.....	J. Benson.....	Horse or vehicle.	31½	2	12 do ...	315 00
Flesherton and Railway Station	W. Strain.....	Optional.....	13	12	12 do ...	156 50
Flesherton and Vandeleur.....	J. Rowe.....	Horse or vehicle.	6½	2	12 do ...	65 00
Flesherton Station and Railway Station	W. Strain.....	Optional.....	1	12	12 do ...	31 30
Fletcher and Railway Station...	P. T. Barry.....	do .....	1	12	12 do ...	25 00
Florence and Rutherford.....	D. McDonald.....	do .....	6	1 & 2	12 do ...	50 50
Florence and Shetland.....	D. M. Kerby.....	Horse or vehicle.	4	3	12 do ...	84 75

**REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts-
Florencevale and Kelvin.....	P. Bowman.....	Optional.....	2	3	12 months...	35 00
Fordwich and Newbridge.....	J. Roe.....	do .....	4½	6	12 do .....	149 72
Fordwich and Railway Station..	A. Mitchell.....	do .....	12	12	do .....	80 00
Fordyce and St. Helens.....	W. Farquharson .....	do .....	5½	1	6 do .....	20 00
Forest and Hillsboro'.....	P. Smith.....	Vehicle .....	5	3	12 do .....	100 00
Forester's Falls & Railway St'n	J. Wark.....	do .....	17	6	5 mo. 5 days	151 23
Forest Mills and Roblin.....	J. McKittrick.....	Horse or vehicle.	7	2	12 months...	74 00
Forfar and Harlem.....	R. Hales.....	Optional.....	8	6	12 do .....	156 00
Formosa and Walkerton.....	F. X. Mesner.....	Horse or vehicle.	8	6	9 do .....	187 50
do do .....	M. Frank.....	do .....	8	6	3 do .....	53 75
Fort Erie and Garrison Road.....	J. N. Janson.....	Optional.....	4	2	12 do .....	65 00
Fort Erie and Railway Stations.	G. Lewis.....	On foot.....	1½	4	12 do .....	387 36
Fort William and Thunder Bay.	Mrs. D. Grenier..	Optional.....	5	2	Season, 1876	54 23
Fowler's Corners and Peterboro'	D. Fowler.....	Horse or vehicle.	7½	2	9 months...	71 25
Frankford and Stockdale.....	D. Bull.....	Vehicle .....	2	3	12 do .....	36 00
Frankford and Trenton.....	W. Kenney.....	do .....	8	6	12 do .....	184 00
Franklin and Mount Horeb.....	W. Reynolds.....	do .....	6	2	12 do .....	72 00
Franklin and Railway Station...	W. Maguire.....	Optional.....	100			
Franktown and Railway Station	W. Moore.....	Vehicle .....	1½	12	12 do .....	30 00
Frankville and Irish Creek St'n.	J. Logan.....	do .....	11	6	12 do .....	90 00
Freelton and Mountsberg.....	J. McCormick.....	Horse or vehicle.	3½	3	12 do .....	191 47
Fullarton and Mitchell, &c.....	S. Davis.....	do .....	8	6&3	12 do .....	100 00
Fuller and Thomasburg.....	M. Mitts.....	Optional.....	4½	2	11 do .....	168 00
Gads Hill and Nithburg.....	R. Armstrong.....	do .....	7	2	12 do .....	36 66
Galt and Puslinch.....	F. Mathers.....	Vehicle.....	14	3	12 do .....	70 00
Gamebridge and Railway Station.....	W. Stewart.....	Optional.....	3	6	3 mo. 21 days	195 00
Gananoque and Howe Island.....	J. Graham.....	do .....	12	2	12 months...	15 35
Gananoque and Willetsholme..	J. Abrams.....	Horse or vehicle.	14	2	12 do .....	90 00
Gananoque Station and Marble Station.....	G. Emery.....	Optional.....	4½	2	12 do .....	125 00
Gananoque Station and South Lake.....	W. Scott.....	Horse or vehicle.	4	2	12 do .....	55 00
Garafraxa and Hereward.....	W. Connor.....	do .....	5	2	12 do .....	50 00
Garden Island and Kingston.....	J. Donnelly.....	Boat or sleigh...	2	6	12 do .....	52 00
Garnet and Railway Station.....	W. Ryan.....	Optional.....	1	12	12 do .....	100 00
Gemley, Mountain Grove and Parham.....	S. E. Sanderson.	Horse or vehicle.	37 &	10	1 8 (less fine)	60 00
Gemley and Vennachar.....	J. Roark.....	do .....	15	1	8 months...	230 33
Georgetown and Milton.....	J. & J. Marshall.	Vehicle.....	14	6	6 do .....	65 33
do do .....	C. Charbonneau .....	do .....	14	6	6 do .....	145 00
Georgetown and Salmonville..	J. Bollman.....	do .....	6	6	12 do .....	162 50
Georgina and Newmarket.....	W. Earl.....	do .....	24	6	12 do .....	175 00
Georgina and Vachell.....	J. Sheppard.....	Horse or vehicle.	7	2	12 do .....	680 00
Gibson and Wyebridge.....	W. Gibson.....	Optional .....	10	1	12 do .....	78 00
Gilford and Railway Station...	T. Maconchy.....	do .....	½	24	12 do .....	52 00
Glammiss and Pinkerton Station.....	W. J. McKeeman	Horse or vehicle.	9	6	12 do .....	60 00
Glammiss and Tiverton.....	J. Urquhart.....	do .....	9	3	12 do .....	260 00
Glamorgan and Millbrook.....	K. Kennedy.....	Optional .....	6	2	12 do .....	149 72
Glanford and Hamilton.....	J. McClelland.....	Vehicle .....	8	6	12 do .....	70 00
Glanford and Seneca.....	R. Gorie.....	do .....	6	3	12 do .....	274 00
Glanmire and Mill Bridge.....	S. Armstrong.....	Horse or vehicle.	7	1	12 do .....	100 00
Glanworth and Killerby.....	T. L. Fowler.....	Optional.....	5	2	9 do .....	32 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Glanworth and Railway Station	J. Turnbull.....	On foot.....	7	12	12 months...	43 68
Glascott and Latona.....	D. Quirk.....	Horse or vehicle.	7	2	12 do ...	68 00
Glastonbury and Kaladar.....	J. A. Carscallen	Optional.....	4½	1	12 do ...	26 00
Glen Annan and Railway Station.....	W. Anderson....	do .....	12	12	12 do ...	5 00
Glenarm and Woodville.....	T. Morrison.....	do .....	12	2	12 do ...	120 00
Glencairn and New Lowell.....	J. McBride.....	do .....	5	3	12 do ...	80 00
Glencoe and Kilmartin.....	D. McKellar.....	do .....	4½	3	12 do ...	84 00
Glencoe and Strathburn.....	J. Smith.....	do .....	2	6	12 do ...	90 00
Glen Colin and Springfield.....	S. T. Young.....	do .....	3	3	12 do ...	65 00
Glen Huron and Gravel Road.....	H. M. Frame.....	do .....	1	3	12 do ...	40 00
Glen Lewis and Thomasburg.....	J. Brady.....	Horse or vehicle.	8	2	12 do ...	75 00
Glen Major and Myrtle.....	J. Valentine.....	Vehicle.....	6½	6	12 do ...	150 00
Glenmeyer and Tilsonburg.....	J. W. Doyle....	do .....	10	3	12 do ...	139 00
Glen Norman and Military Road	W. D. McMillan..	Optional.....	3	3	12 do ...	45 00
Glen Oak and Longwood Station	L. J. Hixon.....	do .....	5	2	12 do ...	42 00
Glen Tay and Perth.....	R. Sutherland....	Horse or vehicle.	4	6	12 do ...	135 00
Glenvale and Sharpton.....	J. Carruthers, jun	do .....	4	2	12 do ...	50 00
Gloucester Station and South Gloucester.....	G. O'Neil.....	Optional.....	3½	3	12 do ...	60 00
Goderich and Kincardine.....	J. Gentles.....	Horse or vehicle.	38	6	12 do ...	1,180 00
Goderich and Lucknow.....	A. M. Polley.....	Vehicle.....	23	6	12 do ...	350 00
Goderich and Railway Station...	do .....	do .....	1	24	12 do ...	287 98
Goldstone and Railway Station	J. Gibbons.....	Optional.....	13½	6	12 do ...	100 16
Gooderham and Kinmount.....	C. Way.....	do .....	20	1	12 do ...	185 00
Goodwood and Railway Station	M. Chapman.....	do .....	½	6	12 do ...	30 00
Gordon and Railway Station.....	J. S. Smith.....	do .....	7	12	12 do ...	20 00
Gore Bay and Little Current.....	H. May.....	do .....	35	2	p m. Sea. '76-'77	45 00
Gore Bay and Spanish River.....	R. Thorburn.....	do .....	20	2	1 month....	8 00
Gormley and Unionville.....	J. Webber.....	Horse or vehicle.	23½	6	12 months...	369 00
Gorrie and Railway Station.....	H. Besanson.....	Optional.....	1	12	12 do ...	93 75
Gospport and Napanee.....	J. E. McKendry..	Horse or vehicle.	15½	1	12 do ...	77 48
Gowanstown and Railway Station	R. Smith.....	Vehicle.....	½	6	12 do ...	74 00
Gowanstown and Shipley.....	E. Bristol.....	Optional.....	3	3	12 do ...	61 25
Gowanstown and Wallace.....	J. Taggart.....	do .....	3½	3	12 do ...	60 00
Grafton and Wicklow.....	C. Southon.....	Horse or vehicle.	2½	3	3 do ...	16 25
Grant and Russell.....	J. Andrew.....	Foot or vehicle..	13	2	12 do ...	100 00
Grass Hill and Railway Station.	W. Cameron.....	Optional.....	3	3	12 do ...	37 50
Grassmere and Huntsville.....	W. H. Green.....	do .....	6½	1	12 do ...	45 00
Gravel Hill and Monckland.....	J. Crawford.....	Horse or vehicle.	5	2	12 do ...	50 00
Gravenhurst and Railway Station	J. T. Harvie.....	Optional.....	¾	6	1 month....	3 12
do do	D. Brown.....	do .....	12	12	11 months...	115 20
Gravenhurst and Walker's Point	W. Walker.....	Vehicle.....	14	1	22 trips.....	44 00
Greenbank and Wick Station.....	E. Phoenix.....	do .....	6	6	3 months...	39 00
do do	R. McRae.....	do .....	6	6	9 do ...	135 00
Green River and Whitby Road..	J. Windsor.....	Optional.....	1½	6	12 do ...	70 00
Green Valley Corners and Munroe's Mills.....	M. Munroe.....	Horse or vehicle.	6½	3	12 do ...	125 00
Grenfel and Railway Station.....	E. Tracey.....	Optional.....	2½	2	12 do ...	45 00
Gresham and Paisley.....	W. Meadows.....	Horse or vehicle	9	2	12 do ...	115 00
Grey and Moncrieff.....	J. McTaggart.....	Optional.....	4½	1	12 do ...	46 00
Griffith and Matawatchan.....	J. McGregor.....	do .....	10	1	12 do ...	40 00
Grimbsy and Sub-Office.....	W. E. Teeter.....	On foot.....	3	12	9 days.....	4 50
Grimbsy and Welland Port.....	J. L. Becker.....	Vehicle.....	17 & 18	6	12 months...	652 18

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Guelph and Hamilton	T. Ellis	Vehicle	32½	6	12 months	1,000 00
Guelph and Ponsonby	J. Rudd	do	10	3	12 do	200 00
Guelph and Wellington Square	G. McCoy	do	37	6	9 do	750 00
Guthrie and Steele	T. Guthrie	Horse or vehicle.	3	2	12 do	52 00
Hagersville and Railway Stations	J. Trotter	Optional	½	6, 12 & 24	12 do	184 16
Hagersville and Springvale	C. Hager	do	4	2	12 do	45 00
Haliburton and Minden	S. Thompson	do	19	6	12 do	560 00
Hamilton and Milton	C. Rasberry	Vehicle	28	6	12 do	820 00
Hamilton and Railway Stations	C. Armstrong	do	½	6 & 12	24 do	799 80
Hamilton and Stoney Creek	J. Springsteed	do	7	6	25 days	11 61
do do	A. G. Jones	do	7	6	2 mo. 5 days	45 33
do do	G. Slingerland	do	7	6	9 months	219 00
Hamlet and Perth	M. Stanley	Horse or vehicle.	9½	1	12 do	42 00
Hampton and Solina	J. C. Groat	do	2½	3	12 do	40 00
Hanover and Outram	C. Scarborough	do	14½	3	12 do	236 00
Harcourt and Renfrew	A. R. Hutton	do	9	1	3 do	15 00
do do	A. Jamieson	do	9	1	9 months & extra trip	38 31
Harkaway and Markdale	H. Torkington	Optional	7	1	12 months	38 00
Harlock and Seaforth	T. Neilans	Vehicle	16½	3	12 do	298 00
Harold and Wellman's Corners	P. Hubble	Optional	4	2	12 do	50 00
Harrisburg and Troy	W. Lawrason	do	4	6	12 do	148 00
Harriston and Railway Stations	A. G. Markle	do	½ & 1	12 & 24	12 do	108 42
Harrowsmith and Kingston	J. J. Abrams	Vehicle	16	6	11 days	24 44
do do	J. Langwitch	do	16	6	3 mo. 3 days	176 19
Harrowsmith and Parham	J. C. Walsworth	Horse or vehicle.	22	3	12 months	345 00
Hartford and Waterford	L. P. Pursel	do	9	3 & 6	12 do	125 66
Hartman and Newmarket	W. Park	do	11½	3	11 do	171 41
Hartman and Vivian	R. Readhead	do	2½	3	1 month	5 00
Harwich and Thamesville	D. A. Hutchison	Optional	9½	2	12 months	104 00
Hawkesbury and Grenville Wharf	A. Bergeron	do	2	6	Season 1876.	93 15
Hawtstone and Railway Station	W. Hodges	do	½	12	6 months	50 00
do do	J. Mahony	do	½	12	6 do	43 68
Hawtrey, Lynedoch, &c.	T. Prichard	Vehicle	9	6	6 do	200 00
do do	S. T. Hagerman	do	9	6	6 do	200 00
Hawtrey and Railway Station	G. Southwick	Optional	½	12	3 mo. 18 dys	8 98
do do	M. Nold	do	½	12	6 months	20 00
Hawtrey and Scotland	G. Phillips	Vehicle	15½	6	12 do	470 00
Haysville and New Hamburg	H. M. Johnson	Horse or vehicle.	3	6	12 do	172 00
Hayward's Falls and Markdale	O. C. Hayward	do	11	2	3 do	32 50
Hazledean and Suttsville	J. Young	do	3½	3	12 do	80 00
Heckston and Kemptville	J. Dickinson	do	13	3	12 do	225 00
Henderson and Railway Station	W. Henderson	On foot	50			
Henry and L'Orignal	C. H. Flynn	Horse or vehicle.	4½	6	3 do	2 50
Hepworth and Park Head	W. Simpson	Optional	3	2	12 do	55 00
Hiawatha and Keene	H. Kent	do	6	1	12 do	40 00
Highfield and Malton	E. Heacock	Horse or vehicle.	3	2	12 do	68 00
Highgate and Railway Station	H. Bell	Optional	1	18 &		
Highland Creek and Rouge Hill	T. Stephenson	Vehicle	2½	3	5 do	120 00
Highland Creek and Toronto	do	do	14½	6	5 do	20 83
						104 16

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Hillier and Rosehall.....	J. Ferguson.....	Horse or vehicle.	2½	2	12 months...	50 00
Hillsdale and Medonte.....	A. Hill.....	do	9	2	12 do	130 00
Hinch and Newburgh.....	W. Hinch.....	do	8	2	12 do	60 00
Hoasic and Morrisburg.....	J. R. Bedsted.....	do	8	2	12 do	60 00
Holland Landing and Railway Station.....	T. Keys.....	On foot.....	¼	24	12 do	75 12
Hollen and Lebanon.....	J. W. Huff.....	Horse or vehicle	8	3	12 do	130 00
Holton and Mount Healy.....	R. R. Cranston.....	do	2	2	3 do	13 00
Honeywood and Southampton.....	J. Richards.....	do	17	3	6 do	112 48
do do	P. H. Stinson.....	do	17	3	6 do	92 50
Hopetown and White.....	J. Corbett.....	do	12	1	12 do	50 00
Horning's Mills and Shelburne..	J. Airth.....	do	6	3	12 do	90 00
Horse Shoe Bridge and Minden..	J. Pearce.....	Optional.....	7	1	12 do	35 00
Housey's Rapids and Malta.....	J. Housey.....	do	11	1	12 do	84 75
Humber, Tormore and Weston..	W. W. Scott.....	Horse or vehicle	8 & 10	6 & 3	12 do	423 52
Humberstone and Railway Station.....	J. Thompson.....	do	1	12	9 do	75 00
do do	D. Stapf.....	do	1	12	3 do	23 25
Hunsdon and Tottenham.....	W. S. Fry.....	do	8	3	3 do	24 00
Huntsville and Melissa.....	D. A. Neff.....	Optional.....	4	1	12 do	35 00
Huntsville and Ravenscliff.....	J. Sharpe.....	do	8	1	12 do	52 00
Huntsville and Scotia.....	J. F. Hanes.....	Horse or vehicle	16	1	11 do	82 50
Hurdville and Waubamuk.....	J. N. Hurd.....	Optional.....	5	1	12 do	35 00
Huston and Railway Station.....	D. Callaway.....	do	1	12	12 do	102 88
Huston and Treacastle.....	do	Horse or vehicle	4	6	3 do	24 50
do do	R. Kirkby.....	do	4	6	9 do	72 00
Indiana and Railway Station.....	M. Shipay.....	Optional.....	1½	12	3 do	29 25
Ingersoll and Peebles.....	J. Dennis.....	do	6	3	6 do	30 00
Ingersoll and Port Burwell.....	A. M. McKay.....	Vehicle.....	32	6	12 do	485 00
Ingersoll and Thamesford.....	J. Lee.....	Horse or vehicle	5	6	12 do	190 00
Instioge and Proton Station.....	H. Armstrong.....	Optional.....	2½	3	12 do	80 00
Inkerman and Iroquois.....	W. Wood.....	Vehicle.....	21	6	12 do	397 00
Innerkip and Woodstock.....	J. Yeo.....	Optional.....	24 &	27	6 12 do	440 00
Innisfil and Lefroy.....	W. Dickey.....	Horse or vehicle	8½	6	12 do	249 00
Inverary and Kingston.....	L. E. Day.....	do	12	3	9 do	104 70
do do	D. A. Cays.....	do	12	3	3 do	32 25
Inverhuron and Tiverton.....	J. Urquhart.....	Optional.....	3	3	12 do	68 72
Iona and Railway Station.....	E. Roache.....	do	1½	6 &	12 do	183 53
Iona Station and Railway Station.....	D. Galbraith.....	do	1½	18	1 mo. 7 days	2 54
Irish Creek Station and Merrickville.....	S. Crozier.....	Vehicle.....	9	6	12 months...	200 00
Jaffa and Orwell.....	J. O. Zavitz.....	Optional.....	3	1	12 do	27 00
Jarvis and Port Ryerse.....	L. B. Folmsbee.....	do	12	6	9 do	465 00
Jarvis and Railway Station.....	E. Lea.....	Vehicle.....	3	12	12 do	200 00
do do	do	do	16	6	4 do	213 33
Jarvis and Selkirk.....	S. Hurst.....	do	16	6	3 do	143 92
Jock Vale and Manotick.....	D. K. Clothier.....	do	5	3	12 do	80 00
Johnson and Owen Sound.....	W. Lemon.....	Optional.....	15	3	12 do	220 00
Johnson's Mills and Zurich.....	C. Buschlen.....	Horse or vehicle.	4	2	12 do	64 00
Jordan and Pelham Union.....	J. Johnson.....	Optional.....	4	2	12 do	40 00
Jura and Thedford.....	J. McCordie.....	Vehicle.....	7	2	12 do	72 00
Kaministiquia and Thunder Bay	R. McCaskill.....	do	21	2 pr. mo.	4 do	60 00

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						\$ cts
Keene and Lang.....	D. Fife.....	Optional.....	23	6	9 months...	56 25
do do.....	S. Fife, Ex.....	do.....	23	6	3 do.....	18 75
Keene and Norwood.....	R. Richardson.....	Vehicle.....	18	3	7 (less fine)	159 75
do do.....	R. Gratton.....	do.....	18	3	5 months...	89 58
Keene and Peterboro'.....	M. Kenely.....	do.....	12	6	12 do.....	335 00
Keith and Wallaceburg.....	H. Martin and A. McDougall, Sureties.....	Optional.....	5	2	9 do.....	60 00
do do.....	H. Martin.....	do.....	5	2	3 do.....	20 00
Kemble and Wolseley.....	A. Johnston.....	do.....	42	1	12 do.....	45 00
Kemptville and Merrickville.....	C. W. Putnam.....	Vehicle.....	18	6	12 do.....	400 00
Kemptville and Railway Station	R. Leslie.....	Optional.....	1	24	12 do.....	134 90
Kenilworth and Petherton.....	M. Enright.....	do.....	3	6	12 do.....	112 00
Kenilworth and Railway Station	R. Gordon.....	do.....	1	12	12 do.....	68 73
Kenilworth and Riverstown.....	A. Allen.....	do.....	3	6	12 do.....	98 00
Kenilworth and Wagram.....	J. Craig.....	do.....	5	2	12 do.....	60 00
Kennaway and Maynoth.....	C. A. Roberts.....	do.....	14	1	5 do.....	33 33
Kent Bridge and Louisville.....	L. Williston.....	do.....	5	6	4 do.....	64 67
Kent Bridge and Thamesville.....	J. Shaw.....	Vehicle.....	7	6	8 do.....	133 33
Keswick and Roach's Point... Kilmanagh and Mono Road Station.....	G. Baker..... A. Lindsay.....	Optional..... Horse or vehicle.	3 3	6 3	12 do..... do.....	100 00 40 00
do do.....	W. Williams.....	do.....	3	3	6 do.....	29 50
Kilmarnock and Smith's Falls... Kilsyth and Peabody.....	J. Corbett..... G. McNabb.....	do..... do.....	82 15	2 2	12 do..... 12 do.....	85 00 145 00
Kincardine and Port Elgin..... Kincardine and Railway Station	J. Gentles..... do.....	Vehicle..... Optional.....	24 1	6 12	12 do..... 12 do.....	500 00 95 00
Kincardine and Walkerton.....	T. Smith.....	Horse or vehicle.	28	6	12 do.....	460 48
King and Nobleton.....	P. McKenna.....	do.....	8	6	12 do.....	255 00
King and Oak Ridges.....	E. Curtis.....	do.....	72	6	12 do.....	230 00
King and Railway Station.....	T. Harker.....	On foot.....	1	6	12 do.....	55 00
Kingsford and Lonsdale.....	W. McMurray.....	Optional.....	2	3	12 do.....	35 00
Kingsmill, Port Bruce, &c..... Kingston Division.....	M. Millard.....	Vehicle.....	112	6 & 12	12 do.....	390 00
Kingston and Loughboro'.....	H. Dean.....	Vehicle.....	17	6	3 months... Trunk Ry...	221 50 75 00
Kingston and Newboro'.....	S. & J. Wright.....	do.....	41	6	12 do.....	793 00
Kingston and Newburgh.....	H. Finkle.....	do.....	22	6	9 (less fine).	222 00
do do.....	J. S. Jackson.....	do.....	22	6	3 months...	123 75
Kingston and Picton.....	W. Aylsworth.....	do.....	40	6	12 do.....	1,318 75
Kingston and Portsmouth..... Kingston and Street Letter Boxes.....	W. Wilson..... W. D. Graves.....	Horse or vehicle. Optional.....	2 4	6 18	12 do..... do.....	100 00 370 00
Kingsville and Orley.....	A. Wigle.....	do.....	10	3	12 do.....	165 00
Kinkora and Sebringville.....	J. Stock.....	do.....	8	2	12 do.....	60 00
Kinloss and Lucknow.....	T. Smith.....	Stage.....	12	6	6 do.....	139 00
do do.....	W. Wadsworth.....	do.....	12	6	6 do.....	140 00
Kinmount and Mount Irwin.....	T. Peacock.....	Optional.....	7	6	12 do.....	50 00
Kirkfield and Railway Station... Kirkwall and Rockton.....	J. McTaggart..... J. T. Smith.....	Vehicle..... Horse or vehicle.	3 15	12 6	12 do..... 12 do.....	80 00 150 00
Klineburg and Railway Station... Knapdale and Newburg.....	J. Donahue..... H. McLean.....	Optional..... Horse or vehicle.	12 6	12 1	12 do..... 12 do.....	140 00 25 00
Kossuth and Preston.....	C. Keller.....	Optional.....	52	2	12 do.....	64 00
Lafontaine & Pentanguishene... 26	P. Brasseur.....	Horse or vehicle.	9	2	12 do.....	80 00

REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in		Period.	Amount.
			Miles.	No. of Trips per week.		
Lakefield and Lakehurst.....	J. Tarlington.....	Vehicle .....	19	3	9 months...	150 00
do do .....	J. Irwin.....	do .....	19	3	3 do .....	61 00
Lakefield and Young's Point.....	M. Houran.....	Optional.....	44	2	12 do .....	40 00
Lake Opinicon and Loughboro'.....	W. D. Waters.....	Horse or vehicle.....	17	2	12 do .....	160 00
Lake Tallohn and Mattawa.....	J. McMeekin.....	do .....	24	1	5 do .....	87 50
Lanark and McDonald's Corners.....	H. Hawkins.....	do .....	14	3	12 do .....	220 00
Lanark and Middleville.....	J. Affleck.....	do .....	7	1	3 do .....	10 00
do do .....	A. Lawson.....	do .....	7	1	9 do .....	30 00
Lanark and Perth.....	J. Wardrobe.....	Optional.....	12	6	12 do .....	64 00
Lanark and Rosetta.....	R. McFarlane.....	do .....	15	2	12 do .....	132 00
Lancaster and Rivière Raisin.....	W. Gillespie.....	do .....	1	12	12 do .....	158 50
Langside and Lucknow.....	R. Lindsay.....	do .....	8½	2	9 do .....	67 75
do do .....	N. McDonald.....	do .....	7	2	3 do .....	14 75
Langstaff and Thornhill.....	H. Richards.....	do .....	13	6	12 do .....	40 00
Langton and Marston.....	W. Mills.....	Horse or vehicle.....	5½	2	9 do .....	54 99
do do .....	J. A. Moore.....	do .....	5½	12	3 do .....	15 00
Langton and Wilson.....	W. R. Reed.....	Vehicle .....	3½	2	12 do .....	38 25
Lansdown and Warburton.....	J. H. Keating.....	Optional.....	4½	1	12 do .....	27 72
Latimer and Wolf's Corners.....	T. Reynolds.....	do .....	1	3	12 do .....	30 00
Lavant and Watson's Corners.....	A. Browning.....	Horse or vehicle.....	13	1	12 do .....	60 00
Leamington and Rondeau.....	C. H. Fox.....	Vehicle .....	38½	3	12 do .....	490 00
Leamington and Windsor.....	G. Wigle.....	do .....	38	6	12 do .....	500 00
Lefroy and Railway Station.....	D. Davidson.....	do .....	½	12	12 do .....	50 00
Lemieux and Riceville.....	L. B. Lemieux.....	Optional.....	6	1	9 do .....	30 00
do do .....	D. Metcalf.....	do .....	6½	1	3 do .....	9 50
Lemonville and Stouffville.....	M. Flint.....	Horse or vehicle.....	5½	6	1 do .....	16 48
Leskard and Newcastle.....	B. Dunsford.....	Vehicle .....	10	6	12 do .....	260 00
Lester's and London.....	N. McNeil.....	Optional.....	1	12	12 do .....	93 90
Lieury and McGillivray.....	M. Coates.....	do .....	9	3	12 do .....	74 48
Lilley's Corners and London.....	W. Mills.....	Vehicle .....	1	18	12 do .....	138 00
Lime Lake and Roblin.....	J. Maxwell.....	Optional.....	11	2	12 do .....	70 00
Lindsay and Railway Station.....	B. Gunigle.....	On foot.....	½	24	12 (less fine).....	191 00
Linton and Lloydtown.....	R. Lodge.....	Optional.....	3½	3	6 months.....	34 50
do do .....	R. Walsh.....	do .....	3½	3	6 do .....	24 50
Linwood and St. Jacobs.....	J. Playford.....	do .....	12	6	12 do .....	345 00
Lion's Head and Warton.....	H. Trout.....	do .....	22½	1	6 do .....	48 00
Lisbon and Wellesley.....	J. Zinkann.....	do .....	2	2	12 do .....	48 00
Listowel and Mitchell.....	J. T. Hicks.....	Vehicle .....	22	6	12 do .....	275 00
Listowel and Molesworth.....	S. Loughheed.....	Optional.....	11	6	12 do .....	219 00
Listowel and Railway Station.....	Hay & Kidd.....	do .....	½	12	12 do .....	62 60
Little Britain, Oakwood and Port Hoover.....	D. Houck.....	Horse or vehicle.....	4 & 8	6 & 3	12 do .....	279 00
Little Current and Manitowaning.....	G. B. Abrey.....	Optional.....	22	6per mo.	Sea. '75-'76 and '76-'77	216 00
Little Current and Parry Sound.....	W. Bowers.....	do .....	180	3per mo.	Sea. '76-'77..	768 00
Little Current and Sheguindah.....	D. Lewis.....	do .....	8	1	Season 1876.	30 00
Little Current and Sault Ste. Marie.....	W. Luscombe.....	do .....	160	3per mo.	Sea. '76-'77..	975 00
Lochiel and Mongenais.....	E. Dewar.....	Horse or vehicle.....	12	3	12 months.....	150 00
Loch Winnoch and Castleford Station.....	R. Storie.....	Optional.....	½	6	12 do .....	50 00
Lombardy and Smith's Falls.....	D. F. Wood.....	Horse or vehicle.....	7	6	9 do .....	112 50
London and Muir.....	W. Bryce.....	Optional.....	1	12	12 do .....	156 00
London and Nairn.....	G. W. Rutledge.....	Vehicle .....	21	3	12 do .....	452 23

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		No. of Trips per week.	Period.	Amount.
							\$ cts
London and Petersville.....	W. Loughrey.....	Vehicle.....	1	6	12	months...	78 25
London and St. James' Park....	J. Taylor.....	Optional.....	1	12	12	do ...	78 25
Longford Mill and Railway Station.....	J. Thomson.....	do .....	1	12	12	do ...	30 00
Longford Station and Rama.....	J. McPherson.....	do .....	1	6	12	do ...	50 00
Longwood and Middlemiss.....	B. Lockwood.....	do .....	5	3	9	do ...	56 25
do do .....	T. Lanktree.....	do .....	5	3	3	do ...	22 50
L'Original and Rivière Raisin....	N. McGillis.....	do .....	41	6	12	(less fine).	1,043 00
L'Original and Wharf.....	T. W. Lee.....	do .....		12	Season	1876.	39 00
Lorneville and Railway Station.	T. Morrison.....	do .....	12	12	12	months...	60 00
Lourdes and Ottawa.....	J. A. Levis.....	Vehicle .....	3	3	12	do ...	50 00
Lowbank and Stromness.....	J. Michener.....	Optional.....	6	2	12	do ...	78 00
Lucknow and Railway Station....	W. Sparling.....	do .....	3	12	12	do ...	56 34
Lumley and Stewart's Corners....	W. Dinnin.....	Horse or vehicle.	3	3	12	do ...	45 00
Lutter and Peepabun.....	S. Stuckey.....	Optional.....	5	2	12	do ...	50 00
Luther and Tarbert.....	do .....	Horse or vehicle.	4	2	12	do ...	50 00
Luther and Waldemar.....	W. Dawson.....	do .....	4	6	12	do ...	234 72
Lyn and Railway Station.....	G. S. Buell.....	Optional.....	1	6	12	do ...	62 60
Lyndhurst and Seeley's Bay.....	W. D. Witherel..	Horse or vehicle.	8	6	12	do ...	150 00
Lynedoch and Silver Hill .....	M. M. Smith.....	Optional .....	5	3	12	do ...	105 00
McDonald's Corners and North Lancaster .....	A. Leclair.....	Horse or vehicle.	3	6	12	do ...	100 00
McDonald's Corners and Ompah .....	T. Anderson.....	do .....	22	1	12	do ...	140 00
McDonald's Corners and St. Raphael West.....	Mrs. M. McDonell	do .....	2	6	12	do ...	70 00
McGregor and Railway Station.	A. Stewart.....	Optional .....	1	12	7	do ...	14 53
McIntosh Mills and Mallorytown	J. B. Mallory.....	Vehicle .....	8	3	12	do ...	150 00
McKellar and Parry Sound .....	J. Armstrong.....	Optional .....	16	2&3	12	do ...	182 00
Maberley and Perth .....	J. Allan.....	Horse or vehicle.	21	2	12	do ...	240 00
Macbeth and Rigaud .....	A. McBean.....	Optional .....	6	3	12	do ...	90 00
Madoc and Thanet .....	E. Cameron.....	Horse or vehicle.	31	2	12	do ...	295 00
Magnetawan and Nipissingan....	J. Beatty.....	Optional .....	34	1	12	do ...	350 00
Magnetawan and Rosseau.....	J. Kennedy.....	Vehicle .....	34	2	12	do ...	520 00
Malakoff and North Gower .....	W. Elliott.....	Optional .....	4	2&3	10	do ...	35 39
Mallorytown and Rockport .....	J. R. Gibson.....	Horse or vehicle.	11	3	12	do ...	175 00
Malone and Marmora .....	R. Neil.....	do .....	13	2	12	do ...	95 00
Malta and Severn Bridge .....	T. Whyte.....	Optional .....	4	2	12	do ...	50 00
Malton and Sand Hill.....	E. Heacock.....	Vehicle .....	12	6	6	(less fine)	199 00
do do .....	J. Muir.....	do .....	12	6	3	months...	87 00
do do .....	W. Hale.....	do .....	12	6	3	do ...	87 00
Malvern and Scarboro' Junction	R. Davidson.....	Horse or vehicle.	11	6	3	do ...	85 00
do do .....	W. S. Walton.....	do .....	11	6	9	do ...	236 25
Manchester and Railway Station	W. Davis.....	do .....	1	12	12	do ...	100 00
Mandamin and Oban .....	W. Carrick.....	Optional .....	3	3	12	do ...	78 00
Manitowaning and Michael's Bay	R. A. Lyon.....	do .....	21	w. & 3 pr. mo.	12	do ...	132 00
Manotick and Manotick Station.	J. Anderson.....	do .....	3	6	12	do ...	234 75
Maple, Purpleville and Teston .....	D. Kinnee.....	do .....	6&3	3&3	12	do ...	200 00
Maple and Railway Station .....	J. Gordon.....	On foot .....	1	12	6	do ...	39 00
do do .....	J. Hood.....	do .....	1	12	6	do ...	39 00
Mapleton and New Sarum.....	L. W. Learn.....	Horse or vehicle.	4	3	12	do ...	57 00
Maple Valley and Shrigley.....	G. Sandilands.....	do .....	5	1	12	do ...	23 72
Markdale and Railway Station....	T. S. Sproule.....	Optional .....		12	12	do ...	75 00
Markham and Milnesville .....	W. S. Read.....	Horse or vehicle.	2	3	6	do ...	20 00
do do .....	J. Gregory.....	do .....	2	3	6	do ...	25 00
Markham and Railway Station....	A. J. Wotten.....	Optional .....	1	24	6	do ...	40 00



REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Markham and Railway Station.	J. Marshall .....	Optional.....	3 <sup>1</sup> / <sub>4</sub>	24	6 months...	32 50
Marmora and Norwood .....	S. Ackerman .....	Horse or vehicle.	21	3	6 do ...	120 00
do do .....	C. S. Griffin .....	do .....	21	3	6 do ...	100 00
Marmora and Stirling.....	D. Fitchett .....	Vehicle .....	16	6	9 do ...	58 50
do do .....	A. G. Scott.....	do .....	16	6	3 do ...	11 00
Marshville and Wainfleet Centre	T. Buchanan.....	do .....	3 <sup>3</sup> / <sub>4</sub>	8	9 do ...	82 50
do do .....	W. McQuat .....	do .....	3 <sup>3</sup> / <sub>4</sub>	6	3 do ...	24 75
Martintown and Rivière Raisin..	A. McVean .....	do .....	12	6	3 do ...	82 00
do do .....	J. C. Campbell .....	do .....	12	6	9 do ...	202 50
Matlock and Wyoming .....	J. B. Jarman.....	Optional .....	4	2	12 do ...	40 00
Mattawin and Thunder Bay.....	E. Lalonde .....	Vehicle .....	26	1	4 mo. 18 days	100 00
Maxwell and Wareham .....	G. Wright .....	Horse or vehicle.	5	2	12 months...	50 00
Maynooth and Montegale Valley	P. J. Green .....	Optional .....	12 &			
			16	1	12 do ...	88 86
Maynooth and Thanet .....	M. Moran .....	Horse or vehicle.	36 &			
			40	2	12 do ...	611 82
Meaford and Owen Sound.....	T. Speirs .....	do .....	19	6	12 do ...	500 00
Meaford and Railway Station ...	S. Paul.....	Optional .....	1	12	12 do ...	60 00
Meaford and Strathnairn.....	R. Ford .....	Vehicle .....	8	1	12 do ...	49 48
Meaford and Walter's Falls.....	J. H. Deleree .....	Horse or vehicle.	14	2	12 do ...	134 00
Melancthon and Shelburne.....	J. Brown .....	Optional .....	4	3	12 do ...	75 00
Meliss and Scotia.....	W. Slorach .....	Horse or vehicle.	12	1	1 do ...	6 66
Menie and Rylstone .....	J. Ray .....	Optional .....	9	1	12 do ...	46 00
Merivale and Ottawa .....	E. B. Hopper.....	do .....	8	2	12 do ...	80 00
Merritton and Railway Stations.	O. Mullaikay .....	do .....	1	12	12 do ...	80 00
Metcalfe and West Winchester.	L. Fleming .....	Horse or vehicle.	16	3	9 do ...	165 00
Michael's Bay and Providence	R. A. Lyon .....	Optional .....	12	w. &		
Bay .....				3 pr.		
				mo..	12 do ...	99 00
Michipicoten River and Sault	P. W. Bell.....	On foot .....	160	1 pr.		
Ste. Marie .....				mo..	Sea. '75-'76.	225 00
Midland and Penetanguishene	T. B. J. Gladstone	Optional .....	2	12	12 months ...	150 00
Road .....	M. Campbell.....	do .....	1	12	12 do ...	50 00
Mildmay and Railway Station...	W. Ogden .....	Horse or vehicle.	10	6	9 do ...	187 50
Milford and Picton .....	D. D. McKilbon..	do .....	10	6	3 do ...	49 75
do do .....	J. H. Vandusen..	do .....	12	2	12 do ...	129 00
Milford and Point Traverse .....	J. Armstrong.....	do .....	8	6	12 do ...	263 00
Millbrook and Mount Pleasant..	W. Nugent .....	Foot or vehicle ..	3	24	12 do ...	225 00
Millbrook and Railway Station...	S. Wood .....	Vehicle .....	20	3	12 do ...	223 98
Mille Roches and Moose Creek ..	R. McPherson.....	Horse or vehicle.	7	3	12 do ...	135 00
Milton and Speyside.....	V. Kertcher .....	Vehicle .....	4	6	1 do ...	16 67
Milverton and Poole .....	E. Taylor .....	do .....	4	6	11 do ...	183 33
do do .....	J. Lunan .....	Optional .....	24	6	12 do ...	574 00
Minden and Shedden .....	H. P. Kennedy .....	do .....	3	24	12 do ...	156 50
Mitchell and Railway Station ...	R. Joiner.....	Horse or vehicle.	9 <sup>1</sup> / <sub>2</sub>	2	9 do ...	71 25
Mitchell's Bay and Oungah .....	E. B. Kinny .....	do .....	9 <sup>1</sup> / <sub>2</sub>	2	3 do ...	23 75
do do .....	D. Little .....	Optional .....	3	2	6 do ...	20 00
Moffatt and Nassagaweya.....	W. H. Deen .....	Horse or vehicle.	8	3	12 do ...	115 00
Moir and Plainfield.....	J. Thompson .....	Optional .....	6 <sup>1</sup> / <sub>2</sub>	1	12 do ...	30 00
Money more and Roslin .....	T. Richardson.....	do .....	12	3	12 do ...	295 00
Mono Centre and Orangeville...	T. Lloyd .....	do .....	9	6	12 do ...	398 00
Mono Mills and Mono Road Sta-	W. Wilson .....	Horse or vehicle.	13	2	12 do ...	109 00
tion .....	J. Burton .....	Optional .....	4 <sup>1</sup> / <sub>2</sub>	3	12 do ...	100 00
Mono Mills and Relessey .....	J. McPhail.....	do .....	3 <sup>1</sup> / <sub>2</sub>	2 & 3	12 do ...	51 03
Montrose and Port Robinson...						
Moose Creek and Tayside.....						

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Morningdale Mills and Stratford	J. Russell .....	Vehicle .....	19	6	12 months...	530 00
Morpeth and Thamesville .....	D. E. Campbell..	do .....	15	6	4 do ...	57 67
do do .....	W. McDonald.....	do .....	15	6	8 do ...	195 33
Morrisburg and Waddington, U.S. ....	S. S. Stata .....	Optional .....	3	6	12 do ...	47 49
Morrisburg and West Winches- ter .....	C. Henderson.....	Vehicle .....	22½	6	12 do ...	862 84
Mosborough and Railway Sta- tion .....	J. I. Hobson.....	Optional .....	½	6	12 do ...	40 00
Motherwell and St. Marys .....	W. Roger .....	Horse or vehicle.	10	2	12 do ...	100 00
Moulinette and Railway Station	W. M. Tait .....	Optional .....	1	12	12 do ...	150 00
Mount Albert and Sharon.....	A. Clifford .....	Vehicle .....	7	6	12 do ...	239 00
Mount Albion and Ryckman's Corners .....	D. F. Davis .....	Optional .....	7	3	12 do ...	112 00
Mount Brydges and Muncey.....	R. E. Whiting...	do .....	7	2	12 do ...	67 00
Mount Forest and Railway Sta- tion .....	I. Coyne .....	Vehicle .....	½	12 & 24	12 (less fine)	82 30
Mount St. Patrick and Sham- rock .....	J. Brady .....	Horse or vehicle.	5	2	12 months...	80 00
Mount Sherwood and Ottawa .....	H. Phillion .....	Vehicle .....	3	6	12 do ...	60 00
Musselburg and Poole .....	G. Shearer.....	Horse or vehicle.	½	3	12 do ...	25 00
Myrehall and Plainfield .....	E. N. Gould.....	Optional .....	7½	1	12 do ...	33 80
Myrle and Railway Station .....	J. Valentine .....	do .....	½	12	12 do ...	47 00
Napanee and Picton .....	Vorce & Potter..	Vehicle .....	24	6	12 do ...	1,190 00
Napanee and Switzerville .....	P. E. R. Miller...	Horse or vehicle.	6	3	12 do ...	75 00
Napier and Strathroy.....	T. B. Winter .....	Optional .....	11	6	12 do ...	300 00
Nenagh and Orchard .....	T. Duignan.....	Horse or vehicle.	5½	3	12 do ...	90 00
New Aberdeen and Preston.....	C. Kress .....	Vehicle .....	7	6	12 do ...	312 00
Newboyne and Portland.....	J. Wilson .....	Optional .....	5	2	3 do ...	10 50
do do .....	H. Joynt .....	do .....	5	2	9 do ...	30 00
Newburgh and Wardsville.....	A. D. Ward and Ex. ....	Vehicle .....	3	12	9 do ...	187 20
do do .....	M. G. Munro.....	do .....	3	12	3 do ...	62 40
New Dublin and Railway Sta- tion .....	J. A. Brown .....	Optional .....	3½	2	12 do ...	40 00
New Edinburgh and Ottawa .....	J. W. Proctor ...	do .....	1½	12	12 do ...	53 49
New Edinburgh and Railway Station .....	do .....	On foot .....	½	6	12 do ...	40 00
New Lowell and Railway Sta- tion .....	P. Paton .....	Optional .....	½	12	12 do ...	24 00
New Market and Railway Sta- tion .....	J. Bogart .....	Horse or vehicle.	½	24	12 do ...	120 00
New Market and Stouffville.....	J. McMullen.....	Vehicle .....	18½	3	1 do ...	18 62
Newry and Railway Station .....	R. L. Alexander	Optional .....	1½	6	12 do ...	93 90
Niagara and Railway Station .....	E. Warren .....	Horse or vehicle.	½	12	12 do ...	60 00
Niagara and St. Catharines .....	W. Chase .....	do .....	12	6	12 do ...	396 00
Nicksville and Waterford .....	A. Yager .....	Vehicle .....	20	3	3 do ...	37 50
Nicolston and Thompsonville .....	W. Train .....	Optional .....	3	6	12 do ...	90 00
Nissouri and Thamesford.....	T. McCarthy.....	Vehicle .....	20	3	12 do ...	260 00
Nixon and Waterford .....	C. Yager .....	do .....	14	3	9 do ...	112 50
Norland and Uphill .....	J. Griffin.....	Optional .....	15½	2	12 do ...	225 00
Normandale and Walsh .....	H. Cassils .....	do .....	8	3	12 do ...	159 60
North Augusta and Railway St'n	S. Mott .....	Horse or vehicle.	4½	6	12 do ...	150 00
North Baxton and Railway St'n	E. S. Dyke .....	Optional .....	½	12	12 do ...	25 00
Northcote and Renfrew .....	A. Flood .....	Vehicle .....	9	2	6 do ...	39 58
North Douro and Railway St'n.	W. Hamilton .....	Optional .....	½	12	12 do ...	62 60

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
North Gower and Osgoode St'n.	W. Elliott.....	Horse or vehicle.	8	6	12 months...	296 00
North Keppel and Owen Sound.	W. Cuddie.....	Foot or vehicle..	21	2	1 do ...	23 50
do do	T. Snelgrove.....	do	21	2	11 do ...	254 83
North Pelham and Ridgeville...	J. A. McQueen...	Horse or vehicle.	10	3	12 do ...	116 00
Norwich and Railway Station...	G. Moore.....	Optional.....	12	3	mo. 16 days	47 50
do do	N. Brady.....	do	12	6	months...	62 40
Norwood and Peterboro'.....	S. Akerman.....	Vehicle	20	3	6 do ...	75 00
do do	R. Nicoll.....	do	20	3	6 do ...	37 50
Norwood and Round Lake.....	H. N. Cooper.....	Horse or vehicle.	15	1	12 do ...	75 00
Oban and Vynar.....	W. Carrick.....	do	2	1	12 do ...	26 00
Odessa Road and Violet.....	D. W. Perry.....	Optional.....	1 1/2	6	12 do ...	75 00
Oil Springs and Petrolea.....	J. Keating.....	do	8	6	12 do ...	390 00
Old Montrose and Wheatley.....	J. W. Malott.....	do	3 1/2	3	12 do ...	50 00
Olinda and Ruthven.....	J. C. Fox.....	do	2	6	12 do ...	90 00
Omeme and Railway Station...	R. Grandy.....	do	11	18	12 do ...	150 00
Oneida and Railway Station....	W. Glenn.....	do	1 1/2	6	12 do ...	55 00
Onondaga and Railway Station...	W. S. Buckwell..	do	6	12	do ...	125 20
Orangeville and Railway Sta'n.	J. Paisley.....	do	24	12	do ...	190 00
Orangeville and Vanatter.....	J. C. Reid.....	do	5	2	12 do ...	64 00
Oriel and Vandecar.....	N. Schooley.....	Horse or vehicle.	7	2	3 do ...	18 75
Oriel and Woodstock.....	do	do	14	2	7 do ...	93 33
Orrilla and Railway Station...	W. Jackson.....	do	12	12	do ...	150 00
do do	J. Harvie.....	do	24	12	do ...	187 80
Orrilla and Warminster.....	do	Optional.....	7 1/2	6	3 mo. 21 days	72 00
Orleans and Ottawa.....	H. Dupuis.....	Horse or vehicle.	9	3	9 months...	75 00
Osgoode and West Winchester..	H. Hughes.....	do	16	3	3 do ...	59 75
Osgoode Station and Russell....	W. Bleakly.....	Vehicle	22	6	12 do ...	494 00
Oshawa and Raglan.....	J. Smith.....	do	9	6	12 do ...	300 00
Ossian and Sarnia.....	R. Miller.....	do	43	3	12 do ...	412 48
Ottawa and Post Office Dep't...	E. Batterton.....	do	1	As req.	13 do ...	351 50
Ottawa and Railway Stations...	H. Philion.....	do	1	As req.	13 months & extra trips	1,396 00
Ottawa and Richmond.....	H. Rielly.....	Stage.....	20	6	12 months...	698 00
Otterville and Railway Stations	J. W. Fish.....	Vehicle	3 & 1/2	6 & 12	12 do ...	162 50
do do	W. F. Kay.....	do	3 & 6	6	6 do ...	121 38
Overton and Roblin.....	W. Grange.....	Horse or vehicle.	3 1/2	2	12 do ...	75 00
Owen Sound and Railway Sta'n	T. Speirs.....	Optional.....	1 1/2	12	3 do ...	39 00
do do	E. Patterson.....	do	1 1/2	12	9 do ...	94 00
Owen Sound and Saugeen (old road).....	T. Speirs.....	Vehicle	32 1/2	6	12 do ...	889 00
Owen Sound and Saugeen (new road).....	do	do	24	6	12 do ...	689 00
Oxford Station & Railway St'n.	A. Holmes.....	Optional.....	1/2	3	12 do ...	20 00
Paisley and Railway Station....	A. Kildrush.....	do	1/2	12	12 do ...	65 00
Paisley and Scone.....	Foot & Briggs ...	Horse or vehicle.	13 1/2	6	12 do ...	438 00
Paisley and Williscroft.....	G. Williscroft...	do	8	1	12 do ...	45 00
Pakenham and Panmure.....	R. Wilson.....	do	20	6	12 do ...	469 00
Pakenham and Railway Station	W. Ellis.....	Optional.....	1/2	24	12 do ...	100 16
Palmer Rapids and Rockingham	H. F. McLachlin	do	8	1	12 do ...	50 00
Palmerston and Railway Station	R. Johnston.....	do	1/2	12	12 do ...	125 00
Parham and Tichborne.....	N. Clark.....	do	4	2	12 do ...	55 00
Paris and Railway Station.....	J. H. Robinson...	Vehicle	1	As req.	12 do ...	225 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Paris Station and Stratford.....	J. & R. Forbes.....				Special trip during strike on G. T. R.....	11 00
Park Hill and Sarepta.....	H. McCann.....	Horse or vehicle.	16	3	12 months...	221 75
Park Hill and Strathroy.....	J. Hawkey.....	Optional.....	16	3	12 do ...	273 00
Parry Sound and Rosseau.....	T. McGowan.....	do .....	24	3&6	12 do ...	850 00
Patillo and Railway Station.....	D. Coutts.....	Vehicle .....	1/2	6	12 do ...	25 00
Paudash and Peterboro'.....	T. Eastland.....	Optional.....	59	1	12 do ...	364 00
Pembroke and Railway Station.	J. Copeland .....	Vehicle .....	4	24	8 mo. 6 days	47 00
Pembroke and Rapides des Joachims.....	do .....	do .....	52	6	Sea. '76-'77..	875 00
Pembroke and Renfrew.....	J. Harvey.....	do .....	42	6	8 mo. 25 days	478 93
Pendleton and Plantagenet.....	P. Leduc.....	do .....	10	3	12 months...	100 00
Pendleton, Plantagenet and Brown's Wharf.....	J. Chatelin.....	do .....	10 & 15	3&6	3 do ...	40 00
do do .....	P. Ducharme .....	do .....	10 & 15	3&6	9 do ...	111 75
Perch Station and Railway Station.....	J. Irwin.....	Optional.....	1/2	As req.	12 do ...	26 00
Perm and Rosemont.....	R. Gallagher.....	Horse or vehicle.	8	3	12 do ...	97 00
Perth and Railway Station.....	J. Allen.....	Vehicle .....	10	18	12 do ...	171 36
Perth and Tennyson.....	A. McGregor.....	Horse or vehicle.	10	1	12 do ...	36 00
Perth and Westport.....	F. A. Cameron.....	Vehicle .....	22	2	12 do ...	245 00
Peterboro' and Railway Station	J. G. Huston .....	do .....	1/2	24 & 30	12 (less fine)	228 55
Peterboro' and Warsaw.....	R. Deen.....	Horse or vehicle.	16	3	12 months...	245 00
Petersburg and Roseville.....	J. M. Webber.....	do .....	12	6	12 do ...	419 00
Petersburg and St. Agatha.....	A. Kaiser, jun....	do .....	2	6	12 do ...	100 00
Picton and West Lake.....	H. Lambert.....	do .....	9 1/2	2	12 do ...	100 00
Pinedale and Wick.....	W. Patterson.....	Optional.....	4	2	3 do ...	13 00
do do .....	J. Sornberger.....	do .....	4	2	9 do ...	45 00
Pine Grove and Woodbridge.....	J. Beaman.....	do .....	1 1/2	6	12 do ...	70 00
Pinkerton and Railway Station.	S. A. King.....	Horse or vehicle.	2	6	12 do ...	60 00
Plantagenet and Treadwell.....	J. McGauvran .....	do .....	5	2	7 mo. 3 days	19 25
do do .....	J. Courtney.....	do .....	5	2	3 months...	16 50
Pleasant Hill and Spring Arbor	J. W. Hazen.....	do .....	2	3	3 do ...	6 50
Pointe aux Pins and Sault Ste. Marie.....	W. G. Foote.....	do .....	9	3 pr. mo.	Sea. '75-'76..	15 00
Point Edward and Sarnia.....	W. J. Keays.....	Vehicle .....	2	6	12 months...	156 50
Point Fortune and Vankleek Hill	A. Lelonde.....	do .....	18	6	12 do ...	400 00
Point Kaye and Port Carling...	C. Kaye.....	do .....	5	2	7 mo. 6 days	33 00
Portage du Fort and Ross.....	M. McLearn.....	do .....	3	3	6 months...	30 00
Port Burwell and Simcoe.....	H. Swan.....	do .....	40	6	12 do ...	1,350 00
Port Cockburn and Trout Lake.	H. Fraser.....	Optional.....	4	2	Sea. '75-'76 & '76-'77 .....	40 00
Port Colborne and Railway Station.....	G. Westall.....	Foot or horse-back.....	1/2	36	9 (less fine)..	145 00
do do .....	W. Lewis.....	do .....	1/2	36	3 months...	37 24
Port Credit and Streetsville.....	A. Blakley.....	Vehicle .....	9	12	6 do ...	272 50
do do .....	T. Gill.....	do .....	9	12	6 do ...	300 00
Port Dalhousie and Railway Station.....	J. Motley.....	Foot or boat .....	1/2	12	12 do ...	75 00
Port Dover and Railway Station	D. Abel.....	On foot.....	1/2	12 & 24	9 mo. 18 days	91 78
Port Elgin and Railway Station	M. F. Eby.....	Optional.....	1/2	12	12 months...	60 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in		Period.	Amount.
			Miles.	No. of Trips per week.		
						\$ cts.
Port Elmsley & Railway Station	J. Healy.....	Optional.....	1½	3	12 months...	51 50
Port Franks and Thedford.....	J. Dalziel.....	do .....	6	3	12 do ...	100 00
Port Hope and Railway Station.	R. W. Smart.....	Vehicle.....	25	48	12 do ...	500 80
Port Lambton and Sarnia.....	T. Dundas.....	Optional.....	25	6	12 do ...	800 00
Port Lambton and Wallaceburg	D. McLean.....	Vehicle.....	23	2	12 do ...	120 00
Port Nelson and Wellington Square.....	J. Outler.....	do .....	1½	6	9 do ...	75 00
Port Perry and Railway Station	J. Cook.....	do .....	1	12	12 do ...	93 88
Port Perry and Scugog.....	S. Wakeford.....	do .....	7½	2	12 do ...	80 00
Port Perry and Shirley.....	J. Taylor.....	Horse or vehicle.	5	2	12 do ...	60 00
Port Perry and Sonya.....	J. Ireland.....	Vehicle.....	10	3	12 do ...	150 00
Port Perry and Uxbridge.....	J. Twoby.....	do .....	13	6	12 do ...	300 00
Port Robinson and Railway Station.....	W. Buckner.....	On foot.....	½	24	12 do ...	114 60
Port Rowan and Tilsonburg.....	H. Swan.....	Optional.....	28	6	12 (less fine)	708 59
Port Ryerse and Simcoe.....	J. Bossolt.....	Vehicle.....	6½	6	3 months...	50 00
Port Severn, Victoria Harbor and Waubashene.....	L. Dechene.....	Optional.....	5&7	3&3	3 mo. 21 days (less fine)...	90 11
Port Stanley & Railway Station	M. Payne.....	do .....	½	24	12 months...	152 00
Port Sydney and Utterson.....	A. H. Ladell.....	do .....	3	4	12 do ...	75 00
Prescott and Ogdensburg, U.S.	C. Plumb.....	Ferry or vehicle.	2	18	12 do ...	400 00
do do	E. M. Baldwin...	do .....	2	6	6 mo. 6 days	162 00
Prescott and Railway Station...	E. Leslie.....	Vehicle.....	½	36	12 months...	281 70
Preston and Waterloo.....	C. Kress.....	Horse or vehicle.	10	12	12 do ...	600 00
Primrose and Whitfield.....	W. Mitchell.....	do .....	4	3	12 do ...	68 00
Prince Albert and Railway Station.....	T. W. Crozier...	Optional.....	½	12	12 do ...	100 00
Queensville and Ravenshoe.....	N. Wass.....	do .....	6	2 & 3	12 do ...	84 25
Rankin and Stafford.....	D. Childerhose..	Horse or vehicle.	8	2	12 do ...	80 00
Ratho and Railway Station.....	J. Morrow.....	On foot.....	½	6	12 do ...	40 00
Ravenna and Thornbury.....	J. E. Reid.....	Horse or vehicle.	7	2	12 do ...	64 00
Ravenswood and Thedford.....	A. Nimmo.....	Optional.....	8	3	12 do ...	124 00
Reaboro' and Railway Station...	J. Holbert.....	On foot.....	½	6	12 do ...	35 00
Red Rocks and Thunder Bay ...	D. McLaren.....	Optional.....	75	1 pr mo.	Seas. '75-'76	150 00
Renfrew and Railway Station...	A. Jamieson.....	do .....	1½	24 & 12	12 months...	236 40
Renton and Waterford.....	N. W. Pursel.....	Vehicle.....	22½	3	12 do ...	220 00
Renton Station and Railway Station.....	T. Wilkinson....	On foot.....	½	12 & 6	12 do ...	52 20
Renton Station and Tyneside ...	J. Neal.....	Optional.....	4	2	12 do ...	40 00
Riceville and Vankleek Hill.....	G. W. Barrett...	Horse or vehicle.	18½	6	12 do ...	488 19
Richmond Hill and Railway Station.....	J. Palmer.....	do .....	3½	12	12 do ...	181 54
Richwood and Railway Station.	W. Taylor.....	Optional.....	½	6	12 do ...	78 25
Ridgetown and Railway Station	L. S. Hancock...	Vehicle.....	1	12	12 do ...	120 00
Ridgeway and Railway Station...	B. M. Disher.....	On foot.....	½	12	12 do ...	100 16
Ridgeway and Sherkston.....	R. B. Willson....	Optional.....	5	3	12 do ...	72 00
Ridgeway and Welland.....	E. D. Masurey...	Vehicle.....	20	3	12 do ...	219 00
Rob Roy and Singhampton.....	W. Holden.....	Optional.....	6	1	12 do ...	35 00
Rockland and Wharf.....	W. C. Edwards..	do .....	½	12	Season 1876.	35 00
Rockside and Salmonville.....	J. Stringer.....	Vehicle.....	4	2	12 months...	65 00
Rodgerville and Zurich.....	C. Buschlen.....	do .....	8	6	12 do ...	169 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.		Period.	Amount.
			Distance in Miles.	No. of Trips per week.		
Rodney and Railway Station.....	E. D. Humphrey	On foot .....	165 yds.	18 &	12 12 months...	59 99
Rosebuck and Spencerville .....	A. Lawrence .....	do .....	4½	2	12 do ...	55 00
Rosebank and St. George .....	C. Batty .....	Horse or vehicle.	5	3	12 do ...	115 00
Rosemont and Shelburne.....	T. Jennings .....	Vehicle .....	12	6	12 do ...	300 00
Rouge Hill and Toronto.....	W. Hall. ....	do .....	17	6	3 do ...	49 75
Ruscom River and Railway Station .....	J. Duprey .....	do .....	1½	6	12 do ...	40 00
Russell and Winchester.....	D. Campbell.....	do .....	16	3	3 do ...	46 50
St. Catharines and Railway Station .....	A. W. L. Cooke.	Horse or vehicle.	¾	As req.	9 do ...	225 00
do do .....	W. Chase.....	do .....	¾	24	3 do ...	74 88
St. Catharines and Street Letter Boxes.....	P. Shields .....	Optional .....			12 do ...	313 00
St. George and Railway Station	C. Batty .....	Horse or vehicle.	1	18	12 do ...	187 80
St. Ives and Thorndale .....	J. Logan .....	Optional .....	5	2	12 do ...	42 00
St. Lawrence and Wolfe Island.	S. D. Woodman..	Horse or vehicle.	12	1	11 do ...	55 00
St. Ola and Thwaites' Corners	W. Morton .....	Optional .....	6	1	12 (and extra service) ...	45 00
St. Paul's Station and Railway Station .....	C. Wilson .....	do .....	1½	12	12 months...	25 00
St. Thomas and Railway Stations .....	M. A. Boughner..	Vehicle .....	1	12, 18, 36 & 42	12 (& arrears)	384 46
St. Thomas and Street Letter Boxes .....	F. A. Ermatinger	Optional .....			1½ months..	7 50
St. Thomas and Sparta .....	C. Bray .....	do .....	11	6	12 do ...	260 00
St. Thomas and Talbotville.....	J. Stacey .....	do .....	12	6 & 3	12 do ...	277 76
Sable River and Warton .....	J. Hutchinson ..	do .....	11	1	12 do ...	80 00
Sand Point and Railway Station	E. Derenzy.....	do .....	1½	24 &	36 12 do ...	184 50
Sandwich and Windsor .....	H. Askew .....	Vehicle .....	2	6	9 do ...	176 25
do do .....	A. McVittie .....	do .....	2	6	3 do ...	43 75
Sarnia and Port Huron, U.S. ....	W. Murphy and Ex. ....	Optional .....	2	6	6 do ...	48 00
do do .....	M. Sullivan .....	do .....	2	6	6 do ...	48 00
Saugeen and Railway Station... Sault Ste. Marie and Sault Ste. Marie, U.S. ....	T. Lee .....	Vehicle .....	¾	12	12 do ...	70 00
Seaforth and Railway Station...	M. C. Pim.....	Optional .....	1	6 & 1	12 (& arrears)	214 30
Seaforth and Wroxeter .....	S. Dickson .....	do .....	¼	24	12 months...	110 00
Seaton and Yorkville .....	J. Campbell.....	do .....	28	6	12 do ...	600 00
Sebringville and Railway Station .....	B. Cole .....	Optional .....	1½	3	12 do ...	30 00
do do .....	J. Bennett.....	do .....	¾	12	3 do ...	32 50
Seeley's Bay and Stockwell West.....	A. Engels.....	do .....	¾	12	9 do ...	82 17
Seneca and Railway Stations...	C. O'Connor.....	Horse or vehicle	9	3	5 do ...	56 25
Severn Bridge and Railway Station .....	M. Young, Ex...	Optional .....	¾ & ½	12 &	18 12 do ...	367 77
Shanty Bay and Railway Station .....	W. Wilder.....	do .....	¾	12	12 do ...	59 48
Shedden and Railway Station...	T. Fletcher .....	do .....	¼	6	12 do ...	35 00
Shelburne and Railway Station	N. LeRoy.....	Vehicle .....	¾	12	12 do ...	60 00
	E. Berwick .....	Optional .....	¼	12	12 do ...	65 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Siloam and Uxbridge.....	A. Webster.....	Horse or vehicle	5	3	12 months...	65 00
Silver Islet and Pigeon River, U. S.....	J. Livingston.....	Optional.....	62	1	1 mo. 25 days	222 00
do do.....	J. Conmee.....	do.....	62	1	$\frac{1}{2}$ Sea. '76-'77	504 00
Simcoe and Railway Station.....	E. Kratt.....	Vehicle.....	1	12, 18 &		
do do.....	H. Mulkins.....	do.....	$\frac{1}{2}$	24	12 months...	234 36
do do.....	H. Hall.....	do.....	$\frac{1}{2}$	12	3 mo. 18 days	57 00
do do.....	H. Hall.....	do.....	$\frac{1}{2}$	12	6 months...	37 50
Sinclairville and York.....	E. Wilson.....	do.....	6 $\frac{1}{2}$	2	12 do ...	75 00
Sligo and The Grange.....	A. McLaren.....	Optional.....	2	2	7 do ...	17 50
Smith's Falls and Railway Sta- tion.....	J. Corbett.....	do.....	$\frac{1}{2}$	24	12 do ...	150 00
Smith's Falls and South Elmsley do.....	do.....	Horse or vehicle.	7	6	3 do ...	50 00
Sombra and Marine City, U.S.....	P. Cattanach.....	Boat.....	1 $\frac{1}{2}$	3	12 do ...	39 25
Sombra and Thornyhurst.....	E. Thornbury.....	Optional.....	6	2	12 do ...	65 62
Sombra and Wilkesport.....	W. Kimball.....	do.....	8	3	12 do ...	145 00
South March and Stittsville.....	W. Boucher.....	Vehicle.....	15	6	6 do ...	292 00
do do.....	T. Smith.....	do.....	15	6	6 do ...	219 00
Spencerville and Railway Sta- tion.....	M. Irvine.....	Horse or vehicle	1 $\frac{1}{2}$	6	12 do ...	78 24
Spencerville and Ventnor.....	J. McAuley.....	Optional.....	4	2	12 do ...	52 00
Spring Arbor and Walsingham Centre.....	J. W. Hazen.....	do.....	2	3	9 do ...	19 50
Springfield and Railway Station	J. Dynes.....	do.....	$\frac{1}{2}$	12	12 do ...	100 00
Springford and Railway Station	H. Henderson.....	do.....	3	6	3 do ...	37 50
Springville and Railway Station	W. Bidgood.....	Horse or vehicle	3	12	12 do ...	150 24
Star Lake and Scotia.....	D. J. MacDonald.....	Optional.....	5	1	2 do ...	4 16
Stayner and Railway Station.....	J. H. McKenzie.....	do.....	$\frac{1}{2}$	24	12 do ...	96 00
Stayner and Vanlack.....	J. Vanlack.....	do.....	13	1	12 do ...	40 00
Stayner and Vigo.....	D. Gallagher.....	do.....	12	3	12 do ...	225 00
Stevensville and Railway Sta- tion.....	W. T. House.....	do.....	$\frac{1}{2}$	12	9 do ...	45 00
do do.....	P. H. Hendershot, Attorney.....	do.....	$\frac{1}{2}$	12	3 do ...	15 00
Stoney Lake and Warsaw.....	S. Payne.....	Horse or vehicle	12	1	12 do ...	60 00
Stouffville and Railway Station	M. Flint.....	Optional.....	$\frac{1}{2}$	24	12 do ...	119 66
Stratford and Railway Stations	J. Forbes.....	Vehicle.....	1 & 39 &	12		
Strathroy and Wisbeach.....	L. Thompson.....	do.....	13	6	12 do (less fine)	389 76
Sunderland and Railway Sta- tion.....	D. Ervin.....	Optional.....	$\frac{1}{2}$	6	12 months...	75 00
Sweaburg and Woodstock.....	W. Cody.....	do.....	6	3	12 do ...	84 00
Sydenham Mills and Woodford.....	J. McKenlay.....	do.....	6	1	12 (less fine)	33 00
Sylvan and Widder.....	W. Randall.....	do.....	3	6	12 months...	130 00
Tavistock and Railway Station.....	G. Matheson.....	do.....	$\frac{1}{2}$	As req.	12 do ...	50 00
Teeswater and Railway Station	S. Waldo.....	do.....	$\frac{1}{2}$	12	9 do ...	52 50
do do.....	W. Clark.....	do.....	$\frac{1}{2}$	12	3 do ...	25 00
Teeswater and Wingham.....	T. Stephens.....	do.....	$\frac{1}{2}$	As req.	Special trip in April, '75	5 00
Teeterville and Railway Station	T. W. Shavelear.....	Vehicle.....	3	6	12 months...	143 07
Teeterville and Vanessa.....	H. Bartholomew.....	Optional.....	4	12	3 do ...	15 00
Thornhill and Railway Station.....	R. Vanhorn.....	Horse or vehicle	3	6	12 do ...	187 80
Thornhill and Toronto.....	do.....	Vehicle.....	14	6	12 do ...	300 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

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						\$ cts.
Thorold and Railway Station...	F. Lampman & J. S. Rogers, Executors .....	Vehicle .....	1	24	9 months...	94 00
do do ...	A. L. Fitch .....	do .....	1	24	3 do ...	31 20
Tilsonburg and Railway Station	B. L. Coultis.....	Optional .....	1½	6 & 12	12 do ...	265 00
Toronto Division.....					Special mail service during snow blockade of railways.....	160 50
Toronto Division.....					Special mail service during strike on G.T. Ry	217 50
Toronto and Railway Stations..	J. Jones .....	Vehicle .....	1½	24 & 36	6 months...	370 52
do do ...	J. Peacock.....	do .....	1½	24 & 36	12 (less fine)	568 28
Toronto and Richmond Hill.....	J. Palmer.....	Optional .....	16	6	3 months...	0 25
Toronto and Street Letter Boxes	J. Power.....	Vehicle .....		25	9 do ...	1,895 00
Toronto and Weston.....	W. W. Scott.....	do .....			(Spec'l trip)	1 00
Toronto and Yorkville.....	J. Peacock.....	do .....	1½	12	12 months...	175 00
Trenton and Wooler.....	H. Sharp.....	Horse or vehicle	9	3 & 6	12 do ...	171 24
Tuscarora and Railway Station	M. Whiting and J. Logan, Sureties .....	Optional .....	½	6	9 do ...	93 60
do do ...	S. J. McKelvey..	do .....	½	6	3 do ...	30 42
Tyrconnell and Wallacetown...	C. McGregor.....	do .....	4	6	12 do ...	100 00
Udora and Uxbridge.....	J. Dawson.....	Horse or vehicle	19	3	12 do ...	325 00
Ufford and Ullswater.....	F. Richardson...	Optional.....	21	2	6 do ...	49 50
Ullswater and Windermere .....	F. Richardson ...	do .....	5	1	1 mo. 6 days	3 60
Ulster and Railway Station .....	J. W. Mowbray ..	Optional .....	1	12	12 months...	25 00
Underwood and Willow Creek .....	J. S. Collison .....	do .....	6½	1	12 do ...	40 00
Unionville and Railway Station .....	J. Stephenson ...	do .....	1	12	12 do ...	51 36
Uxbridge and Railway Station .....	T. Mulvihill .....	do .....	½	6	3 mo. 21 days	15 35
Uptergrove and Railway Station.....	T. Dawson .....	do .....	1½	6	12 months...	30 00
Uttoxeter and Wanstead.....	E. A. Jones.....	do .....	6	3	12 do ...	89 00
Uxbridge and Railway Station.....	N. Hamilton.....	Vehicle .....	1½	24	12 do ...	100 00
Uxbridge and Zephyr .....	J. Pickering.....	Horse or vehicle.	15½	3	3 do ...	58 50
do do .....	M. N. Dafeo .....	do .....	15½	3	9 do ...	175 50
Vallentyne and Railway Station	J. Shannon .....	Vehicle .....	6	6	12 (less fine)	148 00
Vandecar and Woodstock.....	N. Schooley .....	Optional .....	10	2	3 months...	20 00
Vasey and Waverley .....	J. Maynes .....	Horse or vehicle.	3½	2	12 do ...	78 00
Victoria Road and Railway Station .....	M. Heaphy .....	Vehicle .....	½	3	12 do ...	50 00
Villanova and Railway Station.	R. Buck .....	On foot ...	¼	6	12 do ...	37 48
Waldemar and Railway Station	J. Lomas .....	Optional .....	½	6	12 do ...	60 00
Wales and Railway Station... ..	W. Baker.....	do .....	1½	12	12 do ...	62 60
Walkerton and Railway Station	R. H. Middaugh.	Horse or vehicle.	1½	12 & 24	9 do ...	125 28
do do ...	H. McLean .....	do .....	1½	24	3 do ...	30 00
Walkerville and Windsor .....	C. Jackson .....	Optional .	1½	6	12 do ...	95 00



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Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Wallacetown and Railway Station .....	C. McGregor.....	Optional.....	2½	6 & 12	12 months...	\$ 82 67
Warwick and Railway Station .....	J. H. Rogers.....	do .....	8	6	12 do ...	299 00
Washago and Railway Station .....	E. Robinson .....	do .....	½	12	12 do ...	60 00
Waterford and Railway Stations .....	D. Wilson .....	do .....	½	6 & 12	12 do ...	145 00
Waterloo and Railway Station.....	T. Tilt .....	Vehicle .....	2	24	12 do ...	425 00
Waubashene and Railway Station .....	T. W. Buck .....	Optional .....	1½	12	3 mo. 21 days	12 28
Weissenburg and West Montrose .....	B. Schumuck .....	do .....	5	2	12 months...	62 50
Welland and Railway Station.....	J. H. Disher .....	On foot .....	1½	12	12 do ...	194 06
do do .....	J. V. Strawn .....	do .....	1	24	9 do ...	112 80
do do .....	E. Holder .....	do .....	1	24	3 do ...	31 25
Wendover and Wharf.....	W. Lamb .....	Optional .....	½	6	Season, 1876	35 00
Wesleyville and Railway Station .....	J. Barrowclough .....	do .....	1½	6	12 months...	85 50
West Lorne and Railway Station .....	C. Gillies.....	Horse or foot .....	½	6	8 do ...	20 00
Whitby and Railway Station.....	J. Pringle .....	Vehicle .....	½	12	12 do ...	75 12
Whitehurst and Railway Station.....	J. Bell .....	Optional .....	1½	3	12 do ...	36 00
Williamsford Station and Railway Station.....	A. Williams .....	do .....	1½	6	12 do ...	30 00
Willow Grove and Railway Station .....	H. Stewart .....	do .....	1	6	12 do ...	83 00
Windsor and Detroit, U.S.....	D. McGregor and H. B. Harions, Sureties .....	Boat .....	2	As req.	12 do ...	500 00
do do .....	Z. Jackson .....	do .....	2	3	Special trips	29 25
Winger and Railway Station.....	G. W. Moore.....	Optional .....	½	12	12 months...	60 00
Wingham and Railway Station.....	J. Perdue, Surety .....	Vehicle .....	1½	12	12 do ...	75 12
Woodbridge and Railway Station .....	R. S. Haslem .....	do .....	½	24	12 (less fine)	99 00
Woodslee and Railway Station.....	W. S. Lindsay... ..	Optional .....	1½	12	12 months...	200 32
Woodstock and Railway Station.....	J. Sutherland .....	Vehicle .....	½	12	9 mo. 18 days	152 20
Woodville and Railway Station.....	J. Shaw .....	do .....	2	12	12 months...	148 00
do do .....	J. C. Gilchrist... ..	do .....	½	6	12 do ...	75 00
Wroxeter and Railway Station.....	J. Gofton .....	Optional .....	½	12	12 do ...	88 75
Zimmerman and Wellington Square Railway Station .....	T. Watson.....	Vehicle .....	8	6	12 do ...	300 00
Suspension Bridge Tolls .....	W. G. Swan, Supt.....	.....	.....	.....	12 do ...	40 00
Total .....						\$199,865 13

L S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Collingwood and Sault Ste. Marie.....	T. Scott.....	450	1	Season, 1876.....	850 00
do do .....	S. J. Parker .....	450	1	do .....	850 00
Gravenhurst and Rosseau.....	J. P. Cockburn ... {	48, 51 r.t. 22	6, 2 & 3	do .....	2,443 50
Gravenhurst and Point Kaye.....					
Port Carling and Port Cockburn.....					
Kingston and Cape Vincent, U.S. ....	C. Hinckley .....	11	6 1/2	12 months.....	600 00
Lachine and Ottawa (see also Quebec)	O. R. Navigation Co.	112	6	Season, 1876.....	1,000 00
Niagara and Toronto.....	Milloy & McMillan, Trustees.....	36	6	do .....	643 00
Ottawa & DeuxRivières (see also Quebec)	Union Forwarding & Railway Co. ....	175	6	do .....	1,500 00
Port Hope and Charlotte, U.S.....	C. F. Gildersleeve....	60	6	do .....	506 65
Port Stanley and Cleveland, U. S.....	J. Johann .....	74	3	do .....	100 00
				Total .....	\$8,498 15

L. S. HUNTINGTON,  
*Postmaster-General*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1877.

CONVEYANCE OF MAILES BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
				\$ cts.
Brockville and Ottawa Railway .....	57½	12	12 months, to 31st March, 1877	3,299 02
Canada Central Railway (including Renfrew to Pembroke from 3rd Oct, 1876) .....	105	12	12 do do	5,505 32
Canada Southern Railway .....	264½	6	12 do do	12,488 70
Grand Trunk Railway (to Province Line) .....	478½	As req'd	12 do do	78,234 75
Grand Trunk Railway .....			Special trip with British	
Grand Trunk Railway (B. and G. Branch) .....	160½	As req'd	Mails.....	499 50
Great Western Railway (including leased Lines) .....	574½	do	12 months, to 31st March, 1877	8,037 84
Hamilton and North Western Railway .....	33	6	12 do do	70,554 46
Kingston and Pembroke Railway (including side services) .....	18	6	9 do do	2,478 96
Midland Railway .....	128	6	12 do do	678 94
Northern Railway .....	192	12	12 do do	7,095 92
Port Dover and Lake Huron Railway .....	63	6	11 months 18 days do	13,863 82
Port Perry and Whitby Railway .....	18	6	12 months, to 31st March, 1877	2,530 08
St. Lawrence and Ottawa Railway .....	54	18	9 do do	676 08
Toronto, Grey and Bruce Railway .....	195	6	12 do do	6,824 40
Toronto and Nipissing Railway .....	88	6	12 do do	11,849 84
Welland Railway .....	25	12	12 do do	5,433 68
			Total.....	1,878 00
				\$231,929 31

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

**REPORT No. 2, A.—Detail of all payments, for making and repairing Mail Bags, Mail Locks, etc., in Ontario, made within the Year ended 30th June, 1877.**

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcom.....	Mail bags, rivet-lock seals, labels and repairs.....	3,477	22
Canada Cotton Manufacturing Co.....	Canvas mail bags.....	238	36
Warden, Kingston Penitentiary.....	Leather do.....	193	75
J. Jolley.....	Mail bags, locks, keys, and repairs.....	30	25
Loughrey & Tackaberry.....	Mail bags for Letter Carriers.....	20	00
Westfield Lock Works Co.....	Mail locks, keys and expenses.....	420	54
T. Thompson.....	Satchels, labels, straps and repairs.....	140	25
J. F. Doyle & Co.....	do do.....	44	45
J. D. Scott.....	Rivet-seal dies.....	36	75
T. Hill & Son.....	Stencilling mail bags.....	28	40
E. J. B. Pense.....	do do.....	8	50
O. Anundson.....	Making wooden labels for mail bags.....	12	80
E. K. Slater.....	Painting and lettering labels for mail bags.....	4	55
Mrs. M. A. Barrett.....	Material and making mail bags.....	3	00
J. McKay, jun.....	Sheep skins for labels.....	2	70
Field and Davidson.....	Repairing mail bags.....	117	75
Loughrey and Tackaberry.....	do do.....	94	10
T. Warwicker.....	do do.....	31	00
G. Woods.....	do do.....	3	25
D. Campbell.....	do do.....	3	00
W. Z. Thomas.....	do do.....	1	50
J. Nevison.....	do do.....	1	25
E. M. Hughes.....	do do.....	1	10
Cameron & Son.....	do do.....	1	00
H. B. Koppelberger.....	do do.....	1	00
A. McLeod.....	do do.....	1	00
A. E. Nash.....	do do.....	1	00
Griffiths & Danube.....	do do.....	0	75
S. Robson.....	do do.....	0	75
W. Thompson.....	do do.....	0	75
G. Henitt.....	do do.....	0	65
G. Green.....	do do.....	0	60
T. Grimes.....	do do.....	0	55
J. McCrae.....	do do.....	0	50
C. Potter.....	do do.....	0	40
W. Dool.....	do do.....	0	35
J. Bell.....	do do.....	0	25
W. R. Hodgins.....	do do.....	0	25
A. Kelso.....	do do.....	0	25
W. de Lamorandière.....	do do.....	0	25
J. Green.....	do do.....	0	15
Total.....		\$4,924	92

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF QUEBEC.

REPORT No. 2, B.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Abbottsford, Granby and Milton	J. C. West.....	Vehicle .....	10	6	12 months...	\$ 450 00
Abercorn and Glen Sutton.....	J. Esty .....	do .....	7	1	8 do ...	29 33
Abercorn, &c., and Railway Stations.....	A. B. Foster.....	Optional.....			12 do ...	1,000 00
Acton Vale & Railway Station..	A. Q. Dubois.....	On foot.....	4	12	2 do ...	7 00
Acton Vale and Roxton Falls..	E. Bousquet.....	Vehicle .....	6	6	12 do ...	220 00
Acton Vale and St. Théodore d'Acton.....	P. Decelles.....	do .....	4	3	12 do ...	50 00
Acton Vale and Wickham West	M. Leonard.....	do .....	10	1	10 do ...	33 33
Adamsville, Brigham and Granboro'	A. Bissette.....	do .....	4&6	6&3	12 do ...	200 00
Adderley & St. Pierre Baptiste..	P. A. Drolet.....	Horse or vehicle.	3	3	12 do ...	45 00
Aird and Clarenceville.....	S. O. Clark.....	Vehicle .....	6	3	12 do ...	60 00
Allard Settlement and Nouvelle do do	A. Kerr.....	Horse or vehicle.	6	2	6 do ...	20 00
Allumette Island and Fort Coulonge.....	Exr. A. Kerr.....	do .....	3	2	6 do ...	20 00
Ancienne Lorette and Sub-Office	J. Landon.....	Optional.....	21	3	12 do ...	345 00
Anderson's Corners and Dewittville.....	G. Dufresne .....	Foot or vehicle..	2	6	12 do ...	60 00
Angeline and Clarina.....	J. Anderson.....	Horse or vehicle.	4	2	12 do ...	40 00
Angers and Buckingham Wharf	N. Giroux.....	Vehicle .....	4	2	12 do ...	40 00
Antoinette and Grenville.....	L. Monçion.....	Horse or vehicle.	6	3	9 do ...	60 00
Armagh and St. Raphael.....	W. Munro .....	Vehicle .....	42	1	6 do ...	117 00
Arthabaska Station and Arthabaskaville .....	A. Roy.....	do .....	15	2&3	12 do ...	62 50
do do	S. Bourbeau.....	do .....	23	12	12 do ...	100 00
Arthabaska Station and Bulstrode.....	J. Brochu.....	do .....	23	6	12 do ...	48 00
Arthabaska Station and Ste. Clothilde.....	B. Bergeron.....	Optional.....	9	2	12 do ...	70 00
Arthabaskaville and Chester....	J. B. Metivier.....	Vehicle .....	18	2	12 do ...	118 00
Arundel and Grenville.....	S. Bourbeau.....	do .....	8	3	12 do ...	100 00
Ascot Corner and Railway Station	G. J. McKenzie...	do .....	30	1	6 do ...	78 00
Athelstan and Powerscourt .....	A. Storey .....	Optional.....	3	12	6 do ...	25 00
Aubert Gallion and St. George, Beauce.....	A. Montgomery..	Vehicle .....	2	3	12 do ...	32 00
Aubrey and St. Jean Chrysotôme.....	V. Dodier.....	Horse or vehicle.	2	6	12 do ...	25 00
Avignon and Matapediac .....	J. Lefebvre.....	do .....	4	2	12 do ...	36 00
Avoca, Grenville and Pointe au Chêne.....	A. Martin.....	Optional.....	7	1	12 do ...	33 48
Ayer's Flat and Libbytown.....	J. McCallum.....	Horse or vehicle.	16&7	3	2 12 do ...	125 00
Ayer's Flat and Magog .....	L. Linton.....	Vehicle .....	33	2	12 do ...	26 00
do do	W. W. Paige.....	do .....	9	6	6 do ...	50 00
Ayer's Flat and Railway Station	E. Barron.....	do .....	9	6	6 do ...	50 00
Aylmer and Eardley .....	C. Ayer.....	On foot.....	13	12	12 do ...	25 00
Aylmer and Ottawa.....	R. Fogarty.....	Vehicle .....	17	2	Season, 1876	110 00
	A. M. Holt.....	do .....	9	13	12 months & extra trip..	278 00

REPORT No 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Aylmer and Portage du Fort.....	J. Wyman.....	Vehicle.....	50	6	Season '76'77	552 00
Bagotville and Chicoutimi.....	S. Tremblay.....	Optional.....	13	As req.	3 mo. 25 days	55 50
Bassin du Lièvre and Buckingham Road.....	L. Derouin.....	do .....	1½	6	Season, 1876.	14 00
Batiscan and Three Rivers.....	A. Lacoursière...	Vehicle .....	28	6	12 months...	700 00
Batiscan Bridge and St. Pierre les Becquets.....	F. Magny.....	Boat.....	3	6	Season, 1876.	30 00
Batiscan Bridge and St. Stanislas	P. Leboeuf.....	Vehicle .....	13	6	12 months...	200 00
Beauharnois and Caughnawaga.	P. Duquette .....	do .....	15½	6	12 do ...	300 00
Beauharnois and St. Louis de Gonzagues.....	B. Paré.....	do .....	10	6	12 do ...	198 00
Beauharnois and St. Timothée...	F. X. Rapin, jun	do .....	9	6	12 do ...	208 00
Beaurivage and Parkhurst.....	F. Sylvain .....	Optional.....	3	3	12 do ...	32 00
Beaucour and Railway Station	S. Charron.....	Vehicle .....	9	6	12 do ...	300 00
Bécancour and Ste. Gertrude.....	C. Leblanc.....	do .....	10	3	12 do ...	150 00
Bécancour and Ste. Julie de Somerset.....	W. Gardiner.....	do .....	1½	12	12 do ...	60 00
Bedford and North Stanbridge..	A. M. Stone.....	do .....	4½	3	12 do ...	75 00
BeebsPlain and Railway Station	J. L. House.....	On foot.....	½	12	12 do ...	35 00
Bégon and Trois Pistoles.....	T. P. Pelletier...	Optional.....	12	2	12 do ...	100 00
Belœil Village and St. Hilaire Station .....	P. Authier.....	do .....	1	12	12 do ...	100 00
do do .....	J. Hamel.....	do .....	1	.....	Special trips	2 75
Beresford and Ste. Adèle.....	J. O. Lallier.....	Horse or vehicle.	12	2	12 months...	84 00
Bersimis and Les Escoumains...	W. S. Church.....	Optional.....	63	1	12 do ...	520 00
Bersimis and Pointe aux Esquimaux .....	do .....	do .....	350	.....	Special trip..	175 00
Berthier and Isle Dupas.....	J. B. Moreau.....	do .....	2½	3	12 months...	48 00
Berthier and Montreal .....	M. Archambeault	Vehicle .....	50	6	4 do ...	520 00
Berthier and Railway Station...	F. Beaudoin.....	Optional.....	2½	12	12 do ...	80 00
Berthier and Ste. Elizabeth .....	J. Leclair.....	Vehicle .....	9	6	12 do ...	184 00
Berthier and St. Norbert.....	A. Jalbert.....	do .....	15	6	12 do ...	400 00
Berthier and St. Sulpice.....	F. Plante.....	do .....	21	6	9 do ...	500 00
Berthier and Sorel.....	S. Valois.....	Optional.....	5	7	12 do ...	280 00
Berthier and Three Rivers.....	L. Duchaine .....	Vehicle.....	45	6	12 (less fine)	1,284 75
Bethel and South Durham .....	W. Bartlett.....	do .....	6	2	12 months...	50 00
Bic and Railway Station .....	G. Sylvain.....	Optional.....	½	12	12 do ...	32 60
Birchton and Railway Station...	G. N. Hodge.....	On foot.....	½	12	12 do ...	26 00
Birchton and Sawyerville.....	J. L. Taylor.....	Horse or vehicle.	6	6	12 do ...	215 00.
Bisson and Railway Station .....	F. Hamanne.....	Optional.....	½	7	5 mo. 2 days	16 78
Bisson and Saints Anges.....	do .....	do .....	6	1	12 months...	52 00
Black River Station and Railway Station .....	L. Olivier.....	On foot .....	150 yds.	3	12 months...	20 00
Blanche and Thurso.....	C. Abraham.....	Horse or vehicle.	16	1	12 do ...	84 00
Boscobel and Roxton Falls.....	W. Hackwell.....	do .....	8	1	12 do ...	30 00
Boucherville and Third Range..	A. Mebeur.....	.....	.....	.....	Special trips during flood.	4 50
Boynnton and Railway Station...	J. Crosbie.....	Optional.....	½	6	12 months...	25 00
Brigham and Farnham Centre...	T. Hill (Surety)	Foot or vehicle..	2	6	12 do ...	60 00
Bristol and North Bristol.....	W. Shirley.....	Horse or vehicle.	5	3	12 do ...	72 00
Bristol and Sand Point.....	G. Hodgins.....	Vehicle.....	4	6	3 do ...	20 00
do do .....	D. Wilson.....	do .....	4	6	6 do ...	80 00
Bristol and Shawville, <i>vid</i> Clarendon Front in summer..	do .....	do .....	7 & 10	6	12 do ...	220 00

REPORT No. 2. B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Britannia Mills and Railway Station.....	H. Guilbert.....	On foot.....	60	12	12 months...	20 00
Britonville and Piedmont.....	G. Hamilton.....	Horse or vehicle	9	3	12 do ...	104 00
Broad Lands and Cross Point...	M. Adams.....	do ...	5½	2	6 mo. 29 days	27 33
Brompton and Brompton Falls...	H. Addison.....	do ...	4	3	12 months...	80 00
Brookbury and Robinson.....	R. Rowe.....	Vehicle.....	5	1	12 do ...	24 00
Broughton and East Broughton.	C. H. J. Hall.....	Horse or vehicle.	5	2	12 do ...	60 00
Broughton and St. Frédéric.....	C. Arcand and Attorney.....	do ...	6	1	6 do ...	15 00
do do .....	F. A. Arcand.....	do ...	6	1	6 do ...	15 00
Broughton and St. Joseph.....	C. Arcand and Attorney.....	do ...	12	1	6 do ...	30 00
do do .....	F. A. Arcand.....	do ...	12	1	6 do ...	30 00
Bryson and Fort Coulonge.....	D. Shea.....	Vehicle.....	16	3	12 do ...	225 00
Bryson and Portage du Fort.....	E. Murphy.....	Horse or vehicle.	7	6	12 do ...	220 00
Buckingham and Wharf.....	J. Winsor.....	Vehicle.....	5	12	Season, 1876	80 00
Buckland and St. Lazare.....	F. Lemieux.....	Horse or vehicle.	15	3	6 months...	69 50
do do .....	E. Labreque.....	do ...	15	3	6 do ...	68 00
Buckland and St. Magloire.....	P. Tanguay.....	Vehicle.....	18	1	12 do ...	57 00
Bulwer and Railway Station.....	R. Cairns.....	Optional.....	½	6	12 do ...	35 00
Cacouna and Railway Station, <i>viâ</i> St. Arsène.....	J. B. Beaulieu.....	do .....	5	12	12 do ...	226 50
Cacouna and Rivière du Loup...	M. L. Marchand.	Vehicle .....	.....	As req.	2 mo. 28 days	81 20
Calumet Island and Collfield....	J. Cahill.....	Boat or vehicle...	1½	6	9 months...	66 75
do do .....	T. Piché.....	do ...	1½	6	3 do ...	21 25
Calumet Island and Dunraven...	J. T. Letts.....	Vehicle.....	5	2	12 do ...	57 50
Campbellton (N.B.) and Paspébiac.....	D. Kerr.....	do .....	88	6	12 do ...	4,200 00
Campbellton (N.B.) and Ste. Flavie.....	D. Fraser.....	do .....	111	6	3 mo. 2 days	1,149 45
do do .....	do .....	do .....	.....	.....	To pay special guard.	122 58
Canrobert and West Farnham....	S. L'Ecuyer.....	do .....	5	6	12 months...	125 00
Cantley and Kirk's Ferry .....	J. Kirk.....	Boat or vehicle..	2	3	12 do ...	50 00
Cantley and Lucerne .....	R. Blackburn.....	Optional.....	19	1	12 do ...	80 00
Cap à l'Aigle and Murray Bay...	J. Tremblay.....	Vehicle.....	3	As req.	2 do ...	49 50
Capleton and Railway Station ..	G. Brooks.....	On foot.....	½	6	12 do ...	40 00
Cap Rouge and Quebec .....	C. Hough.....	Stage.....	9	6	12 do ...	156 50
Carillon and Lachute.....	A. Burch.....	Vehicle.....	10	6	12 do ...	308 33
Carillon, Montreal and St. Eustache .....	J. B. Binette.....	do .....	21	6	12 do ...	750 00
Carillon and Ottawa (north shore) .....	J. W. Campbell..	do .....	82	6	Part Seas. '75	1,150 00
Carillon and St. Philippe d'Argenteuil .....	F. Naubert.....	do .....	6	2	12 months...	50 00
Carillon and Point Fortune.....	J. Poitras.....	do .....	1	6	Season, 1876.	34 00
Carillon and Vaudreuil Station.	A. Proulx.....	do .....	25½	6	Part Seas. '75	130 00
do do .....	E. Proulx.....	do .....	25½	6	Part Sea. '76-'77.....	195 00
Carillon and Wharf .....	W. Fletcher.....	do .....	½	12	Season, 1876	38 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Caughnawaga and Huntingdon.	W. Sheriff and A. McArthur.	Vehicle.	38	6	12 months...	1,120 00
Caughnawaga and Wharf	W. de Lorimier.	do	3	12	12 do ..	88 00
Causapsal and Railway Station	A. Blais	On foot.	250			
			yds	12	8 mo. 29 dy's	37 23
Cazaville and St. Anicet.	J. Sullivan	Vehicle	6½	3	12 months...	89 00
Cedar Hall and Railway Station	T. Frechette.	On foot.	1	6	8 mo. 29 dy's	59 56
Cedars and Coteau Landing.	B. Hurteau	Vehicle	10	6	12 months...	320 00
Cedars and St. Dominique des Cèdres.	P. Poirier.	do	7½	3	12 do ...	90 00
Chambly Basin and Railway Station.	W. Vallée.	Optional.	½	18 &		
				12	10½ do ...	52 43
Chambly Basin and St. Césaire.	L. St. Germain.	Vehicle	15	6	8 mo. 15 dy's	168 85
Chambly Basin and St. Mathias.	G. Frouillette.	do	5	6	12 months...	180 00
Chambly Canton and Longueuil.	F. Daigneault.	do	14	6	12 do ...	64 00
Chambly Canton and Montreal.	J. Hackett.				Spec'l. trips	6 00
Chambly Canton and Railway Station.	J. Hackett.	Optional.	½	6 & 12	10½ months.	57 76
Chambly Canton and St. Hubert.	A. Hibbard.	Vehicle	8	6	1 mo. 13 dy's	37 00
Champlain and Vincennes.	M. Dessureau.	Optional.	5	3	12 months...	60 00
Chantelle and Rawdon.	D. Morin.	Vehicle	17	2	12 (less fine)	135 00
Charlemagne and Montreal.	J. Giguere.	do	15	6	2 months...	116 66
do do	M. Archambeault	do	15	6	6 do	350 00
Charlemagne and St. Sulpice.	J. B. Archambeault	do	1	6	8 do	426 66
Chathoro' and Cushing	C. A. Bradford.	do	3	2	12 do	26 00
Chaudière Mills and Railway Station.	A. Lemieux.	Horse or vehicle.	3½	6	12 do ...	100 00
Chaudière Station and Railway Station.	J. Ochlschlager.	On foot.	300			
			yds.	6	12 do ...	20 00
Cherry River and Magog.	R. A. Buzzell.	Horse or vehicle.	4	2	12 do ...	26 00
Chester and East Chester.	J. Jutras	do	9	1	12 do ...	40 00
Chester and North Ham.	F. Rouleau	Vehicle	10	2	12 do	94 00
Chichester, Fort William and Pembroke.	H. Jewel	Horse or vehicle.	11 & 11	3 & 6	12 do ...	425 00
Chicoutimi and Grand Baie.	S. Tremblay.	do	15	As req.	3 mo. 25 dy's	12 25
Chicoutimi and Jonquères.	A. Gagnon	do	12	2	12 months...	104 00
Chicoutimi and L'Anse au Foin (via Tremblay)	P. Potvin.	do	13	3	12 do ...	200 00
Chicoutimi and Roberval	F. X. Ouellet.	Vehicle	75	3	12 (and arrears) ...	1,158 33
Chicoutimi and St. Paul's Bay.	J. Simard.	Horse or vehicle.	87	6	9 months...	1,524 98
do do	E. Doré	do	87		Spec'l trip...	12 00
Chicoutimi and Wharf.	S. Tremblay.	do	½	As req.	Season 1876	20 50
				1	12 months...	40 00
Clairvaux and St. Paul's Bay.	J. Guay	do	9			
Clapham and Inverness (via Millfield)	R. J. Briggs	Vehicle	13	2	12 do ...	135 00
Clarenceville and Malmaison.	M. Barry	do	13½	6	9 do ...	254 25
Clarenceville and Miranda.	S. O. Clark.	do	4	2	3 do ...	8 00
Clarenceville and Railway Station	do	Boat or vehicle.	4	6	3 do ...	58 75
Clarenceville and Noyan.	A. H. Derick.	Vehicle	4½	3	9 do ...	45 00



REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June. 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Coaticook and Dixville .....	R. C. Baldwin.....	Horse or vehicle.	5	3	12 months...	74 00
Coaticook and Hereford.....	G. Thomas.....	Vehicle.....	15	1	12 do ...	100 00
Coaticook and North Coaticook.....	E. D. Hight.....	Horse or vehicle.	1½	12	12 do ...	75 00
Coaticook and Paquette.....	T. Paquette.....	Vehicle.....	22	2	12 do ...	200 00
Coaticook and Stanstead.....	O. A. Parker.....	do .....	19	6	12 do ...	514 16
Collfield and Otter Lake.....	J. Hill.....	Horse or vehicle.	20	1	12 do ...	88 00
Como and Oka.....	C. Chaurette.....	do .....	1	6	Sea. '75-'76..	22 00
Como and Wharf.....	J. Hodgson.....	do .....	½	6	Season 1876..	14 66
Compton and Martinville.....	J. Montour.....	Vehicle.....	6	2	12 months...	60 00
Compton and Richby.....	J. D. Elliott.....	do .....	4	3	12 do ...	50 00
Compton and St. Edwidge.....	F. Courtemanche	do .....	10	3	12 do ...	108 00
Contrecoeur and Montreal.....	J. Lavigne.....	do .....	30	6	12 do ...	825 00
Cookshire and La Patrie.....	A. L. Gendreau.	do .....	26	2 & 3	12 (less fine).	337 33
Cookshire and Linda .....	D. B. Hall.....	do .....	5	1	12 months...	26 00
Cookshire and Railway Station.	S. J. Osgoode.....	Foot or vehicle..	½	12	12 do ...	52 00
Cornwall and St. Régis.....	R. Tyre.....	Boat or vehicle..	6	2	12 do ...	54 00
Côteau Landing and Railway Station.....	M. Hurteau.....	Vehicle.....	2	18	12 do ...	187 00
Côteau Landing and St. Zotique	O. Prieur.....	do .....	2½	6	12 do ...	60 00
Côteau Landing and Valleyfield	G. Gauthier.....	Boat or vehicle..	6	6	12 do ...	200 00
Côteau Station and Dalhousie Mills.....	J. Lefebvre.....	Vehicle.....	17	6	12 (less fine).	519 00
Côteau Station and Ste. Marthe do do .....	A. Blais.....	do .....	13	6	6 do ...	150 00
do do .....	P. Monaghan.....	do .....	13	6	6 do ...	150 00
Côte St. Michel and Montreal..	L. Tasse.....	do .....	6½	3	12 do ...	88 50
Côte St. Paul, Tannery West and Railway Station.....	F. Faure.....	do .....	3 & 10	6 & 12	12 do ..	160 00
Covey Hill and Vicars.....	W. Orr.....	Optional.....	2	6	12 do ...	52 00
Craig's Road Station and Leeds do do .....	J. B. Demers.....	Vehicle.....	30	3	3 do ...	80 00
do do .....	R. W. Lipsey.....	do .....	30	3	9 do ...	292 50
Cranbourne and Frampton.....	J. Colgan.....	Optional.....	8	2	12 do ...	69 80
Cranbourne and St. Odilon.....	P. Paquette.....	do .....	3	2	10 do ...	20 83
Cushing and Railway Station..	J. B. Cushing....	do .....	1	6	Season, 1876	45 50
Daillebout and Joliette.....	P. Riberdy.....	Vehicle.....	14	6	12 months...	310 00
Daillebout and St. Béatrix.....	G. Lemire.....	do .....	9	2	12 do ...	72 00
Dalesville and Edina.....	J. Tomalty.....	do .....	6	1	12 do ...	30 00
Dalesville and Lachute.....	P. McArthur.....	Horse or vehicle.	6	2	12 do ...	60 00
Dalling and South Ely.....	L. W. Weed.....	Optional.....	6	3	12 do ...	90 00
Danby and Railway Station.....	W. Duff.....	do .....	50		yds. 12 12 do ...	12 00
Danville and St. George de Windsor.....	E. Marcotte.....	Horse or vehicle.	10	2	12 do ...	88 00
Danville and St. Patrick's Hill.	J. C. Stevens.....	Vehicle.....	8	6	12 do ...	208 33
Danville and South Ham.....	G. Goodenough..	Horse or vehicle.	24	3	12 do ...	399 00
Denison's Mills and Richmond East.....	J. R. Denison....	do .....	7	1 & 2	12 do ...	76 66
Derby Line, Rock Island, Stanstead and Railway Station.....	H. A. Channell..	Vehicle.....	1½	12	12 do ...	180 00
Dillonton and Perdues.....	G. Cairns.....	Horse or vehicle.	2	6	12 do ...	166 66
Domaine de Gentilly and Gentilly.....	D. Poisson.....	Vehicle.....	9	2	3 do ...	12 50
do do .....	D. Beauchesne..	do .....	9	2	9 do ...	30 00
Drummondville and Melbourne.	D. Cusson.....	Horse or vehicle.	24	6	10 do ...	332 50
Drummondville and Railway Station.....	R. J. Miller & F. Duncan, Ex's	On foot.....	½	12	2 do ...	7

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Drummondville and St. Cyrille de Wendover .....	J. B. Dionne.....	Vehicle.....	5	2	12 months...	62 00
Drummondville and St. Germain .....	P. Paquin.....	do .....	4½	6	10 do .....	91 66
Dudswell and East Dudswell.....	R. F. Bishop.....	Horse or vehicle.	4½	2	12 do .....	42 00
Dudswell and Railway Station.....	W. H. Lothroppe..	Vehicle.....	1½	6	12 do .....	75 00
Dunany and Lachute.....	S. Smith.....	Horse or vehicle.	8	2	12 do .....	72 00
Dunany and Shrewsbury.....	J. Chambers.....	do .....	6	2	12 do .....	50 00
Dundee and Huntingdon.....	D. McArthur.....	Vehicle.....	22	6	12 do .....	700 00
Dunham and East Dunham.....	R. A. Wales.....	do .....	4½	2	12 do .....	60 00
Dunham and Stanbridge Station.....	W. Turnbull.....	do .....	13	6	12 do .....	313 00
East Arthabaska and Stanfold (via Larochelle).....	P. Juneau.....	Optional.....	12	3	12 do .....	100 00
East Bolton and South Bolton .....	J. McMannis.....	Horse or vehicle.	8	6	12 do .....	220 00
East Broughton and West Broughton (via Thiers).....	N. Lemieux.....	do .....	18	3	12 do .....	125 00
East Farnham and Railway Station.....	C. H. Mansfield..	Vehicle.....	1	6	12 do .....	20 00
East Magdala and Lyster.....	W. J. Smyth.....	do .....	8	1	12 do .....	30 00
East Templeton and Perkins.....	J. Franey.....	Horse or vehicle.	9	2	12 do .....	64 00
East Templeton and Wharf.....	E. Mason.....	Optional.....	1	12	Season, 1876	67 00
Edmundston (N.B.) and Rivière du Loup.....	J. Turner.....	Vehicle.....	82	6	12 months...	3,999 00
Egypte and St. Ephrem d'Upton.....	V. Laperche.....	do .....	8½	6	12 do .....	225 00
Emberwood and La Patrie.....	H. Dion.....	do .....	9	1	4 do .....	13 33
do .....	A. L. Gendreau..	do .....	9	1	6 do .....	20 00
do .....	A. L. Gendreau..	do .....	8	1	12 do .....	41 60
Escuminac and Fleurant.....	W. Gray.....	Horse or vehicle.	6	12	12 do .....	249 60
Etchemin and Lévis.....	M. Godbout.....	Vehicle.....	6	12	12 do .....	249 60
Etchemin and St. Jean Chrysotôme.....	A. Pichet.....	do .....	3	6	12 do .....	88 00
Farnboro' and West Shefford.....	L. Wells.....	do .....	2½	3	12 do .....	52 00
Farnord and Haseville.....	T. Hase.....	Horse or vehicle.	7	2	12 do .....	65 00
Father Point and Rimouski.....	P. Rouleau.....	Vehicle.....	6	As req.	Season, 1876	21 75
Father Point and Wharf.....	J. McWilliams...	Boat.....	½	As req.	do .....	28 50
Fontenoy and Melbourne.....	R. Frazer.....	Vehicle.....	6	2	12 months...	48 00
Fox River and Grande Grève.....	A. Paradis.....	Optional.....	23	3	12 do .....	260 00
Fox River and Ste. Anne des Monts .....	J. Lepage.....	do .....	107	1	12 do .....	950 00
Frampton and Ste. Hénédiine.....	J. Doyle.....	Vehicle.....	13	6	12 do .....	400 00
Frampton and Springbrook .....	A. Anderson.....	Horse or vehicle.	4	3	12 do .....	60 00
Franklin Centre & Starnesboro' .....	C. Meunier.....	Optional.....	2	6	6 do .....	32 00
do .....	M. Boyce.....	do .....	2	6	6 do .....	32 00
Frelighsburg & North Pinnacle .....	G. C. Chadburn..	Vehicle.....	6½	2	12 do .....	75 00
Frelighsburg and St. Armand Station.....	R. Reynolds.....	Horse or vehicle.	10	6	1 do .....	25 00
do .....	B. S. Borden.....	do .....	10	6	11 do .....	316 25
Frelighsburg and Sweetzburg....	A. Pickle.....	Vehicle.....	13	6	12 do .....	240 00
Fulford and Waterloo.....	G. England.....	do .....	4	2	12 do .....	40 00
Garthby and Lake Weedon .....	F. Brière.....	do .....	6	1	12 do .....	32 00
Garthby and North Ham.....	E. Grenier.....	Horse or vehicle.	13	1	12 do .....	50 00
Garthby and Stornoway.....	do .....	do .....	16	1	12 do .....	96 00
Gaspé Basin and Grande Grève.....	J. Savidant.....	Optional.....	15	3	12 do .....	230 00
Gaspé Basin and Percé.....	T. Tapp.....	Vehicle.....	36	6	12 do .....	1,876 00
do .....	G. Carter.....	do .....	.....	.....	Special trip.	10 00
Genoa and St. Hermas.....	J. Gordon.....	do .....	3½	2	12 months...	40 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Georgeville & Knowlton Land'g	J. Bullock.....	Vehicle.....	3	6	12 months...	156 00
Georgeville and Magoon's Point	A. Magoon.....	Horse or vehicle.	5½	2	12 do ...	52 00
Georgeville and Smith's Mills...	J. F. Bullock.....	Vehicle.....	10½	6	12 do ...	308 00
Geraldine and Stockwell.....	C. Newman.....	Foot or vehicle..	3½	2	7 do ...	15 16
Granby and Railway Station.....	A. B. Foster.....	Optional.....	12	12	12 do ...	100 00
Granby and Roxton Pond.....	D. Tining.....	Horse or vehicle.	12½	3	12 do ...	195 00
Grande Baie & L'Anse St. Jean	A. Harvey.....	Foot or canoe.....	5½	f'tly	12 do ...	150 00
Grande Baie and Wharf.....	E. Leveque.....	Optional.....	3	As		
Grandes Coudées and Jersey, Beauce.....	M. Cahill.....	Horse or vehicle.	14	1	req. Season, 1876	39 50
Grand Entry & House Harbour..	J. McPhail.....	Optional.....	20	3pr.	12 months...	56 24
Green River and St. Antonin...	F. Queen.....	do.....	3	3	12 months...	27 75
Green River and Ste. Modeste...	do.....	Horse or vehicle.	7	3	12 do ...	50 45
Grenville and Wharf.....	J. Sheppard.....	Optional.....	½	12	9 do ...	44 90
Guizot and Thiers.....	J. L. Marcotte...	Horse or vehicle.	3	2	12 do ...	40 00
Hadlow Cove Road and St. David de Lévis.....	L. A. Guay.....	On foot.....	1	6	11 do ...	45 83
Hallerton and Hemmingford...	J. Blair.....	Vehicle.....	4½	2	12 do ...	35 00
Hatley and Railway Station.....	B. Martin.....	do.....	3½	6	12 do ...	140 00
Hedleyville and St. Roch de Québec.....	J. DeBlois.....	On foot.....	1	12	12 do ...	62 60
Hemison and St. Malachie.....	S. Bagnall.....	Horse or vehicle.	3	6	12 do ...	78 00
Hemison and Standon.....	J. Nicholson.....	do.....	9½	2	12 do ...	64 60
Hemmingford and Huntingdon..	J. Latham.....	Vehicle.....	32	6	12 do ...	1,000 00
Hemmingford and Roxham.....	D. Hefferman...	do.....	5	2	12 do ...	35 00
Henrysburg and Lacolle.....	W. Cockerline...	do.....	8½	3	12 do ...	110 00
Henryville and Malmaison.....	M. Gamache.....	do.....	7½	6	3 do ...	87 50
Herbert and Mansonville.....	W. Geer.....	Optional.....	5½	2	12 do ...	48 00
Hereford and Canaan, U.S.....	A. H. Workman...	Vehicle.....	3	1	12 do ...	7 52
Hereford and Sawyerville.....	M. Cairns.....	Horse or vehicle.	30	2	12 do ...	230 00
Hochelaga and Montreal.....	F. Painchaud...	Foot or vehicle..	2	1	12 do ...	146 00
House Harbour and Magdalen Islands.....	P. Turnbull.....	Optional.....	30	f'tly	Season, 1876	70 00
Hudson and Wharf.....	A. Vipond.....	do.....	½	12	do ...	12 00
Hunterstown & Rivière du Loup	F. Clairmont...	Vehicle.....	17	6	6 months...	225 00
do do	G. Blais.....	do.....	17	6	6 do ...	180 00
Hunterstown and St. Elie.....	O. Martin.....	do.....	7½	3	12 do ...	80 00
Huntingdon and St. Anicet.....	Caza & Quesnelle	do.....	13	6	12 do ...	290 00
Huntingville and Lennoxville..	J. R. Moy.....	Optional.....	2	6	12 do ...	75 00
Huntingville and Milby.....	do.....	On foot.....	2½	3	12 do ...	42 00
Inverness and Leeds (via Glen Murray).....	H. McCutcheon..	Horse or vehicle.	12	3	12 do ...	220 00
Inverness and New Ireland.....	J. B. Hall.....	Vehicle.....	17	3	12 do ...	260 00
Inverness and Reedsdale.....	W. Lowry.....	Horse or vehicle.	4	3	12 do ...	60 00
Inverness and Ste. Julie de Somerset.....	W. Gardiner.....	Vehicle.....	9½	6	12 do ...	200 00
Iron Hill and Sweetsburg.....	W. Moffatt.....	do.....	6	2	12 do ...	44 00
Ile aux Coudres and St. Paul's Bay.....	J. Dufour.....	Boat or vehicle..	12	2	12 do ...	220 00
Ile aux Grues and Montmagny.	L. Lebelie.....	do.....	6 & 7	1	12 do ...	146 68
Ile Bizard and Ste. Geneviève.	A. Barbeau.....	Optional.....	½	6	12 do ...	36 00
Ile Perrot and Ste. Anne, Bout de l'Isle.....	T. B. Ricard.....	Horse or vehicle.	7	3	12 do ...	80 00

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Quebec, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Isle Verte and Notre Dame de l'Isle Verte.....	E. Simard.....	Boat and vehicle	6	1	6 months...	25 00
Isle Verte and Railway Station..	O. Boucher dit Morency.....	Optional.....	1	12	12 do	80 00
Isle Verte and Ste. Eloi.....	J. Thériault.....	Horse or vehicle.	8	3	12 do	100 00
Isle Verte and St. Paul de la Croix.....	T. Thériault.....	do	10	1	12 do	50 00
Jersey and Marlow.....	M. Cahill.....	do	13	3	12 do	230 56
Jersey and St. François.....	do	do	13½	6	9 do	217 50
Jersey and St. Joseph Station..	do	Vehicle.....	23½	6	3 do	193 50
Jobin Station and Quebec.....	A. Gagné.....	Optional.....	32	6	19 days.....	152 00
Jobin Station and Railway Station.....	G. Garon.....	do	70 yds	12 & 6	9 months...	18 83
Jobin Station and St. Bernard..	P. Pomerleau.....	Vehicle.....	4	3	12 do	68 00
Jobin Station and St. François, Beauce.....	M. Cahill.....	do	28	6	4 do	400 00
Jobin Station and St. Isidore....	O. Jobin.....	Optional.....	7	6	12 (& arrears)	309 01
Johnville and Railway Station..	J. W. Gage.....	do	½	6	12 months...	28 00
Joliette and L'Assomption.....	J. Mireault.....	do	18	6	12 do	475 00
Joliette and Rawdon.....	O. Ethier.....	Vehicle.....	18	6	12 do	450 00
Joliette and St. Elizabeth.....	J. Desilets.....	Optional.....	10	6	12 do	216 00
Kamouraska and Railway Station.....	J. B. Pelletier....	Vehicle.....	5	12	8 mo. 29 days	223 37
Kamouraska and St. Paschal....	T. Ward.....	do	4½	12	9 months...	75 00
do do	J. R. Desjardins.	do	5	12	3 do	25 00
Katevale and North Hatley.....	J. Gorel.....	Horse or vehicle.	4½	2	12 do	42 00
Kazubazua and Otter Lake.....	F. Irwin.....	do	30	1	12 (less fine)	204 00
Kelso and Trout River.....	J. Marshall.....	Optional.....	2½	3	12 months...	50 00
Kildare and St. Alphonse.....	A. Basinai.....	Vehicle.....	12	3	12 do	118 80
Kilkenny and New Glasgow.....	D. Thouin.....	do	9	2	12 do	66 00
Kingsbury and Melbourne.....	G. Williamson....	do	5	6	12 do	120 00
Kingsey Falls and Kingsey Siding.....	S. Leith, Jun....	Optional.....	4	6	12 do	114 28
Kingsey Siding and Railway Station.....	E. D. Adams.....	On foot.....	200 yds.	6	12 do	40 00
Kinnear's Mills and Leeds (via Lemesurier).....	H. McCutcheon..	Vehicle.....	9	3	12 do	156 00
Knowlton and St. Etienne de Bolton.....	L. Paulin.....	Horse or vehicle	9	3	12 do	120 00
Knowlton and Sutton Junction..	J. McMannis.....	Vehicle.....	7	6	12 do	290 00
Knowlton Landing and Waterloo.....	do	do	24	6	12 do	586 00
La Baie and Nicolet.....	T. Vigneau.....	do	9	6	12 do	200 00
La Baie and St. Zéphirin.....	do	do	8	6	12 do	190 00
La Baie and Soré.....	D. Guévremont..	do	40½	6	10 (less fine)..	823 00
La Baie and Yamaska.....	do	do	20½	6	2 months...	94 66
La Beauce and Railway Station..	J. Genest.....	Foot or vehicle..	½	7	5 mo. & 20 dys	23 61
La Beauce and St. Elzéar.....	E. Landrill.....	Horse or vehicle.	3	3	12 months...	52 48
La Beauce and St. François.....	M. Cahill.....	Vehicle.....	23½	6	20 days.....	54 73
L'Acadie and St. Jacques le Mineur.....	J. O. Poirier.....	do	5	6	12 months...	160 00
Lachenaie and Terrebonne.....	G. Villeneuve....	Horse or vehicle.	4½	3	12 do	52 00
Lachine and Lakefield.....	G. Rogers.....	do	9	2	12 do	72 80
Lac Masson and Ste. Adèle.....	C. G. Guenette..	Vehicle.....	12	2	12 do	100 00
Lake Aylmer and Stornoway.....	G. Champoux....	Horse or vehicle.	9	1	12 do	30 00

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						\$ cts.	
Lake Beauport and Quebec.....	A. Simons.....	Vehicle.....	13	2	12 months...	137 50	
Lake Etchemin and Langevin...	L. Vermette.....	Horse or vehicle.	12	2	3 do ...	28 75	
do do	L. Mercier.....	do	12	2	9 do ...	60 00	
Lake Etchemin and Standon.....	J. Nicholson.....	do	12	2	12 do ...	99 00	
Lake Megantic and Piopolis.....	L. H. Langlois...	Vehicle.....	7	3	12 do ...	120 00	
Lake Megantic and Stornoway...	J. McDonald.....	do	15	3	12 do ...	180 00	
Lake Temiscamingue and Mat-tawa.....	C. Rankin.....	Optional.....	120	1	12 do ...	900 00	
Lake Weedon and Railway Station.....	F. Briere.....	Vehicle.....	1	6	12 do ...	40 00	
Lamartine and L'Islet Station...	P. Cloutier.....	Optional.....	3	1	12 do ...	25 00	
Lambton and St. François.....	A. Pomerleau...	Vehicle.....	36	6	12 do ...	825 00	
Lambton and Stornoway.....	E. Bélanger.....	Optional.....	9	6	12 do ...	218 00	
Lambton and Valletort.....	P. Roy.....	Horse or vehicle.	8	2	12 do ...	54 00	
Landreville and Ormstown.....	A. Lorange.....	Vehicle.....	4	2	12 do ...	50 00	
La Patrie and Vaillantbourg....	P. U. Vaillant...	do	9	1	7 do ...	23 33	
La Petite Rivière St. François and St. Paul's Bay.....	P. Bouchard.....	Optional.....	10	3	12 do ...	90 00	
Lapigeonnière and St. Edouard.	J. Hamelin.....	Vehicle.....	4	6	12 do ...	100 00	
Laprairie and St. Constant.....	O. Robert.....	do	6	6	12 do ...	190 00	
Laprairie and St. Philippe.....	L. L'Ecuyer.....	do	6	6	12 do ...	150 00	
La Présentation and St. Hyacinthe.....	A. Millet.....	do	6	3	12 do ...	78 00	
L'Assomption and Ste. Julienne	J. Renaud.....	do	23	6	12 do ...	540 00	
Lauzon and Lévis.....	H. Martin.....	Horse or vehicle.	2	6	12 do ...	100 00	
Lauzon and St. Joseph de Lévis.....	do	Optional.....	1½	6	12 do ...	100 00	
Laval and Quebec.....	J. Keough.....	Vehicle.....	17	2	12 do ...	100 00	
Lavergne's Mills and Railway Station.....	T. Boutin.....	Optional.....	1½	6	12 do ...	40 00	
Lawrenceville and North Stukely.....	C. Gendron.....	Vehicle.....	4	3	12 do ...	80 00	
Leeds and Leeds Village.....	H. McCutcheon..	Horse or vehicle.	1	3	12 do ...	30 00	
Leeds and West Broughton.....	M. Rousseau.....	Optional.....	13	3	3 do ...	29 00	
do do	J. Bolduc.....	do	13	3	9 do ...	75 00	
Lennoxville and Railway Stations.....	E. W. Abbott.....	On foot.....	1½	12	12 do ...	101 00	
Les Eboulemens and Settrington.....	C. Desbiens.....	Horse or vehicle.	8½	2	3 do ...	18 75	
do do	N. Coulombe.....	do	8	2	9 do ...	56 25	
Les Eboulemens and Wharf....	Z. Nadeau.....	do	3	As req.	Season, 1876	59 50	
Les Escoumains and Tadousac.	J. Fortin.....	do	27	3	12 months...	475 00	
Lévis and Quebec.....	H. Martin.....	Optional.....	1	12 &			
					18	12 do ...	381 25
Lévis and Railway Station.....	A. Gagné.....	do	1½	12	9 do ...	188 34	
do do	H. Martin.....	do	1	12	12 do ...	90 00	
Lévis and St. Michel.....	do	Vehicle.....	15	6	12 do ...	425 00	
Lévis and Sub-Office.....	E. Bédard.....	Optional.....	1½	12	12 do ...	200 00	
Lévis and Three Rivers.....	M. Lemay.....	Vehicle.....	91	6	12 do ...	3,398 00	
do do	G. Bigue.....				Additional travel, owing to closing of St. Maurice Bridge.....	150 00	
L'Islet and Railway Station.....	M. E. Ballantyne	do	2½	12	8 mo. 28 days	103 86	
L'Islet Station and St. Cyrille..	J. B. Cloutier....	Optional.....	7½	2	12 months...	100 00	

REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in		Period.	Amount.	
			Miles.	No. of Trips per week		\$	cts.
Lochaber Bay and Thurso.....	A. Campbell.....	Vehicle .....	5	2	12 months...	44	00
Longueuil and Montreal .....	P. Lespérance...	Optional .....	4	6	12 do ...	125	00
Loreite and Quebec .....	L. Richard.....	Vehicle .....	9	4	12 do ...	208	00
Lotbinière and Rivière Bois Clair .....	M. Lemay.....	Horse or vehicle.	6½	3	12 do ...	70	00
Low, Maniwaki and North Wakefield.....	C. Brooks .....	do ...	54 &				
			11	3 & 6	12 do ...	1,590	00
Low and Venosta ..	J. McCaffrey.....	do ...	8	1	12 do ...	48	00
Maddington and Stanfold (via Blandford).....	L. Robitaille.....	Vehicle .....	13	2	12 do ...	120	00
Magenta and West Farnham .....	J. Fournier .....	Optional .....	5	2	12 do ...	42	00
Magog and Sherbrooke .....	J. Norton .....	Vehicle .....	19½	6	12 do ...	400	00
Magog and Waterloo .....	J. G. Cowie .....	do .....	20	6	12 do ...	500	00
Malmaison and St. Charles de Stanbridge.....	L. C. Gauvin....	do .....	3	3	6 do ...	25	00
do do .....	M. O. Gauvin....	do .....	3	3	6 do ...	25	00
Maniwaki and River Joseph.....	C. Monette .....	Optional .....	8	1	12 do ...	52	00
Mansonville and West Potton.....	W. L. Elkins .....	Vehicle .....	5	2	12 do ...	40	00
Maple Grove and Sanborn .....	M. Hurley .....	Horse or vehicle.	11	3	12 do ...	156	00
Maple Grove and Somerset .....	M. Dubois .....	Vehicle .....	20	3	12 do ...	140	00
Maple Leaf and Sawyerville.....	W. G. Planche ..	Horse or vehicle.	4	2	12 do ...	40	00
Marbleton and Railway Station.	O. Côté .....	Optional .....	2	6	12 do ...	94	00
Marbleton and South Ham. ....	F. G. Good- enough.....	do .....	10	2	12 do ...	69	00
Marcott's Corners and River David .....	D. Thérien .....	do .....	16	6	10 do ...	266	66
Marlow and U.S. Boundary Line	M. Cahill .....	Horse or vehicle.	14½	3	12 do ...	224	00
Mascouche and Terrebonne .....	W. Roy .....	do .....	7	6	3 do ...	39	00
do do .....	L. Bohémier.....	do .....	7	6	9 do ...	117	00
Masham and Wakefield .....	W. Bennett.....	do .....	8	2	12 do ...	78	76
Maskinongé and St. Justin .....	L. St. Antoine...	Vehicle .....	2	3 & 6	12 do ...	75	00
Matane and Métis .....	W. E. Page.....	do .....	33	3	12 do ...	500	00
Matane and Ste. Anne des Monts	M. Leclerc .....	do .....	57	3	12 do ...	780	00
Matapédia and Railway Station .....	D. Fraser.....	On foot.....	200	12	8 mo. 29 days	37	23
Matapédia and Runnymede (via Dee Side) .....	J. Lawlor .....	Optional ..	12	1	12 months...	70	00
Melbourne and Waterloo.....	E. Lawrence .....	Horse or vehicle.	33	3	12 do ...	500	00
Melbourne and Wheatland.....	L. Desaulniers...	Vehicle.....	14½	6	1 do ...	83	33
Metabeouchan and St. Gédéon .....	G. Audet.....	Horse or vehicle.	9	1	12 do ...	45	00
Méthot's Mills and Ste. Agathe.	A. Beaudoin.....	do .....	8	3	12 do ...	78	00
Méthot's Mills and St. Flavien...	J. Fournier.....	do .....	4	2	9 do ...	45	00
Métis and Petit Métis .....	W. E. Page.....	Vehicle .....	9	3	3 do ...	34	09
Métis and Ste. Flavie Station .....	N. Petit, dit St. Pierre .....	do .....	7	12	12 do ...	313	00
Métis and St. Octave .....	J. D. Page .....	Optional ..	3	3	7 do ...	38	50
Mille Isle and St. Jérôme .....	S. Pollock.....	Vehicle .....	12	2	12 do ...	100	00
Mongenais and Peveril .....	J. Sicart .....	do .....	7½	3	12 do ...	66	00
Montalembert and Rimouski .....	N. Pineau .....	do .....	3	6	9 do ...	30	00
Montebello and Wharf.....	C. Major .....	Optional ..	.....	12	Season, 1876	15	00
Montmagny and Railway Station .....	C. Letourneau ..	Vehicle .....	1	12	8 mo. 29 days	89	35
Montmorency Falls and Quebec	J. Lazeau.....	do .....	6	3	2 months...	24	00
Montreal and New Glasgow .....	M. Tindale .....	do .....	36	6	3 do ...	225	00
do do .....	St. Vincent & Co	do .....	36	6	9 do ...	675	00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Montreal and Notre Dame des Graces .....	T. F. O'Brien.....	Vehicle.....	24	6	11 months...	47 66
Montreal and Point St. Charles.....	J. Skeith.....	do .....	12	18	12 do ...	187 48
Montreal and St. Jérôme.....	P. Labelle.....	do .....	33	6	12 do ...	825 00
Montreal Receiving Offices and Street Letter Boxes.....	J. Carroll.....	do .....		43	12 do ...	2,500 00
Montreal and Terrebonne.....	St. Vincent & Co. ....	do .....	17	6	12 do ...	300 00
Montreal and Wharf.....	C. A. Dumaine.....	do .....	4	6	Season, 1876	123 90
Mount Johnson and Versailles .....	A. Gilbert.....	Horse or vehicle.	4	6	12 months...	140 00
Murray Bay and Quebec.....	L. Verreault.....	Vehicle .....	90	6	12 do ...	2,252 00
Murray Bay and Ste. Agnes.....	E. Gagné.....	Horse or vehicle.	10	2	12 do ...	36 00
Murray Bay and Tadousac .....	T. Carré.....	Optional .....	45	3	12 do ...	880 00
Murray Bay and Wharf.....	F. Tremblay.....	do .....	3	As req.	Season, 1876	154 50
Namur and Ripon .....	J. B. St. Pierre.....	do .....	31	1	12 months...	99 00
Napierville and Stottville.....	H. Girard.....	Vehicle .....	7	6	12 do ...	125 00
Neigette and Ste. Flavie Station	F. Carriveau.....	Horse or vehicle.	8	2	2 mo. 20 days	24 00
do do .....	C. St. Amand.....	do .....	8	2	3 months...	26 00
do do .....	D. Beaubien.....	do .....	8	2	3 do ...	18 00
New Armagh and St. Sylvester	J. Orr.....	Optional .....	44	2	12 do ...	50 00
Newbois and St. Giles .....	E. Boissonneau.....	Horse or vehicle.	9	2	12 do ...	75 00
New Edinburgh and Templeton	J. O'Hagan.....	Vehicle .....	14	6	12 do ...	60 00
Nicolet and St. Grégoire .....	O. Hébert.....	do .....	8	12	12 do ...	198 00
Nicolet and Ste. Monique .....	H. Beaudry.....	do .....	8	6	12 do ...	130 00
North Hatley and Railway Station.....	S. Robinson.....	Foot or vehicle..	3	6	12 do ...	30 00
North Nation Mills and Thurso..	J. W. Campbell.....	Vehicle .....	10	3&6	6 do ...	185 00
do do .....	H. M. Whitcomb.....	do .....	10	3&6	6 do ...	175 00
North Onslow and O'Connell .....	G. Grier.....	Horse or vehicle.	6	1	12 do ...	30 00
North Onslow and Onslow .....	J. O'Donnell.....	do .....	7	6	12 do ...	35 00
North Sutton and Sutton .....	S. Sweet.....	Vehicle .....	3	6	12 do ...	50 00
North Wakefield and Ottawa.....	R. Hastey.....	do .....	26	6	12 do ...	400 00
North Wakefield and Rupert.....	J. Moncreef.....	Horse or vehicle.	5	2	12 do ...	75 00
Papineauville and St. André	C. Guilbeault.....	Vehicle .....	9	6	12 do ...	188 00
do Avelin .....	J. Chabot.....	Boat .....	1	12	Season, 1876	70 00
Papineauville and Wharf.....	M. Roy.....	Horse or vehicle.	5	2	12 months...	52 00
Paquette and St. Malo.....	A. Kerr.....	Vehicle .....	68	6	12 do ...	3,360 00
Paspebiac and Percé .....	J. Briggs.....	Horse or vehicle.	24	2	12 do ...	30 00
Pearceton and Riceburg.....						
Philipsburg and St. Armand Station .....	A. Hogel.....	Vehicle .....	2	18	12 do ...	185 00
Pointe aux Anglais and St. Benoit.....	A. Labrosse.....	Optional .....	7	6	8 do ...	136 50
Pointe aux Anglais, St. Benoit and St. Placide .....	C. Chénier.....	do .....	10	6	12 do ...	145 00
Pointe aux Trembles and Rivière des Prairies.....	P. Roi.....	Vehicle .....	6	3	12 do ...	75 00
Pointe aux Trembles and St. Raymond (via Pont Rouge) .....	L. Plamondon.....	do .....	21	6	12 do ...	350 00
Pointe Claire and St. Geneviève .....	F. Lanthier.....	Horse or vehicle.	5	6	12 do ...	188 00
Pointe Fortune and Wharf.....	E. A. St. Denis.....	Optional .....	50			
Portage du Fort and Renfrew .....	D. M. Rattray.....	Horse or vehicle.	12	6	Season, 1876	14 00
Port Lewis and St. Anicet.....	P. Bercier.....	.....			1 mo. 9 days	21 43
do do .....	F. S. Bourgeault.....	.....			Special trips	2 00
Portneuf and St. Bazile .....	V. Leclerc.....	Vehicle .....	7	6	12 months...	1 50
						142 00

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Quebec Division .....					Special Mail service during snow blockade of G. T. Railway .....	\$ cts.
Quebec and St. François d'Orleans .....	F. Paradis .....	Boat or vehicle ..	27	3	12 months...	161 00
Quebec and St. Joachim .....	A. Filion .....	Vehicle .....	27	3	29 days.....	450 00
Quebec and St. John Suburbs... ..	J. Bilodeau .....	Optional .....	3	18	12 months...	39 00
Quebec and St. Joseph Beauce.. ..	A. Gagné .....	Vehicle .....	48	6	2 mo. 10 days	140 00
Quebec and St. Sauveur de Quebec .....	J. L. Saucier .....	Foot or vehicle... ..	1 1/2	24	12 months...	864 00
Quebec and Spencer Cove .....	A. Flanagan .....	Vehicle .....	5	12	12 do .....	375 56
Quebec and Stoneham .....	W. Corrigan .....	do .....	22	2	8 do .....	220 00
do do .....	M. Dunn .....	do .....	22	2	4 do .....	100 00
Quebec and Three Rivers .....	G. Bigne .....	do .....	88	2	12 do .....	50 00
Quebec and Valcartier .....	C. S. Wolff .....	do .....	17	2	6 do .....	2,450 00
do do .....	J. McBain .....	do .....	18	2	6 do .....	75 00
Quebec and Wharf .....	C. Hough .....	do .....	1/2	As req.	9 do .....	70 00
do do .....	W. Reynolds .....	do .....	1/2	12	Season, 1876	696 50
Rapides des Joachims and Rowanton .....	A. McDougall .....	Horseback .....	20	2	12 months...	250 00
Répentigny and St. Paul l'Ermité ..	F. Archambeault ..	Boat or vehicle ..	2	6	12 do .....	75 00
Ricards and St. Herméngilde .....	J. A. Dufresne, Surety .....	Foot or vehicle ..	1	1	3 do .....	5 00
do do .....	F. Dupuis .....	do .....	1 1/2	1	9 do .....	15 00
Richmond East and Sydenham Place .....	C. Thibodeau .....	Vehicle .....	15	6	12 do .....	300 00
Rigaud and Ste. Marthe .....	C. Bélanger .....	do .....	9 1/2	3	12 do .....	156 00
Rigaud and Wharf .....	L. J. Cherrier .....	Optional .....	2	18	Season, 1876.	160 00
Rimouski and Railway Station .....	M. Lauzier .....	do .....	3	12	12 months...	135 00
Rimouski and St. Anaclet .....	Z. Lavoie .....	Horse or vehicle ..	7	2	8 mo. 29 days	28 29
Rimouski and Ste. Luce .....	M. Lauzier .....	Vehicle .....	10 1/2	6	12 months...	299 00
Ripon and St. André Avelin .....	E. V. Quesnel .....	do .....	7	3	12 do .....	100 00
River David & Railway Station .....	D. Thérien .....	Optional .....	1/2	12	2 do .....	10 00
Rivière aux Pins and Valcartier ..	F. Armstrong .....	do .....	6	1	12 do .....	25 00
Rivière aux Vaches and St. Guillaume .....	E. Côté .....	do .....	11 1/2	3	12 do .....	130 00
Rivière du Loup (en bas) and Railway Station .....	M. L. Marchand ..	Vehicle .....	1 1/2	12 & 24	12 do .....	468 50
Rivière du Loup (en haut) and St. Ursule .....	L. Lussier .....	do .....	5 1/2	6	12 do .....	120 00
Rivière Ouelle and Railway Station ..	N. Anctil .....	do .....	5	12	12 do .....	149 76
Rivière Trois Pistoles and Railway Station .....	J. G. Seton .....	Optional .....	200			
Rivière Trois Pistoles and Trois Pistoles .....	do .....	Horse or vehicle ..	3	6	3 mo. 2 days	5 11
Roberval and St. Prime .....	G. Laberge .....	Vehicle .....	10	1	8 mo. 29 days	59 56
Robinson and Railway Station .....	A. L. Clough .....	do .....	1/2	12	6 do .....	40 00
do do .....	M. Graham .....	do .....	1/2	12	6 do .....	26 00
Robinson and Scotstown .....	R. Clark .....	Horse or vehicle ..	12	3	3 do .....	47 00
do do .....	E. W. B. French ..	do .....	12	3	9 do .....	141 00
Robinson and Stornoway .....	W. McAuley .....	Stage .....	26	6	12 do .....	549 00
Ruisseau des Chênes and Railway Station .....	L. Dessert .....	Vehicle .....	1	12	2 o .....	16 66
Russeltown and Vicars .....	C. Turcotte .....	Optional .....	2	6	12 do .....	60 00



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Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles	No. of Trips per week.	Period.	Amount.
						\$ cts.
Ste. Adèle and St. Jérôme.....	T. Trudelle.....	Vehicle.....	7	3	12 months...	270 00
St. Aimé and St. Hyacinthe.....	F. Raiche.....	do.....	23 <sup>1</sup> / <sub>2</sub>	6	12 do ...	800 00
St. Aimé and Yamaska.....	J. Lachapelle.....	do.....	6 <sup>1</sup> / <sub>2</sub>	6	6 do ...	73 00
do do.....	X. Mineau.....	do.....	6 <sup>1</sup> / <sub>2</sub>	6	6 do ...	80 00
St. Alban and Ste. Anne de la Pérade.....	E. Morin.....	do.....	15	6	12 do ...	240 00
St. Alexandre and Railway Station.....	T. Morris.....	do.....	1	12	12 do ...	75 00
St. Alexandre and St. Eleuthère.....	T. Landry.....	Optional.....	24	1	12 do ...	96 00
St. Alexis des Monts and St. Paulin.....	J. B. Drolet.....	Vehicle.....	10	1	9 do ...	31 50
St. Alphonse and St. Côme.....	V. Gaudet.....	Optional.....	12	1	12 do ...	56 00
St. Anaclet and Railway Station.....	Z. Lavoie.....	do.....	2 <sup>1</sup> / <sub>2</sub>	6	3 mo. 2 days	12 77
St. André and Railway Station.....	P. E. Marquis.....	do.....	7	7	12 months...	182 00
Ste. Angèle and Ste Marie.....	B. Loisselle.....	Horse or vehicle.	6	3	12 do ...	75 00
Ste. Angèle de Laval and Railway Station.....	O. Desilets.....	Optional.....	1 <sup>1</sup> / <sub>2</sub>	12	3 do ...	6 00
do do.....	R. DuSault.....	do.....	1 <sup>1</sup> / <sub>2</sub>	12	9 do ...	18 00
St. Anne de Beaupré and St. Féréol.....	F. Filion.....	do.....	9	3	12 do ...	80 00
Ste. Anne de la Pérade and St. Prosper.....	J. U. Marcotte...	Vehicle.....	7	3	12 do ...	69 00
Ste. Anne de la Pocatière and Railway Station.....	T. Courcy.....	Foot or vehicle...	1	12	8 mo. 29 days	55 84
Ste. Anne de la Pocatière and St. Onézime.....	L. Ouellet.....	Optional.....	6	3	12 months...	60 00
St. Anselme & Railway Station.....	J. Giasson.....	Vehicle.....	1	12	9 do ...	60 26
St. Anselme and Ste. Clare.....	F. Lamontagne..	do.....	7	7	12 do ...	168 75
St. Antoine and St. Denis.....	J. B. Lacroix.....	do.....	1	6	12 do ...	40 00
St. Apollinaire and Railway Station.....	F. Baron.....	do.....	7	2	12 do ...	50 00
St. Arsène and Viger.....	J. Gagnon.....	Horse or vehicle.	8	3	12 do ...	112 00
St. Athanase and St. John's.....	F. Monette.....	Vehicle.....	1	12	12 do ...	120 00
St. Aubert and Railway Station.....	L. Poitras.....	Foot or vehicle...	1 <sup>1</sup> / <sub>2</sub>	6	12 do ...	40 00
St. Aubert and Vaillancourt.....	G. Bois.....	Vehicle.....	31	1	12 do ...	156 00
St. Augustin and Ste. Catherine.....	L. Ratté.....	Horse or vehicle.	12	3	12 do ...	171 48
St. Barnabé and Yamachiche.....	J. B. L. Duaine.	Vehicle.....	12	3	12 do ...	120 00
St. Bazile le Grand and St. Bruno Railway Station.....	E. Lalumiere.....	Optional.....	4	6	12 do ...	68 00
St. Benoit and St. Hermas.....	P. E. Clairoux.....	do.....	7	6	Season, 1876.	92 00
Ste. Brigide and Railway Station.....	B. McGuire.....	Vehicle.....	3	6	12 months...	90 00
Ste. Brigitte des Saults and St. Zéphirin (via Chatillon).....	N. Rivet.....	Horse or vehicle.	16	3	12 do ...	180 00
St. Bruno and Ste. Julie.....	L. Blain.....	do.....	4 <sup>1</sup> / <sub>2</sub>	2	12 do ...	52 00
St. Camille and Sherbrooke.....	O. Manseau.....	do.....	26	1	12 do ...	110 00
St. Casimir and St. Ubalde.....	A. G. Trottier.....	do.....	11	1	12 do ...	40 00
St. Cesaire and Ste. Marie.....	F. X. Dessault.....	Vehicle.....	9	6	3 mo. 16 days	52 82
St. Charles and Railway Station.....	J. Montmeny.....	Optional.....	5	6	12 months...	25 00
St. Charles and St. Gervais.....	E. Côté, jun.....	Horse or vehicle	5	6	12 do ...	160 00
St. Charles and St. Marc.....	A. Desjourdin.....	Boat or vehicle...	1	6	12 do ...	40 00
Ste. Claire and St. Malachie.....	C. Ruel.....	Vehicle.....	10	6	12 do ...	148 00
St. Columbin and St. Scholastique.....	M. O. Phelan.....	do.....	9	3	12 do ...	110 00
St. Damien de Brandon and St. Gabriel de Brandon.....	J. B. Duperreault	do.....	6	3	12 do ...	90 00
St. Denis and Railway Station.....	J. Pettit, dit St. Pierre.....	do.....	4	12	12 ...	120 00

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			Miles.	No. of Trips per week.		
						\$ cts.
St. Didace, St. Gabriel de Brandon and St. Norbert .....	N. Neveu .....	Vehicle .....	6 $\frac{1}{2}$	3 & 6	12 months...	330 50
St. Donat and Ste. Luce .....	S. Levesque .....	do .....	9	1	12 do ...	40 00
St. Elizabeth and St. Félix de Valois .....	E. Aubin .....	do .....	6 $\frac{1}{2}$	6	12 do ...	175 00
St. Elzéar and St. Sylvester, East .....	D. Leblond .....	Horse or vehicle	10	2	3 do ...	12 50
do do .....	L. Rosberry .....	do .....	10	2	9 do ...	57 00
St. Ephrem d'Upton and Ste. Hélène de Bagot .....	J. T. Poitras .....	On foot .....	7	3	12 do ...	74 00
St. Eustache and St. Joseph du Lac .....	A. McColl .....	Horse or vehicle	9	2	12 do ...	60 00
St. Eustache and St. Scholastique .....	J. B. Binette .....	Vehicle .....	15	6	12 do ...	350 00
St. Evariste de Forsyth and St. Honoré .....	P. Boucher .....	Horse or vehicle	7	3	12 do ...	80 00
St. Fabien and Railway Station	J. D'Anjou .....	Optional .....	1 $\frac{1}{2}$	12	12 do ...	135 00
St. Famille and St. Pierre d'Orleans .....	P. Turcotte .....	Horse or vehicle	8	3	12 do ...	95 00
St. Félicien and St. Prime .....	T. Bouchard .....	do .....	9	1	12 do ...	36 00
St. Félix de Valois and St. Jean de Matha .....	G. Marcil .....	Vehicle .....	8	3	12 do ...	112 00
St. Flavie and Railway Station	D. Fraser .....	do .....	2 $\frac{1}{2}$	6	3 mo. 2 days	21 71
do do .....	N. Petit .....	do .....	2 $\frac{1}{2}$	6	8 mo. 29 days	67 01
St. Flore and Shawenegan .....	T. Maheux .....	Optional .....	11	2	3 months...	18 00
do do .....	C. Hebert .....	do .....	11	2	9 do ...	75 00
St. Fortunat and Sanborn .....	T. Hurley .....	do .....	5	1	12 do ...	20 00
St. François Beauce and St. Joseph Station .....	M. Cahill .....	do .....	13 $\frac{1}{2}$	6	4 mo. 11 days	209 10
St. François Xavier de Viger and Viger .....	J. Caron .....	Horse or vehicle	6	1	12 months...	30 00
St. Frédéric and St. Joseph Beauce .....	C. Arcand and Attorney .....	do .....	6	2	6 do ...	25 00
do do .....	F. A. A. Arcand .....	do .....	6	2	6 do ...	25 00
St. Germain and Railway Station .....	P. Paquin .....	On foot .....	1 $\frac{1}{2}$	12	2 do ...	5 33
St. Gervais and St. Lazare .....	F. Roy .....	Vehicle .....	6	3	12 do ...	120 00
St. Hénédine and Railway Station .....	J. Mercier .....	Optional .....	1 $\frac{1}{2}$	12	9 do ...	30 13
St. Henri and Railway Station .....	L. Dutil .....	do .....	1 $\frac{1}{2}$	12	9 do ...	60 26
St. Henri and St. Lambert .....	A. Boucher .....	Vehicle .....	11	3	12 do ...	144 00
St. Henri Station and Railway Station .....	G. Demers .....	Optional .....	100 yds.	48	12 do ...	120 00
St. Hilaire Station and St. Charles .....	P. Prefontaine .....	do .....	6		Special trip..	2 00
St. Hilaire Station and Railway Station .....	T. Valiquet .....	On foot .....	1 $\frac{1}{2}$	30	12 months...	60 00
St. Hilaire Station and St. Jean Baptiste de Rouville .....	C. Blanchard .....	Vehicle .....	5	6	12 do ...	144 52
St. Hilaire Station and Sorel .....	D. Guevremont .....	do .....	33	6	12 do ...	889 00
St. Hippolyte de Kilkenny and Shawbridge .....	A. Morin .....	do .....	6 $\frac{1}{2}$	2	12 do ...	50 00
St. Hubert and Railway Station	F. Robert .....	On foot .....	1 $\frac{1}{2}$	6	12 do ...	60 00
St. Hugues and St. Hyacinthe .....	M. Prout .....	Vehicle .....	14	6	12 do ...	345 00
St. Hugues and St. Marcel .....	P. Gaumont .....	do .....	7 $\frac{1}{2}$	6	12 do ...	194 00

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						\$ cts.
St. Hyacinthe and St. Pie.....	L. Langevin.....	Vehicle.....	14½	6	3 months...	
do do .....	P. Lussier.....	do .....	14½	6	9 do ...	87 00
St. Isidore and St. Remi.....	F. Barrett.....	do .....	4	6	12 do ...	375 00
St. Jean Chrysostôme and St. Remi.....	J. B. Boyer.....	Optional.....	14	6	12 do ...	100 00
St. Jean de Matha and St. Michel des Saints.....	M. St. Jean.....	Vehicle .....	45	1	12 do ...	300 00
do do .....	H. Gendron .....	do .....			Special trips	160 00
St. Joachim de Shefford and Waterloo.....	J. Bachand.....	do .....	9	2	12 months...	1 50
St. Johns and Railway Station.....	A. B. Foster.....	Optional.....	½	12	12 do ...	72 00
St. Johns and St. Luc.....	P. Moreau.....	Vehicle .....	6	3	12 do ...	100 00
St. Johns and Sabrevois.....	J. Breault, jun.....	do .....	8½	3	12 do ...	72 00
St. Leonard and Railway Station.....	N. Doucet.....	Optional.....	9	3	12 do ...	149 00
St. Lin and Terrebonne.....	M. Gagnon.....	Vehicle .....	17	6	12 do ...	90 00
St. Martine and St. Urbain.....	J. P. Poupard.....	do .....	4½	6	12 do ...	350 00
St. Mathieu and St. Simon.....	M. D'Anjou.....	Optional.....	4	2	12 do ...	120 00
St. Moise and Railway Station.....	J. Smith.....	Horse or vehicle	6	2	8 mo. 29 days	36 00
St. Monique and Ste. Perpétue.....	O. Rousseau.....	Vehicle .....	8	2	12 months...	48 42
St. Octave and Railway Station.....	D. Dubé.....	Optional.....	4	3	5 do ...	44 00
St. Ours and St. Roch de Richelieu.....	J. B. Paquette.....	Vehicle.....	½	6	12 do ...	25 83
St. Pacôme and Railway Station.....	A. Hudon.....	Foot or vehicle..	1½	6	12 do ...	20 00
St. Patrick's Hill and Trout Brook.....	J. C. Stevens.....	Horse or vehicle	3	6	12 do ...	40 00
St. Patrick's Hill and Warwick.....	J. Champoux .....	do .....	5½	6	12 do ...	31 24
St. Paul du Buton and St. Pierre Montmagny.....	H. Blais.....	do .....	17	1	12 do ...	175 00
St. Paul's Bay and St. Urbain.....	L. Verrault.....	do .....	9	2	2 mo. 21 days	68 00
St. Paul's Bay and Wharf.....	J. B. Tremblay.....	Optional.....	3	As req.	Season, 1876	24 00
St. Philippe de Nery and Railway Station.....	F. Déchène.....	On foot.....	1	12	12 months...	129 75
St. Pierre les Becquets and Ste. Sophie de Levard.....	L. Beauchène .....	Optional.....	7	1	12 do ...	40 00
St. Raphael and Railway Station.....	D. Blais.....	do .....	6	6	12 do ...	25 00
St. Robert and Railway Station.....	L. Poirier.....	do .....	2	3	2 do ...	160 00
St. Robert and Yamaska Junction.....	do .....	Vehicle .....	2	3	10 do ...	9 50
St. Scholastique and Ste. Thérèse.....	J. B. Binette.....	do .....	13½	6	12 do ...	37 50
St. Sébastien and Venice.....	T. Hunter.....	Horse or vehicle.	3½	2	12 do ...	340 00
St. Séverin de Beauvillage and St. Sylvester East via Faford.....	J. Lessard.....	do .....	11	2	12 do ...	40 00
St. Simon and Railway Station.....	M. Danjou.....	Optional.....	½	12	12 do ...	90 00
St. Stanislas and St. Tite.....	H. Rivard.....	Vehicle .....	14	2	12 do ...	120 00
St. Stanislas de Kostka and Valleyfield.....	F. Cardinal.....	do .....	7	3	12 do ...	126 00
St. Sylvester and St. Sylvester East.....	J. McDonald.....	Optional.....	3	3	9 do ...	90 00
do do .....	C. McDonald.....	do .....	3	3	6 do ...	29 00
St. Valentin and Stottville.....	F. Hetier.....	do .....	4½	6	12 do ...	120 00
St. Victoire and Sorel.....	H. Paulhus.....	Vehicle.....	9	3	12 do ...	119 00
Sanborn and South Ham.....	M. Hurley.....	Horse or vehicle.	15	1	12 do ...	63 00
Shawenegan and Three Rivers.....	J. B. Lapolice.....	Vehicle.....	20	3	12 do ...	156 00
Shawville and Thorne Centre.....	R. Hodgins.....	Optional.....	12	1	12 do ...	85 00
Sheffington and West Shefford.....	J. Hayes.....	do .....	4	6	12 do ...	110 00

REPORT No. 2, B.--Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Sherbrooke and Railway Station	S. J. Foss.....	Optional.....	$\frac{1}{2}$	36	12 months...	150 00
Sherrington and Railway Station	J. Hughes.....	Vehicle.....	$2\frac{1}{2}$	6	12 do ...	100 00
Sillery Cove and Spencer Cove.	J. Brown.....	Foot or vehicle...	$1\frac{1}{2}$	6	12 do ...	42 00
Sorel and Railway Station.....	S. Valois.....	Vehicle.....	$\frac{1}{2}$	12	2 do ...	13 00
South Quebec and Railway Station	J. Guay.....	On foot.....	2	12	9 do ...	226 01
do do	J. Ritchie.....	do.....	200			
Stanbridge East and Stanbridge Ridge	N. Martindale.....	Vehicle.....	3	2	12 do ...	72 00
Stanbridge East and Stanbridge Station	W. Turnbull.....	Optional.....	8	6	12 do ...	36 00
Stonefield and Railway Station.	J. Denimore.....	do.....	1	6	12 do ...	180 00
Stornoway and Whitton.....	D. Beaton.....	Vehicle.....	8	1	6 mo. 21 days	45 50
Three Rivers and Valmont.....	L. Ducharme.....	do.....	15	3	12 do ...	40 00
Three Rivers and Yamachiche...	A. Gauthier.....	do.....			Special trips	117 00
Turso and Wharf.....	J. W. Campbell.....	Optional.....	$\frac{1}{2}$	12	12 months...	15 00
Trois Pistoles and Railway Station	T. P. Pelletier.....	do.....	$\frac{1}{2}$	12	12 do ...	30 00
Versailles and Railway Station.	J. B. Tetreau.....	On foot.....	40			45 00
Village des Aulnaies and Railway Station	M. Dubé.....	Vehicle.....	5	12	12 do ...	5 00
Village Richelieu and Railway Station	N. D. D. Bissette	Optional ..	$\frac{1}{2}$	12	3 mo. 16 days	180 00
Waterloo and Railway Station.	A. B. Foster.....	do.....	1	12	12 months...	14 08
Weedon and Railway Station.....	J. E. Coté.....	do.....	$1\frac{1}{2}$	6	12 do ...	100 00
Westbury and Railway Station.	A. Lothrop.....	On foot.....	$\frac{1}{2}$	12	12 do ...	78 00
West Farnham and Railway Station	A. B. Foster.....	Optional.....	$\frac{1}{2}$	12	12 do ...	25 00
Wickham West and Railway Station.	J. McGinley.....	On foot.....	360			100 00
Yamaska and Railway Station...	M. Beaupre.....	do.....	$\frac{1}{2}$	12	2 do ...	5 33
						5 33
					Total.....	\$118,504 32

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

**REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1877.**

**CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Beaulieu and Quebec.....	H. Pinhey.....	5	3	2 mo. 15 days..	\$ cts. 25 00
Chicoutimi and Quebec.....	St. Lawrence Steam Navigation Co.....	236	As required.	Season, 1876...	1,500 00
Gaspé Basin and North Shore, River St. Lawrence.....	J. Adams.....	289	Fortnightly.	do ...	1,100 00
Lachine & Ottawa (See also Ont)	Ottawa River Navigation Co.....	112	6	do ...	3,000 00
Laprairie and Montreal.....	Laprairie Navigation Co.....	9	6	do ...	189 00
Lévis and Quebec.....	Quebec & Lévis Ferry Co.....	1	12	9 months.....	135 60
Magdalen Islands & Pictou, N.S.	J. King.....	144	.....	Special trip.....	300 00
do do	J. B. Painchaud.....	144	.....	do .....	50 00
Moisie and Rimouski ( <i>via Bersimis</i> ) .....	G. Gauthier.....	195	Fortnightly.	Season, 1876...	400 00
Montreal and Quebec.....	Richelieu and Ontario Navigation Co.....	180	12	do ...	1,500 00
Ottawa and Deux Rivières (See also Ontario).....	Union Forwarding & Railway Co.....	175	6	do ...	1,500 00
				Total.....	\$9,679 60

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
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REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1877.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
				\$ cts.
Grand Trunk Railway (to Province Line).....	524	As req...	12 months, to 31st March, 1877.	85,674 00
do do do do.....			Special trips with British mails	10,444 50
Intercolonial Railway to (Ste. Flavie).....	83½	6	3 months, to 30th June, 1876...	954 32
Intercolonial Railway (to Province Line).....	178	As req...	12 do do 1877...	17,800 00
Lévis and Kennebec Railway.....	45	6	15 mo. 15 days, to 20th Jan., '77.	1,869 40
Massawippi Valley Railway.....	35	6	12 months, to 31st March, 1877..	1,752 80
Montreal, Portland and Boston Railway.....	19	18	10 mo. 16 days, to 31st Mar., '77	419 44
Quebec Central Railway.....	42½	6	12 months, to 31st March, 1877.	798 15
St. François and Megantic International Railway.....	27	6	12 do do ...	507 06
South Eastern Railway (including Acton to Sorel from 1st Feby. '77)	44 & 54	6	12 do do ...	2,368 76
Stanstead, Shefford and Chambly Railway.....	43	6	12 do do ...	2,153 44
Vermont Junction Railway.....	25	24	12 do do ...	2,504 00
			Total .....	\$127,245 87

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, B.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Quebec, made within the Year ended 30th June, 1877.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
J. C. McLaren.....	Satchels, labels, straps and repairs .....	617	27
R. Malcom .....	do do .....	249	68
Kingston Penitentiary .....	Leather mail bags.....	193	75
Canada Cotton Manufacturing Co.....	Canvas do .....	46	50
F. Turgeon.....	do do .....	2	50
L. Cohn.....	Labels for mail bags .....	62	10
Lovell Printing Co.....	do .....	1	00
A. Matte.....	Making keys for mail locks. ....	12	50
J. Louis & Sons .....	Skins for labels .....	12	00
Honey & Lacroix .....	Repairing mail bags .....	618	90
W. Blackburn .....	do .....	30	64
C. Corneil .....	do .....	15	73
W. L. Hunter .....	do .....	8	12
R. Quintal .....	do .....	1	90
P. Busette .....	do .....	1	75
F. X. Lasalle .....	do .....	1	50
H. Martel .....	do .....	1	50
G. Fortie r .....	do .....	1	20
G. B. Berube .....	do .....	0	70
J. Leclair .....	do .....	0	55
N. Bethune .....	do .....	0	50
F. X. Gingras .....	do .....	0	50
A. Gilmore .....	do .....	0	25
N. Rouleau.....	do .....	0	25
L. Pednell .....	do .....	0	20
O. M. Rey .....	do .....	0	12
	Total .....	\$1,881	61

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant

PROVINCE OF NOVA SCOTIA.

REPORT No. 2, C.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Acadia Mines and Railway Station.....	J. McSween.....	Horse or vehicle.	2	12	12 months....	237 50
Acadia Mines and Thompson's Mills.....	E. J. Purdy.....	Vehicle.....	27	2	9 do.....	225 00
Addington Forks and Keppoch.....	D. Campbell.....	do.....	7½	1	12 do.....	37 00
Advocate Harbor and Three Sisters.....	J. Ward.....	do.....	10	3	12 do.....	276 00
Afton and Bayfield.....	J. J. Atwater.....	Horseback.....	2½	3	12 do.....	50 00
Alder River and St. Andrews.....	A. Chisholm.....	Vehicle.....	12	1	12 do.....	64 00
Amherst and Amherst Point.....	R. W. Chipman.....	Optional.....	4½	3	12 do.....	112 48
Amherst and Fenwick.....	W. C. Pipes.....	Horse or vehicle.	5	1	12 do.....	18 00
Amherst and Goose River.....	K. Hunter.....	do.....	20	3	12 do.....	210 00
Amherst and Little River.....	A. Gourley.....	do.....	18	2	12 do.....	196 00
Amherst and Railway Station.....	J. Hillson.....	On foot.....	¼	as	req. 12 (less fine)	432 92
Annapolis and Digby.....	E. Gates.....	Horse or vehicle.	20	6	12 months....	800 00
Annapolis and Granville Ferry.....	D. Inglis.....	do.....	1	1	12 do.....	40 00
Annapolis and Liverpool.....	H. Kilcup.....	Vehicle.....	68	6	12 do.....	2,446 02
Annapolis and Railway Station.....	J. V. Gavaza.....	On foot.....	½	12	12 do.....	50 00
Annapolis and Saw Mill Creek.....	do.....	do.....	3½	3	12 do.....	40 00
Annapolis and Stoddarts.....	N. A. Gavaza.....	do.....	31	1	6 (less fine)	53 66
do do.....	J. R. Harris.....	do.....	32	1	6 months....	95 00
Anthony's Line and Scotch Village.....	H. T. Cochran.....	Vehicle.....	5½	2	12 do.....	39 00
Antigonishe and Cape George.....	R. McDonald.....	do.....	20	3	12 do.....	234 00
Antigonishe and Big Mountain.....	C. McGilivray.....	do.....	7	1	12 do.....	22 00
Antigonishe and Glenelg.....	H. Gordon.....	do.....	31 &			
Antigonishe and Hallowell Grant.....	do.....	do.....	29	3	12 & arrears.	344 15
Antigonishe and Lochaber (West side).....	H. Dunn.....	Horse or vehicle.	7½	1	6 months....	26 00
Antigonishe and Lochaber (South end).....	D. McMillan.....	Vehicle.....	22½	2	6 do.....	93 50
Antigonishe and Malignant Cove.....	T. Hanifen.....	do.....	22	2	6 do.....	87 50
Apple River and Parrsborough.....	R. McDonald.....	do.....	12	3	12 do.....	156 00
Arcadia and East Chebogue.....	D. McNamara.....	do.....	42	3	12 do.....	552 00
Arcadia and Tusket Wedge.....	E. P. Trefry.....	Horse or vehicle.	4	1	12 do.....	20 00
Arichat and Discoose.....	M. Leblanc.....	do.....	8	2	1 month.....	10 00
Arichat and Grandique Ferry.....	S. Lavach.....	Vehicle.....	7	3	12 months....	118 00
do do.....	P. Campbell, Ex.	do.....	11	6	3 do.....	145 00
Arichat and Petite de Grat.....	A. McDonald.....	do.....	6	6	3 do.....	157 50
Arnold and South Head Cow Bay.....	do.....	do.....	3	3	12 do.....	72 50
Asbdale and Glen Road.....	W. Holmes.....	Horse or vehicle.	6	1	9 do.....	27 00
Aspey Bay and Cape North.....	C. McGilivray.....	Optional.....	4	1	9 do.....	21 00
Athol and Parrsborough.....	R. D. Campbell.....	Horse or foot.....	7	2	12 do.....	40 00
Athol and Railway Station.....	G. Smith.....	Vehicle.....	24	6	12 do.....	600 00
do do.....	J. Elderkin.....	On foot.....	½	12	9 do.....	75 00
Avondale and Barney's River.....	P. Fitzseaman.....	do.....	½	12	3 do.....	17 20
Avonport and Avonport Station.....	W. Dewar.....	Horse or foot.....	5	2	12 do.....	32 00
Aylesford and Bridgewater.....	J. B. Newcombe.....	On foot.....	1½	6	12 do.....	78 00
	J. M. Foster.....	Vehicle.....	57	1	12 do.....	290 00



REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Aylesford and Harmony.....	J. Eaton.....	Vehicle.....	9	1	6 months....	25 00
do do .....	L. M. Creamer...	do .....	10½	1	6 do .....	19 96
Aylesford and Morden .....	W. J. Balcom.....	do .....	12	2	12 do .....	67 48
Aylesford and Palmer's Road....	G. W. Eaton.....	do .....	2	6	12 do .....	50 00
Aylesford and Railway Station...	T. R. Harris.....	do .....	¼	12	12 do .....	40 00
Baddeck and Boom .....	M. McDonald.....	Vehicle or boat...	22	2	12 do .....	270 00
Baddeck and Boulardarie.....	P. Fraser.....	Vehicle .....	12	2 & 3	12 months ...	237 50
Baddeck and Grand Narrows....	S. McNeil.....	do .....	12	1	12 do .....	68 00
Baddeck and McAulay's.....	N. McLellan.....	do .....	14	2	12 do .....	89 00
Baddeck and Margaree Forks ...	T. Coady.....	do .....	37	1	12 do .....	240 00
Baddeck and New Campbellton...	D. Robertson.....	do .....	30	3	12 do .....	772 00
Baddeck and Port Hastings.....	J. McNeil.....	do .....	60	6	9 (less fine)..	2,106 75
Baddeck and Upper Settlement, Middle River .....	D. Robertson.....	Horse or vehicle.	16	1	12 months ...	93 00
Bale Verte and Goose River.....	J. S. Angus.....	Optional.....	24	2	12 do .....	164 00
Bailey's Brook and Brown's Mountain.....	J. McDonald.....	Vehicle .....	7	1	6 do .....	16 00
Bailey's Brook and Summerville	H. McGillivray...	Horse or vehicle.	5	1	12 do .....	40 00
Barney's River and Marsh.....	P. Campbell.....	do .....	10	1	12 do .....	50 00
Barrington and Clyde River.....	J. K. Hogg.....	Vehicle .....	22	3	9 do .....	172 50
Barrington and East side of Pubnico Harbor .....	A. Watson.....	Horse or vehicle.	30	6	9 (& arrears)	496 15
Barrington and Port Clyde.....	J. McCornisky...	Vehicle .....	30	6	3 months ...	62 25
Barrington Passage and Cape Sable Island .....	T. W. Covert....	Optional.....	11	3	12 do .....	230 00
Barrio's Beach and Tracadie....	S. Boudroit.....	do .....	6	1	6 do .....	8 00
do do .....	A. Delorey.....	do .....	6	1	6 do .....	11 74
Basin River Inhabitants and River Inhabitants' Bridge.....	A. Ferguson.....	Horse or vehicle.	6	1	12 do .....	39 00
Baxter's Harbor and Sheffield Mills .....	E. Harris.....	Vehicle .....	7	1	12 do .....	37 68
Bayfield and Pomquette Forks...	J. McKinnon.....	do .....	5	1	12 do .....	31 80
Bay St. Lawrence and Ingonishe	G. McNeil.....	do .....	47	2	12 do .....	540 00
Bear River, West side, and Deep Brook .....	J. A. Hanshaw ..	do .....	5	12	12 do .....	224 00
Bear River Corner and Cedar Lake .....	W. S. Raymond..	do .....	7½	1	12 do .....	57 00
Bedford Basin and English Cor- ner .....	T. Fitzmaurice...	Horse or vehicle.	9	1	12 do .....	70 00
Bedford Basin & Mount Uniacke.	D. T. Hamilton...	do .....	16	2	1 month .....	13 33
do do .....	J. W. Currie.....	do .....	16	2	11 months ...	137 50
Berwick and Railway Station ...	J. M. Parker.....	Vehicle .....	2	12	12 do .....	100 00
Berwick and Somerset .....	J. Hamilton.....	Optional.....	2	6	12 do .....	75 00
Berwick Station and Railway Station.....	S. J. Nichols.....	Horse or vehicle.	60			
Big Bras d'Or and Boulardarie...	K. McKenzie.....	Vehicle.....	14	3	9 do .....	22 50
Big Brook and Upper Settle- ment, River Dennis.....	J. McLean.....	Optional...	11	2	11 do .....	125 00
Big Intervale and North East Margaree .....	M. McLeod.....	Vehicle .....	10	1	12 do .....	39 00
Big Island and Merigonishe....	A. McLean.....	do .....	2	2	3 do .....	6 97
do do .....	J. G. McLean.....	do .....	2	2	9 do .....	41 25
Big Lorraine and Sydney.....	N. H. Martin.....	do .....	35	2	12 do .....	371 96
Big Pond and Enon .....	A. McNeil.....	Horse or vehicle.	10	1	12 do .....	58 00
Big Port Le Bear and Sable River .....	G. Harding.....	Optional.....	12	1	12 do .....	80 00

**REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Black Rock and Parrsborough...	M. Phinney .....	Vehicle .....	7	1	12 months...	52	00
Blanchard's Road and New Glasgow .....	J. Webster .....	do .....	15	1	9 do .....	48	00
do do .....	J. J. Fraser .....	do .....	15	1	3 do .....	17	50
Blandford and Hubbard's Cove .....	J. E. Stratford .....	do .....	18	3	9 do .....	186	00
Blandford and Tancook Island .....	J. W. Pearl .....	do .....	4	1	12 do .....	54	00
Boom and Whycomomagh .....	J. McDonald .....	do .....	15	1	12 do .....	64	00
Boulardarie and Little Bras d'Or .....	M. McDonald .....	do .....	23	2	12 (& arrears) .....	335	81
Boulardarie and Point Clear .....	C. Munro .....	do .....	7	1	12 months .....	40	00
Boylston and Port Mulgrave .....	W. H. McKeough .....	do .....	30	2	12 do .....	300	00
Bridgetown and Granville Ferry .....	R. H. Foster .....	do .....	14	2	12 do .....	200	00
Bridgetown and Granville Ferry (via Chute's Cove) .....	J. Hill, Ex. ....	do .....	35	1	12 do .....	140	00
Bridgetown and Lawrencetown .....	A. McKenna .....	do .....	9	1	12 do .....	80	00
Bridgetown and Middleton .....	E. Sproul .....	do .....	17	2	12 do .....	144	00
Bridgetown and Railway Station .....	F. Crosskill .....	do .....	1	12	12 do .....	50	00
Bridgewater and Halifax .....	P. & O. Lavers .....	do .....	90	6	2 do .....	433	33
do do .....	J. C. Hill .....	do .....	90	6	10 do .....	3,000	00
Bridgewater and Lawrencetown .....	L. Feindel .....	do .....	58	1	12 (less fine) .....	239	00
Bridgewater and Middlefield .....	J. Newcombe .....	do .....	25	1	6 months .....	75	00
do do .....	R. A. Newcomb .....	do .....	25	1	6 do .....	74	00
Bridgewater and Mill Village .....	Z. P. & J. P. Armstrong .....	do .....	35	3	12 do .....	590	00
Bridgewater and New Canada .....	W. Cronin .....	do .....	12	1	6 do .....	38	00
do do .....	J. D. Newcombe .....	do .....	13	1	6 do .....	32	50
Bridgewater and Pleasant River .....	W. Newcombe, jun. ....	do .....	20	1	2 12 do .....	152	32
Bridgewater and Shelburne .....	H. Kilcup .....	do .....	67	6	12 do .....	3,500	00
Broad Cove Intervale and Outlet of Lake Ainslie .....	H. McKay .....	do .....	8	1	12 do .....	24	00
Broad Cove Marsh and Chimney Corner .....	L. McPherson .....	do .....	5	1	12 do .....	36	00
Brookfield and Pleasant River .....	W. T. Waterman .....	do .....	8	3	12 do .....	150	00
Brookfield and Railway Station .....	A. Kennedy .....	On foot .....	1 <sup>3</sup> / <sub>4</sub>	12	12 do .....	60	00
Brookfield and Upper Stewiacke .....	C. D. Carter .....	Vehicle .....	16	3	12 do .....	159	00
Brookland and Salt Springs .....	W. Gray .....	Horse or vehicle .....	3	1	12 do .....	16	00
Brook Village and West side Lake Ainslie .....	R. Frizzle .....	Vehicle .....	8	1	12 do .....	45	00
Brown's Brook and Parrsborough .....	H. Brown .....	do .....	12	1	12 do .....	70	00
Brule and Forbes .....	J. Forbes .....	On foot .....	2	1	12 do .....	24	00
Buckley's and Kentville .....	M. Kinsman .....	Vehicle .....	16	3&6	12 do .....	366	67
Buckley's and Somerset .....	L. R. Morse .....	do .....	6 <sup>1</sup> / <sub>2</sub>	2	12 do .....	90	00
Burlington and Victoria Harbor .....	G. W. Sanford .....	do .....	9	1	6 do .....	23	24
Burntcoat and Noel .....	J. O'Brien .....	do .....	4 <sup>1</sup> / <sub>2</sub>	3	12 do .....	73	00
Cambridge Station and Condon Settlement .....	W. H. Farrin .....	do .....	4 <sup>1</sup> / <sub>2</sub>	1	6 do .....	19	86
do do .....	J. Colwell .....	do .....	4 <sup>1</sup> / <sub>2</sub>	1	6 do .....	17	00
Canaan and Kentville .....	J. L. Bishop .....	Horse or vehicle .....	6	6	12 (& arrears) .....	183	46
Canaan Road and Neily Road .....	A. C. Vanbuskirk .....	do .....	7	2	6 months .....	24	50
Canaan Road and Torbrook .....	J. H. Banks .....	do .....	5	1	6 do .....	19	00
Canada Creek and Waterville .....	H. Balsor .....	Vehicle .....	9	2	12 do .....	74	00
Canning and Kentville .....	R. H. Warner .....	Horse or vehicle .....	10	6	12 do .....	383	32
Canning and Medford .....	J. L. Bishop .....	Vehicle .....	5	6	12 do .....	181	84
Canning and Port William Station .....	do .....	Horse or vehicle .....	7	6	12 do .....	199	00
Canning and Scott's Bay .....	W. Butler .....	Vehicle .....	15	3	12 do .....	247	00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Caaso and Guysborough.....	G. W. Scott.....	Horse or vehicle.	32	6	12 months...	1,095	00
Cape George and Cape George (North Side).....	L. McIsaac.....	do	10	2	12 do	112	00
Cape Negro Island and North East Harbor.....	J. Cook.....	do	2	2	12 do	78	00
Carriboo Gold Mines and Hamilton's Corner.....	G. Hamilton.....	Vehicle.....	7	2	9 do	45	00
Catalone and Little Lorraine.....	R. D. Martin.....	Horse or vehicle.	12	2	12 do	156	00
Catalone and New Boston.....	N. H. Martin.....	Optional.....	3	2	3 do	7	50
Centreville and Hall's Harbor.....	R. D. West.....	Horse or vehicle.	9	3	12 do	216	24
Chesley's Corners and Morton's Corner.....	E. Johnes.....	do	8	1	12 do	29	40
Chester and Kentville.....	C. Price.....	do	46	2	1 month.....	80	00
do do	G. Roy.....	do	46	2	11 months...	522	50
Chester and Windsor.....	W. A. Daniel.....	do	35	2	9 do	207	24
Cheverie and Kennetcook.....	J. Sanford.....	do	8	1	12 do	45	00
Cheverie and Newport.....	B. Wilcox.....	do	17	6	12 do	545	00
Cheverie and Walton.....	T. Parker.....	Vehicle.....	12	3	9 do	150	00
do do	J. W. Burgess.....	do	12	3	3 do	47	50
Chezzeetook and Dartmouth.....	W. L. Sterns.....	Horse or vehicle.	24	1	12 do	150	00
Chezzeetook and Porter's Lake.....	G. E. Ormon.....	Vehicle.....	3	3	12 do	37	00
Chipman's Brook and Lakeville.....	E. C. Bligh.....	do	9	2	9 do	75	00
do do	J. B. Elliott.....	do	9	1	3 do	16	25
Christmas Island and East Bay.....	R. A. McDonald	do	25	2	12 do	390	00
Christmas Island and Grand Narrows.....	J. S. McNeil.....	Optional.....	2½	2	12 do	40	00
Clementsport and Clementsvale.....	A. W. Shaw.....	Vehicle.....	4	1	12 do	39	00
Clyde River and Gunning Cove.....	S. Van Norden.....	do	20	3	12 do	236	24
Clyde River and Upper Clyde River.....	J. McKay.....	do	24	1	12 do	149	48
Cogmagun River and Kennetcook.....	A. Sanford.....	do	4½	1	12 do	13	00
Cold Brook Station and Railway Station.....	H. Porter.....	On foot.....	60 yds.	12	9 do	15	00
Cole Harbor and Tor Bay.....	W. O'Neal.....	Optional.....	9	2	12 do	110	00
Cow Bay and Mira Gut.....	G. Dillon.....	Vehicle.....	12	1	12 do	65	00
Cow Bay and Sydney.....	J. O'Callaghan.....	do	32	6	8 do	600	00
Cranberry Head and Yarmouth.....	A. Thurston.....	do	8	1	12 do	68	00
Cross Roads, Country Harbor and Gosheu.....	A. Gunn.....	Horse or vehicle.	10	1	6 do	19	00
do do	W. H. Featon.....	do	10	1	6 do	18	50
Cross Roads, Country Harbor and Port Mulgrave.....	C. Sellers.....	Vehicle.....	52	3	12 do	1,200	00
Crow Harbor and White Head.....	J. J. Ehler.....	Horse or vehicle.	12	2	12 do	180	00
Culloden and Digby.....	J. H. Syda.....	do	8½	1	12 do	75	00
Dalhousie Settlement & Durham.....	G. Adamson.....	Vehicle.....	11	1	12 do	50	00
Dartmouth and Halifax.....	J. E. Leadley.....	Foot or boat.....	1¼	18	12 do	66	00
Dartmouth and Montague Gold Mines.....	V. Baker.....	Horse or vehicle.	7	1	12 do	50	00
Dartmouth and South Eastern Passage.....	J. A. Shiers.....	Vehicle.....	7	1	12 do	56	00
DeBert Station and DeBert Village.....	J. McCulluch.....	Optional.....	1¼	3	12 do	40	00
DeBert Station and Folly Mountain.....	A. Fulmor.....	Vehicle.....	12	1	6 do	32	00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
DeBert Station and Great Village.....	D. M. Kent.....	Optional.....	7	12	12 months...	300 00
Digby and South Range.....	J. J. White.....	Vehicle.....	13	1	12 do ...	71 00
Digby and Thorne's Cove Point.....	C. Chute.....	do.....	8	2	12 do ...	100 00
Digby and Westport.....	J. H. Timpany.....	Horse or vehicle.....	42	6	3 do ...	414 50
do do.....	G. Stailing & Son.....	do.....	40	6	9 do ...	899 25
Digby and Yarmouth.....	Dennison & Rogers.....	Vehicle.....	72	6	12 do ...	3,000 00
Dover West and Peggy's Cove.....	W. Baker.....	On foot.....	3	1	12 do ...	20 00
Eastern Harbor and Mabou.....	J. McNeil.....	Vehicle.....	62	1	9 do ...	825 00
Eastern Harbor and Pleasant Bay.....	J. McFarland.....	Optional.....	20	1	12 do ...	140 00
Eastern Harbor and Port Hastings.....	J. McNeil.....	Vehicle.....	203	6	3 do ...	1,325 00
East Jeddore and Head Jeddore.....	J. Myers.....	On foot.....	6	1	12 do ...	40 00
East Margaree and New Bridge.....	D. L. McDonald.....	Optional.....	3	1	1 month ..	2 50
East Side Ragged Island and Lewis's Head.....	G. Craig.....	do.....	6	1	12 months...	24 00
East Side West Branch and Hopewell.....	J. A. Urquhart.....	Horseback.....	6	2	12 do ...	72 00
Eastville and Upper Stewiacke.....	J. R. Ellis.....	Vehicle.....	7	1	12 do ...	52 00
Eel Creek and Oxford.....	J. Simpson.....	do.....	12	1	12 do ...	65 00
Ellershouse and Newport.....	D. Harvey.....	do.....	6	1	7 do ...	40 25
Ellershouse and Railway Station.....	J. Johnson.....	On foot.....	50			
			yds.	24	12 do ...	50 00
Elmsdale and Gay's River.....	J. McHeffey.....	Vehicle.....	11	1	12 do ...	40 00
Elmsdale and Nine Mile River.....	W. Garden.....	Horse or vehicle.....	8	1	12 do ...	47 48
Elmsdale and Railway Station.....	A. Dunbar.....	On foot.....	60			
			yds.	12	12 do ...	20 00
Enfield and Renfrew.....	W. Garden.....	Vehicle.....	7	1	12 do ...	70 00
Enfield and Railway Station.....	H. F. Donaldson.....	On foot.....	20			
			y	12	12 do ...	20 00
Englishtown and Ingonishe.....	M. Morrison.....	Vehicle.....	32	2	12 do ...	485 00
Englishtown and North River Bridge.....	D. Montgomery.....	do.....	15	2	12 do ...	79 12
Falkland Ridge and Springfield.....	J. G. Morrison.....	do.....	6	1	12 do ...	32 00
Falmouth Windsor Bridge and Mortonville.....	F. Lunn.....	do.....	8	3	12 do ...	78 00
Five Islands and Great Village.....	J. G. Peppard.....	do.....	30	6	12 (less fine)	680 00
Five Islands and Lynn.....	J. W. Corbett.....	do.....	8	1	3 months...	4 75
Five Islands and Parraborough.....	W. Phinney.....	do.....	15	3	12 do ...	185 72
Five Islands and Southampton.....	C. Lawrence.....	do.....	22	1	12 do ...	77 50
Fletcher's Station and Wellington Station.....	E. Largie.....	Optional.....	3	6	12 do ...	30 00
Folly Lake and Railway Station.....	T. Barber.....	On foot.....	12	12	12 do ...	20 00
Folly Mountain and Londonderry.....	H. McLean.....	Horse or vehicle.....	6	1	6 do ...	20 00
Forristalls and Port Mulgrave.....	E. May.....	Vehicle.....	4	3	12 do ...	84 00
Fouchie and Grand River.....	A. McKinnon.....	Horse or vehicle.....	29	1	12 do ...	160 00
Fraills and Hubbard's Cove.....	N. Link.....	Vehicle.....	26	2	3 do ...	75 00
Frenchvale and North-West Arm.....	S. Guthero.....	Optional.....	7	1	12 do ...	29 00
Gabrouse and Marion Bridge.....	M. Morrison.....	do.....	14	2	12 do ...	80 00
Gaspereaux and Gaspereaux (circular route).....	J. L. Gettridge.....	Vehicle.....	8½	1	12 do ...	100 00
Gaspereaux and Wolfville.....	A. A. Vaughan.....	Optional.....	2½	3	12 do ...	49 00
Gay's River and Little River.....	J. McHeffey.....	Vehicle.....	12	1	12 do ...	40 00
Gay's River and Meagher's Grant.....	J. Dowling.....	do.....	17	1	12 do ...	73 12

REPORT No. 2, C—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
George's River and Little Bras d'Or .....	G. Howatson, jr.	Vehicle.....	8	1	12 months....	40 00
Glenarry Station and Pleasant Valley .....	D. Fraser.....	do .....	14	2	12 do .....	225 00
Glen Margaret and Head St. Margaret's Bay.....	G. Dauphiney .....	do .....	12	6	12 do .....	288 00
Glen Margaret and Peggy's Cove .....	J. Miller.....	do .....	8	3	12 do .....	100 00
Goldenville and Sherbrooke.....	J. H. McDonald..	do .....	2½	1	12 do .....	119 72
Gore and Maitland.....	A. S. Smith.....	Optional.....	20	2	12 do .....	162 00
Gore and Mosherville.....	J. Anthony.....	Vehicle.....	17	1	12 do .....	75 00
Gore and Newport.....	R. S. Dimock.....	Optional.....	22	3	12 do .....	370 00
Gore and Shubenacadie.....	W. Walker.....	do .....	21	1	12 (& arrears)	124 21
Grand Anse and Grandique .....	B. McPherson.....	do .....	3	6	9 months....	198 75
do .....	N. McDonald.....	do .....	3	6	3 do .....	55 75
Grand Anse and West Bay.....	M. Morrison.....	do .....	12	1	6 do .....	30 00
Grandique and Lenoxx.....	W. E. Cutler.....	Boat.....	4	6	12 do .....	500 00
Grandique Ferry and West Arichat.....	A. McDonald.....	Vehicle.....	10	6	6 do .....	290 00
Grand Narrows and Upper Settlement, River Dennis.....	J. J. McPhail.....	do .....	38	2	12 do .....	280 00
Grand River and Loch Lomond.....	K. McLennan.....	Optional.....	8	1	12 do .....	47 00
Grand River and St. Peters .....	W. McPherson.....	Vehicle.....	18	3	12 do .....	235 00
Granton and Westville.....	J. A. Marshall .....	do .....	7	2	10 do .....	122 90
Granville Ferry and Victoria Beach.....	J. Morrison.....	do .....	16	2	12 do .....	298 00
Great Village and Londonderry Station.....	D. M. Kent.....	do .....	4	12	12 do .....	300 00
Greenville and Railway Station.....	J. Doyle.....	On foot.....	40 yds.	12	12 do .....	20 00
Greenville and Westchester.....	S. A. Purdy .....	Vehicle .....	16	2	3 do .....	27 50
Guysborough and Torbay.....	T. Eaton.....	Optional.....	28	2	12 do .....	320 00
Halifax and H.M. Dockyard.....					Special trips	7 55
Halifax and Lower Prospect.....	D. Slaughenwhite.....	do .....	23	1	12 months....	80 00
Halifax and Marie Joseph .....	T. Archibald.....	do .....	113	3	12 do .....	1,720 00
Halifax and Prospect .....	J. Coolen.....	do .....	21	2	12 do .....	134 40
Halifax and Railway Station.....	F. W. Fishwick.....	On foot .....	2	as req.	12 do .....	1,000 00
Halifax and Sombra.....	J. Marriott.....	Optional.....	20	1	12 do .....	120 00
Halifax and Wharf .....	P. Hogan.....				Special trips	1 00
do .....	C. Sweeney.....				do .....	1 00
do .....	S. Cunard & Co.	Vehicle .....			5 months...	263 00
Halifax Railway Station and Wharf .....	do .....	do .....			do .....	645 00
do .....	J. Coulon.....	do .....			do .....	63 00
Hantsport and Lockartville.....	W. Glenn.....	Optional.....	2½	3	12 do .....	80 00
Hantsport and Railway Station.....	W. Davison.....	On foot.....	1½	12½	12 do .....	33 32
Harborville and Morden.....	W. Balcom.....	Optional.....	9	1	6 do .....	30 00
Harborville and Somerset.....	S. Truesdell.....	do .....	7½	2	12 do .....	97 00
Hastings and Warren.....	R. C. Chapman.....	do .....	3	1	12 do .....	20 00
Head of Jordan River and Thorneburne.....	E. Martin.....	On foot.....	5	1	12 do .....	19 00
Head South River Lake and Salmon River Lake Settlement.....	J. McDonald.....	Vehicle .....	15	1	12 do .....	47 00
Head Tatamagouche Bay and Tatamagouche.....	W. Dobson.....	do .....	5	3	12 do .....	75 00
Head Wallace Bay and Wentworth Station.....	A. Purdy.....	do .....	17	3	12 do .....	190 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Henderson's Settlement and Wentworth.....	A. Purdy.....	Horse or vehicle.	4	2	12 months...	40 00
Hopewell and Railway Station..	J. Gunn.....	On foot.....	12	12	do ...	55 00
Horton Landing and Railway Station.....	F. G. Curry .....	do .....	12	12	do ...	40 00
Hunt's Point and Liverpool .....	W. Inness .....	Vehicle.....	8	2	12 do ...	118 00
Indian Harbor and Port Beckerton.....	G. S. Taylor.....	Optional.....	8	1	12 do ...	52 00
Indian Harbor and Wine Harbor	D. Suttis.....	do .....	5	3	12 do ...	39 00
Indian Point and Mahone Bay...	J. Ernst.....	do .....	5	1	12 do ...	28 00
Isaac's Harbor and Isaac's Harbor (East Side).....	H. McMillan.....	do .....	3	3	12 do ...	68 00
Isaac's Harbor and Melrose.....	A. Gunn.....	Vehicle .....	27	3	3 do ...	87 00
do do .....	E. A. Bollong.....	do .....	27	3	9 do ...	261 00
Jackson's and West Branch River Philip.....	M. Chapman.....	do .....	6	3	12 do ...	48 88
Jacksonville & Leitch's Creek..	D. McDonald.....	do .....	5	2	6 do ...	23 00
Jeddore and Musquodoboit Harbor.....	R. Stevens.....	Horse or vehicle.	12	1	3 do ...	11 75
do do .....	T. Stevens.....	do .....	12	1	9 do ...	35 25
Jeddore and Pleasant Point.....	C. Mosher.....	On foot .....	4	1	9 do ...	12 00
do do .....	N. Mosher.....	do .....	4	1	3 do ...	4 00
Joggin Mines and Skulie.....	J. McKenzie.....	Vehicle .....	5	1&2	12 do ...	182 50
Jordan Bay and Shelburne.....	R. Hines.....	do .....	11	3	12 do ...	185 00
Judique and Upper Settlement, River Dennis .....	M. McDonald .....	do .....	15	1	12 do ...	80 00
Kemptown and Riversdale.....	R. J. Hingley.....	do .....	5	2	12 do ...	96 00
Kemptville and Yarmouth.....	E. Crowell.....	do .....	26	2	12 do ...	220 00
Kennetcook Corner and Noel.....	A. Harvey.....	do .....	10	1	12 do ...	60 00
Kentville and Railway Station..	G. E. Calkin.....	On foot .....	24	3	do ...	25 00
do do .....	W. M. Carruthers .....	do .....	24	9	do ...	75 00
Kerrowgare and New Glasgow..	T. McDonald.....	Optional.....	22	2	3 do ...	43 25
do do .....	D. C. McDonald.....	do .....	22	2	9 do ...	268 75
Kingsbury and Lunenburg.....	J. E. Hunt.....	Vehicle .....	23	2	9 do ...	235 00
Kingston Station and Tremont..	A. Vanbuskirk..	Horse or vehicle.	7	2	6 do ...	24 50
Lake Ainslie and Lake Ainslie (South Side).....	J. McKinnon.....	Optional.....	6	1	12 do ...	20 00
L'Ardoise Hill and Newport Station.....	W. D. Hunter.....	Vehicle .....	12½	3	12 do ...	130 00
Lawrencetown and Lawrence-town (circular route).....	P. H. Saunders.....	do .....	17	2	12 do ...	140 00
Lawrencetown and Port George	J. Balcom .....	do .....	42	2	12 do ...	249 00
Lawrencetown and Railway Station.....	J. W. James.....	On foot .....	12	12	do ...	30 00
Leitch's Creek Bridge and Sydney .....	J. O'Callaghan.....	Vehicle.....	11	2	8 (& arrears)	99 99
Lewis Bay and Sydney.....	R. Martin.....	do .....	28	2	12 months...	349 00
Lewis Head and Sable River .....	W. Herkins.....	do .....	8	2	12 do ...	100 00
Lime Rock and West River .....	R. B. Munro.....	do .....	2½	3	12 do ...	40 00
Lingan and Sydney.....	R. Martin.....	do .....	18	3	12 do ...	300 00
Little Glace Bay and Sydney...	W. J. Power.....	do .....	18	3	4 do ...	95 00
Little Judique and Rear of Judique.....	D. McMillan.....	Horse or vehicle.	6	1	12 do ...	25 00
Liverpool and Milton .....	A. Ford.....	Vehicle .....	3½	6	12(& arrears)	225 00

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						\$ cts.
Liverpool and Port Medway.....	S. Cohoon.....	Vehicle.....	10	6	12 months...	350 00
Lochaber and St. Andrews.....	A. Sinclair.....	do .....	20	1	12 do ...	106 00
Lockside and Red Islands.....	J. McVicar.....	Horse or vehicle.	7	2	12 do ...	71 00
Lockeport and Sable River.....	G. Walls, jun.....	Vehicle .....	14	6	12 do ...	570 00
Londonderry and Truro.....	C. R. Pearson ...	do .....	17	3	12 do ...	317 64
Lower Cove and Maccan.....	S. E. Freeman.....	do .....	16	6	12 do ...	575 00
Lower Horton and Railway Station.....	A. Borden.....	On foot.....	1	12	12 do ...	70 00
Lower Maccan and Maccan. ....	W. Sharp.....	Horse or vehicle.	4	3	12 do ...	90 00
Lower River Inhabitants and Port Hawkesbury.....	R. B. Henesey ...	Optional.....	13	3	12 do ...	195 00
Lower South River and Pomquette Forks.....	J. Keily.....	Vehicle.....	14	2	12 do ...	80 00
Lower Stewiacke and Meagher's Grant.....	G. Ambrose & Ex	Optional.....	25	1	12 do ...	190 00
Lower Stewiacke and Middle Stewiacke.....	do .....	Vehicle.....	13	1	12 do ...	80 00
Lower Stewiacke and Princeport.....	G. Ambrose.....	do .....	17	1	3 do ...	29 37
do do .....	G. Parker .....	do .....	18	1	9 do ...	72 75
Lower West Pubnico and Pubnico Harbor.....	A. Watson.....	do .....	8	3	12 do ...	111 93
McKenzie's Road and Parker's Cove.....	B. Reed.....	Optional .....	8	1	12 do ...	48 00
Mabou and Port Hastings.....	J. McNeil.....	Vehicle .....	38	6	9 do ...	1,425 00
Mabou and Sight Point.....	R. P. Flynn .....	do .....	15	1	6 do ...	32 00
do do .....	D. McEachen.....	do .....	12	1	6 do ...	36 00
Mabou and Whycocomagh (via Mull River).....	R. P. Flynn .....	do .....	21	1	12 do ...	112 00
do do (via Brook Village).....	J. McNeil.....	do .....	18	2	9 do ...	98 25
Maccan and Nappan.....	S. E. Freeman.....	Optional.....	2	3	12 do ...	100 00
Maccan Mountain and Southampton.....	J. Lodge.....	Vehicle.....	5	1	3 do ...	8 00
Mahone Bay and New Germany.	R. Barss.....	do .....	18	1	12 do ...	75 00
Main Post Road and Marshalltown.....	S. Ryan.....	do .....	1	6	12 do ...	36 00
Maitland and Noel.....	D. R. Smith.....	do .....	12	6	12 do ...	311 00
Maitland and Shubenacadie.....	L. Lynch.....	do .....	20	6	12 (less fine)	840 00
Malagash and Wallace.....	B. S. Seaman.....	do .....	19	1	12 months...	130 00
Malagawatch and River Dennis.	A. McIntyre .....	do .....	8	1	12 do ...	60 00
Malagawatch and West Bay.....	D. McLeod.....	do .....	16	2	12 do ...	137 00
Malignant Cove and New Glasgow.....	A. McIsaac.....	do .....	36	3	12 (less fine)	608 00
Margaree Forks and Middle Section North-east Margaree.	W. Burton.....	do .....	9	1	12 months....	27 25
Margaretsville and Wilmot. ....	E. S. Woodbury.	do .....	10	2	12 (less fine)	138 00
Marie Joseph and Sherbrooke....	M. McGrath .....	do .....	22	3	12 months....	390 00
Meagher's Grant and Musquodoboit Harbor.....	T. Archibald.....	do .....	14	1	6 do ...	40 00
Melrose and Shubenacadie.....	J. Tays.....	do .....	88	2 & 3	12 do ...	1,731 26
Melvorn Square and Wilmot.....	H. Gowcher .....	do .....	5	3	12 do ...	70 00
Merigonishe and Piedmont Valley.....	J. McDonald.....	do .....	5	1	3 do ...	7 50
do do .....	J. Smith.....	do .....	5	1	9 do ...	28 50
Middle Musquodoboit and Newcombe Corner.....	S. Hanna.....	do .....	9	1	12 do ...	44 00

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Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Middle River and West Side Middle River.....	J. W. Campbell.	Foot or horse-back.....	3 $\frac{1}{2}$	1	12 months....	\$ 20 00
Middleton and Railway Station.....	A. Beals.....	On foot.....	3 $\frac{1}{2}$	12	12 do .....	60 00
Middle Town and Port Mulgrave Station.....	H. Gosbie.....	Vehicle.....	13	1	6 do .....	47 00
Milford Station and Railway Station.....	T. Andrew.....	On foot.....	4	12	12 do .....	40 00
Minudie and River Hebert.....	J. Coates.....	Vehicle.....	7	3	12 do .....	98 00
Morden and Victoria Harbor.....	S. Balcom.....	do .....	3	1	6 do .....	12 50
Morristown and Waterville.....	J. Forsyth.....	do .....	8 $\frac{1}{2}$	1	12 do .....	49 68
Mount Denison and Railway Station.....	J. Shaw.....	On foot.....	1 $\frac{1}{2}$	3	12 do .....	30 00
Mount Thorn Settlement and Salt Springs.....	A. McKay.....	Vehicle.....	5	2	12 do .....	80 00
Mount Uniacke and Rawdon.....	J. McLearn.....	do .....	14	2	12 do .....	134 00
Munford's and Scotch Village.....	C. Cochran.....	Horse or vehicle.	5	1	12 do .....	30 00
Nappan and Railway Station.....	A. C. Barry.....	On foot.....	75 yds.	12	12 do .....	49 50
Neily Road and Railway Station	A. C. Vanbuskirk	do .....	100 yds.	12	12 do .....	16 00
Neily Road and Rhodes.....	A. Jacques.....	Vehicle.....	5	2	12 do .....	48 00
New Campbellton and Sydney Mines .....	J. Vickers.....	do .....	13	3	12 do .....	300 00
New Glasgow and Railway Station.....	D. Campbell.....	On foot.....	4	24	12 do .....	165 00
New Glasgow and Sherbrooke... do do .....	G. W. Mattatall.....	Vehicle.....	58	6	9 mo. 14 days (less fine)	1,239 00
New Glasgow and Sydney .....	G. & D. Fraser.....	do .....	58	6	2 mo. 17 days	402 42
New Glasgow and Vale Colliery	T. S. Lindsay.....	do .....	249 $\frac{1}{2}$	6	12 months....	14,340 00
New Glasgow and Woodbourne	F. McDonald.....	do .....	5	3	12 do .....	76 44
Newport and Newport Landing	A. J. Reid.....	do .....	15	2	12 do .....	80 00
Newport and Newport Station...	J. E. T. Mosher.....	do .....	8	6	12 do .....	270 00
Newport and South Rawdon.....	C. Chambers.....	do .....	5	6	12 do .....	218 48
Newport and Upper Newport....	S. Harvie.....	do .....	10	1	12 do .....	40 00
Newport and Walton .....	do .....	do .....	6	1	12 do .....	32 00
New Ross and Stoddarts .....	T. Parker.....	do .....	16 $\frac{1}{2}$	3	12 do .....	259 00
New Ross and Vaughans.....	J. W. Boylan.....	do .....	26	2	12(& arrears)	183 80
New Tusket and Weymouth.....	J. Boylan.....	do .....	15	2	12 months....	99 68
Nictaux Falls and Wilmot .....	M. Weaver.....	do .....	12	1	12(& arrears)	75 00
Nine Mile River and Shubenacadie .....	M. McGregor.....	do .....	4 $\frac{1}{2}$	3	12 months....	67 72
Noel and Shubenacadie .....	A. Densmore.....	do .....	20	1	12 do .....	104 00
Noel and Walton .....	J. M. O'Brien.....	do .....	28	1	12 do .....	220 00
North River Bridge and St. Anns North Section Earltown and Truro .....	A. C. O'Brien.....	do .....	16	3	12 do .....	194 00
Oxford and Pugwash .....	M. McDonald.....	do .....	4	2	12 do .....	53 00
Oxford and Railway Station .....	H. Southerland.....	do .....	27	2	12 do .....	200 00
Oxford and Shinemicas Bridge..	C. E. McNutt.....	Horse or vehicle.	20 $\frac{1}{2}$	1	12 do .....	80 92
Palmer's Road, Post Road and Ward Glebe .....	do .....	Boat .....			Ferriage of Mails across Pugwash River .....	6 60
	O. Fillmore.....	Vehicle .....	3 $\frac{1}{2}$	12	12 months....	180 00
	G. L. Purdy.....	do .....	14	1	12 do .....	70 00
	G. W. Eaton.....	do .....	3 $\frac{1}{2}$	1	12 do .....	30 00



REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Paradise Lane and Railway Station.....	W. F. Morse .....	Optional .....	3 <sup>3</sup> / <sub>4</sub>	12	12 months....	40 00
Parrsborough and Partridge Island .....	J. Wason .....	do .....	2	3	12 do .....	37 00
Parrsborough and Wharf .....	D. McNamara.....	do .....			Season, 1874	30 00
Pictou and Railway Station.....	W. McDonald.....	Foot or horse-back .....	1 <sup>1</sup> / <sub>4</sub>	24	6 months....	100 00
do do .....	P. Carroll .....	do .....	2 <sup>1</sup> / <sub>4</sub>	24	6 do .....	55 00
Pictou and River John .....	W. Gammon .....	Vehicle .....	20	6	12 do .....	539 00
do do (via Shore) .....	J. McLeod.....	do .....	22	1	12 do .....	89 00
Pictou and Wharf .....	B. Creed .....	do .....			Special trips	24 00
Pictou and West Branch River John .....	J. Ross .....	do .....	22	2	12 months....	148 00
Pictou and West River Station.....	T. G. Anderson..	do .....	22	3	12 do .....	380 00
Pictou Landing and Railway Station .....	B. McLeod.....	On foot .....	200 yds.	12	12 do .....	20 00
Pomquette Forks and Tracadie..	A. McDougall .....	Vehicle .....	15	1	12 do .....	93 50
Port Caledonia and Sydney .....	T. S. Lindsay .....	do .....	30	3	4 do .....	188 00
Port Hastings and West Bay .....	A. McQuarrie.....	do .....	16	3	12 do .....	175 00
Port Hawkesbury and West Bay	D. Cameron .....	do .....	13		Season, 1876	56 00
Port Hood and Port Hood Island	R. Smith .....	Optional .....	1 <sup>1</sup> / <sub>2</sub>	2	12 months....	15 00
Port Philip and Pugwash .....	G. King .....	Horse or vehicle.	4 <sup>1</sup> / <sub>2</sub>	3	12 do .....	52 00
do do .....	do .....	Boat .....			Ferriage of Mails across Pugwash River .....	6 12
Port Royal and West Arichat....	E. Laffard .....	Vehicle .....	3 <sup>1</sup> / <sub>2</sub>	3	3 months....	25 00
do do .....	A. McDonald .....	do .....	3 <sup>1</sup> / <sub>2</sub>	3	9 do .....	75 00
Port Williams Station and Railway Station .....	E. A. Forsyth .....	Optional .....	1	12	3 do .....	5 00
Port Williams Station and White Rock Mills.....	J. L. Bishop .....	Vehicle .....	4	3	12 do .....	80 00
Power's and River Bourgeoise....	J. Kyte.....	do .....	2 <sup>1</sup> / <sub>2</sub>	6	3 do .....	19 50
Princeport and Truro .....	E. Archibald .....	do .....	16	2	12 do .....	164 00
Pugwash and Thomson's Mills .....	J. R. Lemay .....	do .....	17	6	12 do .....	447 00
do do .....	do .....	Boat .....			Ferriage of Mails across Pugwash River .....	112 20
Pugwash and Wallace .....	J. Dotten .....	Vehicle .....	10 <sup>1</sup> / <sub>2</sub>	1	12 months....	58 00
Rear of Black River and West Bay .....	M. Morrison .....	do .....	10	1	6 do .....	30 00
Reynardton and Tusket.....	A. J. Lent.....	do .....	7 <sup>1</sup> / <sub>2</sub>	1	6 do .....	24 74
Reserve Mines and Sydney .....	J. O'Callaghan ..	do .....	12	3	4 do .....	52 00
Richmond Terminus and Railway Station .....	J. Creighton ..	Optional .....	1 <sup>1</sup> / <sub>2</sub>	As req. & 24	12 do .....	99 18
River Bourgeoise and River Fear	J. Kyte.....	Vehicle .....	2 <sup>1</sup> / <sub>2</sub>	6	9 (less fine)	57 50
River Inhabitants' Bridge and West Bay .....	H. McColl .....	Optional .....	5	6	12 months...	195 00
River John and Tatamagouche..	D. Langill.....	do .....	10	3	12 do .....	139 00
River Philip and Railway Station .....	W. Phillips.....	do .....	2	12	12 do .....	200 00
River Philip and River Philip (circular route) .....	J. H. Schurman..	Horse or vehicle.	13	3	12 do .....	299 00

REPORT No. 2, C—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Riversdale and Railway Station	R. J. Hingley	On foot	1/4	12	12 months	32 00
Rockville and Yarmouth	J. Hatfield	Vehicle	8	2	12 do	105 00
Round Hill and Railway Station	C. E. Spurr	On foot	300	12	12 do	24 00
Round Hill and Tupperville	do	Optional	3 1/2 yds.	3	12 do	100 00
St. Anns and South Gut	D. Morrison	do	7	2	12 do	76 00
St. Peters and West Bay	A. Urquhart	do	32	1	3 do	35 87
do do	R. Morrison	do	32	1	9 do	97 50
Sheet Harbour and Upper Musquodoboit	P. Murray	Vehicle	26	1	12 do	196 00
Shelburne and Upper Clyde River	W. G. Swin- burgh	do	16	1	12 do	120 00
Shelburne and Yarmouth	O. Davison	do	67	6	12 do	1,900 00
Sherbrooke and Wine Harbor	D. Suttis	do	13	6	12 do	288 00
Ship Harbor Lake, and Ship Harbor Lake (circular route)	D. Webber	do	11 1/2	1	12 do	78 00
Shubenacadie and Railway Station	A. Kirkpatrick	On foot	100	12	12 do	40 00
Shubenacadie and Shubenacadie (circular route)	G. W. Walker	do	14	1	12 (& arrears)	109 52
Six Mile Brook and West River	J. McKay	Vehicle	6	1	12 months	40 00
Six Mile Road and Wallace	A. Purdy	Horse or vehicle	4	2	12 do	10 00
Sluice Point and Tusket	A. J. Lent	Optional	6	1	12 do	72 00
South Branch and Upper Stewiacke	C. F. Lydiard	Vehicle	6 1/2	2	12 do	49 48
South Harbor and White Point	A. McPherson	do	9	2	12 do	118 00
South-West Margaree and Whycomagh	N. McKay	Horse or vehicle	26	1	12 do	92 00
Spring Hill Junction, and Spring Hill Mines	J. Cooper	do	5	6	12 do	105 00
Stellarton and Railway Station	D. McIntosh	On foot	3 1/2	12	12 do	69 48
Stellarton and Westville	do	Vehicle	3	6	12 do	194 00
Stewiacke Cross Roads and Upper Stewiacke	J. McNaught	do	25	2	12 do	66 00
Sydney and Sydney Mines	J. McKinnon	do	20	6	12 do	500 00
Tatamagouche and The Falls	J. Lombard	do	8	2	12 do	80 00
Tatamagouche and Wentworth Station	A. Purdy	do	20	6	12 do	440 00
The Falls and West New Annapolis	J. McCully	do	9	3	12 do	144 00
Torbrooke and Tremont	J. P. Banks	Horse or vehicle	5	1	6 do	19 00
Tracadie and Usher	E. Côté	do	4	1	12 do	30 00
Truro and Railway Station	C. B. Archibald	On foot	1/2	24	12 do	300 00
Tusket and Tusket Forks	J. B. Porter	Vehicle	12	1	12 do	78 00
Tusket Wedge and Yarmouth	J. M. LeBlanc	do	12	1	12 do	82 50
Upper Musquodoboit and Upper Stewiacke	F. Cox	do	7	1	12 do	59 00
Upper Newport and Woodville	T. Dimock	On foot	12	1	12 do	10 40
Wallace and Wallace Ridge	B. S. Seaman	Optional	5	3	12 do	70 00
Wallace Bridge and Wentworth Station	D. Purdy	Vehicle	17	6	12 do	298 00
Waterville and Railway Station	J. S. Pineo	Optional	70	12	12 do	20 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$    cts.
Waverly and Windsor Junction	J. Lingley.....	Vehicle.....	3	6	12 months....	100 00
West River and Westville .....	W. Munro.....	Vehicle.....	9	3	12 do ....	128 00
West River Station and Railway Station .....	W. S. Graham...	On foot.....	75			
Whycomagh and Whycomagh Rear.....	H. McDonald.....	Optional.....	6	1	12 do ....	20 00
Wilmot and Railway Station....	E. Cumminger...	On foot.....	10			34 00
Windsor and Railway Station...	P. S. Burnham...	do .....	12	12	do ....	10 00
Welfville and Railway Station..	G. V. Rand.....	do .....	24	12	do ....	100 00
			24	12	do ....	80 00
					Total.....	\$98,548 29

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Annapolis and St. John, N.B.....	Small & Hathway.....	63	.....	Special trip....	50 00
Halifax and Boston, U.S (portion of postage collected).....	J. P. Phelan.....	400	1	Season, 1876....	400 00
Halifax and Portland, U.S. (portion of postage collected).....	N.E. & N.S. Steamship Co	340	1	do ...	379 71
Pictou and Port Hawkesbury .....	F. W. Hales.....	61	2	do ...	2,000 00
Sydney and West Bay, &c. ....	J. Taylor & Co.....	95	2	do ...	300 00
Yarmouth and Boston, U.S. (portion of postage collected).....	N. K. Clements.....			do ...	141 93
				Total.....	\$3,271 64

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
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REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1877.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
				\$ cts.
Intercolonial Railway (to Prov. Line)	196	As req.	15 months, to 30th June, 1877	22,751 24
Windsor and Annapolis Railway.....	129	6	12 do to 31st Mar., 1877	7,336 72
			Total.....	\$30,087 96

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2 C.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Nova Scotia, made within the Year ended 30th June, 1877.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
A. V. Allen.....	Mail bags and repairs.....	401	82
H. B. Fidler.....	do .....	256	75
R. Malcom.....	Mail bags, rivet-lock, seals, &c.....	232	30
Warden Kingston Penitentiary.....	Leather mail bags .....	193	75
R. McMillan.....	Labelling mail bags.....	17	00
R. Martin.....	Repairing mail bags.....	19	75
W. E. Peters.....	do .....	3	75
	Total.....	\$1,125	12

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NEW BRUNSWICK.

REPORT No. 2, D.

Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Albert Mines, Curryville and Hillsborough.....	D. Wallace.....	Vehicle.....	4&6	3&6	12 months...	230 00
Aldouane and McLeod's Mills.....	D. Richard.....	Optional.....	4	1	12 do ...	38 00
Alexander's Point and Little Shippigan.....	O. Valley.....	Vehicle.....	12	1&2	12 do ...	67 50
Alexander's Point & Shippigan.....	A. Duquet.....	do.....	3	2	12 do ...	60 00
Alma and Penobsquis.....	S. Stewart.....	Optional.....	31	1	12 do ...	95 00
Andover and Fort Fairfield.....	J. Sloat.....	Vehicle.....	7	2	12 do ...	75 00
Andover and Riley Brook.....	W. Inman.....	Optional.....	62	1	12 do ...	360 00
Annagance and Corn Hill.....	W. D. Coates.....	Vehicle.....	6	2	12 do ...	60 00
Annagance and Elgin.....	L. Geldart.....	do.....	11	3	10 do ...	130 00
Annagance and Sussex Portage.....	W. S. Teakles.....	do.....	2	2	2 do ...	6 93
Apohaqui and Cole's Island.....	H. D. McLeod.....	do.....	31	2	12 do ...	335 00
Archibald Settlement and River Louison.....	J. Black.....	do.....	3	1	12 do ...	40 00
Armstrong's Brook and Belle-dune River.....	S. DesBrisay.....	Optional.....	4	2	3 mo. 29 days	37 23
Armstrong's Brook and Jacquet River.....	do.....	do.....	1	12	do ...	33 50
Armstrong's Brook and River Louison.....	do.....	do.....	3	2	do ...	37 23
Armstrong's Corner & Olinville.....	D. Elder.....	Vehicle.....	5	1	12 months...	40 00
Au Lac, Cape Tormentine and Westmoreland Point.....	H. Lowerison.....	do.....			Seas. '75-'76 & '76-'77...	850 00
Au Lac, Port Elgin and Westmoreland Point.....	do.....	do.....	19&1	6&12	3 months...	130 00
do do.....	G. Siddall.....	do.....	17&1	6&12	9 do ...	333 00
Back Bay and St. George.....	A. J. Seeley.....	do.....	7	1	1 do ...	6 50
Bairdville & Kilburn's Landing.....	J. Kilburn.....	Optional.....	2	3	12 do ...	45 00
Bangor, U.S. and Railway Station.....	A. Woodward.....	Vehicle.....	1	12	3 do ...	70 98
Barachois and Upper Abougogin.....	D. Gallang.....	do.....	5	1	1 do ...	2 17
do do.....	T. Gallang.....	do.....	5	1	11 do ...	31 17
Barnesville, Ossekeag and Upperpton.....	N. M. Barnes.....	do.....	13&			
			15	2&1	12 do ...	210 00
Bartibog and Chatham.....	R. Wall.....	do.....	11	1	14 mo. 5 days	43 45
Bath and Carlow.....	W. Boyd.....	do.....	11	2	12 months...	70 00
Bath and Holmesville.....	J. Lloyd.....	do.....	6	1	12 do ...	46 00
Bath and Wicklow.....	S. Drost.....	do.....	2	6	12 do ...	50 00
Bathurst and Dalhousie.....	S. McGregor.....	do.....	52	3	3 do ...	275 00
Bathurst and Railway Station.....	T. A. Harris.....	do.....	1	12&		
				18	12 (less fine)	245 01
Bathurst and Shippigan.....	J. J. Reardon.....	do.....	70	3	4 mo. 12 days	261 97
Bathurst and Upper Pockmouche Bay du Vin and Upper Bay du Vin.....	J. D. Foley.....	do.....	54	3	7 mo. 18 days	376 37
Bayfield and Port Elgin.....	W. Dickens.....	do.....	5	1	12 months...	40 00
	T. Heuson.....	do.....	15&			
			18	2&1	12 do ...	168 00
Bayside and St. Andrew's.....	J. Simpson.....	do.....	7	2	12 do ...	60 00

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
						\$ cts.	
Beaver Harbor, Pennfield and St. George	J. Prescott	Vehicle	1&9	2&2	1 month	6 21	
Beaver Harbor and St. George	do	do	9	2	11 months	82 50	
Belledune and Railway Station	J. Chalmers	Optional	1	3	8 mo. 29 days	18 61	
Belleisle Bay and Long Point	J. Coulter	Vehicle	2	1&1	11 months	18 33	
Belleisle Creek & Norton Station	W. J. Case	do	9	1	12 do	28 60	
Black Brook and Chatham	A. Marshall	do	8	2	12 do	79 48	
Black Lands and River Charlo	W. Cooke	Optional	3	2	8 mo. 29 days	18 61	
Black Point and New Mills	D. Robertson	do	3&1	2	do	29 78	
Black River and Chatham	R. McNaughton	do	8	1	5 mo. 12 days	23 31	
Black River and Escuminac	W. V. Ullock	Vehicle	30	1	9 months	74 25	
Black River and Upper Bay du Vin	R. McNaughton	do	8	1	3 mo. 12 days	36 31	
Blacksville and Cain's River	M. Vickers	do	6	1	12 months	75 00	
Blair Athol and Shannon Vale	W. Wright	do	11&1	1	12 do	49 00	
Blissville and Juvenile Settlement	G. Hoyt	do	6	1	12 do	38 00	
Blissville, Hoyt Railway Station and Patterson Settlement	do	do	3	2	12 (less fine)	54 00	
Bloomfield (Carleton) and Woodstock	R. Hume	do	48&1	2	12 months	315 06	
Bloomfield (Kings) and Railway Station	N. Wetmore	do	2	12	12 do	43 00	
Bloomfield Ridge and Boiestown	T. McDonald	do	6	1	12 do	48 00	
Boundary Creek and Railway Station	R. B. C. Weldon	On foot	1	12	12 do	20 80	
Boundary Creek and Steeve's Mountain	B. J. Weldon	Vehicle	3&1	1	12 do	34 00	
Breadalbane and New Mills	J. Macmillan	Optional	1	6	8 mo 29 days	14 89	
Buctouche and Dixon's Point	J. S. Dixon	do	5	1	12 months	20 00	
Buctouche and McLaughlan Road	A. Peterkin	Vehicle	19&1	1	12 do	71 50	
Buctouche and Richibucto	J. McLean	do	18	3	9 do	187 50	
Buctouche and Shediac	J. D. Weldon	do	21	6	9 do	370 50	
Burnt Church and Church Point	W. M. Salter	do	3	2&3	12 do	51 25	
Butternut Ridge and Forks	S. C. Keith	do	15	2	12 do	120 00	
Butternut Ridge, Head of Millstream and Millstream	C. R. Parlee	do	23&1	1&2	9 do	72 42	
Butternut Ridge and Petitecodiac	W. Keith	do	9	6	12 do	250 00	
Caledonia and Moncton	J. Ryan	Optional	35	2	9 do	210 00	
do do	H. A. Collins	do	36	2	3 do	87 25	
Campbellton and Flatlands	J. Cooling	Vehicle	10	2	12 do	104 32	
Campbellton and Railway Station	J. Duncan	do	1	12&24	12 do	212 18	
Campo Bello and Wilson's Beach	J. Brown	do	8	1	12 do	40 00	
Canterbury, Canterbury Station and Forest City	J. Scott	do	8&1	37	2&1	12 do	259 08
Cape Tormentine (for charge and delivery of P. E. I. mails)	T. Allen	do	1	12	Sea. '76-'77	100 00	
Carleton and Railway Station	D. Connell	Optional	1	12	12 months	80 00	
Carleton and St. John	do	Foot or vehicle	1&1	12	12 do	70 00	
Carsonville and Millstream	C. R. Parlee	Vehicle	9	2	3 do	15 00	
Central Blissville, Fredericton Junction and Harts Mills	T. Coleman	Foot or vehicle	4&1	1&3	12 do	30 00	

REPORT NO. 2, D—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.		Period.	Amount.
			Distance in Miles.	No. of Trips per week.		
Chance Harbor, Lepreaux and Mace's Bay.....	R. Hope.....	Horse or vehicle.	3 & 17	2 & 6	12 months...	186 00
Chapman and Great Shemogue.	A. Avaré.....	Vehicle.....	5	1	12 do ...	26 00
Charleston and Middle Simonds.	G. F. Foster.....	do.....	7	1	12 do ...	81 73
Chatham, Douglastown and Newcastle.....	R. R. Call.....	do.....	.....	.....	Season, 1876	84 50
Chatham and Escuminac.....	J. McNaughton.....	do.....	36	1	3 months...	38 75
Chatham and Newcastle.....	W. Ullock.....	do.....	6	12	4 mo. 19 days	225 00
Chatham and Railway Station.....	A. Marshall.....	do.....	1 1/2	36, 18 & 24.	7 mo. 24 days	238 03
Chatham and Shediac.....	W. Kelly.....	do.....	77	6	3 months...	545 00
Chatham and Shippigan.....	J. Barry, jun.....	do.....	77	2	4 mo. 12 days	238 45
Chatham and South Nelson.....	M. Kain.....	do.....	9	6	1 month.....	16 41
Chatham and Upper Bay du Vin	W. M. Kelly.....	do.....	16	1	19 days.....	12 00
Chatham and Upper Pockmouche.....	J. Meagher.....	do.....	60	3	7 mo. 17 days	501 19
Chipman and Sheffield.....	A. Ferguson.....	do.....	35	2	9 months...	331 11
Clarendon and Weldford.....	J. Burton.....	do.....	10 1/2	1	12 do ...	69 48
Coal Creek and Coal Mines.....	W. Leckey.....	do.....	3	2	12 do ...	50 00
Coate's Mills and St. Pauls.....	J. Arseneault.....	do.....	8	1	12 do ...	40 00
Cocaigne and Scovill's Mills.....	W. Johnston.....	do.....	10	2	9 do ...	60 00
do do.....	C. D. Lucas.....	do.....	6	2	3 do ...	14 50
Cole's Island and Forks.....	D. Marr.....	do.....	18	1	3 do ...	27 75
do do.....	W. Cole.....	do.....	19	1	9 do ...	56 25
Cole's Island and Narrows.....	M. M. Dykeman.....	do.....	11	3	12 do ...	198 00
Collicut Corner and Elgin.....	G. M. Killam.....	do.....	14	1	12 do ...	98 00
Collina and Springfield.....	J. Kelleir.....	do.....	9	1	12 do ...	36 00
Dalhousie and Dundee.....	S. McGregor.....	do.....	9	1	12 do ...	51 96
Dalhousie and Eel River.....	W. Craig.....	do.....	.....	.....	Special trip.	1 00
Dalhousie and Maple Green.....	J. Fraser.....	do.....	1/2	3	12 months...	30 00
Dalhousie and Railway Station.	S. McGregor.....	do.....	7 1/2	12	12 do ...	624 00
Debec and Railway Station.....	A. Harron.....	Foot or vehicle.	1/2	12	12 do ...	30 00
Donegal and Sussex Vale.....	F. C. Buchanan.....	Vehicle.....	17	1	3 do ...	25 00
Dorchester, Memramcook and Rockland.....	J. Sutherland.....	do.....	12 & 5	3 & 6	12 do ...	199 99
Dorchester and Railway Station	S. W. Tingley.....	do.....	1/2	24	12 (& extra trips).....	210 01
Dorchester and Rockport.....	J. G. Read.....	do.....	12	2 & 3	12 months...	145 00
Douglastown and Newcastle.....	J. Johnston.....	do.....	5	12	19 days.....	32 00
Douglastown, Newcastle and Railway Station.....	Gremley & Morrissey.....	do.....	5 & 1	12 & 24	3 months...	125 00
do do.....	R. H. Gremley.....	do.....	5 & 1 1/2	12 & 24	3 do ...	125 00
Dover and Memramcook.....	P. Bourgeois.....	do.....	20 1/2	2	12 do ...	136 64
Dover and Moncton.....	J. A. McFarlane.....	do.....	12	2	12 do ...	130 00
Doyle Settlement and River Louison.....	D. Murchie.....	do.....	3	1	6 do ...	7 00
do do.....	J. McMillan.....	do.....	3	1	4 do ...	5 33
do do.....	T. Hayes.....	do.....	3	1	2 do ...	1 83
Dungiven and Memramcook.....	J. McVey.....	do.....	4	1	12 do ...	25 00
Duprey and Gailey.....	C. Duprey.....	Optional.....	2	1	12 do ...	13 00



REPORT NO. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.		Period.	Amount.
			Distance in Miles.	No. of Trips per week.		
Edmundston and Grand Falls.....	J. R. Curran.....	Vehicle .....	37	6	6 months...	798 00
do do .....	M. Hebert.....	do .....	37	6	6 do ...	324 00
Edmundston and Mouth of St. Francis.....	J. Hartt.....	Vehicle .....	36	2	5 days.....	3 76
do do .....	T. M. Richards..	do .....	36	2	2 mo. 25 days	47 02
do do .....	M. Tighe.....	do .....	36	2	9 months...	149 25
Bel River and River Charlo.....	R. Craig.....	Optional.....	4	3	8 mo. 29 days	33 50
Elgin and Gosben.....	E. A. Robinson..	Vehicle .....	3	3	2 months...	2 83
Elgin and Hopewell Corner.....	J. S. Fullarton..	do .....	21	1	12 do ...	149 48
Elgin and Petitcodiac.....	W. P. Robinson..	do .....	12	3	6 do ...	77 24
Elgin and Pleasant Vale.....	R. A. Colpitts..	Optional.....	1	1	12 do ...	20 00
Elgin and Railway Station.....	R. D. Robinson..	Vehicle .....	2	6	3 do ...	3 75
Fairhaven and Lord's Cove.....	C. Green.....	do .....	8	1	12 do ...	70 00
Fairville and Railway Station.....	C. F. Tilton.....	Optional.....	1	12	12 do ...	50 00
Florenceville and Florenceville East.....	A. Taylor.....	Vehicle .....	1	1	11 do ...	9 16
Florenceville, Foreston and Upper Peel.....	do .....	do .....	18 & 2	2 & 3	12 do ...	299 00
Florenceville and Tracey's Mills	S. Taylor.....	do .....	16	3	12 do ...	159 00
Frederickton and Marysville.....	T. B. Dunphy....	do .....	4	6	12 (less fine)	98 00
Frederickton and Newcastle.....	R. Orr.....	do .....	102	3 & 2	12 months...	1,592 58
Frederickton and New Maryland	J. R. Golding....	do .....	5	1	12 do ...	38 00
Frederickton & Railway Station..	J. G. Byrne.....	do .....	2	12	6 (& extra trips).....	126 16
do do .....	J. R. Golding....	do .....	1	12	6 months...	45 00
Frederickton and Stanley.....	B. Crummer.....	do .....	28	1	12 do ...	135 00
Frederickton and Street Letter Boxes.....	M. J. McLaughlin	On foot.....	1	12	6 do ...	25 00
Frederickton and Wharf.....	do .....	Vehicle .....	1	6	Season, 1876	15 00
Frederickton and Woodstock (East side).....	E. Dunphy.....	do .....	82	2	12 months...	798 00
do do .....	R. Boone.....	do .....	63	3	12 do ...	850 00
Frederickton and Yoho.....	J. R. Golding....	do .....	19	1	12 do ...	100 00
French Lake and Rusagornis Station.....	H. Bunker.....	do .....	3	1	6 do ...	30 00
do do .....	J. McGill.....	do .....	3	1	6 do ...	15 00
Gagetown and Mouth of Nerepis	S. Cameron.....	do .....	45	3	9 do ...	546 99
Gagetown, Mouth of Nerepis and Upper Hampstead .....	do .....	do .....	45 & 4	2 & 1	3 do ...	185 12
Gagetown and Narrows.....	J. A. S. Mott....	do .....	28	3	12 do ...	323 00
Gagetown and Oromocto.....	W. G. Knox....	do .....	31	3	5 do ...	241 25
Gagetown and Steamers.....	A. Vail.....	Optional.....	2	6	Season, 1876	20 00
Gagetown and Welsford.....	F. Woods.....	Vehicle .....	28	3	12 months...	582 15
Geary, Oromocto and Waasis.....	G. Knox.....	do .....	7 & 6	1 & 6	12 do ...	230 00
Goose Creek and Shepody Road	M. Prescott.....	do .....	9	1	12 do ...	40 00
Grafton and Woodstock.....	G. Stickney....	do .....	1	6	12 do ...	25 00
Grand Falls and Undine.....	J. White.....	do .....	12	1	12 do ...	65 00
Grand Falls and Woodstock.....	M. Newcomb....	do .....	74	6	6 do ...	1,562 50
do do .....	J. McCrear....	do .....	74	6	6 do ...	1,000 00
Grandique, Poiriers, &c.....	F. Legere.....	do .....	4 & 2	1 & 3	12 do ...	32 00
Grand Manan and Seal Cove.....	T. W. Daggett..	Optional.....	13	2	12 do ...	80 00
Great Shemogue and Upper Sackville.....	C. Ward.....	Vehicle .....	20	1	12 do ...	94 00

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts
Gueguen and St. Anthony.....	J. Gueguen.....	Vehicle.....	5½	1	12 months...	28 00
Hammond River and Railway Station.....	W. Dodge.....	Optional.....	½	6	1 do ...	1 67
Hammond Vale and Shepody Road.....	D. J. Fowler.....	Vehicle.....	12	1	12 do ...	100 00
Hammond Vale and Sussex Vale do do .....	E. L. Price.....	Optional.....	15	2	9 do ...	128 85
	D. J. Fowler.....	do .....	15	2	3 do ...	29 82
Hampstead and Hibernia.....	J. S. Clark.....	Vehicle.....	6	1	6 do ...	19 00
do do .....	J. H. Dougan.....	do .....	6	1	4 do ...	18 66
do do .....	D. Gardner.....	do .....	6	1	2 do ...	6 00
Hampstead and Wickham .....	J. H. Dougan .....	do .....	2½	2	12 do ...	31 00
Hampton, Ossekeag, &c.....	N. M. Barnes.....	do .....	1&3	6&2	12 do ...	90 00
Harewood and Salisbury.....	M. Healey.....	do .....	13	1	12 do ...	78 00
Hartland and Somerville.....	S. H. Shaw.....	do .....	2	4&6	12 do ...	64 60
Harvey and Moncton.....	E. W. Lynds.....	do .....	42	6	12 (less fine)	742 00
Harvey and Point Wolf.....	E. Stevens.....	do .....	23	3	12 months...	240 00
Harvey Station and Magagavavic .....	W. Atchison.....	do .....	18	2	12 do ...	175 00
Harvey Station and Railway Station.....	J. Rutherford.....	Optional.....	½	12	12 do ...	20 00
Head of Millstream and Thorne Brook.....	C. R. Parlee.....	Vehicle.....	11	1	3 do ...	9 14
Heron Island and New Mills.....	G. Dutch.....	do .....	4	1	3 do ...	8 00
do do .....	D. Robertson.....	do .....	4	1	9 do ...	23 40
Hillsborough and Moncton.....	J. Ryan.....	do .....	28	2	9 do ...	149 25
Hillsborough and Rosevale, &c.....	W. D. Bazley.....	Optional.....	12&2	2&3	12 do ...	160 00
Hillsdale and Sussex Vale.....	A. McLean.....	Vehicle.....	17	1	12 do ...	130 00
Hopper and Salisbury.....	W. Leeman, jun.....	do .....	24	1	12 do ...	83 20
Indiantown and St. John .....	F. T. Daniel.....	do .....	2	12	12 do ...	75 00
Indiantown and Wharf.....	D. Connell.....	Optional.....		12	5 do ...	109 00
Irishtown and Moncton.....	W. Larracey.....	Vehicle.....	8	1	12 do ...	30 00
Irishtown and Shediac .....	J. Sullivan.....	do .....	20	1	12 do ...	76 00
Keswick Ridge and Upper Haynesville.....	J. Allan.....	do .....	44	1	12 do ...	100 76
Kilburn's Landing and Kincardine.....	D. Burns.....	Optional.....	2	3	12 do ...	20 00
Kilburn's Landing and Kintore.....	T. Watt.....	do .....	4	3	12 do ...	40 00
Kingston (Kent) and Richibucto Village.....	P. McCaie.....	Vehicle.....	7	1	6 do ...	16 00
do do .....	J. F. Richard.....	do .....	7	1	6 do ...	14 00
Kingston (Kent) and Weldford .....	J. Harnett.....				Gratuity in lieu of legal notice to discontinue contract.....	
Kingston (Kings) and Lyon's Point.....	W. E. Pickett Ex	do .....	10	1	6 months...	50 00
do do .....	R. S. Pickett.....	do .....	10	1	6 do ...	40 00
Kingston (Kings), Rothsay and Springfield .....	H. A. Pitt.....	do .....	10 &			75 00
Knowlesville and Somerville....	J. Downey.....	do .....	15	6&1	12 do ...	600 00
Kouchibouguac and Point Sapin	W. S. McKnight.	do .....	27	2	12 do ...	284 05
			20	1	12 do ...	109 00

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	N <sup>o</sup> . of Trips per week.	Period.	Amount.
						\$ cts.
Kouchibouguac and Richibucto.	M. Barrieu .....	Vehicle.....	12	6	9 months...	300 00
Lake George and Upper Magaguadavic.....	J. McMurray.....	do .....	16	2 & 1	12 do ...	122 00
Lakeville Corner and Scotch Town.....	T. P. Upton .....	do .....	26	2	12 do ...	180 00
Lawrence Station and Railway Station.....	J. Taylor .....	do .....	1 <sup>1</sup> / <sub>2</sub>	12	12 do ...	20 00
Ledge and St. Stephen.....	S. McClinton.....	do .....	4	3 & 1	12 do ...	65 00
L'Etete and St. George .....	G. Dick .....	do .....	17	1	1 do ...	8 85
do do .....	A. J. Seelye.....	do .....	17	3	11 do ...	168 66
Lewis Mountain and Peteticodiac	S. C. Keith .....	do .....	21	1	12 do ...	60 00
Little River and Prosser Brook..	W. Wilson.....	Foot or vehicle..	4	1	9 do ...	7 50
do do .....	J. Mitton.....	do .....	4	1	6 do ...	7 00
Lower Southampton and Woodstock .....	D. McDonald.....	Vehicle .....	33	1	12 do ...	150 00
Lutz Mountain and Moncton.....	J. W. Horsman..	do .....	8	1	12 do ...	40 00
Lyttleton and Newcastle.....	E. Travis .....	do .....	20	1	12 do ...	120 00
McLeods Mills and Palmerston..	M. Daigle.....	do .....	4	2	12 do ...	48 00
Madisco and Railway Station...	A. W. J. DesBrisay	Optional.....	1 <sup>1</sup> / <sub>2</sub>	6	8 mo. 29 days	18 61
Maugerville and Upper Maugerville .....	W. H. Bent.....	do .....	4	3	7 months...	23 33
Maugerville and Steamers.....	do .....	On foot.....	1 <sup>1</sup> / <sub>2</sub>	6	Season, 1876	10 00
Meadow Brook and Painsec Settlement .....	E. Babine.....	Vehicle.....	1 <sup>1</sup> / <sub>2</sub>	2	12 months...	25 00
Memramcook and Railway Station .....	S. C. Charters...	Foot or horse-back.....	1 <sup>1</sup> / <sub>2</sub>	12	12 do ...	25 00
Milledgeville and St. John.....	F. T. Daniel.....	Vehicle .....	4	2	12 do ...	75 00
Milltown, St. Stephen and Upper Mills .....	Hardy & Bridges.	do .....	2 <sup>1</sup> / <sub>2</sub> & 4 <sup>1</sup> / <sub>2</sub>	6 & 3	12 do ...	165 00
Millville and Upper Haynesville.	A. J. Hoyt.....	do .....	4	1	12 do ...	18 00
Mispec and St. John.....	J. L. Woodworth	do .....	9	1	12 do ...	96 00
Moncton and Railway Station...	W. Wallace.....	do .....	1	6, 12, 18 & 30	10 do ...	215 28
do do .....	J. Ryan.....	do .....	1	18	2 do ...	50 00
Moncton Road and Shediac.....	W. G. Bateman..	do .....	6	1	12 do ...	34 00
Monument Settlement and Richmond Corner.....	H. Graham.....	do .....	30	1	12 do ...	130 00
Moore's Mills and Railway Station.....	J. Connick .....	On foot .....	65 yds.	6	3 do ...	6 25
do do .....	A. Connick.....	do .....	65 yds.	6	3 do ...	6 25
Moore's Mills and Sussex Vale...	F. C. Buchanan..	do .....	21	1	9 do ...	75 00
Mouth of Nerepis and Railway Station.....	J. M. Nase.....	Optional.....	1	12	8 do ...	43 33
Narrows and Norton Station .....	W. Kellier.....	Foot or horse-back.....	21	3	12 do ...	540 00
Narrows and Upper Gaspereaux	J. A. S. Mott....	Vehicle .....	55	3	12 (& extra service)....	840 50
Narrows and Wickham.....	C. E. Hamm.....	do .....	16	3	12 months...	230 88
Newcastle and Railway Station.	W. Ullock .....	do .....	1	12	4 mo. 19 days	57 88
do do .....	Gremlay & Co...	do .....	1	12	1 mo. 17 days	42 00

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.		No. of Trips per week.	Period.	Amount.	
							\$ cts.	
Newcastle, Railway Station and Wharf.....	Grimley & Co.....	Vehicle.....	1	24	1	1 mo. 11 days	44 00	
Newcastle and South Nelson.....	M. Kain.....	do.....	3	6	1	11 months...	180 58	
Newcastle and Trout Brook.....	A. Cain.....	do.....	12	1	7	do	35 00	
Newcastle and Wharf.....	Grimley & Co.....	Optional.....		24	17	days.....	21 00	
New Mills and Railway Station.....	J. T. Windsor.....	do.....		6	8	mo. 29 days	14 89	
Newtown and Sussex Vale.....	A. McLean.....	Vehicle.....	12	3	12	months...	210 00	
North Forks of Salmon Creek and Salmon Creek.....	J. A. Fowler.....	do.....	4	1	12	do	28 48	
Norton and Railway Station.....	E. A. Hayes.....	Optional.....	1	3	12	do	49 00	
Oakham and Springfield.....	W. J. Northrup.....	Vehicle.....	15	1	12	(& arrears)	66 65	
Oak Hill and St. Stephen.....	Foster & McCormack.....	do.....	44	1	12	months...	150 00	
Oromocto and Steamers.....	W. Bryson.....	do.....	3	6	Season,	1876	15 00	
Oromocto and Swan Creek.....	W. G. Knox.....	do.....	13	3	7	months...	198 33	
Petersville and Welsford.....	J. Burton.....	do.....	10	2	12	do	113 75	
Pisarinco and Spruce Lake.....	T. Dean.....	do.....	4	1 & 2	12	do	56 99	
Pleasant Ridge and St. Stephen	Hardy & Bridges	do	29	1	12	do	160 00	
Point du Chêne and Railway Station.....	P. Schuman.....	do.....	1	12	12	do	25 00	
do do	J. B. Foster.....	do.....	1	12	12	do	25 00	
Point du Chêne and Shediac.....	W. J. Weldon.....	do.....			4	mo. 17 days	58 00	
Port Elgin and Shediac.....	W. Carpenter.....	do.....	28	3	3	months...	70 00	
do do	J. D. Weldon.....	do.....	28	3	9	do	305 00	
Port Elgin and Spence.....	R. Trenholme.....	Optional.....	17 &					
Renous Bridge and Renous River	M. Hayes.....	do	4	1 & 3	12	do	129 00	
Richibucto and Shediac.....	W. Carpenter.....	Vehicle.....		1	12	do	40 00	
Richibucto and Weldford.....	J. Stothart.....	do.....	29	6	9	months...	30 00	
Richmond Corner and Watson Settlement.....	J. Watson.....	do.....	13	1	12	do	637 50	
River Charlo and Railway Station.....	P. Hamilton.....	Optional.....	1	12	8	mo. 29 days	52 21	
River de Chute and Upper Kent	E. W. Cox.....	Vehicle	2	2	12	months...	26 00	
Robinson's Point and White's Cove.....	A. McPhee.....	Optional.....	2	1	12	do	20 80	
Rosedale and Woodstock.....	S. F. Hoyt.....	Vehicle.....	8	1	9	do	15 00	
Rusagornis and Waasis Station.....	J. Phillips.....	do.....	2	3	12	do	50 00	
St. Andrew's and Railway Station.....	G. Cole.....	do.....	3 1/2	6	6	do	39 00	
do do	W. E. Mallory.....	do.....	2	6	6	do	37 50	
St. Andrews, St. George and St. Stephen.....	Hughes & Whitlock.....	do.....	32	5 & 6	3	do	300 00	
St. Andrews, St. George, St. Stephen and St. Patrick.....	A. Gilman.....	do.....	22	& 17	6 & 1	9	do	862 50
St. Andrews and St. Stephen...	Hughes & Whitlock.....	do.....		3	1	mo. 29 days	58 36	
St. Croix and Railway Station...	T. McVay.....	do.....	3	12	12	(& arrears)	48 00	
St. George and St. John.....	Ward & Mead.....	do.....	45	6	12	months...	1,370 00	
St. George and Second Falls.....	J. C. Pratt.....	do.....	9	2	12	do	90 00	
St. John and Railway Station...	D. Connell.....	do.....	1 & 2	12	12	(and extra trips).....	1,062 75	
do do		do.....				Special trips	3 67	

**REPORT No. 2, D—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1877.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
St. John, St. Martins and Salmon River .....	P. Nugent .....	Vehicle .....	31 & 40	6 & 2	3 months...	135 00
St. John and St. Martins.....	P. H. Nugent.....	do .....	31	6	9 do ...	525 00
St. John and Street Letter Boxes	F. T. Daniel.....	do .....	2 1/2	12	12 do ...	350 00
St. John and Steamers (Indian town).....	D. Connell .....	do .....	2	12	3 do ...	79 00
St. John and Sussex Vale .....	G. McEwan .....	do .....	43	1	2 do ...	43 33
do do .....	A. McEwan.....	do .....	43	1	7 do ...	346 66
St. Martins and Salmon River...	P. H. Nugent .....	do .....	9	2	9 do ...	78 00
St. Stephen and Calais, U.S.....	Hardy & Bridges	do .....	1	6	12 do ...	74 00
St. Stephen and Railway Station	do .....	On foot .....	1/2	6	12 do ...	32 00
Sackville and Railway Station ..	J. Dixon .....	do .....	1	12	12 (and extra trips)...	175 76
Sackville and Second Westcock	A. Doo.....	Vehicle .....	8	1	12 months...	30 00
Sackville and Upper Sackville ..	A. Dixon.....	do .....	4	6	12 do ...	156 80
Sackville and Wood Point.....	S. Clark.....	do .....	6	2	12 do ...	44 00
Salt Springs and Sussex Vale ...	J. McEwan .....	do .....	16	1	12 do ...	91 66
Shediac and Railway Station.....	A. R. Weldon .....	Optional .....	1/2	24	6 do ...	75 00
do do .....	C. Smith .....	do .....	1/2	12	6 do ...	43 20
Shediac Road and Railway Station	J. Rodgeron .....	Vehicle .....	1 1/2	3	12 do ...	26 00
Sheffield and Steamers.....	J. McGowan .....	On foot .....	1/2	6	Season, 1876	10 00
Sheffield and Upper Gaspereaux	A. Ferguson .....	Vehicle .....	45	2	3 months...	110 37
Sheffield Academy and Steamers	N. Burpee .....	On foot .....	1/2	6	Season, 1876	10 00
Shippigan and Upper Pockmouche	J. Whitty.....	Vehicle .....	5	2	7 mo. 18 days	100 87
Shippigan Road and Stymest Settlement	J. Stymest.....	do .....	5	2	12 months...	65 00
Sprague's Point, Springfield and Tenant's Cove.....	J. Kellier.....	do .....	3 & 17	2 & 1	12 do ...	80 00
Sussex Corner and Sussex Vale.	H. McMonagle...	do .....	2	6	6 do ...	30 00
do do .....	T. Coggon.....	do .....	2	6	6 do ...	35 00
Upper Gagetown and Steamers...	J. E. Coy.....	Optional .....	1/2	6	Season, 1876	10 00
Upper Sheffield and Steamers ...	T. Wasson.....	do .....	1/2	3	do ...	5 00
do do .....	W. S. Garrison ..	do .....	1/2	3	do ...	5 00
Weldford and Railway Station...	S. T. Powell.....	Vehicle .....	60ft.	12	6 mo. 23 days	107 34
Welsford and Railway Station ..	G. A. Woods .....	Optional .....	6	12	12 (& arrears)	203 75
West Branch and South Branch, St. Nicholas River.....	C. McDonald .....	Vehicle .....	3	2	12 months...	40 00
Woodstock and Houlton, U. S. ...	A. J. Glidden.....	do .....	14	6	3 do ...	75 00
do do .....	F. A. Glidden .....	do .....	14	6	9 do ...	225 00
Woodstock and Railway Station	Glidden & Gilman .....	do .....	1/2	6	6 do ...	30 00
do do .....	F. A. Glidden .....	do .....	1/2	6	6 do ...	20 00
					Total .....	\$42,847 81

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1877.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Fredericton and St. John.....	Small & Hatheway	86	3	Season, 1876.....	200	00
do do .....	E. Lunt & Son.....	86	3	do .....	200	00
Grand Manan and St. Andrews (in addition to subsidy) .....	C. B. Eaton.....	42	2	do .....	1,050	00
St. John, Digby, N.S., and Annapolis, N.S.....	Small & Hatheway	45 & 18	3	12 months .....	6,000	00
Total.....					\$7,450	00

H. A. WICKSTEED,  
*Accountant.*

L. S. HUNTINGTON,  
*Postmaster-General.*

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1877.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Chatham Branch Railway.....	9	18 & 24	7 mo. 24 days, to 31st March 1877 .....	\$ 537 84
Consolidated European and North American Railway (to Province Line).....	91	6	12 months to 31st March, 1877	5,126 94
Elgin Branch Railway .....	12	3 & 6	6 do do .....	99 84
Fredericton Branch Railway.....	23	12 & 24	12 do do .....	1,300 88
Intercolonial Railway (to Province Line).....	344	As req.	15 do to 30th June, 1877.	37,069 60
New Brunswick and Canada Railway	118	6	15 do do .....	3,114 64
do do (U. S. Mails)	118	6	From 1st Jan., '75, to 30th June, '77 .....	8,910 00
Total.....				\$56,159 74

H. A. WICKSTEED,  
*Accountant.*

L. S. HUNTINGTON,  
*Postmaster-General.*

REPORT No. 2, D.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in New Brunswick, made within the Year ended 30th June, 1877.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcolm.....	Mail bags, rivet-lock seals, &c .....	1,345	72
M. A. Pa'sley.....	Making mail bags .....	234	62
Warden Kingston Penitentiary.....	Leather mail bags.....	193	75
T. R. Jones.....	Material for mail bags .....	90	88
L. H. DeVeber & Sons.....	do do .....	9	59
J. D. Scott.....	Rivet-seal dies.....	3	00
C. P. Allen.....	Repairing mail bags.....	0	60
	Total.....	\$1,878	16

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF MANITOBA.

REPORT NO. 2, E.

DETAIL of all payments for Mail Transportation in Manitoba (including the North-West Territories), made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Baie St. Paul and Woodlands	D. H. Scott .....	Vehicle .....	12	1	4 months...	50 00
do do	H. Proctor.....	do .....	12	1	8 do ...	86 66
Boyne River and Headingly.....	C. O. Evans .....	Horse or vehicle	40	1	12 do ...	400 00
Olandeboye and Pequis .....	R. J. T. Muckle..	do ...	5	1	10 (incl'ding additional travel) ...	57 66
Cook's Creek and Kildonan.....	A. Matheson.....	Vehicle .....	17	1	12 do ...	195 00
Edmonton and Winnipeg .....	J. McKay.....	Horse or dog train.....	900	lev3 wks	8 do ...	6,666 66
Fort Francis and St. Ann's .....	J. H. Stanger ....	do ...	195	1 pr. mo.	6 do ...	420 00
do do	B. D. Wilcox .....	do ...	195	lev6 wks	3 do ...	130 00
Greenwood and Rockwood.....	E. McKivior .....	Horse or vehicle.	12	1	12 do ...	150 00
Kildonan and Rockwood .....	J. P. Matheson ..	Vehicle .....	14	1	12 do ...	200 00
Lower Fort Garry and Pequis...	J. Monkman .....	Horse or vehicle.	11	2	3 do ..	47 00
do do	P. Monkman.....	do ...	11	2	9 do ...	141 66
Lower Fort Garry and Winnipeg	A. Polson .....	Vehicle .....	20½	2	12 do ...	431 57
Oakland and Portage la Prairie	P. H. Cummings	Horse or vehicle.	15	1	12 do ...	100 00
Oak Point and Poplar Point .....	L. de Laronde .....	do ...	37	1	12 do ...	325 00
Palestine and Winnipeg .....	C. Tait .....	Vehicle .....	98	2	12 do ...	2,020 00
Rosseau Crossing and West Lynne .....	D. Mackercher...	Horse or vehicle.	12	1	10 do ...	83 33
St. Ann's and Winnipeg. ....	J. B. Desautels, dit Lapointe ...	Vehicle .....	30	1	12 do ...	300 00
St. Boniface and Winnipeg.....	T. Bourdeau.....	do .....	1	6	12 do ...	250 00
St. Vital and Winnipeg. ....	A. Gaudrey .....	do .....	5	1	12 do ...	110 00
Totogan and Westbourne.....	J. Bell.....	Horse or vehicle.	7½	2	12 do ...	100 00
Winnipeg and Pembina, U.S.....	Blakeley & Carpenter .....	Vehicle .....	65	6	12 do ...	6,260 00
					Total .....	\$18,524 54

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



REPORT NO. 2, E.—DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Manitoba (including the North-West Territories), made within the Year ended 30th June, 1877.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcom .....	Mail bags, rivet-lock seals, &c. ....	114	48
J. D. Scott .....	Rivet-seal dies.....	3	75
	Total .....	\$118	23

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

REPORT No. 2, F

DETAIL of all payments for Mail Transportation in British Columbia,  
made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Barkerville and Harvey Cree ..	R. Borland .....	Optional .....	50	&	12 months ...	\$ cts. 1,250 00
Barkerville and Yale.....	F. J. Bernard.....	Stage .....	386	1	12 do ...	22,000 00
Burrard Inlet and New Westminster .....	W. R. Lewis.....	Vehicle .....	9	6	12 do ...	500 00
Cache Creek, Okanagon and Okanagon Mission.....	A. Vance.....	Optional.....	35 & 116	1 &	12 do ...	2,000 00
Cassiar and Fort Wrangle, U.S.	J. Johnston .....	do .....	260	1 pr. mo.	5 do ...	790 00
Clinton and Dog Creek.....	J. Gallagher.....	do .....	60	1 &	12 do ...	1,000 00
Clinton and Lilloet .....	A. Ferguson.....	do .....	47	1 &	9 do ...	937 50
do do .....	B. J. Bullard .....	do .....	47	1	3 do ...	200 00
Esquimalt and Victoria.....	J. W. Williams.....	Vehicle .....	3	12	9 do ...	280 50
do .....	J. Porter.....	do .....	3	12	3 do ...	50 00
Head of Nicola Lake and Spence's Bridge.....	W. A. Mickle.....	Optional.....	60	ftly.	9 do ...	280 00
Hope and Kootenay .....	J. Wardle .....	do .....	435	6 per an.	12 do ...	1,800 00
Lytton and Nicola Lake .....	W. A. Mickle .....	do .....	40	ftly.	3 do ...	120 00
Maple Bay and Somenos.....	A. R. Keir.....	do .....	7	2	12 do ...	100 00
Metchosin and Victoria .....	J. Parker.....	Horseback.....	25	1	12 do ...	287 50
Saanich and Victoria .....	J. W. Williams .....	Stage .....	24	1	9 do ...	187 50
do do .....	H. Simpson .....	do .....	24	1	3 do ...	61 25
Salt Spring Island and Wharf.....	T. C. Parry.....	On foot.....	3	2	12 do ...	100 00
Sooke and Victoria .....	M. Muir.....	Horseback .....	26	1	9 do ...	225 00
do do .....	J. Welsh .....	do .....	26	1	3 do ...	67 50
Stickeen River and Victoria.....	J. W. McKay.....	.....	.....	.....	Special trip..	15 00
Victoria and Steamers.....	Sundry Persons..	Vehicle .....	.....	.....	Special trips	6 50
Total.....						\$32,258 25

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, F.—Detail of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1877.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Burrard Inlet and Granville .....	J. Van Bramer .....	8	6	12 months...	300 00
Comox, Nanaimo and Victoria .....	J. Spratt .....	60 & 75	1 & fty.	12 do ...	4,880 00
New Westminster and Victoria .....	W. Charles .....	75	2	12 do ...	5,000 00
New Westminster and Yale .....	J. Irving .....	100	2	8 do ...	4,000 00
do do .....	F. J. Bernard .....	100	1	4 do ...	2,550 00
Skeena and Victoria .....	W. Charles .....	514	.....	9 trips .....	90 00
Victoria and Fort Wrangle, U.S. ....	Oregon Steamship Co ....	250	1 pr. mo.	4 months...	120 00
				Total....	\$16,940 00

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, F.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in British Columbia, made within the Year ended 30th June, 1877.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
R. Malcom .....	Mail bags and labels .....	67 80
Canada Cotton Manufacturing Company .....	Canvas mail bags .....	24 25
	Total .....	\$92 05

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 2, G.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Albany and Tryon .....	E. Crawford .....	Vehicle .....	6	2	12 months...	70 00
Alberton and Kildare .....	R. Taplin .....	Optional .....	10	2	12 do ...	111 00
Alberton and Lot 6 .....	W. Hardy .....	Horse or vehicle.	6	2	12 do ...	78 00
Alberton and Railway Station.....	R. Taplin .....	Optional .....	12	12	do ...	112 68
Alma and Railway Station .....	G. Mountais .....	On foot .....	2	11	do ...	15 36
Argyle Shore and Bonshaw .....	A. McPhail .....	Horse or vehicle.	3	2	12 do ...	20 80
Armadaile and Railway Station.....	H. A. McPhee .....	On foot .....	1/2	3	9 do ...	11 80
Barrett's Cross and Clermont.....	D. McMillan .....	Horse or vehicle.	3	2	5 do ...	13 00
Barrett's Cross and Darnley .....	J. Glover .....	Vehicle .....	12	2 & 3	12 do ...	178 75
Barrett's Cross and Park Corner	W. Glover .....	do .....	16 1/2	2	12 do ...	182 00
Barrett's Cross and Railway Station.....	do .....	On foot .....	1/2	12	12 do ...	56 34
Bay Fortune and Souris East.....	L. H. Needham .....	Horse or vehicle.	10 1/2	2	12 do ...	130 00
Beach River and Railway Station.....	R. McLeod .....	On foot .....	22	2	2 do ...	42 29
Bear River and Railway Station.....	D. Costello .....	do .....	1/2	2	12 do ...	10 40
Beaton's Mills and Flat River.....	A. McLeod .....	Horse or vehicle.	4	2	3 do ...	5 98
Bedeque and Charlottetown.....	A. Comertford .....	Vehicle .....	41	3	12 do ...	1,010 00
Bedeque and Summerside.....	W. Silliphant .....	do .....	11	3	12 do ...	201 24
Belfast and Point Prim.....	J. McDonald .....	Horse or vehicle.	6 1/2	2	12 do ...	50 96
Bloomfield and Railway Station.....	W. Saunders .....	do .....	2	3	12 do ...	47 10
Bonshaw and Nine Mile Creek.....	N. McEachern .....	do .....	12	2	12 do ...	85 00
Brackley Point Road and Winsloe Road.....	J. B. Younker .....	do .....	4	1	12 do ...	41 00
Caledonia and Orwell.....	D. Stewart .....	Vehicle .....	10	3	9 do ...	144 00
Caledonia and Rona.....	W. McQueen .....	Horse or vehicle.	4	2	12 do ...	52 00
Cape Traverse and Charlottetown .....	Muttart & Irving .....	Vehicle .....	31	6	9 do ...	968 00
Cape Traverse and Summerside.....	do .....	do .....	15	6	9 do ...	268 00
Cape Wolfe and Lot 4.....	M. Howard .....	Horse or vehicle.	6	2	12 do ...	75 00
Cardigan Bridge and DeGros Marsh .....	A. A. Campbell .....	Vehicle .....	9	2	12 do ...	82 00
Cardigan Bridge and Lot 56.....	J. J. Campbell .....	do .....	13	2	12 do ...	132 08
Cardigan Bridge and Railway Station.....	do .....	On foot .....	1/2	6	12 do ...	56 34
Cardigan Road and Railway Station.....	J. Mulligan .....	do .....	1/2	2	12 do ...	33 28
Charlottetown and Cove Head.....	J. Martin .....	Horse or vehicle.	18 1/2	2	12 do ...	200 00
Charlottetown and Dromore.....	C. J. Haszard .....	do .....	44	1	3 do ...	51 35
Charlottetown and Railway Station.....	J. Griffith .....	Vehicle .....	1/2	As req.	12 do ...	378 00
Charlottetown and Vernon River .....	R. Crabb .....	do .....	14 1/2	6	12 do ...	825 00
Cherry Grove and North Lake.....	M. Campbell .....	Horse or vehicle.	13	2	12 do ...	110 00
County Line and Railway Station.....	J. W. Hughes .....	Foot or vehicle..	1/2	12	12 do ...	31 30
County Line and Somerset.....	do .....	Vehicle .....	7	2	12 do ...	90 00
County Line and Stanley Bridge.....	J. Murray .....	do .....	25 1/2	3	12 do ...	234 00

REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Cove Head Road and Union Road.....	W. Seller.....	Horse or vehicle.	2	1	12 months...	28 00
Crapaud and Lot 30.....	P. Treanor.....	do	8	1	12 do ...	44 72
Darlington and New Wiltshire Road.....	J. McInnis.....	Optional.....	1	2	12 do ...	25 00
Darlington and Princetown Road.....	do .....	do .....	3	2	12 do ...	50 00
Darlington and Railway Station.....	do .....	Foot or vehicle..	3	6	12 do ...	78 00
Darlington and Rose Valley.....	do .....	Vehicle .....	8	2	12 do ...	100 00
DeGros Marsh and Launching Place.....	A. H. Walker.....	Horse or vehicle.	3	1	6 do ...	10 40
do do .....	P. Walker.....	do	3	1	6 do ...	10 40
East Point and Souris East .....	D. Campbell .....	Vehicle.....	15	2	12 do ...	135 00
Elliott's Mills and Railway Station.....	R. Elliott.....	On foot.....	1	3	12 do ...	15 70
Emyvale and North River.....	P. McCardel.....	Horse or vehicle.	8	1	12 do ...	60 00
Farmington and Head of St. Peter's Bay.....	H. McMillan .....	Vehicle .....	5	2	12 do ...	74 00
Fifteen Point and Miscouche.....	J. DeRoche .....	do .....	9	2	12 do ...	84 00
Fitzgerald's and Railway Station .....	M. Fitzgerald.....	On foot.....	1	3	12 do ...	15 70
Flat River and Selkirk Road .....	A. McLeod.....	Optional.....	6	2	9 do ...	35 94
Fort Augustus and Southport .....	P. McNally.....	Vehicle.....	15	2	9 do ...	74 25
Fredericton Station and Railway Station .....	J. Weeks .....	On foot.....	1	3	12 do ...	15 70
Freetown and Lower Freetown.....	C. C. Maxfield .....	Horse or vehicle.	2	2	12 do ...	45 00
Freetown and Railway Station.....	D. Auld .....	Optional.....	2	6	12 do ...	46 95
French Village and Mount Stewart.....	C. McIntyre.....	Vehicle .....	5	2	12 do ...	110 00
Georgetown and Railway Station.....	R. R. Jenkins.....	Optional.....	1	12	12 do ...	75 12
Georgetown and Steamer "Northern Light" .....	do .....	.....	.....	.....	Special trips	10 80
Grand Tracadie and Lot 35 .....	M. Ready.....	Horse or vehicle.	7	1	12 months...	31 20
Head St. Peter's Bay and Railway Station .....	J. Curran .....	Optional.....	1	12	12 do ...	78 25
Head St. Peter's Bay and St. Margaret's.....	J. A. Lewis .....	Horse or vehicle.	15	2	12 do ...	93 60
Higgin's Road and Wellington.....	P. Ayers.....	do	13	3	12 do ...	150 00
Holme's Mills and Railway Station .....	J. Holmes .....	On foot.....	1	3	12 do ...	15 70
Hunter's River, Cavendish, &c.....	R. Bagnall.....	Vehicle .....	31	3	12 do ...	282 80
Hunter's River and North Rustico.....	do .....	do .....	16	3	12 do ...	288 00
Hunter's River and Railway Station .....	do .....	On foot.....	1	12	12 do ...	62 60
Inverness and Railway Station.....	D. Munroe .....	Optional.....	2	2	12 do ...	41 60
Little Sands and Wood Islands.....	D. Munn .....	Horse or vehicle.	6	3	12 do ...	125 00
Little Tignish and Tignish.....	J. Buote .....	Optional.....	4	2	10 do ...	25 00
Lot 1 and Tignish.....	C. Dalton .....	Horse or vehicle.	4	2	1 do ...	4 21
Lot 10 and Railway Station.....	W. Vincent.....	do	3	2	12 do ...	52 00
Lot 11 and Railway Station.....	J. Murphy .....	do	2	3	12 do ...	48 67

REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Lot 12 and Railway Station.....	W. Ellis.....	Horse or vehicle.	2	6	12 months...	65 73
Lot 14 and Port Hill.....	J. Brown.....	do .....	6	2	1 do .....	6 93
Lot 35 and Railway Station.....	J. McQuaid.....	Optional.....	1½	2	12 do .....	33 28
MacDougal and Port Hill.....	J. Brown.....	Horse or vehicle.	7½	2	11 do .....	87 27
Marie Bridge and Railway Station.....	W. McGuire.....	Optional.....	5	3	12 do .....	70 00
Millview and Vernon River Bridge.....	E. Gay.....	Horse or vehicle	1½	3	9 do .....	22 50
Miminegash and Railway Station.....	J. Taylor.....	do .....	10	2	12 do .....	150 00
Miscouche and Railway Station.....	O. Gaudet.....	On foot.....	½	12	6 do .....	25 12
do do .....	G. Desroche.....	do .....	½	12	6 do .....	24 96
Miscouche and South West Lot 16.....	J. Cunningham.....	Vehicle.....	6½	2	12 do .....	75 00
Monaghan and Pisquid.....	P. Loughran.....	do .....	5	2	9 do .....	55 50
Montague Bridge and Murray Harbor North.....	J. M. Graham.....	do .....	15	2	12 do .....	249 60
Montague Bridge and Murray Harbor South.....	S. McPherson.....	Horse or vehicle.	18	3	10 do .....	300 00
Montague Bridge and Railway Station.....	J. W. McNeill.....	Vehicle.....	5½	6	12 do .....	468 00
Montague Bridge and Victoria Cross.....	J. Dewar.....	Optional.....	3	2	12 do .....	41 60
Montague Cross and Murray Harbor Road.....	J. McLean.....	do .....	2½	2	9 do .....	21 54
Morell and Morell Rear.....	J. McGuire.....	do .....	4½	2	12 do .....	40 00
Mount Albion and Pownal.....	P. Horton.....	do .....	4	2	9 do .....	22 50
Mount Pleasant and Railway Station.....	D. Campbell.....	do .....	3½	2	12 do .....	52 00
Mount Stewart and Railway Station.....	A. McDonald.....	On foot.....	½	As req.	12 do .....	50 00
Murray Harbor Road and Valley-field.....	J. McPherson.....	Horse or vehicle.	3	2	12 do .....	62 40
Northam and Railway Station.....	J. Colinville.....	do .....	1	2	12 do .....	26 00
North Tryon and Tryon.....	E. Crawford.....	Vehicle.....	1½	3	12 do .....	50 00
O'Leary Road and West Cape.....	L. Ramsay.....	Horse or vehicle.	9	2	12 do .....	86 72
Orwell and Orwell Cove.....	E. Morrisey.....	do .....	2	2	12 do .....	26 00
Orwell and Selkirk Road.....	B. Laughrin.....	do .....	11	2	6 do .....	50 00
Orwell and Vernon River.....	J. Laughrin.....	do .....	3	3	3 do .....	28 87
Peter's Road and Sturgeon.....	W. D. Johnston.....	do .....	3	2	12 do .....	40 00
Pisquid and Railway Station.....	J. McDonald.....	Optional.....	1½	2	12 do .....	26 00
Pisquid Road and Vernon River.....	A. O'Keefe.....	Horse or vehicle	3	1	12 do .....	32 44
Port Hill and Railway Station.....	S. Ramsay.....	Vehicle.....	4	12	12 do .....	219 10
St. Eleanor's and Summerside ..	B. E. Clark.....	Horse or vehicle	2½	2	12 do .....	64 00
Scotchfort and Tracadie Cross ..	J. McDonald.....	Optional.....	2	2	12 do .....	36 40
Sea Cow Pond and Tignish.....	C. Dalton.....	Vehicle.....	7½	2	11 do .....	82 94
Skinner's Pond and Tignish.....	J. Doyle.....	Horse or vehicle	11 & 14	2	12 do .....	71 00
Souris, East, and Railway Station.....	M. McInnis.....	On foot.....	½	12	12 do .....	113 59
do do .....	J. Tierney.....	do .....	½	12	Special trips	2 22

REPORT NO. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1877.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		No. of Trips per week.	Period.	Amount.
Summerside and Railway Station .....	W. Silliphant.....	Vehicle .....	$\frac{1}{2}$	As req.	12 months...	158 45	\$ cts.
Summerville and Vernon River	D. Frazer.....	Horse or vehicle	4 $\frac{1}{2}$	3	12 do ...	75 00	
Tignish and Railway Station ...	S. F. Arsenault..	On foot .....	$\frac{1}{2}$	12	12 do ...	62 60	
Tracadie Cross and Railway Station .....	A. Johnston.....	Optional.....	$\frac{1}{2}$	3	12 do ...	36 11	
Travellers' Rest and Railway Station .....	T. Townsend.....	Horse or vehicle	1	3	12 do ...	39 25	
Vernon River and Wood Islands	J. McDonald.....	do ...	24	3	12 do ...	425 00	
Wellington and Railway Station .....	P. Ayers.....	do ...	1 $\frac{1}{2}$	6	12 do ...	78 25	
West Point and Railway Station .....	E. Beaton.....	do ...	13	2	12 do ...	170 00	
West St. Peter's and Railway Station .....	J. McDonald.....	Optional.....	2 $\frac{1}{2}$	2	11 do ...	36 67	
Wilmot Valley and Railway Station .....	D. Dickieson.....	do .....	3	2	12 do ...	52 00	
					Total .....	\$12,657 90	

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1877.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Cape Traverse and Cape Tormentine, N.B. ....	Muttart & Irving	9	6	Part Seasons '75-'76 and '76-'77.....	\$ cts. 2,480 00
Charlottetown, Pictou, N.S., Shediac, N.B., &c...	R. R. Hodgson...	141	2, 4 & 6	Season, 1876	10,000 00
Georgetown and Pictou, N.S. ....	J. King.....			Special trip..	200 00
				Total. ....	\$12,680 00

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1877.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Prince Edward Island Railway.....	195	6	12 months to 31st March, 1877	\$ cts. 6,081 34
			Total .....	\$6,081 34

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



**REPORT No. 2, G.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Prince Edward Island, made within the Year ended 30th June, 1877.**

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcom .....	Rivet-lock seals, &c. ....	371	30
J. D. Scott .....	Rivet-seal dies .....	3	75
R. F. Macdonald .....	Repairing mail bags .....	0	66
	Total .....	\$375	71

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF ONTARIO.

## REPORT No. 3, A.

DETAIL of all payments made for Salaries, &c., in Ontario; shewing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>CHIEF INSPECTOR'S OFFICE.</b>		\$ cts.	\$ cts.
J. Dewé.....	Chief Post Office Inspector.....	2,600 00	
J. D. Paterson.....	Assistant Inspector.....	1,200 00	
L. F. A. Maingy.....	2nd Class Clerk from, and Temporary Draughtsman to, 1st October, 1876.....	1,100 00	4,900 00
<b>KINGSTON DIVISION.</b>			
R. W. Barker.....	Post Office Inspector.....	2,200 00	
J. Meagher.....	2nd Class Clerk.....	980 00	
Allan Jones.....	do.....	980 00	
P. H. Macarow.....	3rd do.....	640 00	4,800 00
<b>RAILWAY MAIL SERVICE.</b>			
W. F. Burnham.....	1st Class Railway Mail Clerk.....	1,067 10	
R. Peden.....	2nd do do to 30th April, 1877, transferred to Ottawa Division.....	716 00	
D. Moloney.....	do do to 31st October, 1876, transferred to Ottawa Division.....	268 70	
G. T. Gorrell.....	do do.....	786 90	
E. Stanton.....	do do to 31st October, 1876, transferred to Ottawa Division.....	256 63	
J. P. Pease.....	3rd do do.....	480 00	
A. Leclair.....	Temporary do from 9th March, 1877.....	179 42	3,754 75
<b>LONDON DIVISION.</b>			
G. Griffin.....	Post Office Inspector.....	2,400 00	
G. Cox.....	Assistant Inspector, promoted from 1st Class, 1st November, 1876.....	1,400 00	
A. Thomson.....	1st Class Clerk, promoted from 2nd Class, 1st November, 1876.....	1,100 00	
H. A. Johnson.....	2nd Class Clerk.....	1,100 00	
R. G. Mercer.....	4th do.....	520 00	
J. W. McLaren.....	do.....	480 00	
W. S. Phipps.....	do to 28th February, 1877, transferred to London Post Office.....	320 00	
A. E. Ashton.....	do to 31st January, 1877, transferred to London Post Office.....	280 00	
G. M. Reid.....	do.....	440 00	
M. O'Meara.....	Messenger.....	400 00	
F. Irvine.....	Temporary Messenger.....	78 13	8,518 13

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario,  
made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>RAILWAY MAIL SERVICE.</b>		\$ cts.	\$ cts.
P. Purdon .....	1st Class Railway Mail Clerk .....	1,188 70	
J. Wynn .....	do do .....	1,071 60	
B. D. Rorison .....	do do .....	1,172 10	
A. G. McWhinney .....	do do .....	1,185 70	
W. Mathews .....	do do .....	1,115 70	
J. G. Wright .....	do do .....	1,185 60	
A. G. Sanders .....	do do .....	1,132 00	
A. Kerby .....	do do .....	1,081 70	
A. J. Patton .....	do do .....	1,006 40	
H. Cousins .....	do do .....	1,197 30	
T. J. Essex .....	do do .....	1,063 00	
W. H. Flood .....	do do .....	1,131 60	
W. Edgar .....	2nd do do from 1st Jan., 1877.....	614 83	
C. Fisher .....	do do .....	934 20	
W. T. Cox .....	do do .....	961 00	
J. Yorick .....	do do .....	853 86	
L. Sewell .....	do do .....	913 10	
J. Friel .....	do do .....	890 10	
W. Mitchell .....	do do .....	945 30	
G. V. Salter .....	do do .....	884 00	
R. R. Brough .....	do do .....	846 66	
T. J. O'Meara .....	do do .....	779 10	
R. P. Wright .....	do do .....	792 40	
C. J. N. Shanley .....	do do .....	843 00	
J. Flynn .....	do do .....	793 50	
J. H. Scott .....	do do .....	816 60	
J. W. Hawke .....	do do to 30th Sept., 1876, including arrears, transferred to West Toronto Division ...	207 14	
J. Mitchell .....	do do promoted from 3rd Class, 1st February, 1877.....	657 20	
G. Mathews .....	3rd do do .....	480 00	
A. Sutherland .....	do do .....	673 20	
<b>OTTAWA DIVISION.</b>			27,446 59
T. P. French .....	Post Office Inspector .....	2,000 00	
G. R. Cochran .....	2nd Class Clerk .....	960 00	
C. P. Le Sueur .....	3rd do from 1st October, 1876, transferred from Post Office Department .....	510 00	
J. F. O'Connor .....	4th do from 1st September, 1876, trans- ferred from Ottawa Post Office....	433 34	
A. Pratt .....	Temporary Clerk, to 30th September, 1876.....	184 00	
<b>RAILWAY MAIL SERVICE.</b>			4,087 34
T. O. Butler .....	1st Class Railway Mail Clerk .....	1,182 20	
J. D. Thomson .....	do do .....	1,073 70	
N. W. H. Curtis .....	do do .....	960 00	
W. D. O'Brien .....	do do .....	806 68	
E. Gordon .....	do do .....	1,073 90	
Albert Jones .....	2nd do do .....	720 00	
R. Peden .....	do do from 1st May, 1877, transferred from Kingston Division...	144 20	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>RAILWAY MAIL SERVICE.—Concluded.</b>		\$ cts.	\$ cts.
D. Moloney .....	2nd Class Railway Mail Clerk, from 1st Nov., 1876, transferred from Kingston Division...	585 15	
H. J. Kimlin .....	do do .....	873 80	
M. Lovitt .....	do do to 30th April, 1877.....	612 93	
E. Stanton .....	do do from 1st Nov., 1876, transferred from Kingston Division...	533 82	
			8,566 38
<b>EAST TORONTO DIVISION.</b>			
D. Spry .....	Post Office Inspector.....	2,200 00	
J. Forsyth .....	1st Class Clerk (transferred from Toronto P.O.)....	1,200 00	
G. J. Mason .....	2nd do from 1st September, 1876, transferred from West Toronto Division..	916 66	
J. Henderson.....	3rd do from 1st September, 1876, transferred from West Toronto Division..	666 66	
A. McGillis.....	do from 1st November, 1876, promoted from 4th Class, 1st June, 1877; transferred from Toronto Post Office .....	341 68	
			5,325 00
<b>RAILWAY MAIL SERVICE.</b>			
A. McCarthy .....	1st Class Railway Mail Clerk (night duty included)	1,432 40	
W. Sheppard .....	do do do .....	1,101 73	
A. Carruthers .....	do do do .....	1,039 30	
W. Butler .....	do do do .....	1,384 67	
J. Saulter .....	do do do .....	1,367 69	
T. McCormick.....	do do do .....	1,388 31	
W. Beatty .....	do do do .....	1,156 42	
F. Tyner .....	2nd do do do .....	1,199 55	
T. S. Birchall.....	do do do .....	1,101 89	
G. J. H. Winstanley.....	do do do .....	1,098 07	
W. Noble .....	do do do .....	1,079 38	
M. E. Kelly.....	do do do .....	847 50	
J. Egan .....	do do (night duty included) .....	1,049 51	
W. Prest .....	do do do .....	882 27	
S. Jones .....	do do do .....	825 33	
R. Pridham .....	do do (night duty included) .....	861 12	
J. S. Leslie .....	do do do .....	949 96	
R. Murray .....	do do do .....	768 70	
P. Hynes .....	do do do .....	1,078 70	
L. E. Dubois.....	do do (night duty included) .....	823 41	
J. D. Thomson.....	3rd do do from 1st Nov., 1876, transferred from West Toronto Division (night duty included) .....	421 15	
E. McDonald.....	do do (night duty included) .....	668 45	
			22,515 51

REPORT No. 3, A.—Detail of all payments for Salaries, &c, in Ontario,  
made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>WEST TORONTO DIVISION.</b>		\$ cts.	\$ cts.
M. Sweetnam .....	Post Office Inspector.....	2,400 00	
W. E. Griffith.....	1st Class Clerk.....	1,200 00	
G. J. Mason .....	2nd do to 31st August, 1876, transferred to East Toronto Division .....	183 34	
C. L. Stephens .....	do do .....	1,000 00	
J. Henderson.....	3rd do to 31st August, 1876, transferred to East Toronto Division .....	133 34	
G. T. B. Gurnett .....	do .....	800 00	
G. A. Simmons.....	do .....	640 00	
J. Henry.....	do promoted from 4th Class, 1st April, 1877.....	510 00	
J. Buchan .....	Messenger.....	420 00	
A. Findlay .....	Temporary Mail Porter, from 30th October, 1876 ...	322 58	
W. Wright .....	Superintendent of heating apparatus .....	600 00	
J. Cosgrove .....	Assistant Superintendent of heating apparatus, from 30th November, 1876, to 30th April, 1877.....	196 50	
J. Wills .....	Foreman Engineer of Pub June, 1877 (proportion of wages).....	10 00	
			8,415 76
<b>RAILWAY MAIL SERVICE.</b>			
G. A. Burnham .....	Chief Railway Mail Clerk.....	1,400 00	
J. O. Bennett.....	1st Class Railway Mail Clerk.....	1,129 80	
W. C. Ashdown.....	2nd do do (less fine).....	964 00	
G. F. Burns .....	do do night duty included..	1,000 04	
G. A. Shaw .....	do do .....	813 36	
T. A. Corbett.....	do do to 31st January, 1877 .....	446 00	
J. Rooney.....	do do .....	895 80	
L. V. Byrne.....	do do .....	843 10	
E. F. Johnson .....	do do .....	902 70	
A. Thompson.....	do do night duty included..	800 32	
J. Dundas.....	do do .....	840 80	
J. H. Deacon.....	do do .....	830 00	
P. J. Costello.....	do do .....	803 10	
J. W. Hawke.....	do do from 1st Oct., 1876, transferred from London Division... ..	561 10	
F. J. Osborne .....	do do from 1st Feb., 1877, transferred from London Post Office .....	310 50	
F. A. Gemmill.....	do do promoted from 3rd Class, 1st June, 1877 .....	717 90	
T. Dunn.....	3rd do do to 23th Feb., 1877.....	320 00	
D. J. Skelly.....	do do .....	689 90	
T. Clarke.....	do do .....	681 90	
J. D. Thomson.....	do do to 31st October, 1876, transferred to East Toronto Division... ..	180 00	
J. E. McLeod.....	do do .....	610 70	
			15,701 02
<b>HAMILTON POST OFFICE.</b>			
H. N. Case.....	Postmaster.....	2,400 00	
H. Colbeck.....	Assistant Postmaster.....	1,400 00	
A. Crisp.....	1st Class Clerk.....	1,200 00	
H. A. Eager .....	2nd do .....	1,100 00	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>HAMILTON POST OFFICE—Concluded.</b>		\$ cts.	\$ cts.
J. B. Eager.....	2nd Class Clerk to 31st March, 1877.....	825 00	
G. H. Armstrong.....	do .....	1,100 00	
T. Burns.....	do .....	1,100 00	
J. Gordon.....	do .....	1,000 00	
R. Kelly.....	3rd do .....	800 00	
G. H. Bull.....	4th do .....	520 00	
T. Harbottle.....	do to 25th May, 1877 (dismissed).....	448 27	
A. Crisp, jun.....	do .....	480 00	
J. C. Dempsey.....	do .....	480 00	
J. S. Mathews.....	do .....	480 00	
E. H. Dunnett.....	do .....	480 00	
B. F. Barber.....	do (including arrears).....	480 00	
W. E. Gayfer.....	do to 31st October, 1876 .....	146 67	
G. Ross.....	do .....	440 00	
W. R. Eccleston.....	do .....	420 00	
H. Dinse.....	do .....	420 00	
B. Dunnett.....	Superintendent Letter Carrier.....	583 34	
H. F. Young.....	Letter Carrier.....	440 00	
M. Springer.....	do .....	440 00	
J. Murphy.....	do .....	440 00	
F. J. McAuley.....	do .....	440 00	
T. B. Austin.....	do .....	440 00	
J. Gore.....	do .....	440 00	
H. Linton.....	do to 21st October, 1876 (dismissed)....	122 58	
J. H. Fearnside.....	do .....	440 00	
W. G. Flocks.....	do .....	440 00	
J. Catchpole.....	do .....	440 00	
H. M. Coates.....	do from 1st November, 1876.....	266 67	
C. W. Feilding.....	do from 3rd do .....	264 45	
J. Wilson.....	do from 14th do .....	252 22	
D. Welsh.....	Messenger.....	400 00	
W. Smith.....	Temporary Clerk, from 11th November, 1876.....	255 56	
P. J. O'Donnell.....	do from 7th May, 1877.....	60 22	
J. McN. Munro.....	do from 11th June, 1877.....	22 22	
C. Grundy.....	Temporary Letter Carrier, from 21st October, 1876	278 49	
	Letter Carriers' Uniform Allowances.....	602 00	
<b>KINGSTON POST OFFICE.</b>			
R. Deacon.....	Postmaster.....	1,840 00	
W. Shannon.....	Assistant Postmaster.....	1,100 00	
A. Magurn.....	2nd Class Clerk.....	1,100 00	
J. Kelly.....	do .....	1,100 00	
R. T. Burns.....	do .....	1,020 00	
R. Deacon, jun.....	3rd do .....	740 00	
H. G. Goodfellow.....	do to 28th February, 1877, transferred to Montreal Division .....	460 00	
J. Campbell.....	do from 1st April, 1877, transferred from Montreal Division .....	180 00	
W. S. Smyth.....	4th do .....	520 00	
P. Lindsay.....	Letter Carrier.....	560 00	
J. G. Strachan.....	do .....	520 00	
H. Dunbar.....	Messenger .....	400 00	
W. Makins.....	Temporary Letter Carrier, from 25th March to 30th April, 1877.....	36 23	
			22,787 69
			9,576 23

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario,  
made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>LONDON POST OFFICE.</b>			
		\$ cts.	\$ cts.
L. Lawless .....	Postmaster.....	2,000 00	
R. J. C. Dawson.....	Assistant Postmaster .....	1,400 00	
J. Gordon.....	2nd Class Clerk.....	1,100 00	
J. D. Sharman.....	do .....	1,100 00	
H. D. Dalton .....	do .....	1,080 00	
J. J. Ross.....	do .....	1,040 00	
J. Hunter.....	3rd do .....	800 00	
J. McLaughlin.....	do .....	800 00	
R. F. Mathews.....	do .....	800 00	
E. Wilson.....	do .....	640 00	
W. Blair .....	4th do .....	520 00	
J. Ward.....	do .....	520 00	
F. J. Osborne.....	do .....		
	to 31st January, 1877, transferred to West Toronto Division.....	303 33	
F. W. Mathews.....	do .....	400 00	
A. E. Ashton .....	do .....		
	from 1st February, 1877, trans- ferred from Post Office Inspec- tor's Office, London.....	200 00	
W. S. Phipps.....	do .....		
	from 1st March, 1877, transferred from Post Office Inspector's Office, London.....	160 00	
J. Kennedy .....	Letter Carrier.....	400 00	
J. Denahy.....	do .....	400 00	
J. N. Beattie.....	do .....	400 00	
G. Hilton .....	do .....	400 00	
J. Nicholls, sen.....	do .....	400 00	
J. W. Kern.....	Letter Collector.....	500 00	
E. Hart .....	Night Watchman.....	26 00	
A. Scorsaton .....	Temporary Letter Carrier, from 6th March, 1877....	127 96	
	Letter Carriers' uniform allowances.....	267 00	
			15,784 29
<b>OTTAWA POST OFFICE.</b>			
G. P. Baker.....	Postmaster.....	2,000 00	
F. Hawken .....	Assistant .....	1,200 00	
F. French .....	2nd Class Clerk.....	1,100 00	
O. S. Scott .....	do .....		
	to 21st May, 1877 (dismissed).....	863 33	
E. B. Bates .....	3rd do .....	740 00	
E. S. McDermott.....	do .....	740 00	
R. J. O'Connor .....	do .....	800 00	
O. Shaw .....	do .....	700 00	
J. G. Poston.....	do .....		
	from 1st November, 1876, trans- ferred from Quebec Post Office (suspended from 5th to 22nd February, 1877).....	416 90	
T. P. Morgan.....	do .....		
	from 1st April, 1877, transferred from Montreal Division.....	160 00	
G. W. Baker.....	4th do .....	520 00	
P. A. Maingy .....	do .....		
	to 31st October, 1876, transferred to Quebec Post Office.....	173 33	
D. B. Gordon .....	do .....	520 00	
D. J. Smith .....	do .....	520 00	
W. O. Mercer .....	do .....	520 00	
H. S. Shaw .....	do .....	500 00	
A. A. Smith.....	do .....	480 00	
C. Pope.....	do .....	480 00	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario,  
made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>OTTAWA POST OFFICE—Concluded.</b>		\$ cts.	\$ cts.
E. B. Wood.....	4th Class Clerk .....	480 00	
H. O'Neil.....	do .....	480 00	
I. Traversey, jun.....	do (less fine).....	478 00	
L. McCullough.....	do .....	460 00	
J. F. O'Connor .....	do to 31st August, 1876, transferred to Post Office Inspector's Office.....	73 34	
F. McDonald.....	do .....	440 00	
M. J. Whitty.....	do .....	420 00	
P. Leblanc.....	do (less fine).....	419 00	
J. Brown .....	Superintendent Letter Carrier.....	600 00	
V. Dazé .....	Letter Carrier .....	560 00	
P. Larue.....	do .....	460 00	
J. Holland.....	do .....	440 00	
F. S. Warwicker.....	do .....	440 00	
E. Dazé .....	do .....	440 00	
A. Gauthier.....	do .....	440 00	
H. Poole.....	do .....	440 00	
M. Dolan.....	do from 10th July, 1876.....	390 32	
P. Robert.....	do from 17th July, 1876.....	382 79	
W. Darcey.....	Letter Collector (including arrears).....	440 00	
W. Goodwin .....	do do .....	440 00	
H. Duggan.....	Messenger.....	400 00	
F. Redmond.....	Temporary Clerk, from 24th October, 1876, to 28th February, 1877.....	141 93	
S. Larue.....	Temporary Letter Carrier, 4 days.....	6 00	
J. A. Lang.....	Superintendent Heating Apparatus, from 1st Octo- ber, 1876 to 31st May, 1877.....	400 00	
	Letter Carriers' Uniform Allowances. ....	550 00	
			22,654 94
<b>TORONTO POST OFFICE.</b>			
J. Lesslie.....	Postmaster.....	3,500 00	
J. Carruthers.....	Assistant Postmaster.....	1,600 00	
J. H. Davis .....	1st Class Clerk (including arrears).....	1,308 34	
G. H. Backas.....	do to 31st January, 1877.....	758 33	
A. Cooper.....	do .....	1,200 00	
J. Moerschfelder.....	do .....	1,200 00	
A. Corke .....	2nd do .....	1,100 00	
A. Barley.....	do .....	1,100 00	
A. Harstone .....	do .....	1,060 00	
H. F. Falkiner.....	do .....	960 00	
W. Wright .....	3rd do .....	760 00	
W. Loudon.....	do .....	800 00	
A. Webber.....	do .....	800 00	
R. E. Chadd.....	do .....	740 00	
B. M. Armstrong.....	do .....	740 00	
J. Monaghan.....	do .....	740 00	
B. Langley .....	do .....	740 00	
B. Bascom.....	do .....	740 00	
P. Ross.....	do .....	640 00	
A. Beatty.....	do .....	620 00	
A. G. Thompson.....	do .....	600 00	
A. T. Middleton.....	4th do .....	520 00	
R. Winstanley .....	do .....	520 00	
C. T. Bell.....	do suspended from 31st March to 6th April, '77, resigned 15th May, 1877	445 62	



REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>TORONTO POST OFFICE—Continued.</b>			
		\$ cts.	\$ cts.
W. E. Bennett.....	4th Class Clerk .....	520 00	
T. F. O'Rielly.....	do .....	520 00	
W. Crocker.....	do .....	520 00	
R. W. Riddell.....	do .....	480 00	
W. McPherson.....	do .....	480 00	
W. J. Smith.....	do .....	480 00	
H. C. Fortier.....	do (less fine) .....	479 00	
C. J. Wilson.....	do .....	480 00	
J. Newall.....	do (less fine) .....	479 50	
J. Gorman.....	do .....	480 00	
G. Wright.....	do .....	480 00	
A. Curran.....	do .....	480 00	
F. W. Cuthbertson.....	do (less fine) .....	477 50	
T. W. Ross.....	do .....	480 00	
W. H. Douglas.....	do .....	460 00	
J. Dunbar.....	do (less fine; including arrears).....	479 50	
H. S. Allen.....	do do do .....	480 00	
J. Sheridan.....	do do do .....	480 00	
C. O'Donohoe.....	do .....	440 00	
C. Durnan.....	do .....	440 00	
J. Callaghan.....	do .....	440 00	
A. McGillis.....	do transferred from P. O. Dept. 1st and to E. Toronto Division 31st October, 1876.....	41 66	
C. Garde.....	Superintendent Letter Carriers.....	600 00	
J. McCloskey.....	Letter Carrier.....	440 00	
J. Ross.....	do .....	560 00	
J. Alton.....	do .....	560 00	
J. Clode.....	do .....	560 00	
J. Hudson.....	do .....	560 00	
W. Foster.....	do .....	520 00	
E. Oliver.....	do .....	460 00	
A. Packham.....	do .....	460 00	
C. Reeves.....	do .....	460 00	
J. Osborne.....	do .....	460 00	
J. Yorton.....	do .....	460 00	
W. Kenny.....	do .....	460 00	
J. L. Watkins.....	do .....	460 00	
P. Stewart.....	do to 28th February, 1877.....	283 34	
F. Wright.....	do .....	440 00	
O. Quigley.....	do .....	440 00	
J. West.....	do .....	440 00	
J. Barnes.....	do .....	440 00	
J. H. Weatherbee.....	do .....	440 00	
M. Coffey.....	do .....	440 00	
T. Curley.....	do .....	440 00	
O. McMullin.....	do .....	440 00	
T. J. O'Connell.....	do .....	440 00	
G. Yates.....	do .....	440 00	
D. Maclean.....	do .....	440 00	
J. Williams.....	do .....	440 00	
J. Stewart.....	do .....	420 00	
A. McIntyre.....	do .....	420 00	
G. McPherson.....	do .....	400 00	
J. A. Armstrong.....	do .....	400 00	
W. Sargeant.....	do from 13th June, 1876.....	420 00	
J. Stoddart.....	do from 9th August, 1876.....	358 06	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario,  
made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
TORONTO POST OFFICE— <i>Concluded.</i>		\$ cts.	\$ cts.
M. Sullivan.....	Letter Carrier from 15th February, 1877.....	150 00	
T. Crotty.....	Porter.....	400 00	
R. Kirk.....	do .....	400 00	
J. Hodgkinson.....	Office Keeper.....	475 00	
J. J. Landy.....	Temporary Clerk .....	400 00	
W. B. Robinson.....	do from 26th June, 1876.....	405 55	
W. Bonnick.....	do from 20th November, 1876.....	245 58	
D. Henry.....	do from 9th April to 3rd May, 1877....	27 66	
N. C. Love, jun.....	do from 4th June, 1877.....	30 00	
M. Huntley.....	Temporary Letter Carrier, from 26th June to 26th July, and from 16th Dec., 1876.....	250 70	
S. Staughton.....	do do from 5th to 28th Feb., 1877.....	28 57	
R. R. McJannet.....	Temporary Porter.....	400 00	
F. C. Draper.....	To pay Night Watchmen.....	130 00	
	Letter Carriers' Uniform Allowances.....	1,521 00	53,154 89
OCEAN MAIL SERVICE.			
W. F. Bowes.....	1st Class Clerk.....	1,000 00	
S. T. Green.....	do .....	983 34	
F. Barlee.....	do .....	800 00	
J. Ferguson.....	do .....	733 34	
J. O'Hara.....	do .....	866 66	
C. H. E. Tilstone.....	do .....	495 00	
F. H. Mickleburgh.....	do .....	520 00	5,398 34
	Less—Proportion of Salaries transferred to Quebec from Ottawa Inspector and Staff.....	1,201 64	243,386 86
	from Ocean Mail Service .....	1,587 06	2,788 70
	Total.....		\$240,598 16

N. B.—The whole of the Salaries of the Chief Inspector and Staff have been left in Ontario; as it would be extremely difficult to make an exact division of this item, amongst the several Provinces of the Dominion, in the proper proportion; and the amount is too small to affect any general results.

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 3, A.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aberarder	64 94	26 00		
Aberdour	56 43	14 00		
Aberfoyle	112 31	56 00		
Abingdon	39 93	24 00		
Acacia	35 38	24 00		
Acton	992 10	298 00		
Adare	62 72	32 00		
Addison	103 40	38 00		
Adelaide	135 96	62 00		
Admaston	67 47	27 00		
Adolphustown	122 74	36 00		
Agincourt	73 98	34 00		
Ailsa Craig	974 67	376 00		40 00
Airle	53 89	10 00		
Albert	16 04	10 00		
Alberton (5 Quarters)	11 55	32 50		
Albion	540 72	184 00	36 00	
Albury	13 00	12 00		
Aldboro	121 18	82 00		
Aldershot	74 63	20 00		
Alderville	17 41	12 00		
Alexandria	874 57	308 00	100 00	
Alfred	99 67	22 00		
Algonquin	38 70	18 00		
Allanburg	140 76½	68 00		
Allandale	466 93	136 00		
Allan Park	151 60	68 00		
Allan's Mills	27 31	10 00		
Allenford (*including arrears)	185 99	*69 00	4 00	
Allensville	50 68	34 00		
Allenwood	11 63	10 00		
Allisonville	48 97	28 00		
Alliston	697 35	208 00		
Alloa	25 78	10 00		
Alma	251 17	78 00		
Almira	60 88	24 00		
Almonte	2,881 44	616 00	60 00	80 00
Alport	14 53	10 00		
Alsfield	33 96	10 00		
Alton (*including arrears)	382 80	88 00	*32 00	
Alton*	75 29	30 00		
Aivanley	20 05	12 00		
Aivinston (5 Quarters)	716 00	150 00		
Amaranth Station	31 69	10 00		
Amberley	215 44	66 00		
Ambleside	29 51	12 00		
Ameliasburg	210 18	70 00		
Amersburg (*including arrears)	1,353 70	*515 50	80 00	60 00
Amiens	11 39½	10 00		
Ancaster	451 40	234 00		
Anderson	74 00	24 00		
Angus	712 62	228 00		
Annan	134 00	42 00		
Antrim	37 78	11 00		
Appin	207 41	82 00	8 00	

REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Appleby .....	37 08	28 00		
Appledore.....	47 69	10 00		
Appleton .....	195 38	84 00		
Apsley .....	86 68	38 00		
Apto.....	37 17	22 00		
Arden.....	40 74	18 00		
Ardoch.....	38 09	18 00		
Ardrea .....	24 40	18 00		
Argyle.....	67 49	38 00		
Arkell.....	42 20	26 00		
Arkona.....	798 61½	208 00		
Arkwright.....	198 48	62 00		
Arlington .....	78 26	34 00		
Armadales.....	30 66	10 00		
Armow.....	65 11	22 00		
Armstrong's Mills (from 1st August, 1876).....	10 78	6 67		
Arnott.....	57 55½	28 00		
Arnprior.....	1,994 17	618 00	60 00	80 00
Aros .....	25 39	10 00		
Arthur.....	1,239 46	388 00		
Arva.....	182 97½	76 00	28 00	
Ashburn .....	122 41	58 00	16 00	
Ashdown.....	130 93	46 00		
Ashgrove.....	72 48	34 00		
Ashley .....	14 44	12 00		
Ashton .....	152 79	70 00	16 00	
Askin .....	92 70	28 99		
Aspdin.....	44 65	18 00		
Atha.....	47 95	22 00		
Athens.....	19 89	10 00		
Atherley .....	106 61	58 00	12 00	
Atherton.....	29 65	12 00		
Athlone.....	115 30½	26 00		
Athol .....	133 50	48 00		
Attercliffe .....	115 17	42 00		
Attercliffe Station.....	75 40	28 26		
Auburn (*2 Quarters).....	201 44	66 00	*3 00	
Audley.....	48 25	20 00		
Aughrim .....	72 16	28 00		
Aultville .....	417 98	124 00		
Aurora.....	1,399 89	388 00		40 00
Avening .....	153 31	40 00		
Avon .....	89 24	48 00		
Avon Bank .....	31 33	18 00		
Avonmore.....	102 07	34 00		
Avonton .....	72 79	20 00		
Aylmer, West .....	1,679 09	420 00		40 00
Ayr (*including arrears).....	951 78	364 00	52 00	*50 00
Ayton.....	398 58	70 00		
Baby's Point.....	19 65	10 00		
Baddow.....	20 15	10 00		
Baden.....	429 70	122 00	28 00	
Badjeros .....	63 01	18 60		
Bagot .....	80 61	38 00	16 00	
Bailieboro'.....	135 72	52 00		
Bala .....	47 33	10 00		
Balderson .....	76 51	32 00		
Baldoon .....	24 74	10 00		

REPORT No. 3, A.—Detail of Revenue Salaries and Allowances in Ontario, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ballantrae.....	60 20	22 00		
Ballantyne's Station.....	13 65	10 00		
Ballinafad.....	63 69	38 00		
Ballyeroy.....	73 99	32 00	6 00	
Ballyduff.....	63 43	16 00	4 00	
Ballymote.....	16 40	10 00		
Balmoral.....	60 28	32 00		
Balsam.....	52 64	36 00		
Baltimore.....	170 85	90 00		
Bamberg.....	28 03	16 00		
Banda.....	87 45	38 00	8 00	
Bandon.....	18 35	10 00		
Banks.....	31 12	10 00		
Bannockburn.....	36 99	13 50		
Bardville.....	16 33	10 00		
Bark Lake.....	59 61	46 00		
Barnett.....	30 99	16 00		
Barrie.....	5,621 94	1,232 00	144 00	200 00
Barriefield (from 1st July, 1876).....	16 36	7 50		
Bartonville.....	41 62	22 00		
Batchewana.....	5 53	10 00		
Bath.....	483 58	174 00		
Battersea.....	94 00	42 00		
Bayfield.....	441 00	182 00		
Bayham.....	82 91	46 00		
Bayville.....	73 54	10 00		
Bayview.....	51 87	18 34		
Beachburg.....	325 60	138 00	16 00	
Beachville.....	264 15	164 00		
Beaconsfield (from 1st January, 1877).....	6 48	2 50		
Beamsville.....	700 33	300 00	48 00	
Bear Brook.....	117 45	40 00		
Beatrice.....	29 28	12 00		
Beaverton.....	953 09	256 00	60 00	
Beeton.....	302 94	80 00		
Beggsboro'.....	26 27	10 00		
Belfast.....	70 41	30 00	30 00	
Beiford.....	38 72	20 00		
Beifountain.....	31 49	14 00		
Belgrave.....	184 44	58 00		
Belhaven.....	67 14	30 00		
Belle River.....	266 94	118 00		
Belleville.....	10,624 65	2,442 00	300 00	360 00
Bell Ewart.....	226 95	93 00		
Bellrock.....	31 96	16 00		
Bell's Corners.....	149 64	64 00		
Belmont.....	270 82	134 00		
Belmore.....	155 79	62 00		
Benmiller.....	41 58	22 00		
Bennie's Corners.....	43 54	20 00		
Bennington.....	43 13	10 50		
Bensfort.....	48 08	22 00		
Bentley.....	93 05	24 00		
Bentonville.....	3 30	10 00		
Berkeley.....	39 21	22 00		
Berlin.....	3,109 65	942 00	360 00	200 00
Berne.....	78 88	36 00		
Bervie.....	231 23	63 50		
Berwick.....	73 73	40 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bethany.....	411 28	128 00	24 00	
Bethesda.....	36 35	10 00		
Bewdley ..	35 50	20 00		
Bexley.....	25 53	10 00		
Billing's Bridge.....	110 12	46 00		
Binbrook.....	121 68	56 00		
Bingham Road.....	10 12	12 00		
Birkhall.....	54 51	42 00		
Birmingham.....	37 05	12 00		
Birnam.....	34 11	10 00		
Birr.....	83 90	58 00	12 00	
Bishop's Mills.....	108 60	42 00		
Bismarck.....	36 88	16 00		
Black Bank.....	33 00	10 00		
Blackburn.....	8 04	10 00		
Black Creek.....	92 27	40 00		
Black Heath.....	21 73	14 00		
Blair.....	114 02	46 00		
Blairton.....	86 05	80 00		
Blakeney.....	58 65	10 00		
Blantyre.....	56 94	26 00		
Blessington.....	16 86	14 00		
Bloomfield.....	231 63	98 00		
Bloomington.....	42 45	20 00		
Bloomington.....	68 88	26 00		
Bloomsburg.....	116 42	42 00		
Bluevale.....	288 60	112 00		
Blythe.....	675 75	180 00		
Blytheswood.....	63 36	30 00		
Bobcaygeon.....	997 10	404 00	48 00	40 00
Bogart.....	24 46	10 00		
Bolingbroke.....	9 97	10 00		
Bolsover.....	138 33	44 00		
Bomanton.....	35 51	28 00		
Bondhead.....	351 98	154 00	72 00	
Bongard's Corners.....	20 63	12 00		
Bookton.....	66 15	24 00		
Bornholm.....	86 63	42 00		
Bornish.....	28 71	10 00		
Boston.....	82 35	44 00		
Bosworth.....	72 78	40 00		
Botany.....	27 69	12 00		
Bothwell.....	1,252 83	380 00	80 00	40 00
Bouck's Hill (*including arrears).....	62 34	*20 70		
Boulter.....	54 67	22 00		
Bowling Green.....	38 53	10 00		
Bowmanville.....	3,985 86	1,130 00	60 00	160 00
Bowood (closed during month, September, 1876).....	16 29	9 17		
Box Grove.....	52 69	22 00		
Boyne (3 Quarters).....	24 89	18 00		
Bracebridge.....	1,454 31	410 00	60 00	60 00
Brackenrig.....	43 06	10 00		
Bradford.....	1,619 68	454 00	24 00	60 00
Bradshaw.....	17 53	10 00		
Braemar.....	45 63	24 00		
Braeside.....	97 98	58 00		
Bramley.....	61 24	30 00		
Brampton.....	2,813 21	694 00	20 00	120 00
Branchton.....	138 43	60 00		

REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brandy Creek.....	32 51	16 00		
Brantford.....	11,476 77	2,484 00	400 00	400 00
Breadalbane.....	24 45	10 00		
Brechin.....	152 77	48 00		
Brentwood.....	123 82	50 00		
Breslau.....	118 67	44 00		
Brewer's Mills.....	44 61	30 00		
Brewster.....	24 06	12 00		
Bridgenorth.....	54 76	26 00		
Bridgeport.....	89 66	50 00		
Bridgewater.....	229 66	132 00	24 00	
Bridgen.....	124 25	42 82		
Bright.....	315 72	80 00	28 00	
Brighton.....	1,443 08	418 00	240 00	40 00
Brinkworth.....	21 85	16 00		
Brinsley.....	91 41	24 00		
Brinaton's Corners.....	142 42	50 00		
Brisbane (*including arrears).....	60 34	24 00	*11 00	
Britannia.....	41 01	25 00		
Brockton.....	51 74	14 00		
Brockville.....	7,939 60	2,032 00	480 00	320 00
Brodhagen.....	25 77	10 00		
Bronson.....	26 77	10 00		
Bronte.....	216 16	72 00		
Brookfield Station (from 1st June, 1876).....	23 33	8 33		
Brooklin.....	580 45	264 00		
Brookdale.....	75 28	46 00		
Brougham.....	223 67	130 00		
Brouseville.....	18 81	10 00		
Brownsville (3 Quarters).....	114 84	48 00		
Brucefield.....	312 86	90 00		
Bruce Mines.....	227 55	154 00		
Budenell.....	109 68	32 00		
Brunner.....	2 54	10 00		
Brunswick.....	11 17	10 00		
Brussels.....	1,758 97	416 00	12 00	40 00
Bryanston.....	53 87	32 00		
Buckhorn.....	122 66	46 00		
Buckshot (2 Quarters).....	18 13	6 00		
Bullock's Corners.....	99 73	68 00		
Bunessan.....	26 41	10 00		
Bunyan.....	49 71	16 00		
Burford.....	286 37	130 00	16 00	
Burgessville.....	106 16	53 00		
Burgoyne.....	129 07	42 00		
Burleigh.....	13 91	10 00		
Burlington (late Wellington Square).....	606 05	228 00	48 00	
Barnbrae.....	41 28	22 00		
Barnhamthorpe.....	83 33	26 00		
Barnley.....	36 98	16 00		
Barns.....	35 92	12 00		
Barnstown.....	106 19	34 00		
Burnt River.....	10 75	10 00		
Burrill's Rapids.....	260 50	102 00		
Burton.....	25 55	16 00		
Burton.....	39 85	14 00		
Bury's Green.....	10 53	10 00		
Bushfield.....	17 75	10 00		
Buttonville.....	63 26	34 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Buxton.....	108 62	56 00		
Byng.....	32 99	26 00		
Byng Inlet.....	151 30	62 00		
Byron.....	57 45	32 00		
Cadmus.....	96 15	24 00		
Casarea.....	49 64	20 00		
Cainsville.....	113 80½	58 00		
Caintown.....	30 37	22 00		
Cairngorm.....	21 71½	10 00		
Caistorville.....	68 41	38 00		
Calabogie.....	12 38	10 00		
Calder.....	47 26	10 00		
Caldwell.....	21 56	10 00		
Caledon.....	210 88	81 00		
Caledon East.....	175 41	62 00	16 00	
Caledonia Springs.....	83 29	46 00		
Calton.....	16 85	10 00		
Cambray.....	204 33	80 00		
Camden East.....	164 83	92 00	16 00	
Cameron.....	59 78	22 00		
Camerontown.....	58 84	18 00	12 00	
Camilla.....	61 22	38 00		
Camlachie.....	273 54	92 00		
Campbellford (*including arrears).....	1,445 44	452 00		*90 00
Campbell's Cross.....	85 20	50 00		
Campbellton.....	50 10	14 72		
Campbellville.....	184 69	40 00		
Campden.....	100 48	38 00		
Canaan.....	13 23	10 00		
Canard River.....	6 00	10 00		
Canboro'.....	96 60	38 00	16 00	
Candasville.....	29 75	14 00		
Canfield.....	241 05	100 00	16 00	
Cannifton.....	164 87	80 00		
Canning.....	101 40	34 00		
Cannington (*including arrears).....	1,044 73	342 00	48 00	*50 00
Canton.....	61 46	36 00		
Cape Croker.....	28 87	10 00		
Cape Rich.....	19 32	18 00		
Carden.....	37 42	26 00		
Cardwell.....	28 22	10 00		
Carleton Place.....	1,814 79	438 00		60 00
Carlingford.....	65 30	30 00		
Carlisle.....	124 60	50 00		
Carlow.....	113 69	50 00		
Carlsruhe.....	126 11	38 00		
Carluke.....	61 90	40 00		
Carmunnoch (*including arrears).....	32 25	*15 00		
Carnarvon.....	9 60	10 00		
Carnegie.....	22 98	10 00		
Carp.....	168 19	52 00	16 00	
Carronbrook.....	409 64	132 00	32 00	
Carrville.....	47 97	18 00		
Carsonby.....	12 24	10 00		
Carthage.....	77 24	32 00		
Cartwright.....	289 73½	94 00		
Cashel.....	45 89	16 00		
Cashion's Glen.....	30 89	10 00		



REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts	\$ cts.	\$ cts.	\$ cts.
Cashmere.....	38 64	22 00		
Cashtown (from 1st February, 1877).....	12 64	1 67		
Cass Bridge.....	39 46½	10 00		
Cassburn (from 1st March 1877).....	4 00	0 83		
Cassel.....	23 15	10 00		
Casselman.....	23 89	10 00		
Castile.....	10 72	10 00		
Castlederg.....	57 60	22 00		
Castleford.....	42 69	26 00		
Castlemore.....	32 35	12 00		
Castleton.....	348 06	140 00		
Cataract.....	75 24	21 58		
Cataract.....	146 92	72 00		
Cathcart.....	82 70	36 00		
Cavan.....	76 78	30 00		
Cayuga (*including arrears).....	986 79	*345 00	16 00	*50 00
Cedar Dale.....	370 61	134 00		
Cedar Grove.....	59 04	24 00		
Cedar Hill.....	27 75	16 00		
Cedarville.....	83 18	16 00		
Centralia.....	294 26	56 00		
Centre Augusta.....	11 94	10 00		
Centreton.....	42 35½	22 00		
Centreville (*including arrears).....	163 08	*62 00	20 00	
Chalk River.....	14 12	10 00		
Chandos.....	17 25	10 00		
Chantry.....	40 98	14 00		
Chapman.....	32 12	14 00		
Charing Cross.....	170 13	66 00	72 00	
Charleston.....	14 65	10 00		
Charleville.....	7 03	12 00		
Chatham.....	7,243 75	1,818 00	240 00	280 00
Chatsworth.....	417 60	134 00	16 00	
Cheapside.....	187 07	60 00		
Cheddar.....	38 34	10 00		
Cheltenham.....	188 65	36 00		
Chepstow.....	76 55	20 00		
Cherry Creek.....	23 29	10 00		
Cherry Valley.....	104 34	34 00		
Cherrywood.....	59 29	28 00		
Chealey.....	611 57	89 50		
Chesterfield.....	73 04	34 00		
Chesterville.....	345 60	128 00		
Chevalier.....	83 51	26 36		
Cheviot.....	15 27	10 00		
Chippawa.....	676 98	312 00		40 00
Chiselhurst.....	35 07	10 00		
Christina.....	37 53	10 00		
Churchill.....	61 69	24 00	8 00	
Churchville (3 Quarters).....	36 66	18 00		
Chute à Blondeau.....	101 80	30 00		
Clachan.....	42 01	20 00		
Clandeboye.....	10 00	10 00		
Claremont.....	335 40	124 00		
Clarence.....	257 58	104 00	24 00	
Clarence Creek.....	135 77	36 00		
Clareview.....	6 84	10 00		
Clarke.....	305 73	114 00		
Clarksburg.....	546 31	146 00	28 00	

REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Clarkson.....	16 25	10 00		
Claude.....	141 30	54 00		
Clavering.....	24 88	12 00		
Clayton.....	157 17	60 00		
Clear Creek.....	92 91	46 00		
Clearville.....	118 72	80 00		
Clifford.....	995 83	270 00	60 00	
Clifton.....	1,977 77	568 00	200 00	100 00
Clinton.....	2,929 01	830 00	90 00	120 00
Clontarf.....	10 00	10 00		
Clover Hill.....	93 92	28 00	16 00	
Cloyne.....	90 39	20 00	12 00	
Clyde.....	82 65	18 00		
Cobden.....	194 72	34 00		
Cobourg.....	5,129 34½	1,408 01	240 00	200 00
Codrington.....	83 21	48 00		
Colbeck.....	26 25	10 00		
Colborne.....	1,592 88	442 00	200 00	80 00
Colchester.....	74 42	46 00		
Cold Springs.....	127 56	54 00		
Coldstream.....	74 91	40 00		
Coldwater.....	227 32	106 00		
Colebrook.....	90 53	34 00	20 00	
Coleraine.....	50 11	30 00		
Cole's Corners.....	47 72	15 62		
Colinville.....	58 23	24 00		
Collingwood.....	3,701 41	1,002 00	240 00	160 00
Collin's Bay.....	93 14	42 00		
Collin's Inlet.....	57 66	18 00		
Colpo's Bay (5 Quarters).....	123 82	42 50		
Columbus.....	235 46	104 00		
Comber.....	215 43	60 00	32 00	
Combermere.....	134 78	50 00		
Comet.....	95 14	10 00		
Conboyville (from 1st February, 1877).....	5 00	1 67		
Concord.....	87 83	46 00		
Conestogo.....	146 31	74 00		
Coningsby.....	24 50	10 00		
Conn.....	7 59	10 00		
Connaught.....	29 53	10 00		
Connor.....	40 29	16 00		
Conroy.....	10 10	10 00		
Consecon.....	369 22	112 00		
Constance.....	115 71	56 00		
Conway.....	69 36	34 00	16 00	
Cookstown.....	710 63	156 00	100 00	
Cooksville.....	214 08	86 00		
Cooper.....	22 09	12 00		
Copenhagen.....	46 44	14 00		
Copetown.....	149 61	54 00		
Copleston.....	38 62	12 00		
Corbett.....	43 27½	10 00		
Corinth.....	133 87	44 00		
Cornell.....	88 67	24 72		
Cornwall.....	3,677 01	914 00	100 00	120 00
Cornwall Centre.....	17 64	10 00		
Corseley (1 Quarter).....	133 42	36 60	4 00	
Corunna.....	158 73	78 00		
Corwhin (from 1st October, 1876).....	19 60	5 00		

REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario.  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cotswold.....	19 51	20 00		
Couchiching (Summer office).....	50 41	20 16		
Coulson.....	24 39	10 00		
Courtland.....	253 00	40 00		
Courtright.....	221 86	65 19		
Coventry.....	41 62	24 00		
Coverley.....	18 88	10 00		
Cowal.....	67 00	20 00		
Craighurst.....	122 58	54 00		
Craigleith.....	52 45	14 00		
Craigsholme.....	40 18½	22 00		
Craigvale.....	236 01	76 00		
Cranston (late Holton).....	26 15	10 00		
Cranworth.....	8 59	10 00		
Crathie.....	31 45	10 00		
Crawford.....	29 61	12 00		
Credit.....	172 93	88 00		
Crediton.....	196 36	62 00		
Creek Bank.....	22 79	14 00		
Creemore.....	235 09	80 00		
Creighton.....	20 59	10 00		
Cressy.....	35 54	22 00		
Croft.....	29 19	18 00		
Crinan.....	41 66	20 00		
Crofton.....	16 28	10 00		
Cromarty.....	152 67	52 00		
Crosshill.....	156 59	52 00		
Crossland.....	21 34	10 00		
Crowland.....	41 32	36 00		
Croydon.....	42 28	22 00		
Cruickshank.....	19 36	10 00		
Crumlin.....	36 56	20 00		
Crysler.....	311 34	80 00		
Culloden.....	121 16	58 00		
Cumberland.....	261 30	112 00	16 00	
Cumberland Mills (2 Quarters).....	14 01	6 43		
Camminsville.....	111 46	54 00		
Camnock.....	107 31	38 00		
Carra.....	191 33	48 00		
Carry Hill.....	30 05	10 00		
Dacre.....	116 75	32 00		
Dale.....	27 61	10 00		
Dalhousie Mills.....	90 57	42 00		
Dalkeith.....	97 38	32 00		
Dalrymple.....	16 73	10 00		
Dalton.....	82 12	36 00		
Damascus.....	16 46	10 00		
Danforth.....	18 80	24 00		
D'Arcy.....	10 75	10 00		
Darrell.....	18 50	14 00		
Dartford (5 Quarters).....	79 41	20 00		
Dartmoor.....	10 96	10 00		
Dashwood.....	161 18	29 50		
Davenport.....	83 10	42 00		
Davisville.....	39 86	16 00		
Dawn Mills.....	113 08	60 00		
Dawson.....	19 18	10 00		
Daywood.....	15 69	10 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dealtown.....	25 89	18 00		
Deans (late Indiana).....	137 38	194 00		
De Cewaville.....	52 81	30 00		
Deebank.....	25 74	10 00		
Deerdock.....	20 05	10 00		
Deerhurst.....	30 49	14 00		
Delaware.....	285 47	154 00		
Delhi.....	335 45	170 00	32 00	
Delta.....	238 22	84 00		
Demorestville (5 Quarters).....	281 20	95 00	15 00	
Denbigh.....	25 43	12 00		
Denfield.....	26 54	14 00		
Deniston.....	47 16	16 00		
Derrynane (from 1st July, 1876).....	7 00	7 50		
Derryville.....	26 83	12 00		
Derry West.....	37 84	16 00		
Derwent.....	42 62	32 00		
Desboro'.....	78 65	24 00		
Deschênes (closed 31st July 1876).....	13 57	5 45		
Desert Lake.....	8 82	10 00		
Desmond.....	11 54	10 00		
Deux Rivières.....	60 43	36 00		
Devil's Creek.....	23 00	10 00		
Devizes.....	52 92	24 00		
Dexter.....	20 12	14 00		
Diamond.....	64 16	16 00		
Dickens.....	33 54	16 00		
Dickinson's Landing.....	162 40	86 00		
Dingwall.....	269 98	42 00		
Dixie.....	53 81	28 00		
Dixon's Corners.....	38 81	44 00		
Dobbinton.....	15 68	10 00		
Doe Lake.....	50 18	10 00		
Dollar.....	18 86	10 00		
Don.....	21 59	12 00		
Doncaster.....	36 78	22 00		
Donegal.....	42 44	20 00		
Don Mount.....	144 41	28 00		
Doon.....	136 51	68 00		
Doran.....	22 77	10 00		
Dorchester Station.....	170 72	42 00	32 00	
Dorking.....	34 25	14 00		
Douglas (5 Quarters).....	259 57	82 50		
Dover South.....	20 60	18 00		
Downeyville.....	44 92	30 00		
Downsview.....	39 40	28 00		
Drayton.....	898 70	266 00	16 00	
Dresden.....	1,208 19	350 00		40 00
Drew.....	17 93	10 00		
Dromore.....	114 99	48 00		
Drum.....	7 37	10 00		
Drumbo.....	435 69	156 00		
Drummondville West (*1 Quarter).....	890 18	312 00		*10 00
Drumquin.....	30 05	18 00		
Drysdale.....	45 40	12 00		
Duart.....	300 27	110 00		
Dufferin.....	57 82	28 00		
Dumblane.....	20 74	20 00		
Dunbar.....	135 21	56 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dunbarton .....	141 21	64 00		
Duncan .....	22 53	10 00		
Dunchurch .....	65 61	10 00		
Duncrief .....	39 42½	22 00		
Dundalk Station .....	576 18	80 00		
Dundas .....	3,083 99	812 00	120 00	120 00
Dundela .....	16 23	14 00		
Dundonald .....	40 57	18 00		
Dunedin .....	44 80	10 00		
Dungannon .....	257 71	90 00		
Dunkeld .....	142 74	44 00	6 00	
Dunnville .....	1,476 27	474 00	72 00	60 00
Dunrobin .....	26 17	10 00		
Dunsford .....	69 68	26 00		
Duntroon .....	107 78	54 00		
Dunvegan .....	177 36	48 00		
Durham .....	1,460 18	478 00	103 00	60 00
Dutton Station .....	223 77	60 07	10 00	
Dwyer Hill .....	21 92	10 00		
Eagle .....	148 80	78 00		
Eagle Lake .....	10 00	10 00		
Eamers' Corners .....	20 82	10 00		
East Hawkesbury .....	72 47	24 00		
Eastman's Springs .....	18 44	10 00		
Kaston's Corners .....	364 24	106 00		
East Oro .....	31 66	18 00		
East Williamsburg .....	28 40	14 00		
Eastwood .....	140 31	66 00		
Eddystone .....	20 61	12 00		
Eden .....	129 42	40 00		
Eden Grove .....	125 88	10 00		
Eden Mills .....	147 18	48 00		
Edgar .....	139 35	40 00		
Edgeley .....	45 07	10 00		
Edgeworth .....	26 06	16 00		
Edmonton .....	139 30	54 00	32 00	
Edwardsburg .....	525 55	140 00	12 00	
Efingham .....	28 69	14 00		
Eganville .....	561 97	206 00		
Egbert .....	55 08	16 00		
Egerton .....	36 69	16 00		
Eglington .....	134 82	70 00		
Egmondville (*including arrears) .....	289 63	*90 00		
Egremont .....	132 91	38 00		
Elba .....	13 31	12 00		
Elcho .....	10 29	10 00		
Elder .....	12 64	10 00		
Elder's Mills .....	41 98	10 00		
Eldon Station (from 1st November, 1876) .....	20 00	4 16		
Eldorado (re-opened 1st September, 1876) .....	13 13	7 00		
Elfrida .....	40 28	16 00		
Elgin .....	170 13	68 00		
Elginburg .....	57 68	36 00		
Elginfield .....	62 69	28 00		
Elmville .....	57 30	22 00		
Elizabethville .....	53 57	14 00	6 00	
Ellengowan .....	55 59	40 00		
Ellesmere .....	72 04	28 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario during the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances toward Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Elliott .....	5 76	10 00		
Ellisville .....	43 94	10 00		
Elm .....	13 05	10 00		
Elmbank .....	35 49	12 00		
Elmgrove (3 Quarters).....	21 05	13 50		
Elmira .....	667 68	228 00		
Elmvale .....	83 56	36 00		
Elmwood .....	143 88	34 00		
Elora (*including arrears) .....	2,222 22	*648 00	80 00	80 00
Elphin.....	61 94	18 00		
Elsinore .....	65 58	18 00		
Emberson .....	18 73	10 00		
Embro .....	662 94	222 00		
Embrun .....	61 64	28 00		
Emerald.....	31 01	24 00		
Emmett.....	14 14	10 00		
Enfield .....	38 73	18 00		
Enniskillen.....	281 64	88 00		
Ennismore.....	55 70	24 00		
Enterprise.....	113 13	44 00		
Enterprise Landing (2 Quarters).....	18 23	5 00		
Epping .....	49 43	18 00		
Epsom .....	64 19	32 00		
Eramosa .....	62 80½	26 00		
Erbville .....	5 58	10 00		
Erie .....	23 27	10 00		
Erin.....	395 50	146 00		
Erisville (* including arrears).....	68 65	34 00	*30 00	
Ernestown Station (*including arrears).....	98 79	*40 00	24 00	
Erroll.....	30 20	10 00		
Escott.....	124 78	40 00		
Esdale (5 Quarters) .....	17 40	12 50		
Esqueping.....	117 13	38 00		
Essex Centre.....	438 29	143 93		
Ethel.....	108 04	36 00		
Eugenia.....	127 76	38 00		
Evelyn.....	37 65	20 00		
Everett.....	50 94½	26 00		
Eversley.....	55 88½	28 00		
Everton.....	95 57	44 00		
Exeter (5 Quarters).....	1,749 92	485 00	30 00	
Fairbank .....	23 13	10 00		
Fairfield .....	87 88	36 00		
Fairfield East.....	25 61	14 00		
Fairfield Plain.....	53 70	14 00		
Fairview.....	20 47	12 00		
Falding.....	22 87	10 00		
Falkenburg.....	31 34	16 00	16 00	
Falkirk.....	97 58	38 00		
Falkland.....	54 42	30 00		
Fallbrook.....	42 61	20 00		
Fallowfield.....	31 10	14 00		
Farmersville.....	580 13	202 00		
Farmington .....	22 09	10 00		
Farquhar.....	80 50	22 00		
Farran's Point.....	114 01	52 00		
Fawkham .....	10 03	10 00		
Fawn.....	13 67	10 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fenaghvale.....	29 54	10 00		
Fenella.....	58 67	22 00		
Fenelon Falls.....	1,021 70	306 00		
Fenwick.....	169 21	78 00		
Fergus.....	2,211 30	676 00	180 00	80 00
Ferguson's Falls.....	63 57	30 00		
Fergusonvale.....	17 34	10 00		
Fermoy.....	27 30	14 00		
Fernhill.....	52 62	30 00		
Fetherston.....	15 03	10 00		
Feversham.....	124 11	46 00		
Fielding.....	43 96	10 00		
Fingal.....	535 60	240 00		
Fintona.....	9 36	10 00		
Fish Creek (*including arrears).....	51 27	*20 00		
Fisherville.....	81 50	42 00		
Fitzroy Harbour.....	203 22	104 00		
Fleetwood.....	20 09	10 00		
Flesherton (*including arrears).....	723 20	*237 50	60 00	
Flesherton Station.....	115 85	25 34		
Fletcher.....	78 01	32 00		
Flinton.....	76 62	24 00		
Floradale.....	17 32	10 00		
Florence.....	591 43	220 00		
Florence Vale.....	17 53	10 00		
Foley.....	26 00	14 00		
Fonthill.....	366 84	203 50		
Fordwich.....	296 00	68 00	16 00	
Fordyce.....	29 92	10 00		
Forest.....	1,338 74	388 50		40 00
Forester's Falls.....	142 38	58 00	16 00	
Forest Mills.....	24 76	20 00		
Forestville.....	66 21	30 00		
Forfar.....	28 69	14 00		
Formosa.....	320 76	98 00		
Fort Erie.....	699 34	368 00		40 00
Fort William.....	85 37	204 00		
Fournier.....	62 28	19 50		
Fowler's Corners (from 1st July, 1876).....	12 38	7 50		
Foxboro'.....	149 27	56 00		
Frankford.....	353 74	146 00		
Frank Hill.....	7 83	10 00		
Franklin.....	98 84	28 00	12 00	
Franktown.....	138 29	48 00		
Frankville.....	200 84	60 00		
Fraserville (from 1st November, 1876).....	23 25	8 50		
Freepton (*including arrears).....	167 29	58 00	*10 00	
Freeport.....	45 72	28 00		
Freiburg.....	38 26	36 00		
Frome.....	48 72	32 00		
Fullarton.....	200 68	76 00		
Fuller (from 1st May, 1876).....	54 69	9 16		
Fulton.....	45 20	14 00		
Gad's Hill.....	63 42	22 00		
Galbraith.....	7 01	10 00		
Gallingertown.....	27 39½	10 00		
Galt.....	5,235 32	1,430 00	40 00	240 00
Gamebridge.....	72 77	20 00		

REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June. 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowance.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Gananoque.....	2,427 62	612 00		80 00
Garafraxa.....	384 86	138 00		
Garden Hill.....	83 31	32 00		
Garden Island.....	174 26	100 00		
Garden River.....	29 87	28 00		
Garnet.....	96 29	40 00		
Garrison Road.....	12 38	10 00		
Gemley (closed 30th November, 1876).....	9 87	6 65		
Georgetown.....	1,588 49	470 00	120 00	60 00
Georgina.....	570 76	156 00		
Gesto.....	88 05	20 59		
Gibraltar.....	24 14	10 00		
Gibson.....	12 65	10 00		
Gilbert's Mills.....	12 47	10 00		
Gilford.....	126 25	50 00		
Gillie's Hill.....	44 99	13 23		
Gladstone.....	32 73	20 00		
Glamis.....	117 22	28 00		
Glamorgan.....	14 44	10 00		
Glanford.....	98 57	72 06	24 00	
Glanmire.....	17 15	10 00		
Glanworth.....	81 84	44 00		
Glascott.....	27 22	10 00		
Glasgow.....	42 43	16 00		
Glastonbury.....	11 92	10 00		
Glen Allan.....	270 54	102 00		
Glenannan.....	68 00	18 75		
Glenarm.....	76 63	12 00		
Glen Buell.....	49 06	18 00		
Glenburnie.....	11 71	10 00		
Glencairn.....	71 10	24 00		
Glencoe.....	833 77	274 00		
Glen Colin.....	17 30	10 00		
Glen Donald.....	10 08½	10 00		
Glen Dower.....	22 08	10 00		
Glen Huron.....	76 09	24 00		
Glen Lewis.....	12 27	10 00		
Glen Major.....	33 52	18 00		
Glen Meyer (3 Quarters).....	22 01½	9 00		
Glen Morris.....	216 35	78 00		
Glennervis.....	65 39	38 00		
Glen Norman.....	30 13	10 00		
Glen Oak.....	27 58	12 36		
Glen Robertson.....	22 09	10 00		
Glen Roy.....	34 35	18 48		
Glen Sandfield.....	33 49	14 00		
Glen Shee.....	33 76½	10 00		
Glen Stewart.....	19 53	10 00		
Glen Tay.....	105 32	30 00		
Glenvale.....	40 65	22 00		
Glen Water (*including arrears).....	47 38	*17 50		
Glen Williams.....	195 25	78 00		
Glen Willow.....	15 76	10 00		
Goble's Corners.....	107 16	40 00		
Goderich.....	4,648 77	1,338 00	120 00	200 00
Golden Lake.....	12 19	10 00		
Goldstone.....	74 88	30 00		
Gooderham.....	10 47	10 00		
Goodwood.....	218 00	60 00		



REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Gordon .....	186 21	97 56		
Gordonville (from 1st November, 1876) .....	15 02	4 16		
Gore Bay .....	70 89	12 43		
Gore's Landing .....	124 29	58 00		
Gormley .....	64 02	42 00		
Gormie .....	416 73	118 00		
Gosport .....	5 32	9 99		
Gourock .....	32 91	22 00		
Gowanstown .....	53 23	26 00		
Gower Point .....	29 57	12 00		
Grafton (*including arrears) .....	430 28	178 00	*37 50	
Grahamsville .....	43 40	26 00		
Grand Bend .....	111 96	16 00		
Grant .....	16 65	10 00		
Grantley .....	68 01	24 00		
Granton (*including arrears) .....	441 83½	134 00	*21 67	
Grass Hill .....	29 09	10 00		
Grassmere .....	16 46	10 00		
Gravel Hill .....	18 50	10 00		
Gravelotte (closed 1st June, 1876) .....	8 76	1 67		
Gravenhurst .....	802 62	112 00	32 00	
Greenbank .....	30 97	12 00		
Greenbank .....	136 40	50 00		
Greenbush .....	51 94½	28 00		
Greenfield (*including arrears) .....	73 35	*30 00		
Greenock .....	46 38	28 00		
Green Point .....	16 19	10 00		
Green River .....	49 43	22 00		
Greensville .....	96 88	68 00		
Greenview .....	11 22	10 00		
Greenwood .....	145 89	52 50		
Grenfel .....	16 74	10 00		
Gresham .....	19 38	10 00		
Gretna .....	4 41	10 00		
Grey .....	256 20	62 00		
Greystead .....	8 03	10 00		
Gribbin .....	42 11	10 00		
Griersonville .....	83 90	26 00		
Griffith .....	94 22	40 00		
Grimsby .....	865 03	342 00	40 00	40 00
Grovesend .....	31 37	18 00		
Guelph .....	11,611 41	2,912 00	400 00	400 00
Guthrie .....	14 38	10 00		
Guysborough .....	103 71	28 00		
Hagersville .....	602 25	146 00		
Hagerman's Corners .....	36 08	10 00		
Haliburton .....	258 58	108 00		
Halloway .....	62 93	44 00		
Hall's Bridge .....	106 59	30 00		
Hall's Glen .....	18 54	10 00		
Hamburg .....	23 02	14 00		
Hamilton (salaries and expenses entered elsewhere) .....	45,915 65			
Hamlet .....	20 31	14 00		
Hammond .....	41 88	14 00		
Hampshire Mills .....	20 96	10 00		
Hampstead .....	43 35½	20 00		
Hampton .....	291 60	94 00		
Hannon .....	38 81	14 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hanover.....	597 18	190 00	40 00	
Harcourt.....	11 26	10 00		
Hardinge.....	10 00	10 00		
Harkaway.....	15 08	10 00		
Harlem.....	57 03	22 00		
Harley.....	117 75	34 00		
Harlock.....	17 90	10 00		
Harlowe (from 1st May, 1876).....	11 22	11 50		
Harmony.....	33 77	16 00		
Harold.....	38 30	28 00		
Harper.....	35 87	16 00		
Harpley.....	31 01	12 00		
Harietsville.....	68 50	38 00		
Harrington West.....	101 72	38 00		
Harrisburg.....	163 01	80 00	96 00	
Harrison's Corners.....	70 93	16 00		
Harriston.....	2,151 91	452 00	60 00	60 00
Harrow.....	170 68	62 00		
Harrowsmith.....	198 41	80 00	24 00	
Hartford.....	81 01	36 00		
Hartington.....	21 08	12 00		
Hartley.....	29 55	10 00		
Hartman.....	20 63	12 00		
Harwich.....	60 18	32 00		
Harwood.....	131 68	60 00		
Hastings.....	839 78	226 00		
Haultain.....	15 47	10 00		
Havelock.....	37 40	16 00		
Hawkesbury.....	704 84	236 00		
Hawkestone.....	64 82	30 00	48 00	
Hawkesville.....	288 66	100 00	16 00	
Hawthorne.....	7 15	10 00		
Hawtreys.....	204 41	38 00	40 00	
Hay.....	105 87	18 00		
Hay Bay.....	18 95	9 17		
Haydon.....	49 05	26 00		
Hayesland.....	19 34	16 00		
Haysville.....	185 98	68 00		
Hayward's Falls.....	27 03	10 00		
Hazledean.....	74 11	32 00		
Headford.....	40 87	18 00		
Head Lake.....	9 52	10 00		
Heathcote.....	244 06	68 00		
Heckston.....	75 47	42 00		
Heidelberg.....	197 79	48 00		
Henderson.....	87 32	21 18		
Henfryn.....	88 85	21 50		
Henry.....	42 75	12 00		
Hensall (from 1st July, 1876).....	136 65	40 42		
Hepworth.....	58 70	16 00		
Hereward.....	24 34	18 00		
Hespeler.....	635 86	424 00		40 00
Hiawatha.....	17 21½	10 01		
High Falls.....	7 38	10 00		
Highfield.....	23 29	10 00		
Highgate.....	164 43	40 00		
Highland Creek.....	108 05	50 00		
Hillier.....	141 33	50 00	16 00	
Hillsborough.....	11 77	12 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hillsburgh.....	237 29	125 50		
Hillsdale.....	195 48	58 00	10 00	
Hill's Green.....	26 55	22 00		
Hilly Grove.....	19 36	10 00		
Hilton.....	109 03	72 00		
Hinch.....	12 23	10 00		
Hoasic.....	15 29	10 00		
Hoath Head (closed 31st August, 1876).....	11 02	4 17		
Hockley.....	49 51	12 00		
Holbrook.....	80 25½	52 00		
Holland Landing.....	269 95	106 00		
Hollen.....	301 00	74 00	8 00	
Holly.....	19 50	10 00		
Holmesville.....	75 37	30 00		
Holstein.....	128 22	38 00		
Holt.....	65 45	24 00		
Holyrood.....	98 91	44 00		
Homer.....	95 84	38 00		
Honeywood.....	99 27	30 00		
Hopefield.....	8 08	10 00		
Hopetown.....	53 51	26 00		
Hopeville.....	67 78	22 00		
Hornby.....	136 59	62 00		
Horning's Mills.....	253 00	48 00		
Horse Shoe Bridge.....	22 02	10 00		
Houghton.....	134 62	58 00		
Housey's Rapids.....	17 38	10 00		
Howe Island.....	6 48	10 00		
Humber.....	76 95	46 00		
Humberstone.....	241 55	80 00		
Hunsdon (closed 31st May, 1876).....	11 78	1 66		
Huntersville.....	16 85	10 00		
Huntley.....	60 97	24 00		
Huntsville.....	246 29	78 50		
Hurdville.....	8 17	10 00		
Huston.....	107 56	42 00	16 00	
Huttonsville.....	32 65½	10 00		
Hyde Park Corner.....	46 38	34 00		
Ida.....	81 84	32 00		
Iderton.....	73 89	20 00		
Indian River.....	28 47	10 00		
Ingersoll.....	5,965 13	1,590 00	360 00	240 00
Ingolfsby.....	28 39	11 50		
Inistioge.....	46 72	24 00		
Inkerman.....	175 84	66 00		
Inkerkip.....	183 19	70 00		
Innisfil.....	29 56	14 00		
Innisville.....	60 70	38 00		
Inverary.....	10 73	44 00		
Inverhargh.....	3 66	10 00		
Inverhuron.....	38 90	13 58		
Invermay (*including arrears).....	331 99	*112 50		
Inwood.....	101 99	10 00		
Iona.....	212 37	148 00		
Iona Station.....	97 96	33 84		
Iroquois.....	992 57	338 00	72 00	40 00
Islay.....	23 62	10 00		
Islington.....	128 33	52 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ivanhoe .....	58 10	30 00		
Ivy.....	79 45	34 00		
Jackson .....	47 01	16 00		
Jaffa.....	11 45	10 00		
Jamestown.....	63 03	12 50		
Janetville.....	77 30	30 00		
Jarratt's Corners.....	77 37	36 00		
Jarvis (*including arrears).....	894 45	252 00	*280 00	*75 00
Jaspe.....	176 69	52 00		
Jerseyville.....	133 01	50 00		
Jock Vale.....	8 77	10 00		
Johnson.....	38 29	18 00		
Johnson's Mills.....	25 29	12 00		
Jordan.....	151 75	106 00		
Jordan Station.....	94 16	33 45		
Jura.....	44 24	16 00		
Kagawong (from 1st July, 1876).....	23 00	7 50		
Kaladar.....	8 61	10 00	2 00	
Kaministiqui (closed 30th April, 1876).....	2 51	0 50		
Kars.....	132 19	46 00		
Keady.....	68 98½	22 00		
Keenansville (*including arrears).....	185 10	42 00	*12 00	
Keene.....	362 71	122 00		
Keith.....	4 36	10 00		
Kelvin (3 Quarters).....	93 53	37 50		
Kemble.....	35 93	14 00	4 00	
Kemptville.....	1,223 47	392 00	60 00	40 00
Kendal.....	140 63	42 00		
Kennaway (from 1st November, 1876).....	6 80	5 00		
Kenilworth.....	83 21	30 00	30 00	
Kenmore.....	107 97	38 00		
Kent Bridge.....	102 73	36 00		
Kerrwood.....	208 59	64 00		
Kerry.....	51 74	14 00		
Kertch.....	31 34	16 04		
Keswick.....	148 00	60 00		
Kettleby.....	204 51	62 00		
Keyser.....	12 62	12 00		
Kilbride.....	112 73	48 00		
Killarney.....	58 94	22 00	16 00	
Killeen.....	49 06	18 00		
Killerby (re-opened 1st July, 1876).....	7 58	7 50		
Kilmanagh.....	10 35	16 00		
Kilmarnock.....	18 67	14 00		
Kilmartin.....	35 24	26 00		
Kilmaurs.....	17 91	10 00		
Kilsyth.....	116 59½	48 00	12 00	
Kimberley.....	55 78	12 00		
Kinburn.....	122 14	42 00		
Kincardine.....	3,098 09	744 00	72 00	120 00
King.....	334 44	108 00		
King Creek.....	60 45	16 00		
Kingsbridge.....	76 47	38 00		
Kingsford (3 Quarters).....	12 55	7 50		
Kingsmill.....	74 77	29 28		
Kingston (salaries and expenses entered elsewhere).....	14,587 76			
Kingston Mills.....	23 19	14 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kingsville .....	548 89	248 00	16 00	
Kinkora .....	38 51	20 00		
Kinloss .....	124 95	38 00	16 00	
Kinlough .....	197 65	32 00		
Kinmount .....	287 68	64 00		
Kinsale .....	60 70	28 00		
Kintail (*including arrears) .....	88 32	*27 00		
Kintore .....	106 85	42 00		
Kippen .....	144 45	44 00		
Kirby .....	71 12	26 00		
Kirkfield .....	239 16	58 00		
Kirkhill .....	57 82	32 00		
Kirkton .....	169 34	52 00		
Kirkwall .....	118 37	42 00		
Klineburg .....	227 36	82 00		
Klock's Mills .....	37 06	10 00		
Knapdale .....	3 72	10 00		
Kratchbull .....	7 07	10 00		
Kohler (from 1st January, 1877) .....	8 88	3 55		
Komoka .....	231 66	146 00		
Kossuth .....	25 33	12 00		
Lafontaine .....	39 33	16 00		
Laggen .....	93 46	44 00	22 00	
Lake Doré .....	4 97	10 00		
Lakefield (*1 Quarter) .....	818 21	220 00	*5 00	
Lakehurst .....	21 88	10 00		
Lakelet .....	132 54	30 00		
Lake Opinicon .....	30 28	14 00		
Lakeside .....	92 03	44 00		
Lake Tallown (from 1st September, 1876) .....	13 95	5 83		
L'Amable .....	47 05	16 00		
L'Amaroux .....	57 17	28 00		
Lambeth .....	163 44	74 00		
Lambton Mills .....	74 26	48 00		
Lamlash .....	20 00	10 00		
Lanark .....	524 65	194 00	32 00	
Lancaster (*1 Quarter, discontinued) .....	146 54	50 00	*4 00	
Lanesborough .....	39 61	10 00		
Lang .....	68 27	34 00		
Langford .....	53 16	24 00		
Langside .....	44 80	22 00		
Langton .....	296 53	66 00		
Landown .....	315 68	104 00		
Launing .....	75 00	42 00		
Largie .....	20 75	16 00		
Laskay .....	150 15	60 00		
Lastwade (closed 31st August, 1876) .....	7 89	4 17		
Latimer .....	27 73	10 00		
Latona .....	65 95	44 00	16 00	
Laurel .....	57 67	18 00		
Lavant .....	9 36	10 00		
Lavender .....	81 94	10 00		
Lawrence Station .....	102 99	31 63		
Layton .....	26 16	10 00		
Leamington .....	890 66	204 00	60 00	
Leaskdale .....	52 20	32 00		
Lebanon .....	24 23	10 00		
Le Breton Flats (*including arrears) .....	469 01	327 67		
Lefroy .....	314 55	88 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Leinster.....	8 82	10 00		
Leith.....	93 88	36 00		
Lemieux.....	8 17	10 00		
Lemonville.....	73 89	18 00		
Lennox.....	15 83	10 00		
Leskard.....	104 41	50 00		
Leslie.....	164 34	68 00		
Lethbridge (from 1st November, 1876).....	16 73	4 18		
Lieury.....	58 38	26 00		
Lifford.....	36 22	16 00		
Limehouse.....	89 08	42 00		
Lime Lake.....	20 24	12 00		
Lindsay.....	4,915 29	1,308 00	120 00	200 00
Linton.....	39 20	18 00		
Linwood.....	262 74	72 00		
Lion's Head.....	40 37	10 00		
Lisbon.....	7 78	10 00		
Lisburn.....	12 41	10 00		
Listowel.....	2,414 91	608 00	120 00	60 00
Little Britalfi.....	271 44	88 00		
Little Current.....	152 50	54 00	24 00	
Little Rideau.....	53 29½	28 00		
Livingstone (closed; arrears of revenue).....	3 80			
Lloydtown.....	232 61	88 00		
Liverpool Market (from 1st March, 1877).....	52 50	2 50		
Lobo.....	122 24	52 00		
Lochalsh.....	33 95	10 00		
Loch Garry.....	39 27	32 00		
Lochiel.....	127 96	42 00	18 00	
Loch Winnoch.....	27 85	10 00		
Locksley.....	10 01	10 00		
Lockton.....	49 17½	16 00		
Lockville.....	29 94	10 00		
Logierait.....	73 81	18 00		
Lombardy.....	120 23	42 00		
Londesborough.....	335 41	162 00		
London (salaries and expenses entered elsewhere).....	30,037 16			
London East (late Lilley's Corners).....	732 08	188 00		
Longford Mills.....	104 44	40 99		
Long Lake.....	25 31	10 00		
Longwood.....	297 61	112 00		
Longwood Station.....	118 24	34 00		
Lonsdale.....	114 74	52 00		
Loretto.....	50 85	14 00	16 00	
L'Original.....	919 92	236 00	48 00	
Lorne.....	44 09	12 00		
Lorneville (*including arrears).....	136 16	*46 04		
Lorraine.....	18 06	10 00		
Lotus.....	53 59	14 00		
Loughborough.....	243 23	90 00	24 00	
Louisville.....	80 25	42 00		
Lourdes.....	12 65	10 00		
Lovat.....	15 89	10 00		
Lovering (from 1st February, 1877).....		1 67		
Lowbanks.....	42 40	12 00		
Lowville.....	160 22	62 00	16 00	
Lucan.....	933 51	334 00	200 00	80 00
Lucknow.....	1,488 12	410 00	40 00	40 00
Lumley.....	52 84	16 00		
Lunenburg.....	134 33	46 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lurgan.....	18 55	10 00		
Luther.....	286 34	44 00		
Luton.....	72 00	32 00		
Lyn.....	614 18	223 60		
Lynden.....	231 03	118 00		
Lyndhurst.....	125 70	48 60		
Lynedoch.....	264 55	106 00	32 00	
Lynn Valley (from 1st July, 1876).....	29 19	7 50		
Lynnville.....	48 44	24 00		
Lyons.....	78 66	38 00		
McOrrimon (late Kingsburgh).....	38 60	10 00		
McDonald's Corners.....	131 41	62 00		
McGillivray.....	247 53	78 00	8 00	
McGregor (from 1st September, 1876).....	22 27	5 83		
McIntosh Mills.....	30 50	10 00		
McIntyre.....	84 70	21 00		
McKellar.....	102 84	26 00		
McMartin's Point.....	22 91	10 00		
Maberly.....	70 80	18 00		
Macbeth.....	19 92	10 00		
Macton (3 Quarters).....	19 33	9 00		
Macville.....	31 67	16 00		
Madoc.....	951 24	278 00	60 00	
Magnetawan.....	163 49	26 00		
Maidstone (5 Quarters).....	177 51	75 00		
Maitland.....	207 62	102 00		
Malakoff (closed from 1st Sept., to 30th Nov., 1876).....	15 76	6 66		
Malcolm.....	95 25	30 00		
Mallorytown.....	367 35	86 00	24 00	
Malone.....	21 14	10 00		
Malta.....	47 02	10 00		
Malton.....	136 03	58 00		
Malvern.....	91 87	44 00		
Manchester.....	223 52	84 00		
Mandamin.....	98 64	58 00		
Manilla.....	385 79	122 00		
Manitowaning.....	186 71	36 00		
Mannheim.....	34 88	22 00		
Mannock.....	245 37	104 00		
Mansfield.....	77 48	18 50		
Maple.....	188 41	78 00		
Maple Hill.....	64 35	24 00		
Maple Lodge.....	26 05	10 00		
Mapleton.....	60 47	24 00		
Maple Valley.....	71 85	20 00		
Maplewood.....	64 82	18 00		
Mar.....	10 77	10 00		
Marathon.....	14 15	12 00		
Marble Rock.....	13 90	10 00		
March.....	39 64	16 00		
Marchmont.....	20 47	14 00		
Marden.....	39 77	22 00		
Markdale.....	923 94	195 50		
Markham (5 Quarters).....	1,253 26	390 00	75 00	
Markbank.....	38 90	16 00		
Marmon.....	10 38	10 00		
Marmora.....	375 23	134 00	12 00	
Marnoch.....	43 82	20 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Marsh Hill.....	18 26	10 00		
Marshville.....	83 11	58 00		
Marston.....	14 37	10 00		
Marsville.....	90 48	34 07		
Martintown.....	412 94	154 00		
Marysville.....	93 87	50 00		
Masonville (*including arrears).....	32 63	*14 87		
Massie.....	48 10	18 00		
Matawatchan.....	20 80	10 00		
Matlock.....	22 40	10 00		
Mattawa.....	311 72	64 00		
Mattawin (from 1st October, 1876).....	44 21	5 00		
Maxwell.....	226 21	88 00		
Mayburne (2 Quarters).....	25 93	26 00		
Mayfair.....	49 39	20 00		
Mayfield.....	34 92	20 00		
Maynooth.....	71 22	30 00		
Meadowvale.....	232 89	66 00		
Meaford.....	2,108 03	518 00	32 00	60 00
Medina.....	27 09	16 00		
Medonte.....	103 67	16 00		
Melancthon.....	59 82	28 00		
Melissa.....	27 07	10 00		
Melrose.....	76 19	32 00		
Melville.....	31 49	18 00		
Menie.....	89 74	40 00		
Merivale.....	20 27	16 00		
Merlin (2 Quarters).....	15 50	13 00		
Merrickville.....	1,027 98	310 00		
Merritton.....	495 71	158 00		
Metropolitan.....	296 73	120 00	24 00	
Metcalfe (late Osgoode).....	50 93	17 00		
Metz.....	6 87	10 00		
Meyersburg.....	39 70	15 81		
Michael's Bay.....	46 30	11 57		
Michipicoton River.....	20 40	14 00		
Micksburg.....	10 87	10 00		
Middlemarch (including arrears from 1st Dec., 1875).....	35 84	16 81		
Middlemiss.....	80 87	14 50		
Middleville.....	127 60	54 00		
Midhurst.....	50 95	20 00		
Midland.....	210 96½	76 00		
Mid Lothian.....	14 74	10 00		
Mildmay.....	595 19	154 00		
Milford.....	270 25½	108 00		
Millbank.....	370 72	84 00		
Mill Bridge.....	64 20	24 00		
Mill Brook (5 Quarters).....	1,585 44	452 50	120 00	75 00
Mille Roches.....	218 75	130 00	28 00	
Mill Grove.....	57 32	22 00		
Mill Haven.....	54 81	36 00		
Milliken.....	16 69	16 00		
Mill Point.....	942 23	244 00		
Milnesville.....	11 76	12 00		
Milton West (*including arrears).....	1,500 69	*442 00		40 00
Milverton.....	329 99	88 00		
Mimico.....	36 65	20 00		
Mimosa.....	74 96	36 00		
Minden.....	448 84	160 00		



REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Minesing .....	115 25	30 00		
Mitchell.....	2,543 68	634 00	60 00	120 00
Mitchell's Bay.....	20 91	10 00		
Mitchell Square.....	48 45	10 00		
Moffat.....	25 61	18 00		
Mohawk.....	203 52	118 00		
Mohr's Corners.....	68 75	26 00		
Moir.....	39 75	24 00		
Molesworth.....	87 70	34 00		
Monck.....	9 03	10 00		
Monckland.....	62 31	24 00		
Moncrieff.....	15 40	10 00		
Money more.....	8 15	10 00		
Mongolia.....	43 06	24 00		
Monkton.....	189 00	100 00		
Mono Centre.....	70 15	14 00		
Mono Mills.....	255 81	82 00	20 00	
Mono Road Station.....	228 91	38 00		
Monsell (from 1st May, 1876).....	10 50	9 16		
Montague.....	14 83	10 00		
Monteagle Valley.....	25 94	9 99		
Montrose.....	48 20	16 00		
Moore.....	334 50	192 00		
Moorefield (3 Quarters).....	282 04	112 12		
Moose Creek.....	60 27	34 00		
Moray.....	38 49	24 00		
Morewood.....	75 67	24 00		
Morganstown.....	75 81	26 00		
Morley.....	10 79	10 00		
Morningdale Mills.....	53 65½	16 00		
Morpeth.....	637 35	240 90	16 00	
Morrisbank.....	33 19	24 00	16 00	
Morrisburg.....	2,521 44	488 00	48 00	60 00
Morrison.....	192 48	68 00		
Morton.....	123 43	46 00		
Morven.....	18 30	16 00		
Mosborough.....	26 75	10 00		
Moscow.....	56 46	20 00		
Mossley.....	40 62	24 00		
Motherwell.....	55 99	30 00		
Moulinette.....	235 65	72 00		
Moulton Station.....	31 66	10 00		
Mountain Grove.....	23 57	14 00		
Mountain View.....	38 07	22 00		
Mount Albert.....	185 06	70 00		
Mount Albion.....	23 15	16 00		
Mount Brydges.....	408 11	140 00	60 00	
Mount Charles.....	40 88	24 00		
Mount Elgin.....	168 24	96 00		
Mount Forest.....	2,170 88	510 00	80 00	80 00
Mount Healy.....	65 83	30 00		
Mount Horeb.....	24 00	12 00		
Mount Irwin.....	26 03	10 00		
Mount Pleasant.....	121 72	50 00		
Mount St. Louis.....	17 65	16 00		
Mount St. Patrick.....	30 52½	14 00		
Mount Salem.....	45 37	22 00		
Mountsberg.....	37 41	20 00		
Mount Sherwood.....	50 71	10 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mount Vernon .....	121 24	62 00		
Mount Wolf .....	26 17	10 00		
Muir.....	348 52	110 50		
Muir Kirk (from 1st Oct., 1876, late Duart Station)	55 59	15 70		
Mulgrave.....	4 99	10 00		
Mulmur .....	68 25	18 00		
Muncey .....	46 43	18 00		
Munroe's Mills.....	35 69	10 00		
Munster .....	55 85	22 00		
Murray.....	99 11	38 00		
Murrale.....	44 97	34 00		
Muskoka Falls.....	80 68	38 00	16 00	
Muskelburg .....	36 08	10 00		
Myrehall .....	5 48	10 00		
Myrtle.....	136 41½	38 00		
Nairn .....	69 55	56 00		
Nanticoke.....	222 32	56 00		
Napanee .....	4,265 88	1,318 00	160 00	200 00
Napanee Mills .....	95 10	19 98		
Napier.....	178 57	74 00		
Napperton .....	20 80	14 00		
Nassagaweya (*2 Quarters).....	165 35	64 00	*4 00	
Navan.....	31 24	12 00		
Nelles Corners.....	48 63	14 00		
Nelson.....	130 29	58 00	16 00	
Nenagh .....	68 66	16 00		
Netherby .....	37 00	26 00		
Neustadt .....	323 14	118 00		
New Aberdeen.....	94 18	30 00		
Newark .....	39 60	22 00		
Newbliss .....	20 19	10 00		
Newboro' .....	591 39	178 00		
Newboyne.....	21 98	12 00		
Newbridge .....	64 63	36 00		
Newburgh.....	409 25	166 00		
Newbury.....	532 46	202 00	80 00	
Newcastle.....	1,355 97	470 00	24 00	60 00
Newcombe Mills.....	76 33	17 50		
New Dublin.....	19 40	10 00		
New Dundee.....	261 74	128 00		
New Durham.....	108 71	60 00		
New Edinburgh.....	325 07	186 00		
New Hamburg.....	1,193 14	310 00	24 00	
Newington.....	180 54	56 00		
New Lowell.....	327 86	96 00		
New Market.....	2,246 23	536 00	72 00	80 00
Newport .....	29 31	16 50		
New Ross .....	4 97	10 00		
Newry (*1 Quarter).....	213 11	82 00	*3 00	
Newry Station.....	94 78½	31 33		
New Sarum.....	87 44	36 00	16 00	
Newton Brook.....	132 83	50 00		
Newton Robinson.....	121 44	44 00		
Niagara.....	1,346 26	468 00	72 00	120 00
Nicolston.....	112 19	24 00	12 00	
Nile.....	73 02	30 00		
Nilestown.....	107 09	64 00		
Nipissingan.....	13 86	10 50		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Nissouri.....	32	41	16	00				
Nithburg.....	17	67	10	00				
Nixon (late Nicksville).....	37	19	10	00				
Nobleton.....	202	04	78	00				
Norham.....	161	11	48	00				
Norland.....	120	06	34	00	16	00		
Normandale.....	28	36	20	00				
North Augusta.....	255	49	96	00				
North Bruce.....	102	34	28	00				
North Buxton.....	80	27	31	20				
Northcote (from 1st December, 1876).....	9	23	3	33				
Northfield.....	24	71	12	00				
North Glanford.....	29	41	18	00				
North Gower.....	244	40	76	00				
North Keppel.....	77	81	22	00				
North Lancaster.....	140	84	46	00				
North Mountain.....	13	20	16	00				
North Pelham.....	22	15	16	00				
North Port.....	255	31	62	00				
North Ridge.....	145	09	63	00				
North Seguin (from 1st February, 1877).....	2	67	1	67				
North Seneca.....	33	23	20	00	6	00		
North Williamsburg.....	115	02	68	00				
North Winchester.....	42	14	16	00				
Norval.....	262	76	98	00				
Norway.....	55	15	24	00				
Norwich.....	1,046	67	336	00	16	00	40	00
Norwood.....	828	86	238	00	48	00		
Notfeld.....	181	80	61	00				
Nettawa.....	329	21	82	00				
Oak Hill.....		03	10	00				
Oakland.....	109	62	76	00	72	00		
Oak Ridges.....	70	05	36	00				
Oakville.....	1,544	89	476	00	32	00	60	00
Oakwood.....	312	74	106	00	16	00		
Oban.....	41	67	16	00				
Odessa.....	348	56	126	00	72	00		
Oka.....	98	75	36	00				
Ohaweken.....	42	68	15	19				
Oil City (closed 30th April, 1876).....	22	78	0	83				
Oil Springs.....	253	88	142	00				
Oldfield.....	16	48	10	00				
Old Montrose.....	5	51	10	00				
Olinda.....	106	36	28	00				
Omphant.....	14	32	10	00				
Omagh.....	76	60	24	00				
Omamee.....	702	67	236	00	16	00		
Ompah.....	49	67	12	00				
Oncida.....	48	87	42	00				
Onondaga.....	179	73	70	00				
Orangeville.....	2,685	78	608	00	72	00	80	00
Orchard.....	121	52	52	00	12	00		
Oriel.....	33	69	10	00				
Orillia.....	3,882	59	1,094	00	150	00	160	00
Orleans.....	39	90	16	00				
Ormond.....	61	86	24	00				
Orono.....	597	69	190	00				
Orwell.....	87	87	82	00				

REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Osaca.....	46 10	10 00		
Osborne.....	54 91	12 35		
Osceola.....	79 24	26 00		
Oshawa.....	4,355 81	1,282 00	80 00	200 00
Ospringe.....	37 43	25 00		
Ossian.....	16 40	10 00		
Ostrander.....	29 14	10 00		
Ottawa (salaries and expenses entered elsewhere)	29,601 87			
Otterville.....	517 76	186 00	12 00	
Oungah.....	41 70½	16 00		
Oustic.....	59 18	29 00		
Outram.....	7 00	14 00		
Ouvry.....	29 10	11 32		
Overton.....	4 40	10 00		
Owen Sound.....	3,856 45	1,042 00	160 00	160 00
Oxenden.....	67 92	28 00		
Oxford Centre.....	29 70	16 00		
Oxford Mills (*including arrears).....	222 46	74 00	*15 00	
Oxford Station.....	49 41	22 00		
Oxley.....	135 43	42 00		
Oznabruk Centre.....	164 29	44 00		
Painswick.....	34 54	20 00		
Paisley (*including arrears).....	2,115 21	*634 00	72 00	60 00
Pakenham (*including arrears).....	869 99	*286 50	24 00	
Palermo.....	195 36	74 00	16 00	
Palgrave.....	32 68½	14 00		
Palmer Rapids.....	40 64	14 00		
Palmerston (*including arrears).....	1,048 59	*285 00		
Palmyra.....	100 94	40 35		
Panmure (*including arrears).....	43 98	*18 50		
Parham.....	80 30	24 00	8 00	
Paris.....	2,530 04	692 00		160 00
Paris Station.....	412 19	148 00	24 00	
Parker.....	86 47	36 00		
Park Head.....	18 03	10 00		
Park Hill.....	2,228 48	588 50	120 00	120 00
Parma.....	18 50	14 05		
Parry Harbor (from 1st November, 1876).....	63 91	17 89		
Parry Sound.....	692 58	226 00	50 00	
Patillo.....	53 08	21 18		
Patterson.....	178 89	96 00		
Paudash.....	12 84	10 00		
Peabody.....	20 79	10 00		
Peebles (from 1st October, 1876).....	7 73	5 00		
Peepabun.....	22 09	10 00		
Pefferlaw.....	42 65	16 00		
Pelham Union.....	3 59	10 00		
Pembroke.....	3,016 98	780 00	132 00	120 00
Pendleton.....	158 80	36 00		
Penetanguishene.....	744 21	246 00		
Pentland.....	19 53½	10 00		
Penville.....	68 31	26 00		
Perch Station.....	20 91	14 00		
Perm.....	51 28	10 00		
Perretton.....	14 08	12 00		
Perrytown.....	68 24	26 00		
Perth.....	3,059 86	832 02	120 00	160 00
Perth Road.....	51 62	10 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Petawawa .....	24	64	16	00				
Peterborough.....	6,674	69	1,616	00	200	00	240	00
Petersburg.....	114	96	50	00	80	00		
Peterson (3 Quarters).....	2	29	7	50				
Petersville, sub. (revenue included in London).....			10	00				
Petherton.....	70	68	30	00				
Petrolia.....	2,391	03	886	00			160	00
Petworth.....	31	88	14	00				
Phelpston.....	30	43	14	00				
Philipsburg, West.....	75	96	38	00				
Philpston (* including arrears).....	22	72	*12	50				
Phillpsville.....	92	66	40	00				
Pickering.....	441	66	128	00				
Picton.....	3,062	04	792	00	120	00	120	00
Pine Dale.....	27	76	14	00				
Pine Grove.....	121	77	64	00				
Pine Orchard.....	72	44	26	00				
Pine River.....	64	90	34	00				
Pinkerton.....	195	33	38	00				
Pitt's Ferry.....	13	08	10	00				
Pittston.....	27	48	10	00				
Plainfield.....	77	44	36	00				
Plantagen.....	314	78	114	00	40	00		
Plattsville.....	560	54	138	00				
Playfair.....	36	04	14	00				
Plum Hollow.....	77	15	16	00				
Point Alexander.....	41	74	20	00				
Pointe aux Pins.....	17	40	10	00				
Point Edward.....	502	37	198	00				
Point Kaye.....	17	67	10	00				
Point Petre.....	0	09	10	00				
Point Traverse.....	17	17	12	00				
Poland.....	18	85	10	00				
Pomona.....	22	19	10	00				
Ponsonby.....	62	59	36	00				
Poole.....	68	83	30	00				
Port Albert.....	63	13	36	00				
Port Bruce.....	32	89	24	00				
Port Burwell.....	694	21	354	00	72	00		
Port Carling.....	227	89	60	00				
Port Cockburn.....	71	17	10	00				
Port Colborne.....	1,315	91	412	00	60	00	40	00
Port Credit.....	141	98	40	00				
Port Dalhousie.....	566	23	238	00				
Port Dover.....	842	55	350	00			40	00
Port Elgin.....	1,444	23	470	00				
Port Elmsley.....	57	47	24	00				
Porter's Hill.....	65	39	32	00				
Port Franks.....	38	59	12	95				
Port Granby.....	42	64	20	00				
Port Hoover.....	13	55	10	00				
Port Hope (* broken period).....	5,794	70	*1,608	31	*183	36	240	04
Port Lambton.....	286	25	93	99				
Portland.....	122	85	40	00				
Port Maitland.....	38	71	30	00				
Port Nelson.....	64	22	24	00				
Port Perry.....	2,177	00	610	00	24	00	80	00
Port Robinson.....	423	92	174	00				
Port Rowan.....	685	05	272	00	50	00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Royal.....	82 91	36 00		
Port Ryerse.....	133 16	76 00		
Portsmouth.....	100 48	54 00		
Port Stanley.....	779 00	328 00		
Port Sydney.....	134 38	36 00		
Port Talbot.....	16 33	10 00		
Port Union.....	26 24	12 00		
Pottageville (from 1st July, 1876).....	20 90	7 50		
Powell.....	12 39	10 00		
Prescott (* including arrears).....	3,068 99	943 99	*460 33	200 00
Presqn'Isle.....	81 81	26 00		
Preston.....	987 86	322 00	36 00	40 00
Price's Corner (3 Quarters).....	19 22	9 00		
Priceville.....	389 52	100 00		
Primrose.....	111 81	34 00		
Prince Albert.....	254 03	134 00		
Princeton.....	399 71	184 00		
Prinyer.....	53 37	14 10		
Prospect.....	43 75	16 00		
Providence Bay.....	19 50	10 00		
Purdy.....	10 13	10 00		
Purple Grove.....	12 80	10 00		
Purpleville.....	31 87	16 00		
Puslinch.....	105 53	34 00	8 00	
Putnam.....	77 42	42 00		
Queensborough.....	96 67	34 00		
Queenston.....	223 51	96 00		
Queensville.....	264 47	92 00	10 00	
Raglan.....	100 54	52 00		
Railton.....	12 85	14 00		
Rainham.....	61 14	32 00	8 00	
Rainham Centre.....	84 40	38 00		
Rama.....	42 58	22 00		
Ramsay's Corners.....	20 77	10 00		
Randwick.....	33 45	10 00		
Ranelagh.....	36 83	14 00		
Rankin (*1 Quarter).....	17 47	10 00	*1 50	
Rathburn.....	28 64	10 00		
Ratho.....	149 71	58 00		
Ravenna.....	99 68	30 00		
Ravenscliffe.....	16 02	10 00		
Ravenshoe.....	62 21	24 00		
Ravenswood.....	132 33	26 00		
Raymond.....	39 18	16 00		
Reaboro'.....	60 35	18 00		
Read.....	55 20	30 00		
Reading.....	35 68	45 00		
Rednersville.....	98 19	42 00		
Red Rocks.....	20 88	32 00		
Relessey.....	53 30	12 00		
Renforth (5 Quarters, *including arrears).....	25 81	*15 50		
Renfrew.....	1,935 01	560 00	180 00	60 00
Renton.....	34 20	12 00		
Renton Station.....	37 81	14 93	4 00	
Riceville.....	94 17	36 00	12 00	
Richmond West.....	266 77	98 00		
Richmon Hill.....	626 90	206 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowance.		Allowances towards Rent, Fuel, and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Richview .....	14	66	10	00				
Richwood .....	154	58	68	00				
Ridgetown .....	907	07	236	00				
Ridgeville .....	130	05	46	00				
Ridgeway .....	468	96	180	00	32	00		
Rimington .....	16	47	10	00				
Ringwood .....	150	62	58	00				
Riverbank (from 1st January, 1877) .....	25	00	2	50				
Riversdale .....	97	49	58	00				
Riverstown (*3 Quarters) .....	62	39	30	00		*3 00		
Rivière Raisin .....	899	80	256	00	240	00		
Roach's Point .....	58	86	40	00				
Roblin .....	74	69	24	00				
Rob Roy .....	32	67	10	00				
Rochester ville .....	164	79	72	00				
Rockford .....	46	67	28	00				
Rockingham .....	113	65	42	00	36	00		
Rockland .....	198	35	64	00				
Rocklyn (*including arrears) .....	90	16	*21	79				
Rockport .....	49	69	24	00				
Rockside .....	35	08	14	00				
Rockton .....	119	19	46	00	16	00		
Rock Village .....	16	24	10	00				
Rockwood .....	613	33	198	00				
Rodger ville .....	168	63	80	00	16	00		
Rodney .....	339	75	98	00				
Roebuck .....	10	12	10	00				
Romilly .....	23	91	10	00				
Romey .....	68	46	24	00				
Rondeau (*including arrears) .....	1,038	82	*360	00	90	00	*50	00
Rondeau Harbor .....	44	35	24	00				
Ronson .....	66	36	18	00				
Rosa .....	15	42	12	00				
Rosebank .....	17	25	10	00				
Rosedale .....	23	58	18	00				
Rosedene .....	26	10	14	00				
Rosehall (*including arrears) .....	34	69	*17	50				
Rosemont (*1 Quarter) .....	495	14	114	00	*5	00		
Roseneath .....	72	81	48	00				
Rosetta .....	10	11	10	00				
Roseville .....	61	78	32	00				
Roslin .....	91	44	48	00				
Ross .....	18	28	10	00	32	00		
Rosseau (*including arrears) .....	303	67	*96	00	55	00		
Rossmore .....	63	33	10	00				
Rossmount (from 1st May, 1876) .....	80	71	9	16				
Rothsay .....	294	72	92	00				
Rouge Hill .....	1	83	10	00				
Round Lake .....	5	11	10	00				
Round Plains .....	31	21	18	00				
Rugby .....	91	19	32	00	16	00		
Ruscom River .....	49	20	17	02				
Russeldale .....	48	37	20	00				
Russell .....	319	10	74	00	24	00		
Rutherford .....	36	43	10	00				
Ruthven .....	167	95	68	00	12	00		
Ryckman's Corners .....	46	30	26	00				
Rylstone .....	17	45	10	00				

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Agatha .....	75 04	48 00		
St. Andrews West .....	74 23	42 00		
St. Ann's.....	91 86½	46 00		
St. Catharines, West .....	11,459 49	2,784 00	96 00	440 00
St. Clements.....	89 08	36 00		
St. Davids.....	275 23	76 00		
St. Eugène.....	314 86	8½ 00		
St. George, Brant.....	568 46	156 00		
St. Helen's.....	163 99	66 00		
St. Ives.....	20 69	16 00		
St. Jacobs.....	279 08	114 00		
St. James' Park, sub. (5 Qrs., rev. incl. in London) .....		12 50		
St. Johns, West. ....	16 63	12 00		
St. Joseph's Island (from 1st October, 1876) .....	23 25	5 00		
St. Lawrence (from 1st May, 1876) .....	7 10	9 16		
St. Marys.....	3,517 16	856 00	80 00	120 00
St. Ola.....	38 03	10 00		
St. Paul's Station .....	27 78	10 00		
St. Raphael, West.....	64 83	34 00		
St. Thomas, West.....	7,067 54	1,588 00	120 00	240 00
St. Williams.....	224 35	78 00		
Sable.....	18 87	10 00		
Sable River.....	10 71	10 00		
Saintfield.....	88 85	34 00		
Salem.....	244 07	86 00		
Salford.....	86 49	64 00		
Salmon Point .....	17 71	10 00		
Salmonville.....	57 36	20 00	6 00	
Sandford.....	99 36½	36 00		
Sandhill.....	118 30½	52 00		
Sandhurst.....	42 94	26 00		
Sand Point.....	232 88	156 00	120 00	
Sandwich.....	429 75	234 00	48 00	80 00
Sarepta.....	14 88	16 00		
Sarnia (*including special allowance).....	4,397 02	1,170 00	*603 34	200 00
Sarsfield.....	11 82	10 00		
Saugeen.....	794 93	342 00	80 00	
Sault Ste. Marie.....	558 08	134 00	48 00	48 00
Scarboro'.....	64 71	42 00		
Scarboro' Junction .....	67 92	16 00		
Schomberg.....	541 56	140 00		
Scone.....	53 61	16 00		
Scotia.....	44 00	10 00		
Scotland.....	261 67	114 00		
Scugog.....	22 36	10 00		
Seaforth.....	3,768 70	940 00	100 00	160 00
Seagrave.....	13 94	10 00		
Seaton.....	27 64	10 00		
Sebright.....	53 36	10 00		
Sebringville.....	321 67	110 00		
Seely.....	16 63	10 00		
Seely's Bay.....	180 77	42 00		
Seguin Falls.....	60 59	14 00		
Selby.....	52 54	42 00		
Selkirk.....	301 57	102 00	16 00	
Selton.....	64 83	32 00		
Selwyn.....	55 46	24 00		
Seneca.....	972 60	410 00	50 00	40 00
Severn Bridge.....	336 22	90 00		



REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Shakespeare .....	328	60	138	00	8	00		
Shamrock .....	29	17	16	00				
Shanick .....	10	58	10	00				
Shanly .....	27	93	16	00				
Shannonville .....	350	53	148	00				
Shanty Bay .....	106	31	46	00				
Sharon .....	201	84	72	00	16	00		
Sharpton .....	15	03	10	00				
Shedden .....	317	85	66	00	24	00		
Sheffield .....	128	58	58	00				
Sheguindah .....	20	37	10	00				
Shelburne .....	890	73	178	00	36	00		
Sheldon .....	20	80	10	00				
Sheppardton .....	40	93	10	00				
Sheridan .....	103	75	26	00				
Sherkston .....	72	15	36	00				
Sherwood Spring .....	1	11	10	00				
Shetland .....	51	40	24	00				
Shiloh .....	23	42	10	00				
Shipley .....	23	83	22	00				
Shirley .....	28	45	10	00				
Shrigley .....	13	80	10	00				
Sidney Crossing .....	79	89	10	00				
Sillsville .....	15	56	10	00				
Siloam .....	21	57	12	00				
Silver Hill .....	93	27	30	00				
Silver Islet .....	253	60	178	00				
Simcoe .....	3,889	39	950	00	300	00	160	00
Sinclairville .....	30	52	10	00				
Singhampton .....	187	07	68	00	24	00		
Skead's Mills .....	87	15	23	26				
Skipness .....	7	18	10	00				
Skye .....	35	21	14	00				
Sleswick .....	23	74	12	00				
Sligo .....	15	14	10	00				
Smirleville .....	68	42	10	00				
Smithfield .....	126	33	44	00				
Smith's Falls .....	2,292	77	518	00	16	00	60	00
Smithurst .....	18	10	10	00				
Smithville .....	409	31	194	00				
Solina .....	57	76	24	00				
Sombra .....	214	38	92	00	24	00		
Sonya .....	109	89	32	00				
Soperton .....	45	88	14	00				
South Bay .....	21	80	10	00				
South Cayuga .....	118	59	50	00				
South Douro .....	28	10	26	00				
South Dummer .....	36	62	24	00				
South Finch .....	117	07	42	00				
South Gloucester .....	20	73	20	00				
South Gower .....	82	22	28	00				
South La Grasse .....	14	99	14	00				
South Lake .....	27	10	14	00				
South March .....	110	81	36	00				
South Middleton .....	38	88	22	00				
South Monaghan .....	114	10	40	00				
South Mountain .....	183	57	90	00				
South Zorra .....	59	45	30	00				
Spaffordton .....	14	32	10	00				

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Spanish River.....	48 11	40 00		
Sparta.....	281 95	132 00		
Speedside.....	39 09	20 00		
Spence (*including arrears).....	92 74	22 00	*27 00	
Spencerville.....	291 15	116 00	20 00	
Speyside.....	25 18	14 00		
Spring Arbour.....	14 25	12 00		
Springbank.....	55 32	14 00		
Spring Brook.....	45 67	10 00		
Springfield.....	447 39	118 00		
Springford.....	239 17	90 00		
Springvale.....	54 99	22 00		
Springville.....	107 86	48 00		
Staffa.....	76 12	28 00		
Stafford.....	23 60	12 00		
Stamford.....	190 30	80 00		
Stanleydale (from 1st July, 1876).....	13 24	7 50		
Stanley's Mills.....	51 18	24 00		
Stanton.....	81 61	20 00		
Star Lake (from 1st February, 1877).....	8 98	1 66		
Starrat.....	20 73	10 00		
Stayner.....	1,471 85	376 00	36 00	40 00
Steele.....	24 63	16 00		
Stella.....	127 35	58 00		
Stevensville.....	192 15	78 00		
Stewartville.....	83 11	36 00		
Stirling.....	699 34	298 00	32 00	
Stirton.....	122 87	34 00		
Stittsville.....	128 44	56 00	40 00	
Stockdale.....	23 91	16 00		
Stockwell, West (closed 31st August, 1876).....	10 76	4 17		
Stoco.....	69 04	32 00		
Stoneleigh.....	11 37	10 00		
Stony Creek.....	121 88	62 00	32 00	
Stony Lake.....	19 15	10 00		
Stouy Point.....	103 79	56 00		
Stouffville.....	632 87	166 00	48 00	
Strabane.....	79 77	42 00		
Stratfordville.....	166 12	68 00		
Stratford (*including arrears).....	6,410 68	*1,483 00	120 00	*260 00
Strathallan.....	56 39	36 00		
Strathburn.....	84 18	28 00		
Strathnairn.....	13 30	12 00		
Strathroy.....	3,524 64	906 00	72 00	160 00
Streetsville.....	594 83	222 00		
Stromness.....	88 92	46 00		
Stroud.....	119 26	42 00		
Sullivan.....	180 79	66 00		
Summerstown.....	93 40	44 00		
Summersville.....	47 04	28 00		
Sunbury.....	65 53	32 00		
Sunderland.....	528 80	100 00		
Sunnidale.....	26 55	13 00		
Sunshine.....	11 37	10 00		
Sutherland's Corners.....	89 96	32 00		
Sweaburg.....	74 23	46 00		
Sweet's Corners.....	31 11	10 00		
Switzerville.....	12 77	10 00		
Sydenham Mills.....	36 72	10 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sylvan.....	140 61	36 00		
Talbotville Royal .....	83 93	40 00		
Tamworth.....	395 71	212 00	16 00	
Tapleystown.....	53 96	28 00		
Tara.....	457 34	106 00		
Tarbert.....	20 00	10 00		
Tatlock.....	16 11	10 00		
Taunton.....	44 28	24 00		
Tavistock.....	511 83	168 00		
Tayside.....	57 90	10 00		
Tecumseh.....	6 34	24 00		
Teeswater.....	1,053 85	292 50		
Teeterville.....	180 41	54 00		
Tehkummah.....	26 64	10 00		
Telfer.....	22 62	18 00		
Temperanceville.....	70 79	24 00		
Tempo.....	23 01	20 00		
Tennyson.....	6 59	10 00		
Teston.....	73 67	22 00		
Teviotdale.....	70 21	40 00		
Thamesford.....	327 00	100 00		
Thamesville.....	1,146 97	340 00	16 00	40 00
Thanet (*1 Quarter).....	29 74	14 00	*3 00	
Theford (*1 Quarter).....	876 18	226 00	*5 00	
The Grange (from 1st September, 1876).....	26 25	7 00		
Thessalon River.....	18 95	10 00		
Thistleton.....	100 08	50 00		
Thomasburg.....	89 79½	50 00		
Thompsonville.....	70 38	16 00		
Thornbury.....	935 28	172 00		
Thorndale.....	149 55	72 00	12 00	
Thornhill.....	349 38½	138 00	32 00	
Thornton.....	117 73	48 00		
Thornhurst.....	29 42	10 00		
Thorold (5 Quarters).....	2,875 01	830 00		150 00
Thunder Bay.....	1,228 75	356 00	60 00	120 00
Thurborne.....	15 55	10 00		
Tilbury East.....	41 16	34 00		
Tilsonburg.....	1,719 75	460 00	180 00	120 00
Tilton.....	5 08	10 00		
Tintern.....	29 86	10 00		
Tiverton.....	610 69	198 00		
Toledo.....	164 72	68 00		
Topping.....	31 39	16 00		
Tormore.....	24 12	12 00		
Toronto (salaries and expenses entered elsewhere).....	142,750 41			
Torrance.....	14 89	10 00		
Tottenham.....	228 78	52 00		
Townsend Centre.....	33 11	18 00		
Trafalgar (*including arrears).....	126 50	*47 00	16 00	
Tramore.....	18 61	10 00		
Traverston.....	20 95	12 00		
Treadwell.....	57 73	14 00		
Treacastle.....	49 38	30 00		
Trent Bridge.....	10 00	10 00		
Trenton (*2 Quarters).....	1,875 50	580 00	*25 00	60 00
Trout Lake.....	34 99	10 00		
Trowbridge.....	101 62	36 00		

REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Troy.....	104	11	36	00				
Trudell.....	118	45	40	00				
Tuam.....	21	69	16	00				
Tullamore.....	87	73	36	00				
Turtle Lake.....	21	13	10	00				
Tuscarora.....	90	51	38	00				
Tweed.....	337	13	132	00				
Tweedside.....	19	09	12	00				
Tyneside.....	18	58	16	00				
Tyrconnell.....	87	88	42	00				
Tyrone.....	165	13	70	00				
Tyrell.....	49	22	28	00				
Udora.....	51	03	24	00				
Uffington.....	175	76	42	00				
Ufford.....	24	23	10	00				
Ullin (closed 30th June, 1876).....	6	93	4	50				
Ullswater.....	28	67	22	00				
Ulster.....	78	17	10	00				
Umfraville.....	22	76	10	00				
Underwood.....	255	14	84	00				
Union.....	190	84	92	00				
Union Hill.....	6	01	10	00				
Unionville.....	345	70	98	00	80	00		
Uphill.....	47	43	14	00				
Uptergrove.....	88	47	58	00				
Utica.....	69	73	32	00				
Utopia.....	118	76	28	00				
Utterson.....	62	85	24	00	6	00		
Uttoxeter.....	46	65	20	00				
Uxbridge.....	1,922	96	474	00	32	00	60	00
Vachell.....	31	31	14	00				
Valentia.....	52	24	16	00				
Valetta.....	143	03	50	00				
Vallentyne.....	57	80	22	00				
Vanatter.....	25	25	10	00				
Vanbrugh (*3 Quarters, discontinued).....	88	42	40	00	*12	00		
Vandecar.....	37	94	20	00				
Vandeleur.....	40	92	12	00				
Vanessa (from 1st January, 1877).....	11	30	2	50				
Vaukleek Hill.....	712	70	260	00	24	00		
Vanneck.....	31	31	22	00				
Vanviack.....	34	46	10	00				
Vaina.....	191	25	66	00				
Varney.....	40	54	24	00				
Vasey.....	51	27	18	00				
Veighton.....	25	22	10	00				
Veilore.....	44	47	18	00				
Vennachar.....	17	07	10	00				
Ventnor.....	58	00	30	00				
Ventry.....	27	00	10	00				
Verdun.....	13	74	12	00				
Vereker.....	31	67	14	00				
Vernon.....	96	67	28	00				
Vernonville.....	78	12	34	00				
Verona.....	43	45	18	00				
Verschoyle.....	47	07	19	43				
Vesta.....	44	44	18	00				

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Victoria Corners.....	47 37	14 00		
Victoria Harbour.....	73 86	16 00		
Victoria Road.....	220 70	71 17	8 00	
Victoria Square.....	105 78	38 00		
Vienna.....	518 46	272 00	21 00	
Vigo.....	40 93	12 00		
Villanova.....	109 89	18 00		
Villiers.....	17 88	12 00		
Violet.....	39 59	26 00		
Virgil.....	69 60	32 00		
Virginia.....	20 68	10 00		
Victoria.....	352 74½	180 00	16 00	
Vivian.....	35 23	10 00		
Vroomanton.....	94 11	42 00		
Vyner.....	10 47	10 00		
Wagram.....	15 00	10 00		
Waldemar.....	116 90	22 00		
Wales.....	298 41	80 00	80 00	
Walker's Point.....	10 50	10 00		
Walkerton.....	2,935 15	668 00	200 00	120 00
Walkerville.....	325 39	146 00		
Wallace.....	37 96	14 00		
Wallaceburg.....	744 39	284 00	16 00	
Wallacetown.....	409 20	158 00	24 00	
Wallbridge.....	57 94	26 00		
Wallenstein.....	7 23	10 00		
Walmer.....	26 17	15 00		
Walnut.....	27 43	10 00		
Walsh.....	47 77	38 00		
Walsingham Centre (late Pleasant Hill).....	150 89	60 00		
Walter's Falls.....	84 12	30 00		
Walton.....	184 23	84 00		
Wanstead.....	92 33	58 00	16 00	
Warburton.....	25 08	10 00		
Wardsville.....	617 58	236 00	16 00	
Wareham.....	14 45	10 00		
Warkworth.....	790 25	196 00		
Warminster.....	89 12	34 00	12 00	
Warner.....	31 76	12 00		
Warsaw.....	162 26	72 00		
Wartburg.....	21 05	24 00		
Warwick, West.....	165 28	70 00		
Washago.....	169 18	55 84		
Washburn.....	55 65	10 00		
Washington.....	168 68	58 00		
Waterdown.....	526 10	220 00		
Waterford (*1 Quarter).....	897 02	334 00	72 00	*10 00
Waterloo, West.....	1,742 26	744 00	16 00	120 00
Watford (*including arrears).....	1,357 68	*327 00	30 00	*50 00
Watson's Corners.....	118 18	46 00		
Waubamick.....	21 25	18 00		
Waubashene.....	284 78	68 00		
Waubuno.....	40 80	12 00		
Waupoos.....	43 61	26 00		
Waverley.....	113 34½	46 00		
Weissenburg.....	12 74	10 00		
Welcome.....	91 93	28 00		
Welland (5 Quarters, *including arrears).....	2,150 37	645 00	200 00	*180 00

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Port.....	198 52	80 00		
Wellesley.....	300 06½	102 00	24 00	
Wellington.....	406 31	138 00		
Wellman's Corners.....	44 54	18 00		
Wendover.....	87 60	30 00		
Wesleyville.....	67 13	10 00		
West Brook.....	89 03	52 00		
West Essa.....	76 75	26 00		
Westfield.....	52 65	18 00		
West Flamboro'.....	154 98	85 50		
West Huntingdon.....	61 75	22 00		
West Huntley.....	10 52	10 00		
West Lake.....	14 66	10 00		
West Lorne (*1 Quarter).....	245 70	100 52	*2 00	
West McGillivray.....	54 86	18 60		
West Magdala.....	39 07	12 00		
Westmeath.....	311 85	90 00		
West Montrose.....	58 33	18 00		
Weston.....	437 19	220 00	16 00	
West Osgoode.....	52 08	26 00		
Westover.....	89 26	38 00		
Westport.....	340 69	114 00		
West Winchester.....	520 23	144 00		
Westwood.....	126 41	44 00		
Wexford.....	70 35	38 00		
Whalen.....	26 89	14 00		
Wheatley.....	176 11	66 00		
Whitby.....	3,709 38	1,126 00	200 00	180 00
White.....	20 52	10 00		
Whitehurst.....	70 10	16 00		
White Lake.....	141 45	60 00		
White Rose.....	22 45	14 00		
Whitevale.....	232 96	98 00		
Whitfield.....	73 81	13 50		
Whittington.....	52 92	20 00		
Wiarton.....	318 76	94 00		
Wick.....	73 20	50 00		
Wicklow.....	69 35	36 00		
Widder.....	108 12	34 00		
Wilfrid.....	98 63	28 00		
Wilkesport.....	192 75	64 00		
Willetsholme.....	6 06	10 00		
Williamsford Station.....	118 42	10 00		
Williamstown.....	328 00	126 00		
Williscroft.....	31 30	10 00		
Willow Creek.....	3 17	10 00		
Willowdale.....	48 66½	36 00		
Willowgrove.....	50 65	26 00		
Wilmur (closed from 1st Dec., '76, to 28th Feb., '77)	32 73	8 50		
Wilson.....	28 07	18 85		
Wilton.....	127 49	46 00		
Wilton Grove.....	38 18	20 17		
Winchelsea.....	55 16	22 00		
Wuchester Springs.....	98 27	42 00		
Windermere.....	24 27	10 00		
Windham Centre.....	77 04	34 00		
Windsor (*including arrears).....	5,905 40	*1,399 33	1,000 00	250 00
Winfield.....	57 42	26 00		
Winger.....	61 98	12 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wingham (*including arrears).....	1,929 38	*558 00	50 00	40 00
Winona .....	112 32	46 00	36 00	.....
Winterbourne.....	131 07½	50 00	.....	.....
Winthrop.....	147 69	52 00	.....	.....
Wisbeach.....	58 24	26 00	32 00	.....
Woburn.....	55 66	30 00	.....	.....
Wolfe Island.....	316 95	138 00	.....	.....
Wolseley.....	10 72	10 00	.....	.....
Wolverton.....	112 84	36 00	.....	.....
Woodbridge.....	870 13	300 00	.....	.....
Woodburn.....	60 48	24 00	.....	.....
Woodford.....	130 00	52 00	.....	.....
Woodham.....	161 07	36 00	.....	.....
Woodhill.....	42 07	20 00	.....	.....
Woodlands.....	58 04	20 00	.....	.....
Woodslee.....	232 30	68 00	.....	.....
Woodstock.....	6,620 45	1,494 00	60 00	240 00
Woodville.....	726 46	196 00	32 00	.....
Wooler.....	204 10	42 00	.....	.....
Wroxeter.....	682 00	282 00	50 00	.....
Wyandot.....	18 68	12 00	.....	.....
Wyebidge.....	289 19	72 00	.....	.....
Wyoming.....	846 03	260 00	60 00	.....
Yarker.....	120 71	48 00	.....	.....
Yarmouth Centre.....	84 06	34 00	.....	.....
Yatton.....	24 84	10 00	.....	.....
Yelverton.....	47 50	14 00	.....	.....
Yeovil.....	61 94	18 00	.....	.....
York.....	329 00	150 00	.....	.....
York Mills.....	96 73	44 00	.....	.....
York River.....	63 36	26 00	.....	.....
Yorkville.....	2,404 40	562 00	.....	80 00
Young's Point.....	19 54	14 00	.....	.....
Youngsville.....	32 13	11 47	.....	.....
Zealand.....	20 45	10 00	.....	.....
Zephyr (*including arrears).....	123 73	*30 50	.....	.....
Zimmerman.....	93 07	42 00	.....	.....
Zion.....	99 53	10 00	.....	.....
Ziaka.....	13 77	10 00	.....	.....
Zurich.....	281 39	114 00	.....	.....
Totals.....	\$842,338 61	\$180,494 02	\$18,715 70	\$13,638 04

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF QUEBEC.

REPORT No. 3, B.

DETAIL of all payments made for Salaries, &c., in Quebec, shewing in each case the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>MONTREAL DIVISION.</b>		\$ cts.	\$ cts.
E. F. King.....	Post Office Inspector.....	2,400 00	
F. W. King.....	1st Class Clerk, to 30th September, 1876.....	350 00	
F. J. Logie.....	2nd do.....	960 00	
D. Nelligan.....	do.....	960 00	
J. P. Chillas.....	3rd do.....	800 00	
U. Beauregard.....	4th do.....	480 00	
P. Nelligan.....	Messenger.....	460 00	
J. Murphy, jun.....	Station Mail Agent, Richmond.....	420 00	
R. Stewart.....	Temporary Clerk, from 4th January, 1877.....	491 94	
			7,321 94
<b>RAILWAY MAIL SERVICE.</b>			
A. Walmsley.....	1st Class Railway Mail Clerk (night duty included)	1,140 70	
D. A. Ross.....	do do do	930 00	
J. Bayley.....	do do do	1,254 55	
A. Somerville.....	do do do	1,256 52	
E. Lefebvre.....	do do do	1,281 59	
G. Jones.....	do do do	1,270 68	
C. Lefebvre.....	do do do	1,319 70	
J. Vallée.....	do do do	1,320 30	
W. Murphy.....	do do do	1,303 33	
A. Denis.....	do do do	1,309 64	
F. Briegel.....	do do do	1,275 78	
A. Menzies.....	2nd do do	979 23	
J. L. Mercier.....	do do to 19th April, 1877, (night duty included; less fine; dismissed).....	769 34	
J. O. Benoit.....	do do (night duty included)	1,117 21	
E. Webb.....	do do do	916 99	
A. Lachapelle.....	do do (including arrears)...	886 77	
N. McLellan.....	do do (night duty included)	964 54	
C. Beatty.....	do do (less fine).....	723 00	
J. D. Anderson.....	do do	822 63	
H. D. Filion.....	do do (night duty included)	846 79	
D. Fairman.....	do do do	888 60	
C. Hayden.....	do do do	887 11	
C. Beaudoin.....	do do	751 10	
G. C. Wood.....	do do	697 80	
J. Campbell.....	do do to 31st March, 1877 (less fine); transferred to Kingston Post Office.....	545 40	
H. E. Channell.....	do do	718 18	



REPORT No. 3, B.—Detail of all payments for Salaries &c., in Quebec, made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>RAILWAY MAIL SERVICE.—Concluded.</b>		\$ cts.	\$ cts.
E. Dorion.....	2nd Class Railway Mail Clerk (including arrears ; night duty included	920 57	
T. P. Morgan .....	do do to 31st March, 1877 ; promoted from 3rd Class 1st Dec., 1876 ; transferred to Ot- tawa Post Office.....	473 84	
H. G. Goodfellow.. .....	do do from 1st March, 1877, transferred from Kingston Post Office.....	257 48	
G. W. Lawrence .....	3rd do do .....	596 20	
L. Beique.. .....	do do (night duty included ; less fine).....	650 35	
J. La Brech Viger.....	do do (night duty included)	659 93	
W. H. O'Regan .....	Temporary Railway Mail Clerk, from 26th March, 1877.....	151 24	
L. C. Crevier .....	Temporary Railway Mail Clerk, from 28th April, 1877 .....	93 30	
			30,040 39
<b>QUEBEC DIVISION.</b>			
W. G. Sheppard .....	Post Office Inspector .....	2,200 00	
A. X. Talbot.....	Assistant Post Office Inspector.....	1,200 00	
O. Frechette .....	2nd Class Clerk.....	1,040 00	
H. Huot.....	3rd do .....	680 00	
C. Vohl .....	do .....	640 00	
J. Boivin .....	Messenger.....	400 00	
			6,160 00
<b>RAILWAY MAIL SERVICE.</b>			
H. A. Murphy.....	Chief Railway Mail Clerk .....	1,200 00	
J. L. Anctil.....	1st Class Railway Mail Clerk (night duty included)	1,299 60	
N. A. Beaudet.....	do do .....	1,017 60	
J. Deslauriers.....	2nd do do (night duty included)	970 20	
E. Blondeau.....	do do (night duty included ; including arrears).....	988 73	
G. Lapointe .....	do do (night duty included)	1,008 16	
L. N. Dionne .....	do do do .....	903 16	
T. Gaudry.....	do do (including arrears ; night duty included	981 51	
D. Blondeau.....	do do (night duty included)	764 63	
L. H. Garneau.....	do do do .....	827 00	
J. O. Pageau.....	do do .....	814 86	
R. G. Bourget.....	do do .....	658 06	
A. W. Le Bel.....	do do (night duty included)	852 94	
J. G. Bourget .....	do do promoted from 3rd Class, 1st October, 1876 (night duty in- cluded).....	795 64	
O. Talbot.....	3rd do do (night duty included)	647 96	
J. E. Roy.....	do do .....	681 30	
L. Furois.....	do do (night duty included)	652 81	
			15,064 16

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>MONTREAL POST OFFICE.</b>			
		\$ cts.	\$ cts.
G. LaMothe .....	Postmaster.....	4,000 00	
M. Emery.....	Assistant Postmaster.....	2,000 00	
H. A. Bourret.....	1st Class Clerk.....	1,500 00	
H. Huddell.....	do .....	1,300 00	
J. McKeon.....	do .....	1,200 00	
V. Baillargeon.....	do .....	1,200 00	
J. L. Palmer.....	do .....	1,400 00	
T. F. Larseneur.....	do .....	1,200 00	
M. Murphy.....	2nd do to 30th Sept., 1876 .....	275 00	
U. Benoit.....	do .....	1,100 00	
L. Malard.....	do .....	1,100 00	
F. Pridham.....	do .....	1,100 00	
S. Johnston.....	do .....	1,040 00	
A. D'Amour.....	do .....	1,020 00	
E. Mayer.....	do .....	980 00	
T. Forsyth.....	do .....	980 00	
J. C. Simms.....	do .....	980 00	
O. Clement.....	do .....	980 00	
A. A. de Gaspé.....	do to 30th April, 1877 (dismissed).....	833 33	
A. Loftus.....	do .....	900 00	
J. Senez.....	do .....	900 00	
L. Asselin.....	do .....	900 00	
A. de Restaing.....	do .....	900 00	
D. O'Connor.....	3rd do .....	800 00	
F. X. Beauregard.....	do .....	800 00	
T. Desnoyers.....	do (less fine).....	799 00	
H. Goyette.....	do .....	800 00	
J. B. A. Daoust.....	do .....	740 00	
J. E. Barcelo.....	do .....	700 00	
R. J. Ariess.....	do .....	700 00	
A. E. Auger.....	do .....	740 00	
R. Duncan.....	do (less fines).....	678 00	
D. A. MacPherson.....	do .....	680 00	
J. Filiatrault.....	do .....	640 00	
A. A. Doray.....	do .....	620 00	
H. McKenzie.....	4th do .....	520 00	
G. Beaudoin.....	do .....	520 00	
J. E. Renaud.....	do .....	480 00	
T. Harding.....	do .....	480 00	
L. Lefebvre.....	do .....	520 00	
E. D. Skiddy.....	do to 11th November, 1876 (dismissed).....	174 67	
A. J. Hamelin.....	do .....	480 00	
E. Chagnon.....	do .....	480 00	
G. Lefebvre.....	do .....	480 00	
G. H. Cherrier.....	do .....	480 00	
W. Hayden.....	do (less fine).....	479 50	
C. A. T. Leduc.....	do do .....	478 50	
J. Chase.....	do .....	520 00	
A. Larose.....	do (less fine).....	499 00	
U. Rondeau.....	do .....	480 00	
J. Thompson.....	do (less fine).....	519 00	
H. D. Gaudry.....	do (including arrears).....	480 00	
R. J. White.....	do .....	420 00	
J. A. Madore.....	do (including arrears).....	480 00	
G. Coutlee.....	do .....	460 00	
A. Lord.....	do (less fine).....	439 53	
J. Gillies.....	do .....	440 00	
O. E. Duquette.....	do .....	400 00	

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
MONTREAL POST OFFICE.—Continued.			
		\$ cts.	\$ cts.
T. Farmer .....	4th Class Clerk.....	420 00	
D. Cameron.....	do (less fine).....	410 00	
R. T. Daniels.....	do.....	420 00	
P. O'Reilly.....	Letter Carrier (less fine).....	555 00	
O. Filiatraut.....	do.....	560 00	
E. C. Dowd.....	do.....	560 00	
P. Lapointe.....	do.....	560 00	
A. Dufresne.....	do.....	560 00	
C. Lefebvre.....	do.....	560 00	
J. B. Plante.....	do.....	560 00	
J. Beaudoin.....	do.....	500 00	
P. D. Rottot.....	do.....	540 00	
De V. V. de Grande-Pré.....	do.....	540 00	
A. P. Giroux.....	do.....	540 00	
J. Callary.....	do.....	480 00	
P. Kelly.....	do.....	480 00	
P. Callary.....	do.....	480 00	
L. Dubé.....	do.....	460 00	
J. Thibodeau.....	do.....	460 00	
I. St. Amour.....	do.....	480 00	
P. Rozon.....	do (less fine).....	479 00	
P. Clarke.....	do.....	460 00	
W. Bergin.....	do.....	460 00	
L. N. Barrette.....	do.....	460 00	
A. C. St. Amour.....	do.....	460 00	
G. Plante.....	do.....	460 00	
P. Lagacé.....	do.....	460 00	
B. Conlon.....	do.....	460 00	
P. Chouinard.....	do to 30th November, 1876.....	183 34	
J. Thimens.....	do.....	460 00	
E. d'Orsonnens.....	do.....	460 00	
F. A. McDonald.....	do.....	440 00	
J. Bathurst.....	do.....	440 00	
N. Bissonnette.....	do.....	440 00	
H. Giroux.....	do (less fine).....	439 00	
A. J. Bissonnette.....	do.....	440 00	
H. Cousineau.....	do.....	440 00	
S. Laramée.....	do.....	440 00	
G. Lefebvre.....	do.....	440 00	
L. J. Guibord.....	do to 30th September, 1876.....	100 00	
C. A. E. Terroux.....	do.....	440 00	
J. Longmore.....	do.....	440 00	
M. Kearny.....	do.....	420 00	
J. Giroux.....	do.....	420 00	
P. O. Beaulnes.....	do (less fine).....	399 00	
E. Grenier.....	do.....	400 00	
S. S. Demers.....	do from 1st December, 1876.....	233 34	
N. Oussons.....	do from 13th January, 1877.....	197 85	
J. B. Moreau.....	do from 2nd April, 1877.....	98 89	
F. Woodlock.....	Letter Collector.....	400 00	
J. Collins.....	do.....	400 00	
P. Patterson.....	Office Keeper to and Messenger, from 1st January, '77.....	604 50	
M. Mullin.....	Messenger to 30th September, 1876.....	60 75	
W. Lamontagne.....	Temporary Clerk.....	407 50	
H. Chevalier.....	Messenger.....	360 00	
M. Baune.....	Temporary Night Watchman, to 6th October, 1876.....	95 81	
R. Talbot.....	Laborer and Fireman.....	450 00	
J. B. Beaulieu.....	Temporary Fireman, from 1st October, 1876.....	272 00	

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>MONTREAL POST OFFICE.—Concluded.</b>		\$ cts.	\$ cts.
J. Watson.....	Superintendent Heating Apparatus, from 1st October, 1876.....	495 00	
W. Murphy.....	Letter Carrier at Point St. Charles.....	440 00	
S. Gorman.....	do do.....	440 00	
	Letter Carriers' Uniform allowances.....	2,250 00	
			75,466 48
<b>QUEBEC POST OFFICE</b>			
J. B. Pruneau.....	Postmaster.....	2,000 00	
J. E. Bolduc.....	Assistant Postmaster.....	1,400 00	
D. Vaughan.....	1st Class Clerk, to 31st May, 1877.....	1,100 00	
J. Gray.....	2nd do.....	1,100 00	
B. Lacasse.....	do.....	1,100 00	
C. Chamberland.....	do.....	1,100 00	
O. Biron.....	do.....	1,100 00	
W. Haddford.....	3rd do.....	800 00	
J. G. Poston.....	do to 31st October, 1876; transferred to Ottawa Post Office.....	226 67	
I. A. Rochette.....	do.....	680 00	
W. White.....	do.....	680 00	
F. X. Labbé.....	do.....	640 00	
Z. Gagnon.....	4th do.....	500 00	
E. English.....	do.....	500 00	
F. Gaboury.....	do.....	520 00	
T. Morrisette.....	do.....	520 00	
M. Myler.....	do.....	480 00	
J. J. Lemoine.....	do to 31st January, 1877 (dismissed)..	303 33	
J. E. Carrier.....	do.....	420 00	
P. A. Maingy.....	do from 1st November, 1876, transferred from Ottawa Post Office.....	348 67	
U. Vezina.....	Superintendent Letter Carrier.....	600 00	
F. Angers.....	Letter Carrier.....	550 00	
J. McClutchy.....	do.....	540 00	
N. Giasson.....	do.....	520 00	
T. Reynar.....	do.....	460 00	
R. Wilkinson.....	do.....	440 00	
G. Mercier.....	do.....	440 00	
V. Houle.....	do.....	440 00	
J. Dumontier.....	do.....	440 00	
F. LeBel.....	do.....	440 00	
R. Pelletier.....	do.....	440 00	
J. B. Caouette.....	do.....	440 00	
J. Evarts.....	Messenger.....	400 00	
T. Denechaud.....	Office Keeper.....	860 00	
J. Deroches.....	Temporary Clerk.....	400 00	
J. B. Turner.....	do from 1st March, 1877.....	133 34	
	Letter Carriers' Uniform allowances.....	650 00	
			23,710 01
Add—proportion of Salaries transferred from Ontario.....			157,762 98
			2,788 70
<b>Total.....</b>			<b>\$160,551 68</b>

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant,

## REPORT No. 3, B.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in Quebec, within the Year ended 30th June, 1877.

Name of Post-Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Abbott's Corners .....	21	54	10	00				
Abbotsford .....	198	10	76	00				
Abercorn .....	113	74	60	00				
Acton Vale (5 Quarters ; *including arrears).....	1,026	04	290	00	*89	17		
Adamsville .....	111	87	64	00				
Adderley .....	23	97	14	00				
Aird .....	40	83	10	00				
Allan's Corners .....	88	22½	50	00				
Allumette Island .....	139	25	58	00				
Ancienne Lorette.....	68	98	30	00				
Anderson's Corners.....	16	05	12	00				
Ange Gardien .....	26	38	16	00				
Angeline .....	49	87	10	00				
Angers .....	61	59	26	00				
Antoinette (from 1st October, 1876).....	7	15	5	00				
Apple Grove.....	24	80	10	00				
Armagh .....	24	92	14	00				
Armand .....	29	30	25	00				
Arthabaska Station.....	515	15	260	00				
Arthabaskaville.....	1,053	03	380	00				
Arundel .....	34	33	10	00				
Ascot Corner .....	31	98	18	00				
Aston Station.....	41	77	12	00				
Athelstan .....	178	80	104	00				
Aubert Gallion .....	30	62	10	00				
Aubrey .....	17	45	10	00				
Avignon .....	6	68	10	00				
Avoca .....	41	87	16	00				
Ayer's Flat.....	150	39	64	00				
Aylmer East.....	921	01	432	00	108	00	60	00
Aylwin .....	61	49	30	00				
Bagotville (*2 Quarters ; discontinued) .....	94	49	60	00	*5	00		
Baie de la Trinité.....	13	50	10	00				
Baillargeon .....	19	74	14	00				
Barachois de Malbaie.....	57	50	17	50				
Barnston .....	203	15	108	00				
Barrington.....	60	24	22	00				
Bassin du Lievre.....	70	52	25	41				
Batiscan .....	216	17	82	00				
Batiscan Bridge.....	297	73	74	00	120	00		
Beauharnois.....	727	96	356	00	32	00		
Beaulac .....	13	03	10	00				
Beaulieu.....	42	39	18	00				
Beaumont .....	49	09	30	00				
Beauport.....	75	93	60	00				
Beaurivage.....	86	74	30	00				
Becancour.....	233	94	108	00	48	00		
Becancour Station.....	116	72	68	00	24	00		
Bedford .....	385	75	146	00				
Beebe Plain.....	143	80	68	00				
Begon .....	12	80	10	00				

REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Belle Alodie.....	37 46	12 00		
Belle Rivière.....	65 62	26 00		
Belle Vallée.....	18 57	10 00		
Belœil Station.....	31 01	16 00		
Belœil Village.....	143 82	84 00		
Beresford.....	40 15	20 00		
Bergerville.....	93 27	56 00		
Bersimis.....	20 18	12 00		
Berthier ( <i>en bas</i> ).....	111 00	54 00		
Berthier ( <i>en haut</i> ).....	838 43	398 00	108 00	40 00
Bethel.....	26 01	14 00		
Bic.....	283 24	112 00		
Bienville.....	65 05	42 00		
Birchton.....	60 25	28 00		
Biason (*including arrears).....	17 09	10 00	*5 67	
Black River Station.....	46 89	28 00		
Blanche.....	13 69	10 00		
Blandford.....	32 94	14 00		
Bolton Centre.....	64 50	26 00		
Bolton Forest.....	60 65	28 00		
Bonaventure River.....	55 18	18 00		
Bord-d-Plouffe.....	0 33	26 00		
Boscobel.....	0 26	10 00		
Boucherville.....	94 17	66 00		
Bourg Louis.....	42 06	18 00		
Boynton.....	59 77	12 00		
Brigham.....	147 57	74 00		
Bristol.....	268 66	106 00	24 00	
Britannia Mills.....	22 06	14 00		
Britonville.....	30 00	10 00		
Broadlands.....	8 10	22 00		
Brome.....	187 07	88 00		
Bromemere.....	17 89	10 00		
Brompton.....	14 87	10 00		
Brompton Falls.....	111 79	64 00		
Brookbury.....	32 73	10 00		
Broughton.....	9 86	10 00		
Brownsburg.....	37 72	12 00		
Bryson.....	392 95	142 00		
Buckingham.....	772 20	326 00		
Buckland.....	29 49	14 00		
Bulstrode.....	23 77	10 00		
Bulwer.....	45 72	20 00		
Bute.....	24 57	20 00		
Cacouna.....	396 28	198 00		
Calumet Island.....	79 14	22 00		
Cambria.....	13 29	10 00		
Canrobert.....	116 80	46 00		
Canterbury.....	19 90	10 00		
Cantley.....	36 62	26 00		
Cap à l'Aigle (sub) revenue included in Murray Bay.....		20 00		
Cap Chat.....	50 87	18 00		
Cap des Rosiers.....	45 40	26 00		
Cape Cove.....	132 84	50 00		
Capelton.....	397 19	113 61		
Cape Oso.....	21 21	10 00		
Caplin.....	88 64	38 00		

REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cap Magdeleine .....	46 02	18 00		
Cap Rouge .....	112 84	68 00		
Cap St. Ignace .....	139 89	88 00		
Cap Santé .....	108 64	58 00		
Capucins (from 1st March, 1877) .....	0 90	0 83		
Carillon .....	405 65	92 00	32 00	
Carleton (*including \$24 to sub-office) .....	174 22½	*112 00	128 00	
Cascades .....	26 02	14 00		
Castlebar .....	34 13	36 00		
Caughnawaga .....	83 51	40 00		
Causapsal .....	87 53	24 00		
Caxaville.....	42 74	20 00		
Cedar Hall .....	29 00	52 00		
Cedars .....	124 71	54 00		
Chambly Basin .....	287 52	134 00		
Chambly Canton .....	330 01	132 00	72 00	
Chambord .....	38 95	16 00		
Champlain .....	242 83	98 00	10 00	
Chantelle .....	4 62	10 00		
Charlemagne .....	124 01	62 00		
Charlesbourg.....	54 56	32 00		
Chatboro' .....	27 25	10 00		
Chateauguay .....	59 12	44 00		
Chateauguay Basin .....	67 02	38 00		
Chateau Richer.....	66 34	46 00		
Chatillon.....	21 91	10 00		
Chaudière Mills .....	29 64	12 00		
Chaudière Station .....	24 60	10 00		
Chelsea .....	293 69	162 00		
Cherry River .....	16 77	10 00		
Chester .....	82 73	38 00		
Chichester .....	118 81	40 00		
Chicoutimi .....	674 11	328 00	80 00	
Chlorydormes .....	24 33	10 00		
Clapham .....	9 82	10 00		
Clarenceville .....	298 09	160 00	16 00	
Clarina (4 Quarters, to 31st December 1876) .....	15 54	10 00		
Collcook .....	1,697 46	638 00	40 00	80 00
Collfield.....	92 15	24 00		
Como .....	100 12	24 00		
Compton .....	696 38	338 00	48 00	40 00
Contrecoeur.....	73 93	44 00		
Cookshire .....	460 89	186 00		
Corbin .....	35 99	20 00		
Côteau du Lac.....	98 65	52 00		
Côteau Landing .....	285 76	144 00	48 00	
Côteau Station .....	100 75	46 50	85 00	
Côte des Neiges.....	132 46	58 00		
Côte St. Antoine (from 1st May, 1876) .....	83 58	31 67		
Côte St. Michel .....	15 59	10 00		
Côte St. Paul .....	201 65	88 00		
Côte Visitation.....	18 46	10 00		
Covey Hill .....	49 76	34 00		
Cowansville.....	793 90	234 00		
Craigs Road Station .....	22 14	16 50		
Cranbourne.....	13 50	12 00		
Cross Point.....	56 41	30 00	24 00	
Cushing.....	179 43	62 00		

REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Daillebont.....	54 42	40 00		
Dalesville.....	60 92	32 00		
Dalibaire.....	11 03	10 00		
Dalling.....	29 50	10 00		
Danby.....	59 74	19 18		
Danford Lake.....	14 68	10 00		
Danville.....	1,380 49	428 00	32 00	60 00
Dee Side.....	16 54	10 00		
Denison's Mills.....	36 24	12 00		
De Ramsey.....	19 35	12 00		
Deschambault.....	201 25	94 00		
Dewittville.....	73 17	40 00	12 00	
Dillonton.....	99 10	76 00		
Dixville.....	93 73	22 00		
Domaine de Gentilly.....	6 19	10 00		
Douglastown.....	106 14	22 00		
Drummondville.....	403 46	150 00	16 00	
Dudswell.....	100 91	46 00		
Dunany.....	12 65	10 00		
Dundee.....	109 02	36 00		
Dundee Centre.....	68 39	20 00		
Dunham.....	532 32	216 00	16 00	
Dunraven.....	16 35	16 00		
Eardley.....	56 99	26 00		
East Arthabaska.....	73 37	36 00		
East Bolton.....	54 04	24 00		
East Broughton.....	19 02	10 00		
East Chester.....	17 81	10 00		
East Clifton.....	58 06	22 00		
East Dudswell.....	11 35	10 00		
East Dunham.....	39 95	20 00		
East Farnham.....	136 89	68 00		
East Hereford.....	22 32	10 00		
East Magdala.....	20 06	10 00		
East Templeton.....	106 67	48 00		
Eaton.....	173 44	108 00		
Edina.....	4 38	10 00		
Egypte.....	29 75	10 00		
Emberwood (from 1st June, 1876).....	12 00	6 84		
Esquimaux Point.....	41 66	10 00		
Etchemin.....	403 59	222 00		
Fafard.....	7 75	10 00		
Farnborc'.....	17 15	10 00		
Fardon.....	14 62	14 00		
Farnham Centre.....	55 57	28 00		
Father Point.....	47 77	70 00	48 00	
Fitch Bay.....	136 77	46 00		
Fleurant.....	19 56	10 00		
Flodden.....	38 33	10 50		
Fontenoy.....	10 00	10 00		
Fort Coulonge.....	164 72½	58 00		
Fort William.....	51 69	14 00		
Fox River.....	59 48	25 89	19 92	
Frampton (including \$10 to sub-office).....	79 15	*50 00	6 00	
Franklin Centre.....	235 68	72 00		
Frelighsburg.....	495 81	210 00	16 00	



REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
French Village.....	131	32	68	00				
Frost Village.....	37	65	30	00				
Fulford.....	32	65	20	00				
Garneau.....	25	00	10	00				
Garthby.....	21	56	10	00				
Gaspé Basin.....	435	10	210	00	100	02		
Geneva.....	37	41	16	00				
Genoa.....	19	08	10	00				
Gentilly.....	279	29	102	00				
Georgeville.....	213	13	98	00	10	00		
Geraldine (from 1st September, 1876).....	6	09	7	50				
Glen Lloyd.....	27	35½	16	00				
Glen Murray.....	70	40½	24	00				
Glen Sutton.....	44	86	10	00				
Glidden.....	11	09	10	00				
Gould.....	123	32	66	00				
Granboro'.....	12	28	14	00				
Granby.....	1,125	21½	312	00	36	00		
Grande Baie (*including arrears).....	73	31	32	00	*10	00		
Grande Grève.....	97	08	30	00				
Grande Ligne.....	120	36	54	00				
Grand Entry (4 Quarters).....	2	27	10	34				
Grandes Coudées.....	3	00	10	00				
Grande Vallée.....	13	50	10	00				
Grand Pabos.....	83	46	43	50				
Grand River.....	123	22	64	00				
Green River.....	3	33	10	00	16	00		
Grenville.....	740	23	292	00	108	00		
Grindstone Island (from 1st July, 1876).....	19	42	7	50				
Grondines.....	101	65	52	00				
Guizot.....	9	24	10	00				
Hadlow Cove.....	69	92	23	00				
Hallerton.....	29	96	12	00				
Harrington, East.....	13	18	10	00				
Hartwell.....	18	66	10	00				
Harvey Hill Mines.....	48	07	20	00				
Haseville.....	5	19	10	00				
Hatley.....	260	29	134	00				
Hedleyville.....	20	17	16	00				
Helena.....	57	46	30	00				
Hemison.....	35	55	14	00				
Hemmingford.....	468	13	188	00	60	00		
Henrysburg.....	31	53	14	00				
Henryville.....	218	28	92	00				
Herbert.....	31	09	10	00				
Herdman's Corners.....	47	69	20	00				
Hereford.....	26	63	10	00				
Heyworth.....	11	34	10	00				
Hochelega.....	194	91	86	00				
House Harbour (Summer office).....	12	49	15	00				
Howick.....	199	17½	88	00				
Hudson.....	125	96	48	00				
Hull.....	1,244	40	440	50			60	00
Hunterstown.....	26	34	26	00				
Huntingdon.....	945	13	410	00	64	00	40	00
Huntingville.....	53	28	40	00				

REPORT No. 3, B.—Detail of Revenue, Salaries, and Allowances in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Inverness .....	446 03	172 00	80 00	.....
Iron Hill.....	28 60	14 00	.....	.....
Ironside .....	54 64	30 00	.....	.....
Irvine .....	15 39	10 00	.....	.....
Island Brook .....	68 25	22 00	.....	.....
Isle aux Grues.....	44 20	12 00	.....	.....
Isle Bizard.....	27 51	10 00	.....	.....
Isle Dupas.....	25 05	20 00	.....	.....
Isle Perrot.....	19 62	12 00	.....	.....
Isle Verte.....	309 27	124 00	8 00	.....
Jersey, River Chaudière.....	40 23	24 00	.....	.....
Jobin Station.....	35 26	13 79	.....	.....
Johnville.....	37 30	26 00	.....	.....
Joliette.....	1,457 04	424 00	84 00	40 00
Jonquières.....	39 40	10 00	.....	.....
Kamouraska .....	444 06	216 00	.....	.....
Katevale .....	15 14	10 00	.....	.....
Kazubazua .....	110 70	44 00	.....	.....
Kelso .....	38 69	10 00	.....	.....
Kennebec Line.....	0 33	10 00	.....	.....
Kildare.....	77 89	46 00	.....	.....
Kilkenny.....	22 91	16 00	.....	.....
Kingsbury.....	152 53	50 00	.....	.....
Kingsey.....	40 37	20 00	.....	.....
Kingsey Falls.....	218 76	24 00	.....	.....
Kingsey Siding.....	108 40	49 63	.....	.....
Kinnear's Mills.....	97 60	42 00	.....	.....
Kippewa.....	82 38	10 00	.....	.....
Kirkdale.....	36 95	10 00	.....	.....
Kirk's Ferry.....	20 20	12 00	.....	.....
Knowlton .....	566 33	230 00	.....	.....
Knowlton Landing.....	14 00	14 00	.....	.....
La Baie.....	245 55	102 00	32 00	.....
Labarre .....	93 91	38 00	.....	.....
La Beauce .....	361 06	154 00	16 00	.....
L'Acadie.....	75 99	44 00	.....	.....
Lachenaie.....	42 89	14 00	.....	.....
Lachine (*2 Quarters).....	680 66	306 00	.....	*20 00
Lachute.....	771 83	310 00	16 00	.....
Lac Masson.....	19 38	14 00	.....	.....
Lac Noir .....	6 47	10 00	.....	.....
Lacolle .....	528 43	212 00	.....	.....
Lafayette .....	8 26	10 00	.....	.....
La Guerre .....	38 90	16 00	.....	.....
Lake Aylmer .....	16 54	10 00	.....	.....
Lake Beauport.....	14 85	10 00	.....	.....
Lake Etchemin .....	14 12	10 00	.....	.....
Lakefield .....	35 57	22 00	.....	.....
Lake Megantic.....	59 03	18 00	.....	.....
Lake Temiscamingue.....	69 96	40 00	.....	.....
Lake Weedon.....	25 66	10 00	.....	.....
Lamartine.....	43 77	10 00	.....	.....
Lambton.....	106 15	34 50	.....	.....

REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Landreville.....	14 00	10 00		
Langevin.....	10 46	10 00		
Lanoraie (3 Quarters).....	94 00	57 00		
L'Anse à Giles.....	140 43	40 00		
L'Anse au Foin.....	22 09	10 00		
L'Anse aux Gasçons.....	24 39	10 00		
L'Anse St. Jean.....	15 08	10 00		
La Patrie.....	152 53	11 16		
La Pigeonnière.....	99 05	52 00		
Laprairie.....	452 85	206 00	32 00	
La Présentation.....	36 68	26 00		
Larochelle.....	26 23	10 00		
L'Assomption.....	382 89	220 00	60 00	
Laterrière.....	38 18	26 00		
Lauzon.....	511 30	128 00		
Laval.....	10 85	12 00		
L'Alatrie.....	50 83	40 00		
L'Avenir.....	211 36	84 00		
L'Avergne Mills.....	45 48	10 00		
Lawrenceville.....	181 62	62 00		
Learned Plain.....	10 66	10 00		
Leclercville.....	99 66	50 00		
Leeds.....	76 53	38 00	32 00	
Leeds Village.....	178 99	62 00		
Lemesurier.....	27 64	18 00		
Lennoxville.....	1,076 73	560 00	120 00	60 00
L'Epiphanie.....	102 74	34 00		
Les Eboulemens.....	143 01	70 00	8 00	
Les Ecoreuils.....	70 84	32 00		
Les Escoumains.....	99 71	36 00		
Les Petites Bergeronnes.....	5 23	10 00		
Lévis.....	713 45	416 00		40 00
Libbytown.....	13 93	12 50		
Linda.....	21 84	10 00		
Lineboro'.....	21 34	24 00		
Linière.....	18 20	10 00		
Lisgar Station.....	7 74	10 00		
L'Islet.....	400 13½	148 00		
Lochaber Bay.....	10 00	10 00		
Long Point.....	29 42	18 00		
Longueuil.....	281 51	154 00		
Lorette.....	91 99	42 00		
Lost River.....	8 86	10 00		
Lotbinière.....	233 11	114 00		
Low.....	60 54	20 00		
Lower Ireland.....	15 43	10 00		
Lucerne.....	7 98	10 00		
Lysander.....	29 36	10 00		
Lyster.....	97 39	34 00		
Lyster Station (4 Quarters to 30th Sept., 1876).....	75 31	25 05		
Macnider.....	135 51	60 00		
Maddington.....	8 11	10 00		
Magdalen Islands.....	63 22½	34 00		
Magenta.....	23 62	10 00		
Magog.....	373 11	168 00		
Magoon's Point.....	6 50	10 00		
Malmaison.....	68 71	36 00	16 00	

REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Manitou.....	7 85	10 00		
Maniwaki.....	115 81	101 50		
Mansonville, Potton.....	284 76	74 00		
Maple Grove (1 Quarter).....	108 87	46 00	*3 00	
Maple Meaf.....	24 00	10 00		
Marbleton.....	156 45	60 00		
Maria (7 Quarters).....	176 25	102 00		
Maritana.....	19 71	10 00		
Marlow.....	11 85	10 00		
Marsboro'.....	16 60	10 00		
Martinville.....	28 72	26 00		
Mascouche.....	79 17	38 00		
Mascouche Rapids.....	44 40	28 00		
Masham Mills.....	29 72	14 00		
Maskinongé.....	52 97	38 00	20 00	
Massawippi.....	153 97	80 00		
Matane.....	255 89	104 00	40 00	
Matapédia.....	123 82½	128 00	80 00	
Mawcook.....	55 00	23 00		
Mayo.....	6 47	10 00		
Melbourne (5 Quarters).....	966 78	397 50	75 00	
Melbourne Ridge.....	64 19	48 00		
Melocheville.....	81 09	39 00		
Métahechouan.....	41 48	24 00		
Méthot's Mills.....	78 91	34 00	16 00	
Métis.....	217 18½	150 00	48 00	
Milby.....	31 98	10 00		
Mile End.....	100 55	66 00		
Mille Isles.....	34 58	12 00		
Mille Vaches.....	13 87	10 00		
Millfield.....	11 88	10 00		
Milton, East.....	108 89	48 00		
Mingan.....	14 14	10 00		
Miranda.....	2 03	10 00		
Moe's River.....	47 77	24 00		
Moisie (6 Quarters).....		15 00		
Mongenais.....	23 97	12 00		
Montalembert (from 1st July, 1876).....	44 49	7 50		
Montcalm.....	30 79	16 00		
Monte Bello.....	327 92	100 00		
Mont Elie (closed 30th June, 1876).....		2 50		
Mont Louis.....	42 14	18 00		
Montmagny.....	816 33	276 00	40 00	
Montmorency Falls.....	94 23	34 78		
Montmorin.....	14 69	10 00		
Montreal (salaries and expenses entered elsewhere).....	160,133 65			
Mont St. Hilaire.....	46 62	22 00		
Moore's Station.....	22 13	12 00		
Morin Flats.....	28 53	10 00		
Mount Carmel.....	24 84	14 00		
Mount Johnson.....	78 78	38 00		
Mountjoy.....	107 66	46 00		
Mount Loyal.....	6 00	10 00		
Mount Oscar.....	11 75	10 00		
Murray Bay (*including arrears).....	323 85	190 00	*113 00	
Mystic.....	47 80	32 00		

REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Namur.....	19 03	10 00		
Napierville.....	366 01	146 00		
Natashquan (6 Quarters).....		15 00		
Neigette.....	38 02	30 00		
New Armagh.....	8 67	10 00		
Newbois.....	23 50	10 00		
New Carlisle.....	295 57	100 00		
New Glasgow.....	110 46	46 00		
New Ireland.....	10 35	10 00		
New Liverpool.....	82 08	31 11		
Newport.....	34 41	14 00		
Newport Point.....	40 42	20 00		
New Richmond.....	175 12	80 00	50 00	
Nicolet.....	677 39	344 00	24 00	40 00
Nicolet Falls (from 1st December, 1876).....	16 64	3 33		
North Bristol.....	82 75½	24 00		
North Coaticook.....	55 61	30 54		
North Georgetown.....	45 96	34 00		
North Ham.....	42 41	34 00		
North Hatley.....	131 11	72 00		
North Nation Mills.....	119 88	58 00		
North Onslow.....	37 47	16 50		
North Pinnacle.....	20 08	10 00		
North Stanbridge.....	15 57	10 00		
North Stoke.....	8 60	10 00		
North Stukely (3 Quarters).....	58 50	19 50		
North Sutton.....	37 15	14 00		
North Wakefield.....	142 87	54 00	40 00	
Norton Creek.....	61 87	38 00		
Notre Dame du Lac.....	87 17	31 00		
Notre Dame de l'Isle Verte (from 1st Oct., 1876).....	42 25	8 59		
Notre Dame du Portage.....	50 81	30 00		
Noyan.....	57 61	14 00		
Nutt's Corners.....	20 95	10 00		
Oak Point (from 1st May, 1876).....	5 95	9 17		
O'Connell.....	11 79	10 00		
Oka.....	68 59	28 00		
Onslow.....	398 03	134 00		
Orms town.....	443 72	150 00		
Otter Lake.....	64 31	36 00		
Papineauville.....	302 79	138 00		
Paquette.....	34 96	16 00		
Parkhurst.....	49 28	10 00		
Paspébiac.....	371 50	168 00		
Pearceton.....	9 30	10 00		
Pelissier.....	8 72	10 00		
Peninsula Gaspé.....	18 42	12 00		
Percé.....	345 54	132 00	24 00	
Perkins.....	16 26	10 00		
Perryboro'.....	16 43	10 00		
Petit Métis.....	128 47	34 00		
Peveril.....	33 50	24 72		
Philipsburg East.....	168 27	112 00		
Piedmont.....	63 04	34 00		
Pierreville.....	220 08	72 00		
Pierreville Mills.....	48 86	38 00		

REPORT NO. 8, B.—Detail of Revenue, Salaries and Allowances, in Quebec  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pigson Hill.....	95 05	36 00		
Pike River.....	74 60	44 00		
Piopolis.....	42 22	10 00		
Pointe a Pic.....	165 69	226 00		
Pointe au Bouleau.....	9 04	10 00		
Pointe au Chêne (from 1st October, 1876).....	19 21	5 00		
Pointe aux Trembles (Hochelaga).....	70 43	52 00		
Pointe aux Trembles (Portneuf).....	108 43½	76 00	24 00	
Pointe Claire.....	64 24	46 00		
Pointe du Lac.....	56 03	26 00		
Point Fortune.....	228 92	98 00	40 00	
Point Platon (Summer Office).....	6 83	4 99		
Point St. Charles.....	960 68	292 00		
Point St. Peter.....	186 28	76 00		
Pont Chateau.....	36 25	12 00		
Pont de Maskinonge.....	165 10	78 00		
Pont Rouge.....	169 22	44 00		
Pont Viau.....	30 04	10 00		
Portage du Fort.....	584 69	218 00	100 00	
Port au Persil.....	23 60	10 00		
Port Daniel.....	65 06	38 00		
Port Lewis.....	40 98	18 00		
Portneuf *including arrears).....	284 68	*144 00	16 00	
Powerscourt.....	26 18	18 00		
Quebec (salaries and expenses entered elsewhere).....	34,657 29			
Racine.....	19 06	10 00		
Radstock.....	22 03	12 00		
Rapides des Joachims.....	196 79	114 00		
Rawdon.....	207 85	74 00		
Reedsdale.....	35 86	10 00		
Repentigny.....	43 75	38 00		
Riceburg.....	50 81	38 00		
Richby.....	11 00	14 00		
Richmond East.....	1,059 95	354 00	32 00	40 00
Richmond Station.....	432 67	122 00		
Rigaud.....	448 51	126 00		
Rimouski.....	1,166 47	474 00		40 00
Ripon.....	48 24	18 00		
River Beaudette.....	123 90	60 00		
River David.....	188 67	104 00		
River Désert.....	174 74	48 00		
River Gilbert (2 Quarters).....	9 94	9 00		
River Joseph.....	7 00	10 00		
Rivière à la Martre (from 1st February, 1877).....	3 71	2 50		
Rivière aux Pins.....	3 23	10 00		
Rivière aux Vaches.....	61 06	10 00		
Rivière Bois Clair.....	63 30	22 00		
Rivière des Prairies.....	8 24	14 00		
Rivière du Loup (en bas).....	1,076 26	374 00		40 00
Rivière du Loup (en haut).....	575 34½	240 00	72 00	
Rivière du Loup Station.....	183 13	64 14		
Rivière Gagnon.....	10 67	10 00		
Rivière la Fleur.....		10 00		
Rivière la Madeleine.....	96 88	24 00		
Rivière Ouelle.....	245 80	84 00		

REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances, in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Rivière Trois Pistoles.....	42 19	54 00		
Roberval.....	66 41½	34 00		
Robinson.....	322 01	148 00	40 00	
Rochelle.....	53 01	24 00		
Roche Capitaine (from 1st October, 1876).....	4 50	5 00		
Rockburn.....	122 62	42 00		
Rock Forest.....	14 29	14 00		
Rock Island.....	462 98	192 00		
Ross Mills.....	34 26	70 00	16 00	
Rougemont.....	108 82	64 00		
Rowanton.....	92 13	60 00		
Roxham.....	10 92	10 00		
Roxton Falls.....	356 38	124 00		
Roxton Pond.....	119 30	34 00		
Ruisseau des Chênes.....	51 39	18 00		
Runnymede.....	9 20	10 00		
Rupert.....	20 27	12 00		
Russeltown.....	75 89	30 00		
Ste. Adèle.....	53 33	24 00		
Ste. Agathe.....	145 45	56 00		
Ste. Agnès.....	21 13	16 00		
Ste. Agnès de Dundee.....	19 75	7 50		
Ste. Aimé.....	169 76½	64 00		
St. Alban.....	57 52	32 00		
St. Albert.....	17 21	10 00		
St. Alexandre de Kamouraska.....	141 64	40 00		
St. Alexandre d'Iberville.....	174 20	70 00		
St. A'xis.....	66 80	26 00		
St. Alexis des Monts (from 1st July, 1876).....	3 32	7 50		
St. Alphonse (5 Quarters).....	74 36	42 50		
St. Anaclet.....	28 18	10 00		
St. André de Kamouraska.....	100 57	38 00		
St. André Avelin.....	118 31	56 00		
St. Andrews East.....	698 37	248 00	16 00	
St. Angèle de Laval.....	46 32	22 00		
St. Angèle de Monnoir.....	53 03	24 00		
Sts. Auges.....	14 10	10 00		
St. Anicet.....	161 17	60 00	12 00	
Ste. Anne Bout de l'Isle.....	241 01	70 00		
Ste. Anne de Beaupré (*including \$10 to sub-office).....	49 99	*42 00		
Ste. Anne de la Pêrade.....	298 37	142 00	48 00	
Ste. Anne des Monts.....	105 02	32 00	36 00	
Ste. Anne des Plaines.....	350 98	38 00		
Ste. Anne la Pocatière.....	578 67	176 30	40 00	
St. Anselme.....	243 18	46 00		
St. Antoine, Lotbinière.....	91 20	38 00		
St. Antoine, Rivière Richelieu.....	126 97	46 00		
St. Antonin.....	27 28	18 00		
St. Apollinaire.....	26 98	20 00		
St. Armand Centre.....	18 81	12 00		
St. Armand Station.....	157 00	54 00	72 00	
St. Arsène.....	113 63	44 00		
St. Athanase.....	292 40	144 00		
St. Aubert.....	76 60	28 00	8 00	
St. Augustin, Portneuf.....	68 44	30 00	16 00	
St. Augustin, Two Mountains.....	82 15	32 00		
St. Barnabé, Rivière Yamaska.....	58 78	36 00		

REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances, in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
St. Barnabé, St. Maurice .....	82	92	26	00				
St. Barthélemi.....	102	74	78	00				
St. Bazile .....	66	03	26	00				
St. Bazile le Grand .....	31	06	18	00				
Ste. Beatrix .....	17	53	12	00				
St. Benoit .....	103	05	50	00				
St. Bernard.....	56	76	28	00				
St. Bernard (sud) .....	12	48	10	00				
St. Bonaventure .....	51	81	28	00				
Ste. Brigide .....	140	10	50	00				
Ste. Brigitte des Saulls .....	35	50	10	00				
St. Bruno .....	67	99	34	00				
St. Camille.....	131	60	32	00				
St. Canute .....	17	49	10	00				
St. Casimir .....	183	81	62	00				
St. Catharines East .....	39	99	26	00				
St. Célestin .....	86	84	36	00				
St. Césaire .....	517	37	256	00				
St. Charles de Stanbridge .....	41	34	16	00				
St. Charles, Rivière Boyer.....	168	25	52	00				
St. Charles, Rivière Richelieu .....	159	28	88	00				
Ste. Claire .....	99	91	42	00	12	00		
St. Clet .....	57	31	28	00				
Ste. Clothilde .....	26	27	14	00				
St. Columbin .....	46	91	26	00				
Ste. Côme .....	10	39	10	00				
St. Constant .....	64	27	32	00				
Ste. Croix .....	154	35	88	00				
Ste. Cuthbert.....	214	36	52	00				
St. Cyriac .....	6	05	10	00				
St. Cyrille de l'Islet .....	37	60	20	00				
St. Cyrille de Wendover .....	45	00	10	00				
St. Damase .....	100	89	56	00				
St. Damien de Brandon .....	39	06	16	00				
St. David de Lévis (from 1st May, 1876).....	33	78	14	02				
St. Denis de la Bouteillerie.....	90	78	32	00				
St. Denis, Rivière Richelieu .....	176	32	120	00	16	00		
St. Didace.....	56	96	30	00				
St. Dominique.....	83	89	46	00				
St. Dominique des Cèdres .....	18	15	10	00				
St. Donat .....	9	50	10	00				
Ste. Dorothee .....	16	46	10	00				
St. Edouard .....	46	15	42	00				
St. Edwidge .....	42	13	12	00				
St. Eleuthère .....			10	00				
St. Elie .....	15	86	10	00				
Ste. Elizabeth .....	117	72	56	00				
St. Eloi .....	31	66	16	00				
St. Elzéar .....	95	28	32	00				
Ste. Emelie de l'Energie .....	13	47	10	00				
St. Ephrem de Tring .....	55	25	20	00				
St. Ephrem d'Upton .....	392	63	116	00	32	00		
St. Esprit .....	94	15	32	00				
St. Etienne de Beauharnois.....	46	54	24	00				
St. Etienne de Bolton .....	23	64	14	00				
St. Etienne des Gres .....	61	48	32	00				
St. Eustache .....	364	50	154	00	16	00		
St. Evariste de Forsythe .....	39	03	20	00				



REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances, in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Fabien .....	97 30	44 00		
St. Famille .....	15 60	14 00		
St. Félicien .....	5 51	10 00		
Nte. Félicité (5 Quarters).....	41 66	12 50		
St. Félix de Valois.....	129 67	37 00		
St. Ferdinand .....	323 77	94 00		
St. Fidèle .....	17 09	12 00		
St. Flavie .....	100 04	76 00		
St. Flavie Station.....	177 65	40 06		
St. Flavien .....	49 68	18 00		
St. Flore (4 Quarters).....	22 72	10 00		
St. Fortunat.....	29 78	10 00		
St. Foy.....	43 04	30 00		
St. François, Beauce.....	140 60	96 00	40 00	
St. François de Sales.....	13 00	10 00		
St. François d'Orléans.....	18 55	10 00		
St. François du Lac.....	227 83	82 00		
St. Françoise .....	8 75	10 00		
St. François, Montmagny.....	123 68½	52 00		
St. François Xavier de Viger.....	2 67	10 00		
St. Frédéric .....	42 21	17 00		
St. Gabriel de Brandon.....	182 94	88 00		
St. Gédéon .....	7 29	10 00		
St. Geneviève.....	87 45	50 00		
St. George, Beauce.....	122 24	42 00		
St. George de Windsor.....	48 03	22 00		
St. Germain de Grantham.....	225 06	70 00		
St. Gertrude.....	68 59	28 00		
St. Gervais.....	302 75	60 00		
St. Giles .....	36 49	34 00	24 00	
St. Grégoire .....	233 59	112 00	32 00	
St. Guillaume d'Upton (5 Quarters, *1 Quarter)...	373 75	127 50	*5 00	
St. Hélène .....	102 26	34 00		
St. Hélène de Bagot.....	62 21	30 00		
St. Hénédine (*including arrears).....	98 37	33 00	*36 00	
St. Henri.....	173 81	74 00	120 00	
St. Henri Station .....	105 50	26 50		
St. Hernas.....	118 21	46 09		
St. Herménégilde .....	11 07	10 00		
St. Hilaire Station.....	124 79	42 00	300 00	
St. Hilaire Village.....	145 40	44 00		
St. Hippolyte de Kilkenny.....	17 87	10 00		
St. Honoré .....	14 65	10 00		
St. Hubert.....	84 66	58 00		
St. Hugues.....	243 24	106 00	48 00	
St. Hyacinthe .....	3,180 18	872 00	150 00	120 00
St. Irénée .....	42 25	20 00		
St. Isidore Dorchester.....	105 25	50 00		
St. Isidore Laprairie.....	81 51	40 00		
St. Jacques.....	134 81	68 00		
St. Jacques le Mineur.....	75 87	34 00		
St. Janvier .....	86 32	32 00		
St. Jean Baptiste de Montréal .....	407 64	112 00		
St. Jean Baptiste de Rouville.....	118 28	54 00		
St. Jean Chrysostôme, Obatauguay.....	273 49	126 00		
St. Jean Chrysostôme, Lévis .....	50 48	46 00		
St. Jean des Chaillons.....	189 48	80 00		

REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances, in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Fuel, Rent and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Jean de Matha.....	102 94	34 00		
St. Jean d'Orléans.....	73 61	38 00		
St. Jean, Port Joli.....	247 80½	84 00		
St. Jérôme.....	389 80	176 00	84 00	
St. Joachim.....	38 01	30 00		
St. Joachim de Shefford.....	25 14	10 00		
St. John Suburb.....	677 06	453 31		
St. John's, East.....	3,405 79	736 00	240 00	120 00
St. Joseph, Beauce.....	291 02	112 00		
St. Joseph de Lévis.....	92 73	16 00		
St. Joseph du Lac.....	42 99	22 00		
St. Jude.....	95 40	40 00		
Ste. Julie de Verchères.....	25 32	16 00		
St. Julie de Somerset.....	271 66	74 00		
Ste. Julienne.....	78 96	42 00		
St. Justin.....	44 94	16 00		
Ste. Justine de Newton.....	93 15	30 00		
St. Lambert de Lévis.....	80 58	26 00		
St. Lambert, Montréal (3 Quarters).....	21 56	18 00		
St. Laurent d'Orléans.....	51 94	36 00		
St. Laurent, Montréal.....	197 41	226 00		
St. Lazare.....	49 26	20 00		
St. Léon.....	129 45	56 00		
St. Léonard.....	128 50	16 00		
St. Liboire.....	170 06	74 00		
St. Liguori (3 Quarters).....	38 27	18 60		
St. Lin.....	173 89	70 00		
St. Louis de Bonsecours (from 1st January, 1877).....	10 00	2 50		
St. Louis de Gonzague.....	188 01	78 00		
St. Louis de Ha ! Ha !.....	12 00	10 00		
Ste. Louise.....	68 50	30 00		
St. Luc.....	19 23	22 00		
Ste. Luce.....	120 14	46 00		
Ste. Madeleine (late Soixante).....	45 18	10 00		
St. Magloire.....	11 99	10 00		
St. Malachie.....	82 65	33 02		
St. Malo.....	73 54	10 00		
St. Marc.....	83 65	36 00		
St. Marcel.....	61 39	30 00		
Ste. Marguerite.....	63 32	36 00		
Ste. Marie de Monnoir.....	380 11	192 00		
Ste. Marthe.....	166 67½	78 00		
St. Martin.....	69 84	38 00		
Ste. Martine.....	166 31	74 00		
St. Mathias.....	60 68	40 00		
St. Mathieu.....	17 48	10 00		
St. Maurice.....	99 66	60 00		
St. Maurice Forges (4 Quarters) to 31st Dec., 1876.....	8 35	10 00		
St. Michel.....	107 05	100 00		
St. Michel des Saints.....	36 00	20 00		
Ste. Modeste.....	34 41	14 00		
St. Moïse.....	24 41	10 00		
Ste. Monique.....	124 81	56 00		
Ste. Monique des deux Montagnes.....	36 54	16 00		
St. Narcisse.....	42 70	20 00		
St. Nicholas.....	91 55	40 73		
St. Norbert.....	57 80	24 00		

REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances, in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Octave.....	64 10	30 00		
St. Odilon (from 1st June, 1876).....	8 36	8 33		
St. Onézime.....	19 12	12 00		
St. Ours.....	255 58	120 00	16 00	
St. Pacôme (2 Quarters).....	69 02	21 00		
St. Pamphile (late Vaillancourt).....	9 33	10 00		
St. Paschal.....	175 22	76 00		
St. Patrick's Hill.....	172 04	56 00		
St. Paul de la Croix.....	9 55	10 00		
St. Paul d'Industrie.....	34 63	30 00		
St. Paul du Buton.....	24 72	14 00		
St. Paulin.....	79 01	28 00		
St. Paul l'Hermite.....	51 84	32 00	16 00	
St. Paul's Bay.....	328 81	198 00	100 00	
St. Perpétue.....	0 06	10 00		
St. Philippe.....	88 00	32 00		
St. Philippe d'Argenteuil.....	62 57	26 00		
St. Philippe de Néry.....	73 16	28 00		
St. Philomène.....	67 25	32 00		
St. Pie.....	303 64	126 00		
St. Pierre Baptiste.....	19 21	12 00		
St. Pierre d'Orléans.....	20 56	12 00		
St. Pierre les Becquets.....	255 53	104 00	50 00	
St. Pierre Montmagny.....	151 24	60 00	6 00	
St. Placide.....	76 24	32 00		
St. Polycarpe.....	216 78	106 00		
St. Prime.....	18 04	10 00		
St. Prosper.....	52 40	16 00		
St. Raphael, East.....	119 09	64 00		
St. Raymond (5 Quarters).....	109 50	45 00		
St. Régis.....	20 03	10 00		
St. Rémi.....	286 97	144 00	32 00	
St. Robert.....	48 90	28 00		
St. Roch de Quebec.....	1,632 88	742 00		200 00
St. Roch de Richelieu.....	42 27	24 00		
St. Roch des Aulnaies.....	66 15	30 00		
St. Roch l'Achigan.....	80 59	32 00		
St. Romaine.....	23 26	20 00		
St. Rosalie.....	65 50	40 00		
St. Rose.....	105 76	50 00		
St. Sauveur des Montagnes.....	30 56	15 82		
St. Sauveur de Québec.....	777 22½	328 00		40 00
St. Scholastique.....	316 18	118 00		
St. Sébastien.....	151 29	74 00		
St. Sévère.....	33 07	14 00		
St. Sévère de Beauvillage.....	7 38	10 00		
St. Simon de Rimouski (*including arrears).....	122 47	46 00	*36 67	
St. Simon de Yamaska.....	201 73	80 00		
St. Sophie.....	95 31	44 00		
St. Sophie de Lacorne.....	42 34	22 00		
St. Sophie de Levrard.....	16 98	9 99		
St. Stanislas.....	171 47	62 00		
St. Stanislas de Kostka.....	63 57	32 00		
St. Sulpice.....	44 28	28 00		
St. Sylvester.....	78 08	52 00		
St. Sylvester, East.....	163 01	74 00		
St. Théodore.....	63 92	30 00		
St. Théodore de Chertsey.....	6 71	10 00		

REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances, in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ste. Thérèse de Blainville.....	413 27	150 00		
St. Thomas de Joliette.....	35 87	20 00		
St. Timothée.....	112 72	48 00		
St. Tite.....	88 44	26 00		
St. Tite des Caps.....	20 26	10 00		
St. Ubalde.....	21 25	10 00		
St. Urbain (Charlevoix).....	38 22	14 84		
St. Urbain (Chateauguay).....	65 25	40 00		
Ste. Ursule.....	72 82	36 00		
St. Valentin.....	69 24	44 00		
Ste. Valérien.....	63 22	26 00		
St. Vallier.....	97 28	48 00		
St. Vallier Station.....	37 47	12 58		
Ste. Victoire.....	92 99	26 00		
St. Victor de Tring.....	55 56	24 00		
St. Vincent de Paul.....	203 04	92 00		
St. Wenceslas.....	67 51	22 00		
St. Zephirin.....	129 72	44 00		
St. Zoïque.....	58 11	30 00		
Sabrevois.....	70 22½	36 00		
Sanborn.....	28 44	10 00		
Sandy Beach.....	78 32	24 00		
Sault au Ouchon.....	57 94	22 85		
Sault au Récollet.....	163 90	140 00		
Savage's Mill.....	26 06	18 00		
Sawyerville.....	165 50	92 00		
Scotstown.....	93 20	42 60		
Settrington.....	15 14	10 00		
Shawbridge.....	58 62	12 00		
Shawenegan.....	63 06	24 00		
Shawville.....	299 23½	110 00		
Sheenboro'.....	32 01	14 00		
Sheffington.....	61 44	14 00		
Shefford Mountain.....	36 38	16 00		
Sheldrake.....	8 19	10 00		
Sherbrooke.....	6,251 45	1,476 00	100 00	240 00
Sherrington.....	93 80½	48 00		
Shigawake.....	38 79	16 50		
Shoolbred.....	62 24	26 00		
Strewsbury.....	98 31	10 00		
Sillery Cove.....	126 83½	84 00		
Six Portages.....	64 23	22 00		
Smith's Mills.....	146 80	64 00		
Somerset.....	548 83½	182 00	32 00	
Sorel.....	2,138 52	706 00	200 00	120 00
South Barnston.....	38 68	12 00		
South Bolton.....	64 85	30 00		
South Durham.....	406 77	130 00		
South Ely.....	40 15	22 00		
South Granby.....	20 06	12 00		
South Ham.....	261 58	28 00	24 00	
South Quebec.....	357 42	268 00		
South Roxton.....	23 04½	10 00		
South Stukely.....	99 05	62 00		
Spencer Cove.....	47 68	44 00		
Springbrook.....	45 40	11 00		
Stanbridge, East.....	304 15½	120 00		
Stanbridge Ridge.....	10 15	10 00		

REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances, in Quebec, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Stanbridge Station.....	201 22	94 00	60 00	
Stanbury.....	12 74	10 00		
Standon.....	44 51	18 00		
Stanford.....	583 86	284 00	32 00	
Stanhope.....	95 39	54 00		
Stanstead.....	912 97	328 00	160 00	40 00
Starnsebor'.....	86 62	30 00		
Stockwell.....	20 85	10 00		
Stoke Centre.....	20 87	10 00		
Stoketon.....	6 28	10 00		
Stonesfield.....	195 75	64 00		
Stoneham.....	21 13	10 00		
Stornoway.....	258 23	70 00	32 00	
Stottville.....	84 96	52 00	72 00	
Sutton.....	431 44	136 00		
Sutton Junction.....	58 21	20 00		
Sweetsburg.....	416 71	166 00	16 00	
Sydenham Place.....	61 24	26 00		
Tadousac.....	123 62	70 00	30 00	
Tannery West.....	478 88	196 00		
Templeton.....	97 43	44 00		
Terrebonne.....	379 68	276 00	30 00	
Tessierville.....	59 46	36 00		
Thiers.....	7 03	10 00		
Thornby.....	11 05	10 00		
Thorne Centre.....	39 17	12 00		
Three Rivers.....	3,552 50	1,006 00	300 00	160 00
Thurso.....	443 46	158 00	16 00	
Tremblay.....	129 25	16 00		
Trenholm.....	41 42	20 00		
Trois Pistoles (* including arrears).....	387 15	132 00	*5 00	
Trois Saumons.....	60 29	40 00		
Trout Brook.....	91 01	10 00		
Trout River.....	38 86	16 00		
Ulverton.....	247 39	96 00		
Upper Bedford.....	227 45	66 00		
Upper Wakefield.....	141 69	28 00		
Vaillantbourg (from 1st September, 1876).....	14 71	5 00		
Valcartier.....	51 13	30 00		
Valcourt.....	54 94	24 00		
Valletort.....	25 46	10 00		
Valleyfield.....	641 34	186 00		
Valmont.....	35 80	20 00		
Varenes.....	222 36½	106 00		
Vaudreuil.....	180 42	92 00	48 00	
Vaudreuil Station.....	24 56	5 00		
Venice.....	12 46	10 00		
Venosta.....	25 36	10 00		
Verchères.....	179 85	98 00		
Versailles.....	32 84	14 00		
Vicars (*1 Quarter).....	63 59	28 00	*3 00	
Viger.....	50 00	16 00		
Village des Aulnaies.....	190 03	56 00		
Village Richelieu.....	75 27	42 00		
Villette.....	10 21	10 00		

REPORT No, 3, B.—Detail of Revenue, Salaries and Allowances, in Quebec,  
within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Vincennes .....	6 50	10 00		
Vinoy .....	6 28	10 00		
Vinton .....	14 36	10 00		
Wakefield .....	223 43	94 00		
Waltham .....	38 39	22 00		
Warden .....	79 98	28 00		
Warwick, East .....	530 93	192 00		
Waterloo, East.....	1,806 25	456 00	96 00	40 00
Waterville .....	183 31	98 00		
Way's Mills .....	71 40	20 00		
Weedon .....	122 88	52 00		
West Bolton .....	7 75	10 00		
West Brome .....	115 11	48 00		
West Broughton (3 Quarters).....	61 71	24 00		
Westbury .....	25 07	18 00		
West Ditton .....	11 40	12 00		
West Farnham .....	766 67	288 00	24 00	
West Potton .....	9 75	10 00		
West Shefford .....	142 09	88 00		
Wheatlaud .....	15 06	12 00		
Whitton .....	9 08	10 00		
Wickham West .....	22 09	10 00		
Wilson's Corners .....	7 31	10 00		
Wilson's Mills .....	13 33	10 00		
Windsor Mills .....	543 98	202 00		
Wolfstown .....	104 01	30 00		
Woodside .....	53 09	18 00		
Wotton .....	159 98	58 00		
Wright .....	159 46	112 00		
Yamachiche .....	260 14	98 00	16 00	
Yamaska .....	136 45	70 00	43 00	
Yarm .....	8 55	10 00		
Totals .....	\$340,125 47	\$59,201 22	\$6,137 45	\$1,780 00

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NOVA SCOTIA.

## REPORT No. 3, C.

DETAIL of all payments for Salaries, &c., in Nova Scotia; shewing, in each case, the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>HALIFAX DIVISION.</b>			
		\$ cts.	\$ cts.
F. M. Passow.....	Post Office Inspector.....	2,200 00	
J. D. Story.....	Assistant Post Office Inspector.....	1,200 00	
T. Southall.....	2nd Class Clerk.....	1,100 00	
D. Stewart.....	3rd do.....	640 00	
J. Sage.....	4th do to 13th November, 1876.....	147 77	
T. E. Davison.....	do from 1st January, 1877 (transferred from Halifax Post Office).....	220 00	
R. R. McMillan.....	Messenger.....	500 00	
Mrs. McMillan.....	Housekeeper.....	80 00	
	Temporary Clerk from 23rd November, 1876.....	242 22	
			6,329 99
<b>RAILWAY MAIL SERVICE.</b>			
F. Huntington.....	1st Class Railway Mail Clerk, to 15th August, 1876 (dismissed).....	142 53	
E. A. Bent.....	2nd do do.....	865 09	
A. Brown.....	do do.....	848 60	
F. P. Bent.....	do do.....	767 70	
J. McN. Gabriel.....	do do.....	844 20	
R. Davidson.....	do do.....	890 60	
J. V. Gavaza.....	do do to 16th October, 1876.....	227 92	
J. W. H. Cameron.....	do do.....	918 70	
J. McNeil.....	do do promoted from 3rd Class 1st August, 1876.....	832 57	
W. Crawley.....	Temporary Railway Mail Clerk, from 16th Dec., 1876.....	332 84	
			6,670 75
<b>NOVA SCOTIA MONEY ORDER OFFICE.</b>			
J. H. Thorne.....	Superintendent.....	1,800 00	
F. W. Creighton.....	2nd Class Clerk.....	1,100 00	
S. S. Thorne.....	3rd do.....	760 00	
T. G. Creighton.....	do.....	680 00	
T. Conran.....	Messenger to 31st August, 1876 (transferred to Halifax Post Office).....	83 34	
			4,423 34
<b>HALIFAX POST OFFICE.</b>			
H. W. Blackadar.....	Postmaster.....	2,400 00	
F. V. Tremaine.....	Assistant Postmaster.....	1,200 00	
W. M. Small.....	1st Class Clerk, to 31st January, 1877.....	641 67	
T. W. DeWolf.....	2nd do (less fine).....	1,038 00	
A. H. Cunningham.....	do.....	800 00	

REPORT No. 3. C.—Detail of all payments for Salaries, &c., in Nova Scotia,  
made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>HALIFAX POST OFFICE.—Concluded.</b>		\$ cts.	\$ cts.
W. H. Chamberlain .....	3rd Class Clerk .....	600 00	
W. H. Donovan .....	do .....	600 00	
C. Smith .....	do .....	600 00	
J. Le Visconte .....	4th do .....	480 00	
T. Southall, jun. ....	do to 30th September, 1876 (dismissed)	103 34	
T. W. Casey .....	do (less fine) .....	459 50	
J. O'Brien .....	do (including arrears) .....	500 00	
G. Paw .....	do (less fine) .....	459 00	
J. O. Toole .....	do do .....	459 00	
W. V. Smith .....	do .....	480 00	
D. O'Brien .....	do .....	480 00	
S. Woodill .....	do to 31st October, 1876 (dismissed) ..	146 67	
P. Mulcahy .....	do .....	440 00	
C. D. Fraser .....	do (less fine) .....	439 00	
C. M. Lownds .....	do .....	440 00	
T. E. Davidson .....	do to 31st December, 1876 (transferred to Post Office Inspector's Office) ..	200 00	
F. J. Power .....	do .....	420 00	
L. W. Travis .....	do from 1st October, 1876 (transferred from Post Office Department) ....	375 00	
T. Conran .....	Newspaper Sorter, from 1st September, 1876 (transferred from Money Order Office) .....	416 66	
S. Saunders .....	Superintendent Letter Carrier .....	600 00	
J. Fitzgerald .....	Letter Carrier .....	560 00	
J. Wilson .....	do .....	560 00	
E. Carroll .....	do .....	560 00	
H. L. Laurillard .....	do .....	480 00	
J. Maher .....	do .....	440 00	
J. O'Mally .....	do .....	440 00	
E. Miller .....	do .....	440 00	
P. Mullanay .....	do .....	400 00	
J. Swales .....	Letter Collector .....	420 00	
J. Wood .....	do .....	410 00	
D. Silverthorne .....	Messenger .....	480 00	
W. Parker .....	Temporary Clerk, from 1st December, 1876 .....	233 33	
E. Delaney .....	do from 16th December, 1876 .....	217 20	
G. O. Mitchell .....	do do .....	217 20	
R. Myers .....	Temporary Letter Collector, from 30th January to 8th February, and from 13th March to 15th April, 1877 .....	49 60	
	Letter Carriers' Uniform Allowances .....	500 00	
	Total .....		21,285 17
			\$38,709 25

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTRED,  
Accountant.



## REPORT No 3, C.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts	\$ cts.
Acadia Mines.....	1,564 45	342 60		40 00
Addington Forks.....	12 38	10 00		
Advocate Harbor.....	180 45	92 00		
Afton.....	20 57	14 00		
Albert Bridge.....	10 95	10 00		
Alder River.....	1 92	10 00		
Alexander (from 1st July, 1876).....	7 50	7 50		
Alma.....	39 21	30 00		
Amherst (*including arrears).....	2,573 68	*1,029 17	*162 50	160 00
Amherst Point (5 Quarters).....	12 25	12 50		
Annapolis.....	1,376 02	430 00	200 00	65 00
Antigonishe.....	1,255 32	536 00		60 00
Antigonishe Harbour.....	5 69	10 00		
Antigonishe Harbor (South Side).....	2 44	10 00		
Antrim.....	8 27	10 00		
Apple River (5 Quarters).....	24 97	12 50		
Arcadia.....	72 76	29 10		
Argyle.....	38 09	28 00		
Aricbat.....	708 90	418 00		40 00
Arisaig.....	19 79	12 00		
Arnold.....	5 81	10 00		
Ashdale.....	0 03	10 00		
Ankilton.....	10 90	10 00		
Aspey Bay (5 Quarters).....	12 00	12 50		
Athol.....	159 54	80 00	120 00	
Avondale.....	21 89	10 00		
Avonport.....	152 00	22 60		
Avonport Station *including arrears).....	714 81	*360 49		
Aylesford.....	299 87	190 00		
Back Lands.....	0 63	10 00		
Baddeck.....	431 87	324 00	60 00	
Baddeck Bay.....	11 14	10 00		
Baddeck Bridge (5 Quarters).....	2 63	12 50		
Bailey's Brook.....	34 52	20 00		
Barney's River.....	79 93	61 00		
Barrington.....	501 54	424 00		40 00
Barrios Beach.....	10 00	10 00		
Barronsfield (5 Quarters).....	17 58	12 50		
Bar Settlement.....	10 58	10 00		
Basin of River Inhabitants.....	9 46	10 00		
Bass River.....	73 56	26 00		
Baxter's Harbor.....	9 27	10 00		
Bayfield.....	54 68	26 00		
Bay St. Lawrence.....	10 19	10 00		
Bear Point.....	18 60	10 00		
Bear River (West Side).....	479 42	204 00		
Beaver Bank (5 Quarters).....	21 87	12 50		
Beaver Cove.....	13 23	10 00		
Beaver River (3 Quarter).....	14 99	13 34		
Beaver River Corner.....	102 49	56 00		
Bedford Basin.....	187 10	34 00		
Beech Hill.....	2 76	10 00		

REPORT No. 3, C—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Light, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Belleisle.....	46 00	10 00		
Belleveaux Cove.....	42 74	12 00		
Benacadie.....	13 92	10 00		
Berwick.....	270 08	190 00		
Berwick Station.....	216 44	10 00		
Big Bank.....	10 00	10 00		
Big Bras d'Or.....	89 32	25 20		
Big Brook (5 Quarters).....		12 50		
Big Harbour.....	80 72	10 00		
Big Intervale Margaree).....	8 93	10 00		
Big Island.....	4 05	10 50		
Big Loraine.....	8 98	10 00		
Big Pond (3 Quarters).....	12 85	7 50		
Big Port'le Bear (5 Quarters).....	1 62	12 50		
Big Tracadie.....	47 85	10 00		
Bill Town.....	175 96	26 00		
Black Brook.....	10 50	10 00		
Black Point.....	12 59	10 00		
Black River.....	1 52	10 00		
Black Rock.....	2 00	10 00		
Blanchard Road.....	0 50	10 00		
Blandford.....	21 81	10 00		
Block House.....	12 00	10 00		
Blue Mountain.....	3 00	12 00		
Blue's Mills.....	7 15	10 00		
Boisdale Chapel (5 Quarters).....	7 78	12 50		
Boom.....	5 94	10 00		
Boulardarie.....	87 53	87 00		
Boulardarie, Black Lands.....	12 30	10 00		
Boylston.....	43 91	14 00		
Bridgeport (5 Quarters).....	44 68	17 50		
Bridgetown.....	968 41	380 00		40 00
Bridgeville.....	27 27	12 00		
Bridgewater.....	1,077 69	504 00		60 00
Broad Cove Chapel.....	25 00	10 00		
Broad Cove, Intervale.....	68 65	18 00		
Broad Cove, Lunenburg (5 Quarters).....	13 41	12 50		
Broad Cove, Marsh.....	33 00	18 00		
Brookfield, Colchester.....	158 07	60 00	48 00	
Brookfield, Queen's.....	52 46	32 00		
Brookland.....	20 53	10 00		
Brooklyn.....	118 42	31 00		
Brookvale.....	19 96	12 00		
Brook Village.....	16 00	10 00		
Brookville, Cumberland.....	17 08	10 00		
Brookville, Pictou.....		10 00		
Brown's Brook.....	5 00	10 00		
Brown's Mountain (from 1st October, 1876).....	0 75	5 00		
Brulé (late Point Brulé).....	54 30	24 00		
Bucklaw.....	6 50	10 00		
Buckley's.....	30 03	18 00		
Burlington.....	1 00	10 00		
Burntcoat.....	4 97	10 00		
Caledonia Corner.....	199 90	92 00		
Caledonia Mills.....	8 86	10 00		
Caledonia Mines (from 1st August, 1876).....	32 63	6 67		
Caledonia, St. Mary's (5 Quarters).....	8 76	12 50		

REPORT NO. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cambridge.....	6 90	10 00		
Cambridge Station.....	43 50	10 00		
Canada.....	15 56	10 00		
Canada Creek.....	16 00	16 00		
Canning.....	659 16	338 00		40 00
Cannonville.....	25 36	20 00		
Canso.....	336 54	130 00		
Cape George.....	38 67	34 00		
Cape George, North Side.....	10 96	10 00		
Cape John.....	4 30	10 00		
Cape Mabou.....	3 00	10 00		
Cape Negro (a W. O., to 28th February, 1877).....	6 66	1 00		
Cape North.....	53 99	10 00		
Cape Sable Island.....	84 13	38 00		
Cariboo Cove.....	14 00	14 00		
Cariboo Marsh.....	3 54	10 00		
Cariboo River.....	26 35	10 00		
Cazilton (including arrears).....	23 85	12 50		
Carroll's Corners (6 Quarters).....		15 00		
Catalone.....	24 75	16 00		
Cedar Lake.....	7 08	10 00		
Central Chebogue.....	20 11	14 00		
Central Clarence (late Nichol's Corner).....	16 90	10 00		
Central New Annan.....	4 96	10 00		
Central Onslow.....	11 75	10 00		
Centreville, Digby.....	66 90	25 56		
Centreville, Kings.....	57 89	16 00		
Charles Cove (5 Quarters).....	11 91	12 50		
Cheggogin (5 Quarters).....	32 90	12 50		
Chelsea.....	29 00	10 00		
Chealey's Corners.....	33 91	20 00		
Chester.....	301 69	164 00		
Chester Basin.....	33 03	16 00		
Chester Grant.....	7 50	10 00		
Cheticamp.....	52 95	22 00		
Cheverie.....	144 04	38 00		
Chezetcook.....	9 96	10 00		
Chigonaise River.....	37 58	22 00		
Chimney Corner.....	1 45	10 00		
Chipman's Brook.....	7 13	10 00		
Chipman's Corners (5 Quarters).....		12 50		
Christmas Island.....	25 83	26 00		
Churchstreet.....	34 65	28 00		
Churchville.....	28 37	16 00		
Chute's Cove.....	0 03	10 00		
Clam Harbour.....	11 52	10 00		
Clare.....	39 06	18 00		
Claremont.....		10 00		
Clarke's Harbour.....	103 81	42 00		
Clementsport.....	179 92	138 00		
Clementsvale.....	17 54	10 00		
Clyde River.....	113 83	44 87		
Cogmagun River.....	12 00	10 00		
Gold Brook Station.....	128 26	16 00		
Cole Harbour.....	9 52	10 00		
Concord.....	3 40	10 00		
Condon Settlement (5 Quarters).....	6 22	12 50		
Conquerall Bank (5 Quarters).....	40 57	17 50		

REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cook's Brook (5 Quarters) .....	14 00	12 50		
Cook's Cove .....	10 79	10 00		
Cow Bay .....	377 01	240 00		
Coxheath .....	12 25	10 00		
Cross Roads, Country Harbour .....	32 25	58 00		
Cross Roads, Middle Melford .....	13 91	10 00		
Cross Roads, Ohio .....	9 86	10 00		
Cross Roads, St. George's Channel .....	5 60	10 00		
Crowell .....	80 32	30 69		
Crow Harbour .....	13 76	14 00		
Culloden .....	1 01	10 00		
Dalhousie, East .....	6 64	10 00		
Dalhousie Road .....	17 32	10 00		
Dalhousie Settlement .....	8 33	10 00		
Dartmouth .....	792 12	467 76		60 00
Davison Street .....	4 19	10 00		
Dean (3 Quarters) .....	9 85	7 50		
Debert Station .....	108 78	42 00	100 00	
Debert Village .....	25 92	10 00		
Deep Brook .....	49 65	30 00		
Deerfield .....	24 00	14 00		
Dempsey's Corner .....	9 33	10 00		
Densmore's Mills .....	22 91	10 00		
Digby .....	1,569 60	568 00	160 00	60 00
Discouse .....	32 98	30 00		
Doctor's Brook .....	2 99	10 00		
Doctor's Cove .....	37 87	14 89		
Dover, West .....	25 24	10 00		
Dublin Shore .....	30 48	10 00		
Duncan .....	9 50	10 00		
Durham .....	109 53	97 00		
Earlton .....	25 81	20 00		
East Bay (*including arrears) .....	57 63	20 00	*15 00	
East Bay, North Side .....	11 47	10 00		
East Chebogue .....	5 54	10 00		
East Folly Mountain (from 1st October, 1876) .....	17 37	5 00		
Eastern Harbour .....	45 17	11 00		
East Jeddore .....	11 54	10 00		
East Margaree (from 1st March, 1877) .....	1 20	0 84		
East New Annan .....	39 99	34 00		
East Port Medway .....	29 00	12 00		
East River, St. Mary's .....	23 02	20 00		
East Side of Chezzetcook .....	3 24	10 00		
East Side of Pubnico Harbour .....	1 37	24 00		
East Side of Ragged Island (5 Quarters) .....	8 43	12 50		
East Side of West Branch East River of Pictou .....	3 00	10 00		
Eastville .....	13 50	12 00		
Economy .....	299 25	212 00		
El Brook .....	32 18	10 00		
El Creek .....	5 35	10 00		
El Lake (2 Quarters) .....	3 58	5 00		
Elig Mountain .....	2 18	10 00		
Eilershouse (from 1st June, 1876) .....	152 96	53 25		
Elmsdale .....	157 53	52 00		
Emerald .....	4 00	5 00		
Enfield .....	109 68	48 00		

REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
English Corner.....	15 57	10 00		
English Town.....	103 12	108 00		
Enon.....	25 57	10 00		
Erinville.....	5 25	10 00		
Hakasoni.....	10 56	10 00		
Ktna.....	5 00	10 00		
Factory Dale.....	11 05	10 00		
Falmouth.....	10 63	12 00		
Falmouth, Windsor Bridge.....	79 62	48 00		
Fenwick (3 Quarters).....	0 03	7 50		
Five Islands.....	179 92	98 00		
Five Mile River.....	19 85	10 00		
Fletcher's Station (5 Quarters).....	18 50	12 50		
Folly Lake.....		36 00		
Folly Mountain.....	37 71	74 00		
Folly River.....	10 00	10 00		
Forbes.....	10 03	10 00		
Forks, Baddeck.....	8 55	10 00		
Forrestal's.....	17 87	24 00		
Fortie's Settlement.....	10 00	10 00		
Foster's.....	5 43	10 00		
Fourchie.....	32 83	10 00		
Fox Harbour.....	6 52	10 00		
Fox River.....	17 92	10 00		
Framboise (5 Quarters).....	10 77	12 50		
Fraser's Grant.....	1 26	10 00		
French River.....	13 00	12 00		
French Vale.....	5 29	10 00		
French Village (late St. Margaret's Bay).....	125 46	62 00		
Gaberouse.....	56 71	22 00		
Gardiner Mines (5 Quarters).....	29 32	12 50		
Gaspereaux.....	40 93	16 00		
Gavelton (from 1st October, 1876).....	2 28	5 00		
Gay's River.....	54 60	21 74		
Gay's River Road.....	25 00	10 00		
George's River.....	6 06	10 00		
Getson's Point.....	64 45	16 00		
Giant's Lake.....	2 16	10 00		
Gilbert Cove (5 Quarters).....	6 00	12 50		
Gillies Lake.....	9 20	10 00		
Gillies Point.....	1 37	10 00		
Glen.....	3 00	10 00		
Glen Alpine.....	4 00	10 00		
Glendale (3 Quarters).....	13 00	7 50		
Glenelg.....	32 62	63 00		
Glenegarry Station.....	64 36	54 00		
Glen Margaret (3 Quarters).....	40 38	10 50		
Glen Road.....	10 84	10 00		
Glenashee.....	1 00	10 00		
Glenwood.....	35 64	10 00		
Goldenville.....	192 44	72 00		
Gold River.....	15 40	10 00		
Goose River.....	69 34	38 00		
Gore Bay.....	56 63	18 00		
Goshen, Antigonishe.....	14 44	10 00		

REPORT NO. 3, C.—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Goshen, Colchester.....	10 67	10 00		
Grafton.....	45 42	10 00		
Grand Anse.....	6 00	10 00		
Grand Etang (3 Quarters).....	13 09	7 50		
Grandigue Ferry.....	14 12	26 00		
Grand Mira, North.....	6 28	10 00		
Grand Mira, South.....	5 34	10 00		
Grand Narrows.....	76 92	30 72		
Grand River.....	44 30	40 00		
Granton (from 1st June, 1876).....	14 33	8 33		
Granville Ferry.....	439 71	160 00		
Great Village.....	540 07	220 00		
Greenfield.....	9 81	10 00		
Greenfield, St. Mary's.....	5 00	10 00		
Green Hill.....	27 98	10 00		
Green's Creek.....	6 49	10 00		
Greenville.....	86 48	24 00		
Greenville Station.....	88 91	36 24	100 00	
Greenwood.....	5 81	10 00		
Grosses Coques (3 Quarters).....	26 69	7 50		
Grosvenot.....	6 45	10 00		
Groves Point.....	20 95	10 00		
Gulf Shore (5 Quarters).....		15 00		
Gunning Cove.....	20 60	20 00		
Guysborough.....	664 37	512 05		60 00
Guysborough Intervale.....	21 02	24 00		
Hackett's Cove (5 Quarters).....	15 81	12 50		
Hainsville.....	6 10	10 00		
Half Island Cove.....	21 40	10 00		
Halfway Brook.....	9 54	10 00		
Halfway Cove.....	9 95	10 00		
Halfway River.....	14 00	16 00		
Halifax (Salaries and expenses entered elsewhere).....	34,802 76			
Hallowell Grant (from 1st October, 1876).....	1 05	5 00		
Hall's Harbour.....	31 54	18 00		
Hantsport.....	471 04	234 00		
Harbour au Bouche.....	105 84	48 00		
Harbour Road (2 Quarters).....		5 00		
Harbourville.....	45 00	20 00		
Hardwood Lands.....		10 00		
Harmony.....	2 08	10 00		
Harrigan Cove.....	17 24	10 00		
Hartford.....	9 77	10 00	89 79	
Hastings.....	0 24	10 00		
Havelock (5 Quarters).....	14 10	12 50		
Hay's River.....	12 00	10 00		
Head of Amherst.....	14 88	12 00		
Head of Jeddore.....	19 65	10 00		
Head of Jordan River.....	171 75	18 00		
Head of St. Margaret's Bay.....	151 26	32 00		
Head of St. Mary's Bay.....	57 66	9 17		
Head of South River Lake.....	18 87	10 00		
Head of Tatamagouche Bay.....	69 84	14 00		
Head of Wallace Bay.....	24 40	14 00		
Head of Wallace Bay, North Side.....	5 61	10 00		
Hebb's Cross (5 Quarters).....	7 17	12 50		
Hebron.....	311 48	190 00		

REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Henderson Settlement.....	7 55	10 00		
Herring Cove.....	6 49	10 00		
Highfield.....	15 60	10 00		
Highland Village.....	17 52	10 00		
Hillsborough.....	16 15	16 00		
Hillside.....	39 10	10 00		
Hodson.....	8 02	10 00		
Hopewell.....	262 45	104 65		
Hornsey.....	6 40	10 00		
Horton Landing (*including arrears).....	109 46	*22 50		
Hubbard's Cove.....	123 07	48 97		
Hunter's Mountain.....	10 00	10 00		
Hunt's Point.....	16 54	10 00		
Indian Brook.....	5 61	10 00		
Indian Harbour, Halifax.....	35 17	14 00		
Indian Harbour, Guysborough.....	32 06	12 00		
Indian Point.....	2 00	10 00		
Indian Road.....	7 78	10 00		
Ingonish.....	65 01	16 00		
Ingram River.....	29 51	10 00		
Irish Cove.....	19 03	10 00		
Isaac's Harbour.....	87 79	34 55		
Isaac's Harbour, East Side.....	32 64	10 00		
Jackson.....	15 55	10 00		
Jackson Road.....	7 36	10 00		
Jacksonville.....	24 68	10 00		
James River.....	6 17	10 00		
Jeddore.....	4 30	10 00		
Joggin Mines.....	151 18	32 00		
Jordan Bay.....	14 63	10 00		
Judique.....	25 00	20 00		
Kelly's Cove.....	9 71	10 00		
Kempt.....	39 70	14 00		
Kempt Bridge (a W. O. to 30th Sept., 1876).....	5 59	5 00		
Kempt Head.....	10 00	10 00		
Kempt Road.....	13 87	10 00		
Kempt Town.....	17 79	10 00		
Kennetcook.....	99 24	39 59		
Kentville.....	1,549 08	814 00		120 00
Keppoch.....	2 00	10 00		
Kerrowgare.....	15 13	10 00		
Ketch Harbour.....	9 60	10 00		
Kewstoke.....	5 01	10 00		
Kilkenny Lake (from 1st January, 1877).....	3 10	2 50		
Kingsbury (3 Quarters).....		7 50		
Kingsport.....	118 77	47 18		
Kingston Station (late Niely Road).....	172 52	72 00		
Kingston Village.....	24 34	10 50		
Kinman's Corner's (*including arrears).....	39 64	*22 50		
Kirkhill.....	3 13	10 00		
Kolbeck.....	1 33	10 00		
La Have Cross Roads.....	20 30	12 00		
La Have River.....	22 45	10 00		
Lake Ainslie, West Side.....	2 60	10 00		

REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lake Ainslie, East Side.....		14 00		
Lake Ainslie, South Side.....	10 50	10 00		
Lake George, Kings.....	15 43	10 00		
Lake George, Yarmouth.....	1 32	10 00		
Lakelands.....	10 00	10 00		
Lake Law.....	4 01	10 00		
Lake Paul.....	5 85	10 00		
Lake Road.....	2 00	10 00		
Lakevale.....	3 50	10 00		
Lakeville.....	73 46	16 00		
Langilles.....	3 00	10 00		
Lantz.....	8 20	10 00		
L'Ardoise.....	16 80	12 00		
Larry's River.....	9 15	10 00		
Lattie's Brook.....	11 14	10 00		
Lawrencetown, Annapolis.....	241 51	282 00		
Leicester.....	8 00	10 00		
Leitch's Creek Bridge (3 Quarters).....	4 71	7 50		
Lennox Ferry.....	7 02	10 00		
Lewis Bay.....	4 43	10 00		
Lewis Head.....	30 59	12 00		
Lime Rock.....	16 88	10 00		
Lingan.....	97 59	94 00		
Liscombe.....	36 19	10 00		
Liscombe Mills.....	25 39	10 00		
Little Bass River.....	38 34	10 00		
Little Bras d'Or.....	68 55	30 00		
Little Glace Bay.....	291 07	198 00		
Little Harbour.....	26 66	14 00		
Little Judique.....	13 59	10 00		
Little Lorraine.....	7 76	10 00		
Little Narrows.....	10 44	10 00		
Little River, Cumberland.....	10 50	10 00		
Little River, Digby.....	29 28	18 00		
Little River, Middle Musquodoboit.....	48 82	28 00		
Little Tracadie.....	20 27	20 00		
Littlewood (3 Quarters).....	11 72	7 50		
Liverpool.....	1,860 55	714 00		120 00
Lochaber.....	28 66	18 00		
Lockhartville.....	79 01	20 00		
Loch Lomond.....	10 94	10 00		
Lochside.....	26 05	12 00		
Lockeport.....	513 35	185 35		
Loganville.....	32 00	22 00		
Londonderry.....	190 15	168 00		
Londonderry Station.....	217 25	86 54	80 00	
Long Island.....	144 08	64 00		
Long Point.....	29 52	18 00		
Lorway Mines.....	219 24	87 51		
Louisburg.....	84 90	24 00		
Lower Argyle.....	69 13	26 00		
Lower Barney's River.....	31 15	22 00		
Lower Caledonia (late New Caledonia, 5 Quarters).....	11 50	12 50		
Lower Canard.....	157 39	58 00		
Lower Cove.....	47 91	14 00		
Lower East Pubnico.....	16 09	10 00		
Lower Economy.....	37 55	10 00		
Lower Granville.....	50 27	12 00		



REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lower Horton.....	147 02	104 00		
Lower La Have.....	11 62	12 00		
Lower L'Ardoise.....	93 89	34 00		
Lower Maccan.....	10 93	10 00		
Lower Pereaux.....	30 62	10 00		
Lower Prospect.....	11 00	9 17		
Lower River Inhabitants.....	6 13	10 00		
Lower Selmah.....	15 65	14 00		
Lower Settlement, Middle River.....	7 10	10 00		
Lower Settlement, South River.....	12 69	10 00		
Lower Ship Harbour (a W. O. to 30th Sept., 1876).....		5 00		
Lower Stewiacke.....	250 68	100 00		
Lower Wentworth.....	27 31	10 00		
Lower West Pubnico.....	10 92	10 00		
Lower Wood Harbour.....	32 07	10 00		
Low Point.....	23 99	16 00		
Lunenburg.....	653 79	242 00		
Lynn.....	5 65	10 00		
McAdam's Lake.....	5 56	10 00		
McArras Brook (3 Quarters).....	5 00	7 50		
McAulay's.....	8 85	10 00		
McKay's Point.....	1 86	10 00		
McKinnon's Harbour.....	11 10	10 00		
McLellan's Brook.....	3 00	10 00		
McLellan's Mountain.....	3 00	10 00		
McPherson's Ferry.....	8 47	10 00		
Mabou (1 Quarter).....	187 24	188 00	*17 50	
Mabou Coal Mines.....	7 82	10 00		
Maccan.....	178 98	206 00		
Maccan Mountain (5 Quarters).....	10 18	12 50		
Mahone Bay.....	314 96	158 00		
Mainadieu.....	64 91	22 00		
Maitland, Hants.....	545 02	356 00		
Maitland, Annapolis.....	24 00	10 00		
Maitland, Yarmouth.....	90 46	50 00		
Malagash.....	4 73	10 00		
Malagawatch.....	13 77	12 00		
Malignant Cove.....	1 50	10 00		
Marble Mountain.....	10 00	10 00		
Margaree Forks.....	117 50	86 00		
Margaree Harbour.....	69 69	20 00		
Margaretsville.....	60 02	32 00		
Marie Joseph.....	45 49	16 00		
Marion Bridge.....	10 00	10 00		
Marriott's Cove.....	17 94	10 00		
Marsh.....	5 69	10 00		
Marshall's Cove.....	39 26	14 00		
Marshall's Town.....	18 60	12 00		
Marshy Hope.....	3 00	10 00		
Martin's Point.....	6 92	10 00		
Martin's River.....	8 36	10 00		
Marydale.....	1 38	10 00		
Maryvale.....	2 37	10 00		
Mast Town.....	18 00	12 00		
Matheson.....	1 16	10 00		

REPORT NO. 3, C.—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Medford.....	9 92	10 00		
Melrose.....	97 62	98 00		
Melvorn Square.....	78 22	30 90		
Merigonishe.....	48 03	24 00		
Metaghan.....	44 63	32 00		
Metaghan River.....	54 56	34 00		
Middleboro'.....	35 12	14 00		
Middle Clyde River.....	7 42	10 00		
Middlefield.....	12 00	10 00		
Middle La Have Ferry.....	8 66	10 00		
Middle Manchester (5 Quarters).....		12 50		
Middle Musquodoboit.....	205 12	98 00		
Middle Ohio.....	9 71	10 00		
Middle Pereaux.....	13 21	10 00		
Middle River, Pictou.....	10 96	10 00		
Middle River, Victoria.....	8 59	12 00		
Middle Section of N. E. Margaree.....	28 47	10 00		
Middle Settlement of Barney's River.....	3 11	10 00		
Middle Settlement of South River.....	7 36	10 00		
Middle Stewiacke.....	47 53	14 00		
Middleton.....	479 71	132 00		
Middletown (from 1st October, 1876).....	4 44	5 00		
Milford.....	7 56	10 00		
Milford Haven Bridge (5 Quarters).....	11 75	12 50		
Milford Station.....	68 91	24 00		
Mill Brook.....	17 12	14 00		
Mill Cove.....	8 50	10 00		
Miller's Creek.....	31 17	12 00		
Millsville.....	10 68	10 00		
Mill Village.....	242 80	110 00		
Millville.....	11 36	10 00		
Milton.....	329 23	218 00		
Minudie (5 Quarters).....	72 85	37 50		
Mira Gut.....	9 90	10 00		
Montague Gold Mines.....	3 16	20 00		
Moose Brook.....	15 64	10 00		
Moose River.....	4 95	10 00		
Morden.....	31 83	16 00		
Morristown, Antigonishe.....	5 87	10 00		
Morristown, Kings.....	2 40	10 00		
Morton's Corners.....	2 25	10 00		
Mortonville (4 Quarters to 31st December, 1876).....		10 00		
Mosherville.....	9 88	10 00		
Mossman's Grant.....	6 00	10 00		
Mount Denison.....	29 05	10 00		
Mount Hanly.....	39 00	14 00		
Mount Pleasant.....	6 00	10 00		
Mount Thom Settlement.....	13 03	61 00		
Mount Uniacke.....	193 61	190 00		
Mull River.....	5 24	10 00		
Musquodoboit Harbour.....	99 11	34 00		
Nappan.....	52 37	12 00		
Nappan Station.....	53 19	10 00		
New Albany.....	72 11	23 00		
New Boston (from 1st January, 1877).....	3 00	2 50		
New Bridge.....	13 00	12 00		

REPORT NO. 3, C.—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
New Campbellton.....	113 09	22 00		
New Canada.....	0 51	10 00		
Newcomb Corner.....	12 54	10 00		
New Cornwall.....	2 29	10 00		
New Gairloch.....	9 00	10 00		
New Germany.....	36 77	16 00		
New Glasgow (*2 Quarters).....	2,306 19	942 00	*50 00	120 00
New Harbour.....	12 48	10 00		
New Larig.....	12 51	12 00		
New Minas.....	15 14	14 00		
Newport.....	336 88	384 00		40 00
Newport Corner.....	11 67	24 00		
Newport Landing.....	142 55	60 00		
Newport Station.....	62 96	26 00	60 00	
New Ross.....	57 48	32 00		
New Ross Road.....		10 00		
Newton Mills (5 Quarters).....	1 31	12 50		
New Town.....	12 99	10 00		
New Tusket.....	5 13	10 00		
Nictaux Falls.....	101 81	24 00		
Nine Mile River.....	29 42	12 00		
Noel.....	91 77	35 00		
Noel Shore.....	15 74	10 00		
North Alton.....		10 00		
North Brookfield.....	28 28	10 00		
North East Branch Margaree.....	11 48	12 00		
North East Harbour.....	54 19	28 00		
North Mountain.....	3 00	10 00		
North Range Corner.....	6 64	10 00		
North River.....	21 17	9 50		
North River Bridge, Colchester.....	8 58	18 00		
North River Bridge, Victoria.....	18 60	10 00		
North Salem (5 Quarters).....	2 49	12 50		
North Section of Earltown.....	20 17	10 00		
North Shore, Cumberland.....	13 03	12 00		
North Shore, Victoria 5 Quarters).....		12 50		
North Side of Basin, River Dennis.....	10 00	10 00		
North Sydney.....	839 72	358 00		40 00
North-West Arm.....	21 89	28 00		
North West Cove.....		10 00		
Oak Park.....	12 11	10 00		
Ogilvie.....	7 00	10 00		
Ohio.....	8 50	10 00		
Old Barns.....	49 78	20 00		
Onslow.....	17 22	18 00		
Outlet of Lake Ainslie.....	19 00	10 00		
Owl's Head Harbour.....	6 31	10 00		
Oxford.....	370 38	102 00		
Oyster Ponds.....	10 00	10 00		
Palmer's Road.....	63 68	24 00		
Paradise Lane.....	152 82	64 00		
Park's Creek.....	4 47	10 00		
Parrsborough (*1 Quarter).....	708 16	326 00	*10 00	40 00
Parrsborough Shore.....	3 23	10 00		
Partridge Island.....	2 50	10 00		
Peggy's Cove (5 Quarters).....	13 64	12 50		

REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Petite de Grat .....	12 36	10 00		
Petit Passage .....	51 90	16 00		
Petite Rivière Bridge .....	67 60	24 00		
Pictou.....	3,126 75	984 00		160 00
Pictou Landing .....	79 26	10 00		
Piedmont Valley.....	8 35	10 00		
Pirate Harbour .....	80 15	43 00		
Plainfield .....	9 65	10 00		
Pleasant Bay .....	7 12	10 00		
Pleasant Lake.....		10 00		
Pleasant Point.....	17 49	10 00		
Pleasant River.....	14 40	10 00		
Pleasant Valley, Digby (*including arrears).....	4 13	*12 50		
Pleasant Valley, Pictou.....	19 03	10 00		
Plymouth (3 Quarters).....	7 83	7 50		
Point Clear.....	9 50	10 00		
Point of Cape (5 Quarters) .....	2 08	12 50		
Pomquet Chapel.....	19 41	10 00		
Pomquet Forks.....	46 15	26 00		
Ponds (*including arrears).....	22 35	*12 50		
Poplar Hill.....	13 54	10 00		
Port Acadie.....	71 08	37 00		
Portapique.....	54 45	20 00		
Portapique Mountain.....	20 19	10 00		
Port Beckerton .....	23 35	10 00		
Port Caledonia.....	59 87	38 00		
Port Clyde.....	41 47	10 00		
Porter's Lake.....	7 96	12 00		
Port George.....	60 64	26 00		
Port Greville.....	53 12	29 00		
Port Hastings (*including arrears).....	395 35	446 00		*50 00
Port Hawkesbury.....	362 53	154 00	160 00	
Port Hood (*including arrears).....	332 70	*185 50		
Port Hood Island .....	28 70	20 00		
Port La Tour.....	149 84	48 00		
Port Matoon.....	56 02	30 00		
Port Medway.....	266 64	130 00		
Port Mulgrave.....	227 93	186 00		
Port Philip.....	26 95	14 00		
Port Richmond.....	4 00	20 00		
Port Royal.....	0 28	12 00		
Port Williams.....	363 19	56 00		
Port Williams Station.....	133 84	171 00	105 00	
Preston Road.....	11 84	10 00		
Princeport.....	18 00	10 00		
Princeville.....	22 08	10 00		
Prospect.....	93 90	25 00		
Pubnico Beach.....	11 25	10 00		
Pubnico Harbour.....	65 47	30 00		
Pugwash.....	576 79	318 00		
Pugwash River.....	18 50	10 00		
Queensville.....	8 64	10 00		
Ragged Head.....	7 57	10 00		
Ragged Island (4 Quarters, to 31st Dec., 1876).....	11 72	10 00		
Rawdon.....	34 96	14 00		
Rear of Black River.....	11 50	10 00		

REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light,
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Rear Judique.....	5 90	10 00		
Rear Lands, Sporting Mountain.....	10 53	10 00		
Red Islands.....	16 70	14 00		
Reserve Mines.....	40 00	17 40		
Reynardton (from 1st October, 1876).....	0 48	5 00		
Rhodes.....	15 09	12 00		
Richmond Terminus.....	164 72	62 00		
River Bourgeoise.....	60 65	12 00		
River Dennis.....	7 43	16 00		
River Dennis Road.....	2 60	10 00		
River Hebert.....	118 10	34 00		
River Inhabitants Bridge.....	27 04	10 00		
River John.....	373 39	158 00		
River Philip.....	127 19	116 00		
Riversdale.....	54 23	10 00		
Riverside (closed 31st July, 1876).....	2 88	3 34		
Roachvale 3 Quarters.....	3 00	7 50		
Rocklin.....	24 00	10 00		
Rockly.....	9 21	10 00		
Rockville.....	29 19	16 00		
Rockwell Settlement.....	23 11	10 00		
Roman's Valley.....	5 00	10 00		
Roseway.....	16 23	12 00		
Roslin.....	5 22	10 00		
Ross Corner.....	8 24	10 00		
Roseway.....	7 63	12 00		
Round Hill.....	192 33	26 00		
Round Island.....	1 81	10 00		
St. Andrews, Antigonishe.....	76 62	68 00		
St. Andrews, Colchester.....	22 15	10 00		
St. Ann's.....	15 50	10 00		
St. Croix.....	100 77	18 00		
St. Esprit.....	4 24	10 00		
St. George's Channel.....	5 38	10 00		
St. Mary's Bay.....	45 64	20 00		
St. Patrick's Channel.....	7 00	10 00		
St. Paul's.....		10 00		
St. Peter's (5 Quarters).....	483 76	322 50		
Salem.....	10 86	10 00		
Salmon River, Cape Breton.....	5 93	10 00		
Salmon River, Digby.....	20 50	12 00		
Salmon River, Guysboro' (*5 Quarters).....	9 53	*15 00		
Salmon River, Halifax.....	26 94	20 00		
Salmon River, Lake Settlement.....	10 26	10 00		
Salt Springs (3 Quarters).....	57 00	22 80		
Sambro (*2 Quarters).....	22 46	*5 00		
Sand Beach.....	14 73	10 00		
Sand Point.....	5 58	14 00		
Sandy Beaches.....	7 44	10 00		
Sandy Cove.....	102 61	68 00		
Sandy Point.....	24 50	10 00		
Saulnierville.....	77 09	28 00		
Saw Mill Creek.....	38 14	16 00		
Scotch Village.....	46 37	17 00		
Scotsburn.....	57 58	25 07		
Scott's Bay.....	57 89	24 00		
Selma.....	77 00	23 00		

REPORT NO. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	cts.	\$ cts.	\$ cts.	\$ cts.
Shag Harbour.....	39 69	16 00		
Sheet Harbour.....	252 83	150 00		
Sheffield Mills.....	73 29	42 00		
Shelburne.....	780 09	404 00		40 00
Sherbrooke.....	365 03	332 00		40 00
Shinemicas Bridge.....	44 00	20 00		
Ship Harbour.....	64 59	22 00		
Ship Harbour Lake.....	28 21	12 00		
Short Beach.....	28 25	12 00		
Shubenacadie.....	308 52	234 00		
Shulie.....	54 32	26 00		
Shunacadie.....	0 03	10 00		
Sight Point.....	2 50	10 00		
Six Mile Brook.....	17 00	10 00		
Six Mile Road.....	10 15	10 00		
Skir Dhu.....		10 00		
Sky Glen.....	8 00	10 00		
Sluice Point.....	12 23	10 00		
Smith's Cove.....	73 54	20 00		
Soldier's Cove.....	6 00	10 00		
Somerset.....	112 80	60 00		
Sonora.....	52 24	10 00		
Southampton.....	90 63	10 00		
South Bar of Sydney River.....	16 40	10 00		
South Bay.....	18 51	10 00		
South Branch.....	21 44	10 00		
South Cove.....	9 23	10 00		
South East Passage (*5 Quarters.....	4 53	*12 50		
South End of Lochaber (from 1st October, 1876).....	8 26	5 00		
South Gut of St. Ann's (5 Quarters).....	51 08	22 50		
South Head of Cow Bay (from 1st July, 1876).....	3 69	7 50		
South McLellan's Mountain (3 Quarters).....	0 75	7 50		
South Maitland.....	91 76	48 00		
South Ohio.....	35 79	10 00		
South Range.....	9 53	10 00		
South Rawdon.....	323 41	140 00		
South Side Basin of River Dennis.....	17 31	10 00		
South Side of Boulardarie.....	10 50	10 00		
South Side of Whycomagh Bay.....	13 30	10 00		
South West Mabou.....	11 00	10 00		
South West Margaree (late South Side of West Margaree.....	25 24	10 00		
Spa Springs.....	13 03	16 00		
Speitches' Cove.....	65 78	30 00		
Spencer's Island.....	52 44	10 00		
Springfield.....	28 75	10 00		
Spring Hill.....		10 00		
Spring Hill Mines.....	497 30	144 18		
Springville.....	53 15	28 00		
Spry Bay.....	30 35	14 00		
Steam Mill Village.....	19 15	10 00		
Steep Creek.....	41 51	30 00		
Stellarton.....	920 14	290 00		
Stewiacke Cross Roads.....	81 81	24 00		
Still Water.....	11 82	10 00		
Stoddarts.....	7 88	16 00		
Stormont.....	16 18	10 00		
Stronach Mountain.....	12 10	10 00		

REPORT No. 3, C.—Detail of Revenue Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Summerville, Pictou.....		10 00		
Summerville, Hants.....	147 43	58 00		
Sunnybrae (late Fraser's Mills).....	43 04	18 00		
Sutherland's Mills.....	9 01	10 00		
Sutherland's River.....	21 00	14 00		
Sydney.....	1,178 28	564 00	200 00	60 00
Sydney Forks.....	10 89	10 00		
Sydney Mines.....	204 99½	100 00		
Tancook Island.....	12 50	10 00		
Tangier.....	182 50	166 00		
Tatamagouche.....	317 51	204 00		
Tatamagouche Mountain.....	12 40	10 00		
Tenecape.....	12 64	10 00		
Terence Bay.....	10 65	10 00		
The Falls.....	19 60	10 00		
Thompson's Mills.....	156 65	55 40	100 00	
Three Sisters.....	154 07	61 56		
Toney River.....	11 16	14 00		
Torbay.....	159 51	62 00		
Torbrook.....	23 09	10 00		
Tracadie.....	83 34	131 00		
Trafalgar (*5 Quarters).....	9 00	*12 50		
Tremont (late Canaan Road).....	16 30	10 00		
Truro.....	4,092 22	1,032 00		159 99
Tupperville.....	12 26	10 00		
Tusket.....	114 14	109 00		
Tusket Forks.....	10 10	10 00		
Tusket Wedge.....	13 69	10 00		
Upper Branch.....	7 00	10 00		
Upper Canard.....	98 40	30 00		
Upper Clarence (late Clarence).....	24 00	10 00		
Upper Clements.....	21 16	10 00		
Upper Clyde River.....	4 87	10 00		
Upper Cross Roads, St. Marys.....	58 62	24 00	24 00	
Upper Dryke Village.....	40 08	12 00		
Upper Economy.....	90 25	32 00		
Upper Kennetcook.....	10 00	10 00		
Upper La Have.....		10 00		
Upper Margaree.....	9 83	10 00		
Upper Musquodoboit.....	119 97	80 00		
Upper Newport.....	69 09	42 00		
Upper North River.....	5 57	10 00		
Upper Pereaux.....	16 31	10 00		
Upper Rawdon.....	33 23	18 00		
Upper Settlement of Baddeck River (*5 Quarters).....	12 14	*12 50		
Upper Settlement of Middle River.....	13 13	10 00		
Upper Settlement of River Dennis.....	25 25	16 00		
Upper Settlement of South River.....	9 16	10 00		
Upper Stewiacke.....	145 79	106 00		
Upper Washabuck.....	7 80	10 00		
Upper Wood Harbour.....	17 02½	10 00		
Urbania.....	13 54	10 00		
Usher.....	5 90	10 00		
Vale Colliery (3 Quarters).....	130 22	52 00		

REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	cts.
Valley Station (late Teviotdale Station; *5 Quarters).....	52 35	*12 50		
Vaughan's.....	7 09	10 00		
Vernal.....	3 83	10 00		
Vesuvius.....	5 58	10 00		
Victoria.....	8 00	10 00		
Victoria Beach.....	30 73	10 00		
Victoria Harbour (*5 Quarters).....	7 00	12 50		
Victoria Mines.....	48 43	24 00		
Victoria Vale.....	22 13	10 00		
Vogler's Cove.....	39 16	16 00		
Wallace.....	311 39	240 00		
Wallace Bridge.....	92 59	38 00		
Wallace Ridge.....	21 44	10 00		
Walton.....	173 20	98 00		
Warren.....	4 27	10 00		
Waterford (from 1st October, 1876).....	4 74	5 00		
Watervale.....	15 46	10 00		
Waterville.....	407 00	162 80		
Waugh's River.....	7 91	14 00		
Waverley.....	140 00	56 00		
Weaver Settlement.....	17 50	14 00		
Wellington.....	13 04	10 00		
Wentworth.....	24 42	10 00		
Wentworth Station.....	151 15	57 24	100 00	
West Arichat.....	83 25	36 00		
West Bay.....	241 16	69 50		
West Branch, East River of Pictou (3 Quarters).....		7 50		
West Branch, River John.....	13 00	12 00		
West Branch, River Philip.....	38 50	10 00		
West Brook.....	24 10	16 00		
Westchester.....	27 56	18 00		
Westchester Lake.....	6 39	10 00		
West Dublin.....	17 50	16 00		
West Gore.....	9 52	10 00		
West Merigonishe (3 Quarters).....	6 00	7 50		
West New Annan.....	78 62½	29 35		
West Newdy Quoddy.....	19 94	10 00		
Westport.....	140 08	89 00		
West Pubnico.....	12 28	10 00		
West River.....	74 35	154 00		
West River Station.....	93 82	59 00		
West Side of Middle River.....	3 08	10 00		
Westville.....	558 57	256 00		
Weymouth (5 Quarters).....	1,249 80.	857 50		125 00
Weymouth Bridge (5 Quarters).....	177 16	92 50		
Whitehead.....	28 93	12 00		
White Point (*5 Quarters).....	17 05	*12 50		
White Rock Mills.....	17 05	10 00		
Whycocomagh.....	242 59	244 00		
Whycocomagh Rear.....	7 19	10 00		
Williamsdale.....	10 00	10 00		
Williamston.....	135 24	54 04		
Wilmot.....	280 51	158 00		
Windham Hill.....	15 11'	10 00		
Windsor.....	2,445 17	688 00		200 00
Windsor Junction.....	0 05	10 00		



REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wine Harbour.....	61 90	41 00		
Wolfville.....	1,196 49	500 00		60 00
Woodbourne.....	8 99	10 00		
Woodville.....	10 03	10 00		
Wreck Cove (5 Quarters).....		12 50		
Wyse's Corner.....	11 56	10 00		
Yarmouth.....	4,037 50	1,140 00	90 00	200 00
Totals.....	\$119,900 25½	\$41,329 77	\$1,962 00	\$2,290 99

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, C.

DETAIL of the Salaries paid to the several Way Office Keepers in Nova Scotia, within the Year ended 30th June, 1877.

Name of Way Office.	Salaries.	
	\$	cts.
Cape Negro (14 months; made a P.O. 1st March, 1877).....	14	00
East River (14 months) .....	11	87
Ecum Secum (2 Quarters) .....	5	00
Granville Centre (5 Quarters).....	12	50
Kempt Bridge (3 Quarters; made a P.O. 1st October, 1876).....	7	50
Laquille (5 Quarters) .....	12	50
Lawrencetown, Halifax County (5 Quarters).....	12	50
Lower Ship Harbour (3 Quarters; made a P.O. 1st October, 1876).....	7	50
Meagher Grant (5 Quarters).....	12	50
Moser's River.....	10	00
Necum Tench (5 Quarters).....	12	50
Parker's Cove (5 Quarters) .....	12	50
Port Joli (5 Quarters) .....	15	00
Renfrew.....	10	00
Sable River (6 Quarters).....	120	00
Smithfield (5 Quarters).....	12	50
Sugar Loaf (1 Quarter).....	2	50
Total.....	\$290	87

N.B.—The Revenue from the sale of Postage Stamps is included, at pages 165 to 181, in that of the respective Post Offices to which the above Way Offices are subordinate.

L. S. HUNTINGTON,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

## PROVINCE OF NEW BRUNSWICK.

## REPORT No. 3, D.

DETAIL of all payments for Salaries, &c., in New Brunswick; shewing, in each case the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>ST. JOHN DIVISION.</b>			
		\$ cts.	\$ cts.
J. McMillan.....	Post Office Inspector.....	2,200 00	
W. Paisley.....	1st Class Clerk.....	1,400 00	
W. C. Whittaker.....	2nd do .....	1,100 00	
W. R. Avery.....	3rd do .....	740 00	
W. F. Campbell .....	4th do .....	520 00	
W. Bannister.....	Messenger .....	460 00	
G. McKilligen.....	Temporary Messenger, from 16th May, 1876.....	450 54	6,870 54
<b>RAILWAY MAIL SERVICE.</b>			
F. W. Blizzard .....	2nd Class Railway Mail Clerk, night duty included..	928 18	
J. A. McM. Hunter.....	do do do .....	921 56	
F. A. Estey.....	do do do .....	938 21	
G. M. Ryan.....	do do do .....	1 024 88	
W. Starkie.....	do do do .....	833 72	
J. Philips.....	do do do .....	868 71	
W. J. Weldon.....	do do do .....	920 61	
J. R. Pidgeon.....	do do do .....	869 70	
G. A. Barker.....	2nd Class Railway Mail Clerk, night duty included; promoted from 3rd Class, 1st September, 1876 .....	864 66	
A. J. Gross.....	2nd Class Railway Mail Clerk, night duty included, promoted from 3rd Class, 1st October, 1876 .....	778 24	
W. Rowan.....	do do do .....	717 64	
D. Price.....	3rd Class Railway Mail Clerk, night duty included, from 27th June, 1876 .....	804 83	
H. Wathen .....	3rd Class Railway Mail Clerk, night duty included, from 3rd July, 1876.....	704 02	
J. G. Miller.....	3rd Class Railway Mail Clerk, night duty included, from 8th July, 1876.....	713 54	
J. McKenna.....	3rd Class Railway Mail Clerk, night duty included, from 11th July, 1876.....	681 99	12,570 49
<b>NEW BRUNSWICK MONEY ORDER OFFICE.</b>			
G. F. Everett.....	Superintendent.....	1,800 00	
T. B. Smith.....	2nd Class Clerk.....	1,020 00	
J. S. Hale.....	4th do including arrears.....	500 00	
L. Avery.....	4th Class Clerk, from 1st August, 1876, transferred from St. John Post Office.....	476 67	3,796 67

REPORT No. 3, D.—Detail of all payments for Salaries, &c., in New Brunswick, made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
<b>FREDERICTON POST OFFICE.</b>			
		\$ cts.	\$ cts.
J. H. Thorne.....	Postmaster.....	1,400 00	
J. Cameron.....	2nd Class Clerk.....	940 00	
W. B. Phair.....	4th do.....	520 00	
E. Vavasour.....	4th do.....	420 00	
M. McLaughlin.....	Letter Carrier.....	400 00	
			3,68
<b>ST. JOHN POST OFFICE.</b>			
J. V. Ellis.....	Postmaster.....	2,400 00	
J. Woodrow.....	Assistant Postmaster.....	1,400 00	
M. J. Potter.....	1st Class Clerk, promoted from 2nd Class, 1st March, 1877.....	1,133 34	
W. A. Black.....	2nd Class Clerk.....	940 00	
H. P. Otty.....	3rd do.....	800 00	
A. McNichol.....	3rd do.....	700 00	
R. C. McIntyre.....	3rd do.....	700 00	
J. S. Flaglor.....	4th do.....	520 00	
A. W. Reed.....	4th do.....	520 00	
J. W. Ring.....	4th do.....	520 00	
J. W. Beateay.....	4th do.....	520 00	
W. Parker.....	4th do.....	520 00	
F. I. Avery.....	4th Class Clerk, to 31st July, 1876; transferred to Money Order Office.....	43 33	
S. L. T. Rankin.....	4th Class Clerk, to 31st July, 1876, (dismissed)..	40 00	
R. D. Woodrow.....	4th do.....	480 00	
R. A. Hamelin.....	4th do.....	480 00	
P. G. Maguire.....	4th do.....	480 00	
C. E. Ketchum.....	4th do.....	480 00	
T. Jenkins.....	4th do.....	440 00	
J. H. Ritchie.....	4th do.....	440 00	
J. Leitch.....	Superintendent Letter Carrier.....	600 00	
R. McLaughlin.....	Letter Carrier.....	540 00	
W. Young.....	do.....	540 00	
J. F. Withers.....	do.....	440 00	
C. Belyea.....	do.....	440 00	
G. W. Plumpton.....	do.....	440 00	
T. Miller.....	do.....	440 00	
W. Lane.....	do.....	440 00	
G. Bell.....	Office Keeper.....	400 00	
W. Hatch.....	Temporary Clerk, from 16th June, 1876.....	416 66	
W. H. Clerke.....	do 21st June, 1876.....	411 11	
H. Howe.....	Superintendent Heating Apparatus.....	585 00	
	Letter Carriers' Uniform Allowances.....	350 00	
			19,599 44
	Total.....		\$46,517 14

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## REPORT No. 3, D.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in New Brunswick, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Akerly.....	3	74	10	00				
Aldouane (a W. O. to 30th September, 1876).....	1	65	5	00				
Alexander's Point (*including arrears).....	26	51	*21	67				
Alma.....	167	37	92	00				
Anderson.....	4	86	10	00				
Andover.....	355	50	172	00				
Annagance.....	104	53	60	00				
Apoahqui.....	170	89	104	00				
Archibald Settlement.....	3	22	10	00				
Argyle (*including arrears).....	12	84	*10	83				
Armstrong's Brook.....	87	39	40	00				
Armstrong's Corner.....	9	38	22	00				
Arcostook.....	30	49	12	00				
Arthurette.....	26	50	10	00				
Ashland (from 1st June, 1876).....	1	60	8	33				
Back Bay.....	12	38	10	00				
Baie Verte.....	207	64	226	00				
Baie Verte Road.....	7	14	12	00				
Beillie.....	20	43	9	17				
Bairdsville.....	8	20	24	00				
Balmoral.....	6	91	10	00				
Barachois.....	1	98	10	00				
Barnesville.....	35	45	20	00				
Barrettsholme.....	5	87	10	00				
Bartibog.....	2	81	10	00				
Bass River.....	73	02	26	00				
Basswood Ridge.....	8	40	10	00				
Bath.....	110	00	34	00				
Bathurst.....	747	37	580	00	48	00	60	00
Bathurst Village.....	396	76	140	00				
Bay du Vin (*5 Quarters.....	9	36	*12	50				
Bayfield.....	37	62	22	00				
Bayside.....	21	59	10	00				
Bay View.....	13	64	10	00				
Beach Hill (from 1st May, 1876).....	2	99	9	17				
Beaver Island.....	21	01	22	00				
Beaver Brook.....	11	20	10	00				
Beaver Harbour.....	25	45	10	00				
Belledune.....	38	89	26	00				
Belledune River.....	19	75	26	00				
Belleisle Bay.....	10	34	10	00				
Belleisle Creek.....	21	32	10	00				
Belleville.....	5	48	10	00				
Bellevue Village.....	6	57	10	00				
Belyea's Cove.....	16	39	10	00				
Benton (a W. O. to 31st December, 1876).....	25	00	10	00				
Berryton.....	5	85	10	00				
Birdton.....	1	64	10	00				
Black Brook.....	33	96	10	00				
Black Land.....	9	06	38	00				
Black Point.....	21	31	10	00				
Black River (Northumberland).....	5	37	10	00				

**REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1877.**

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Black River (St. John).....	22 75	12 00		
Black River Bridge.....	5 01	10 00		
Blackville.....	82 86	40 00		
Blair Athol.....	17 88	10 00		
Blayne Ridge.....	11 27	10 00		
Blissville.....	53 41	26 00		
Bloomfield, Carleton (*7 Quarters).....	18 50	*17 50		
Bloomfield (Kings).....	28 45	24 00		
Bloomfield Ridge.....	13 33	10 00		
Bocabec.....	31 68	33 00		
Boiestown.....	87 38½	42 00		
Botsford Portage.....	7 85	10 00		
Boudreau Village.....	2 88	10 00		
Boundary Creek.....	26 26	25 00		
Bourgeois.....	0 33	10 00		
Breadalbane.....	25 14	10 00		
Bridgedale.....		10 00		
Brigg's Corner.....	29 49	16 00		
Brookvale.....	0 63	10 00		
Buctouche.....	307 29	190 00		
Burnt Church.....	9 52	10 00		
Burton.....	7 80	10 00		
Butternut Ridge.....	160 90	60 00		
Cain's River (3 Quarters).....		7 50		
Caledonia Settlement.....	3 66	10 00		
Cambridge.....	25 35	10 00		
Campbell Settlement.....	5 41	10 00		
Campbell Settlement, York.....	12 89	10 00		
Campbellton.....	687 78	256 00	100 00	
Campo Bello.....	28 63	62 00		
Canaar Rapids.....	6 65	10 00		
Canzan Station (from 1st December, 1876).....	8 51	3 46		
Canterbury.....	85 00	143 00		
Canterbury Station.....	161 33	102 00		
Cape de Moselle Creek.....	6 50	10 00		
Cape Spear.....	4 26	10 00		
Caraquet.....	178 30	85 00		
Carleton.....	955 56	414 00		40 00
Carleton Station (from 1st July, 1876).....	76 68	30 59		
Carlow.....	9 50	10 00		
Caron Brook.....	4 26	10 00		
Carpenter (from 1st June, 1876).....	1 41	8 33		
Carsonville.....	3 49	10 00		
Case Settlement.....	2 50	10 00		
Central Blissville.....	11 32	10 00		
Central Cambridge.....	14 85	10 00		
Central Kingsclear (a W. O. to 31st July, 1876).....	10 87	6 67		
Central Norton (*including arrears).....	12 74	10 84		
Centre Village.....	3 18	10 00		
Centreville.....	134 01	44 00		
Chance Harbour.....	7 39	10 00		
Charleston.....	1 09	10 00		
Chatham.....	2,828 27	772 00	360 00	120 00
Cherry Vale.....	9 84	10 00		
Chipman.....	87 86	34 00		
Chockfish.....	3 74	24 00		
Church Hill.....	10 10	10 00		

REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Church Point.....	23	89	10	00				
Clarendon.....	10	47	10	00				
Clifton, Gloucester.....	77	80	32	50				
Clifton, Kings.....	134	40½	64	00				
Olinch's Mills.....	63	83	24	00				
Clones.....	16	77	10	00				
Coal Branch.....	18	90	12	00				
Coal Creek (a W. O. to 31st December, 1876).....	0	50	2	50				
Coal Mines.....	13	21	12	00				
Coates Mills.....	10	66	10	00				
Cocagne.....	104	87	72	00				
Cocagne River.....	6	79	10	00				
Cody's.....	18	87	10	00				
Goldstream.....	12	43	12	00				
Cole's Island.....	16	83	10	00				
Collina.....	117	04	46	80				
Cork Station.....	20	35	10	00				
Corn Hill.....	17	75	16	00				
Coverdale.....	7	39	10	00				
Cumberland Bay.....	35	84	14	00				
Cumberland Point (*including arrears).....	9	27	*10	84				
Curryville.....	11	49	10	00				
Dalhousie (*including arrears).....	672	29	476	00	*200	00	40	00
Dawson Settlement.....	5	14	10	00				
Debeck.....	85	25	20	00				
Derby.....	110	08	56	00				
Dipper Harbour.....	3	96	10	00				
Dixon's Point.....	2	56	10	00				
Doaktown.....	60	99	24	00				
Doherty's Mills.....	5	10	10	00				
Donegal.....	8	74	10	00				
Dorchester (*including arrears).....	1,106	12	430	00	*67	50	60	00
Dorchester Crossing.....	0	90	10	00				
Douglas.....	5	00	10	00				
Douglas Harbour.....	21	28	10	00				
Douglstown.....	260	80	118	00				
Dover.....	10	93	10	00				
Doyle Settlement.....	2	28	10	00				
Dumfries.....	1	43	10	00				
Dunde.....	3	10	10	00				
Dungiven.....	23	34	10	00				
Dunphy.....	23	68	12	00				
Dupey's Corner (*including arrears).....	7	99	*14	34				
East Scotch Settlement.....	4	21	10	00				
Edgett's Landing.....	29	44	28	00				
Edmundston.....	161	80	126	00				
Eel River.....	13	66	18	00				
Elgin.....	134	26	82	00				
Elmsville.....	19	06	10	00				
Emigrant Road.....	8	86	10	00				
Emigrant Settlement.....	20	28	16	00				
English Settlement.....	10	63	10	00				
Enniskillen Station.....	23	41	16	00				
Escominac.....	20	97	10	00				
Esdraelon.....	10	29	9	17				

REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fairfield.....	8 43	10 00		
Fairhaven.....	36 91	13 55		
Fairville.....	369 46	264 00		
Fenwick.....	5 88	10 00		
Ferris.....	3 45	10 00		
Ferryville.....	2 29	10 00		
Flatlands.....	27 27	41 60		
Florenceville (*including arrears	171 08	236 00	*25 00	
Florenceville, East.....	19 88	20 00		
Flowers Cove.....	1 72	10 00		
Foreston.....	15 87	9 17		
Forks.....	10 24	10 00		
Foster's Cove.....	10 63	10 00		
Fox Creek.....	10 09	10 00		
Fredericton (salaries and expenses entered else- where).....	6,856 33			
Fredericton Junction.....	195 03	64 42		
Fredericton Road.....	2 90	10 00		
French Lake.....	6 30	10 84		
French Village.....	12 03	10 00		
Gagetown.....	340 80	368 00	80 00	40 00
Gailey (a W. O. to 31st December, 1876).....	0 75	2 50		
Gardner's Creek.....	19 58	10 00		
Gaspereaux.....	22 50	28 00		
Gaspereaux Station.....	19 63	10 00		
Geary (a W. O. to 31st December, 1876).....	0 09	2 50		
Germantown.....	7 89	10 00		
Glassville.....	72 76	26 00		
Glen Anglin.....	23 37	10 00		
Golden Grove.....	2 63	10 00		
Good Corner.....	5 55	10 00		
Goose Creek.....	11 84	10 00		
Gordonsville.....	9 97	10 00		
Goshen.....	18 59	10 00		
Gowland Mountain.....	2 91	10 00		
Grafton.....	41 96	16 78		
Grande Anse (*including arrears).....	54 06	*24 52		
Grand Bay.....	4 90	10 00		
Grand Falls.....	272 94	252 00		
Grand Falls Portage.....	2 30	10 00		
Grandigne.....	5 31	10 00		
Grand Manan.....	126 27	62 00		
Grand River.....	21 00	20 00		
Grant.....	3 79	10 00		
Great Shemogue.....	67 68	20 00		
Greenfield (a W. O. to 31st July, 1876).....	1 25	6 67		
Green River.....	14 11	17 00		
Greenwich Hill.....	27 81	20 00		
Gueguen.....	7 37	10 00		
Hammondvale.....	19 64	41 00		
Hampstead.....	41 21	16 60		
Hampton.....	153 35	52 00		
Hamtown.....	2 67	10 00		
Hanwell.....	0 02	10 00		
Hardwicke.....	4 75	10 00		
Harewood.....	1 91	10 00		
Hartland.....	126 72	72 00		



REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hart's Mills.....	16 03	10 00		
Harvey.....	188 08	245 00		
Harvey Station.....	161 89	82 00		
Hastings.....	4 60	10 00		
Head of Tide.....	16 44	10 00		
Hebron.....	3 97	10 00		
Heron Island.....	9 18	10 00		
Hibernia.....	4 81	10 00		
Highlands.....	9 07	10 00		
Hillsborough.....	397 67	309 00		
Hillsdale.....	9 62	10 00		
Hillside.....	14 47	10 00		
Hopewell (*including arrears).....	31 55	*31 50		
Hopewell Cape.....	170 94	210 00		
Hopewell Corner (*including arrears).....	159 37	*137 08	*55 00	
Hopewell Hill.....	122 42	70 00		
Hopper.....	3 93	10 00		
Indian Island.....	6 78	10 00		
Indian Town (*including arrears).....	1,369 82	480 00		*50 00
Intervale (a W. O. to 30th June, 1876).....	6 20	7 50		
Irishtown.....	3 05	10 00		
Irving Settlement.....	10 01	10 00		
Jacksonville.....	70 86	52 00		
Janeville.....	11 12	10 00		
Jeffry.....	10 69	10 00		
Jemseg.....	27 39	14 00		
Jenkins.....	13 54	10 00		
Johnson's Mills.....	5 67	10 00		
Johnston.....	11 87	10 00		
Johnville.....		10 00		
Jolicure.....	10 02	14 00		
Juvenile Settlement.....	12 20	10 00		
Kars.....	4 85	10 00		
Keats (a W. O. to 31st July, 1876).....	6 37	6 67		
Kerry (from 1st May, 1876).....	3 04	9 18		
Keswick Ridge.....	31 01	28 00		
Kilburn's Landing.....	38 44	15 21		
Kincardine.....	41 82	16 10		
Kingsclear.....	47 66	24 00		
Kingsley.....	0 42	10 00		
Kingston, Bent.....	459 03	416 00		40 00
Kingston, Kings.....	91 11	124 00		
Kintore.....	33 17	13 02		
Kirkland.....	16 66	10 00		
Knowlesville.....	21 72	10 00		
Knoxford.....	12 04	10 00		
Kouchibouguac.....	79 89	56 00		
Lakefield.....	20 10	20 00		
Lake George.....	46 49	24 00		
Lake Road.....	5 53	10 00		
Lakeview.....	5 65	10 00		
Lakeville.....	28 05	10 80		
Lakeville Corner.....	11 55	10 00		
Lawfield.....	2 60	10 00		

REPORT NO. 3, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lawrence Station.....	38 00	16 00		
Ledge.....	18 70	10 00		
Lepreaux.....	51 82	32 00		
L'Étée.....	51 16	14 00		
Lewis Mountain.....	4 12	10 00		
Lewisville.....	12 36	10 00		
Lilly Lake (from 1st February, 1877).....	2 84	1 66		
Lincoln.....	7 65	10 83		
Lindsay.....	2 18	10 00		
Linton's.....	6 94	10 00		
Little Branch.....	4 15	10 00		
Little Lepreaux.....	8 15	10 00		
Little Ridge.....	8 68	10 00		
Little Ridge, Charlotte (10 months).....	4 00	8 33		
Little River, Coverdale.....	2 50	10 00		
Little River, Elgin.....	6 42	10 00		
Little River, Sunbury.....	14 48	10 00		
Little Shemogue.....	19 92	14 00		
Little Shippigan.....	21 00	10 00		
Loch Lomond.....	4 31	10 00		
Londonderry.....	7 55	10 00		
Long Creek.....	27 00	10 00		
Long Point.....	0 40	10 00		
Long Reach.....	13 61	10 00		
Long Settlement.....	3 61	10 00		
Lord's Cove (a W. O. to 30th June, 1876).....	19 93	7 50		
Lower Brighton.....	10 00	10 00		
Lower Canterbury.....	24 00	24 00		
Lower Cape.....	51 13	27 00		
Lower Coverdale.....		10 00		
Lower Hayneville.....	3 44	10 00		
Lower Line, Queensbury.....	6 63	10 00		
Lower Newcastle.....	10 73	12 00		
Lower Prince William.....	37 81	24 00		
Lower Queensbury.....	17 44	10 00		
Lower Southampton.....	13 02	16 00		
Lower Turtle Creek.....	11 22	10 00		
Lower Wakefield.....	32 57	25 00		
Lower Woodstock.....	12 13	12 00		
Ludlow.....	12 92	12 00		
Lute's Mountain.....	5 68	10 00		
Lynnfield.....	8 46	10 00		
Lyttleton.....		10 00		
McAdam Junction.....	84 00	42 00		
McAlpine.....	16 64	10 00		
McDonald's Corner (a W. O. to 31st Dec., 1876).....	0 97	2 50		
McDonald's Point.....	17 78	10 00		
McDougall Settlement.....	5 92	10 00		
McKenzie's Corner.....	6 24	22 00		
McLaughlin Road.....	9 20	10 00		
McLeod's Mills.....	18 97	10 00		
Mace's Bay.....	121 09	246 50		
Mactaquack.....	4 75	10 00		
Magaguadavic.....	13 06	10 00		
Magundy.....	8 38	10 00		
Main River.....	36 98	26 00		
Manners Sutton (a W.O. to 31st Oct., 1876).....	4 16	4 17		
Maple Green.....	18 18	16 00		

REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mapleton .....	6 76	10 00		
Maquapit Lake (*3 Quarters) .....	8 02	*7 50		
Markhamville .....	27 22	14 00		
Maugerville (3 Quarters) .....	39 05	19 50		
Mechanic's Settlement .....	16 40	10 00		
Memramcook .....	273 58	144 00		
Middle Coverdale .....	11 00	10 00		
Middle St. Francis .....	32 88	14 00		
Middle Sackville .....	258 01	107 19		
Middle Simmons .....	48 08	30 00		
Middle Southampton .....	14 96	12 00		
Midgie .....	2 84	10 00		
Midland .....	11 00	10 00		
Mill Brook .....	7 23	10 00		
Mill Cove (a W.O. to 31st December, 1876) .....	0 75	2 50		
Mill Creek (a W.O. to 30th September, 1876) .....		5 00		
Milledgeville .....	119 94	66 00		
Millstream (5 Quarters) .....	56 47	37 50		
Milltown .....	114 20	103 00		
Millville .....	20 12	10 00		
Mispec .....	38 44	10 00		
Moncton .....	4,093 87	844 00	100 00	120 00
Moncton Road (*including arrears) .....	4 73	*13 34		
Monument Settlement .....	5 81	10 00		
Moulie's River (a W.O. to 31st December, 1876) .....	1 38	2 50		
Mount Pleasant (from 1st February, 1877) .....	1 00	1 67		
Mount Whatley .....	120 78	48 00		
Mouth of Jemseg (a W.O. to 30th June, 1876) .....	19 74	7 50		
Murray Road .....	12 17	10 00		
Murray's Corner .....	20 54	16 00		
Musquash .....	32 71	59 00		
Nackawick .....	9 07	10 00		
Narrows .....	50 99	240 00	100 00	
Nashwaak .....	31 05	16 00		
Nashwaak Bridge .....	12 62	10 00		
Nashwaaksis .....	20 23	12 00		
Nashwaak Station .....	109 59	100 00		
Nashwaak Village .....	14 28	10 00		
Nauwigewauk (late Hammond River) .....	51 80	20 63		
Nerepis Station (*including arrears) .....	12 64	*11 67		
New Bandon .....	18 17	22 00		
Newburgh .....	4 21	10 00		
New Canaan .....	7 74	10 00		
Newcastle .....	1,738 66	622 00	300 00	120 00
Newcastle Bridge .....	7 70	12 00		
Newcastle Creek .....	15 56	16 00		
New Horton .....	7 76	10 00		
New Ireland .....	8 85	10 00		
New Ireland Road (a W.O. to 30th Sept. 1876) .....	3 56	5 00		
New Jerusalem .....	44 00	22 00		
New Maryland .....	7 08	10 00		
New Mills .....	92 78	44 00		
New River (a W.O., to 30th June, 1876) .....	23 60	19 50		
Newtown .....	51 15	22 00		
New Zion .....	0 54	10 00		
Northampton .....	12 39	10 00		
North Esk Boom .....	0 03	10 00		

REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Northfield (5 Quarters) .....	19	82	12	50				
North Forks of Salmon Creek.....	0	15	10	00				
North Lake, York .....	15	81	10	00				
North River .....	1	50	10	00				
North River Platform .....	15	18	15	00				
North-West Bridge .....	121	50	45	30				
Norton .....	31	71	10	00				
Norton Dale.....	7	44	10	00				
Norton Station .....	138	94	64	00	25	00		
Oak Bay.....	72	28	33	00				
Oakham .....	4	13	10	00				
Oak Hill.....	13	45	10	00				
Oak Point, Kings.....	25	41	10	00				
Oak Point, North'd. (a W.O. to 31st July, 1876)....	9	46	6	66				
Olinville .....	11	58	10	00				
Uromocto .....	228	66	160	00	30	00		
Ossekeag .....	274	40	166	00				
Otnabog .....	13	35	10	00				
Painsec.....	4	30	10	00				
Palmerston.....	74	19	29	62				
Patterson Settlement.....	12	02	10	00				
Pearsons .....	6	25	10	00				
Peel.....	9	17	9	17				
Pennfield .....	28	14	18	00				
Pennfield Ridge.....	21	25	10	00				
Penobscis .....	165	33	90	00				
Perry Settlement .....	2	86	10	00				
Perth.....	6	20	10	00				
Petersville .....	19	15	10	00				
Petersville Church.....	36	80	10	00				
Petitcodiac .....	642	69	270	00				
Petit Rocher (late Madisco).....	88	75	84	00				
Pine Ridge .....	9	58	10	00				
Pisarinco .....	12	74	10	00				
Pleasant Ridge .....	6	85	10	00				
Pleasant Vale .....	17	64	14	00				
Pockemouche.....	28	63	14	00				
Pockshaw.....	9	20	21	66				
Pointe de Bute .....	25	06	10	00				
Pointe du Chêne .....	195	55	66	00				
Point la Nim (* including arrears).....	7	28	*11	67				
Point Sapin (a W.O. to 30th April, 1876).....	2	29	9	17				
Pollett River.....	22	72	10	00				
Pomroy Ridge (3 Quarters).....	4	86	7	50				
Poodiac.....	3	17	10	00				
Poplar Grove (1 Quarter; closed) .....	2	26	2	50				
Poquiock .....	38	12	19	00				
Port Elgin .....	143	81	64	00	50	00		
Prince of Wales .....	16	36	13	00				
Prince William .....	36	87	16	00				
Prince William Station.....	80	43	20	00				
Prosser Brook .....	2	22	10	00				
Quaco Road .....	3	43	10	00				
Queensbury .....	5	55	10	00				

REPORT NO. 3, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ratter's Corner (a W.O. to 30th April, 1876).....	2 68	9 17	.....	.....
Read.....	5 97	10 00	.....	.....
Red Bank.....	0 09	12 00	.....	.....
Renous Bridge.....	27 17	12 00	.....	.....
Renous River.....	6 16	10 00	.....	.....
Richibucto.....	681 95	426 00	.....	40 00
Richibucto Village (a W.O. to 31st Jan., 1877).....	.....	1 67	.....	.....
Richmond Corner.....	68 31	27 26	.....	.....
Riley Brook.....	15 10	10 00	.....	.....
River Charlo (*3 Quarters).....	74 38	26 00	*6 00	.....
River de Chute.....	22 99	20 00	.....	.....
River Louison.....	53 74	32 00	.....	.....
Riverside.....	78 20	38 00	.....	.....
River View (from 1st May, 1876).....	7 95	9 17	.....	.....
Robertson's Point.....	8 08	10 00	.....	.....
Rockland.....	149 39	88 00	.....	.....
Rockport.....	44 96	22 00	.....	.....
Rockville.....	4 86	10 00	.....	.....
Rolling Dam (a W.O., to 31st December, 1876).....	.....	2 50	.....	.....
Rosedale (from 1st June, 1876).....	5 75	8 33	.....	.....
Rose Vale.....	11 81	12 00	.....	.....
Rothsay.....	147 11	110 00	.....	.....
Round Hill (*including arrears).....	72 35	*51 00	.....	.....
Roxburgh.....	19 47	10 00	.....	.....
Royal Road.....	0 25	10 00	.....	.....
Rusagornis.....	14 80	10 00	.....	.....
St. Andrews.....	1,033 93	742 00	.....	100 00
St. Anthony.....	2 32	10 00	.....	.....
St. Croix.....	87 10	92 00	.....	.....
St. George.....	780 65	462 00	.....	40 00
St. Hilaire.....	24 35	10 00	.....	.....
St. John (salaries and expenses entered elsewhere).....	27,825 27	.....	.....	.....
St. Joseph.....	123 19	42 00	.....	.....
St. Leonards.....	6 33	10 00	.....	.....
St. Martins.....	259 57	112 00	.....	.....
St. Marys.....	11 51	10 00	.....	.....
St. Mary's Ferry.....	108 94	64 00	.....	.....
St. Pauls.....	10 38	10 00	.....	.....
St. Stephen.....	2,268 32	700 00	120 00	120 00
St. Thomas.....	5 46	10 00	.....	.....
Sackville.....	1,290 06	691 00	.....	60 00
Salem.....	5 80	10 00	.....	.....
Salisbury.....	507 44	198 00	.....	.....
Salmon Beach (a W.O., to 30th June, 1876).....	4 63	13 50	.....	.....
Salmon Creek.....	12 00	10 00	.....	.....
Salmonhurst.....	27 60	10 00	.....	.....
Salmon River.....	33 20	10 00	.....	.....
Salt Springs.....	11 53	10 00	.....	.....
Scotch Ridge.....	10 10	10 00	.....	.....
Scotch Settlement.....	5 16	10 00	.....	.....
Scotch Town.....	13 19	10 00	.....	.....
Scovill's Mills (a W.O., to 30th September, 1876).....	11 62	5 00	.....	.....
Seal Cove.....	20 21	10 00	.....	.....
Second Falls.....	25 56	18 00	.....	.....
Second Westcock.....	1 95	10 00	.....	.....
Shanklin.....	10 94	10 00	.....	.....
Shannonvale.....	3 86	10 00	.....	.....

REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1877.

Name of Post <sup>o</sup> Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Shediac (*including arrears).....	1,171	98	433	00	*203	50	40	00
Shediac Bridge.....	7	09	10	00				
Shediac Road.....	14	00	10	00				
Sheffield (3 Quarters).....	59	69	139	50				
Sheffield Academy.....	74	00	29	30				
Shepody Road (5 months).....			4	16				
Shiktehawke.....	29	34	10	00				
Shippigan.....	87	33	51	00				
Silverstream (*including arrears).....	7	00	*13	33				
Smiths.....	109	94	42	00				
Smith's Creek.....	16	13	12	00				
Smith Town (* 1 Quarter).....	18	77	10	00				
Somerville.....	22	60	10	00	*3	00		
Southampton.....	12	64	10	50				
South Bay.....	52	86	24	00				
South Branch.....	5	56	10	00				
South Branch of St. Nicolas River.....	10	16	10	00				
South Nelson.....	115	51	44	00				
South Rockland.....	191	38	76	53				
Spence.....	5	67	10	00				
Sprague's Point.....	32	34	24	00				
Springfield, Kings.....	82	54	52	00	30	00		
Springfield, York.....	12	02	10	00				
Spruce Lake.....			10	00				
Stanley.....	23	79	22	00				
Starkeys.....	59	05	16	00				
Steeve's Mountain (* 5 Quarters).....	4	11	*12	50				
Steeve's Settlement.....	4	74	10	00				
Stony Creek.....	5	85	10	00				
Stymast Settlement.....	5	06	10	00				
Summer Hill.....	12	60	10	00				
Surrey.....	118	72	60	00				
Sussex Corner.....	230	45	88	00				
Sussex Portage.....	9	58	10	00				
Sussex Vale (*1 quarter).....	854	54	340	00	*15	00	40	00
Swan Creek.....	10	40	10	00				
Sypher's Cove.....	2	91	10	00				
Tabucintac.....	31	84	16	00				
Taylor Village.....	106	52	30	00				
Tay Mills.....	6	19	10	00				
Tay Settlement.....	18	17	10	00				
Tedish.....	59	43	16	00				
Ten Mile Creek.....	22	64	10	00				
Tennant's Cove.....	9	14	10	00				
The Range (*5 Quarters).....	20	56	*12	50				
Thornbrook.....	1	00	10	00				
Thornetown.....	12	57	10	00				
Three Brooks.....	11	59	10	00				
Three Mile House.....	490	78	70	31				
Tidnish Bridge.....	8	43	10	00				
Titusville (*9 Quarters).....	1	98	22	50				
Tower Hill.....	15	64	10	00				
Tracadie.....	136	90	28	00				
Tracey's Mills.....	36	65	16	00				
Tracey Station.....	26	03	24	00				
Trout Brook (from 1st September, 1876).....			5	83				
Turtle Creek.....	11	36	10	00				

REPORT NO. 3, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Fuel, Rent and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Tweedside (a W.O. to 30th September, 1876).....	2 77	5 00	.....	.....
Undine.....	2 23	10 00	.....	.....
Upham.....	58 43	22 00	.....	.....
Upper Abougoggin.....	5 74	10 00	.....	.....
Upper Bay du Vin (11 months).....	3 37	9 16	.....	.....
Upper Buctouche.....	10 50	10 00	.....	.....
Upper Cape.....	7 73	10 00	.....	.....
Upper Caraquet.....	15 72	22 00	.....	.....
Upper Caverhill.....	6 89	10 00	.....	.....
Upper Gagetown.....	60 88	24 00	.....	.....
Upper Gaspereaux.....	27 16	18 00	.....	.....
Upper Greenwich.....	8 12	10 00	.....	.....
Upper Hampstead.....	13 07	10 00	.....	.....
Upper Hayneville.....	20 40	18 00	.....	.....
Upper Kent.....	17 84	10 00	.....	.....
Upper Keswick.....	28 33	18 00	.....	.....
Upper Keswick Ridge.....	7 46	10 00	.....	.....
Upper Loch Lomond (a W. O. to 30th Nov., 1876).....	.....	3 33	.....	.....
Upper Magaguadavic.....	22 26	10 00	.....	.....
Upper Mangerville (*3 Quarters).....	20 62	*9 00	.....	.....
Upper Mills.....	21 15	41 00	.....	.....
Upper Neguac.....	22 93	10 00	.....	.....
Upper New Horton.....	8 51	10 00	.....	.....
Upper Otnabog.....	2 84	10 00	.....	.....
Upper Peel.....	10 85	10 00	.....	.....
Upper Pockmouche (from 1st November, 1876).....	13 69	4 16	.....	.....
Upper Queensbury.....	10 84	12 00	.....	.....
Upper Rockport.....	9 32	10 00	.....	.....
Upper St. Basil.....	62 63	36 00	.....	.....
Upper St. Francis (11 months).....	4 95	9 17	.....	.....
Upper Sackville.....	54 90	32 00	.....	.....
Upper Sheffield.....	73 76	36 00	.....	.....
Upper Southampton.....	7 50	10 00	.....	.....
Upperton.....	15 24	10 00	.....	.....
Upper Wicklow.....	29 44	12 00	.....	.....
Upper Woodstock.....	103 79	64 00	.....	.....
Urquharts (a W.O. to 30th April, 1876).....	3 03	9 17	.....	.....
Victoria.....	82 89	32 00	.....	.....
Waasis Station (a W.O. to 30th November, 1876).....	1 17	3 33	.....	.....
Ward's Creek Road.....	2 87	10 00	.....	.....
Waterborough.....	9 61	10 00	.....	.....
Waterford.....	91 35	12 00	.....	.....
Waterside.....	16 40	10 00	.....	.....
Waterville.....	46 19	12 00	.....	.....
Watson Settlement.....	5 17	10 00	.....	.....
Waweig (3 Quarters).....	6 02	7 50	.....	.....
Weldford.....	160 06	55 00	.....	.....
Wellington.....	22 03	10 00	.....	.....
Welsford.....	118 72	66 00	.....	.....
West Branch, St. Nicholas River.....	11 60	10 00	.....	.....
Westbrook.....	20 42	10 00	.....	.....
Westfield (*11 months).....	15 38	*9 17	.....	.....
Westfield Station.....	169 89	150 66	.....	.....
West Glassville (late Mouth of Nerepis).....	9 55	10 00	.....	.....
Westmoreland Point.....	199 15	126 00	.....	.....

**REPORT NO. 8, D.—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1877.**

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.)
West Quaco .....	109 64	54 00	.....	.....
White's Cove .....	49 08	18 00	.....	.....
White's Point .....	1 80	10 00	.....	.....
Whitney .....	0 09	10 00	.....	.....
Whittier's Ridge (3 Quarters).....	8 45	7 50	.....	.....
Wickham .....	18 38	12 00	.....	.....
Wicklow .....	42 15	26 50	16 00	.....
Willow Grove .....	38 10	10 00	.....	.....
Wilson's Beach.....	.....	10 00	.....	.....
Winding Ledges.....	3 02	10 00	.....	.....
Windsor.....	11 19	10 00	.....	.....
Wood Point .....	20 75	10 00	.....	.....
Woodstock .....	1,912 58	898 00	300 00	200 00
Woodstock Road Station.....	5 58	10 00	.....	.....
Woodward's Cove.....	101 76	26 16	.....	.....
Yoho .....	4 75	10 00	.....	.....
Young's Cove.....	24 56	10 00	.....	.....
<b>Totals .....</b>	<b>\$82,492 93</b>	<b>\$25,614 31</b>	<b>\$2,234 00</b>	<b>\$1,330 00</b>

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



## REPORT No. 3, D.

DETAIL of the Salaries paid to the several Way Office Keepers in  
New Brunswick, within the Year ended 30th June, 1877.

Name of Way Office.	Salaries.	
	\$	cts.
Albert Mines.....	48	00
Aldouane (made a P.O. 1st October, 1876).....	2	50
Avondale.....	10	00
Bay du Vin Mills (2 Quarters; made a Post Office).....	5	00
Benton (made a P.O. 1st January, 1877).....	20	00
Big Cove.....	10	00
Blissfield.....	10	00
Boundary, Presqu'île.....	10	00
Central Kingsclear (made a P.O. 1st August, 1876).....	0	83
Chapman.....	10	00
Coal Creek (made a P.O. 1st January, 1877).....	7	50
Farmerston.....	10	00
Forest City.....	10	00
Gailey (made a P.O. 1st January, 1877).....	7	50
Geary (made a P.O. 1st January, 1877).....	7	50
Greenfield (made a P.O. 1st August, 1876).....	3	23
Head of Millstream.....	10	00
Henderson Settlement.....	10	00
Holmesville.....	10	00
Intervale (made a P.O. 1st July, 1876).....	2	50
Jacksontown.....	10	00
Key Settlement.....	10	00
Keats (made a P.O. 1st August, 1876).....	3	33
Little Rocher.....	12	00
Lord's Cove (made a P.O. 1st July, 1876).....	2	50
Lower French Village.....	10	00
Lower Pockmouche.....	10	00
McDonald's Corner (made a P.O. 1st January, 1877).....	7	50
Manners Sutton (made a P.O. 1st November, 1876).....	5	83
Marysville.....	42	00
Mill Cove (made a P.O. 1st January, 1877).....	7	50
Mill Creek (made a P.O. 1st October, 1876).....	5	00
Moore's Mills (3 Quarters).....	7	50
Moulie's River (made a P.O. 1st January, 1877).....	7	50
Mouth of Jemseg (made a P.O. 1st July, 1876).....	2	50
Mouth of Keswick.....	18	00
New Ireland Road (1 Quarter; made a Post Office).....	2	50
New River (made a P.O. 1st July, 1876).....	6	50
North Lake, Westmoreland.....	10	00

REPORT No. 3, D.—Detail of the Salaries paid to the several Way Office Keepers in New Brunswick.

Name of Way Office.	Salaries.	
	\$	cts-
Oak Point, Northumberland (made a P.O. 1st August, 1876) .....	0	83
Pemberton Ridge.....	10	00
Point Sapin (made a P.O. 1st May, 1876).....	0	83
Point Wolfe.....	10	00
Ratter's Corners (made a P.O. 1st May, 1876).....	0	83
Richibucto Village (made a P.O. 1st February, 1877).....	8	33
Rolling Dam (2 Quarters; made a P.O. 1st January, 1877).....	5	00
Rusagornis Station.....	10	00
Salmon Beach (made a P.O. 1st July, 1876).....	4	50
Scovill's Mills (made a P.O. 1st October, 1876).....	5	00
Temperance Vale.....	10	00
Tweedside (made a P.O. 1st October, 1876).....	5	00
Union Corner.....	10	00
Upper Loch Lomond (made a P.O. 1st December, 1876).....	6	66
Urquhart's (made a P.O. 1st May, 1876) .....	0	83
Waasis Station (made a P.O. 1st December, 1876).....	6	66
Wheaton Settlement (4 months; made a Post Office).....	3	33
Williamstown.....	10	00
Total.....	\$492	62

N.B.—The Revenue from the sale of Postage Stamps, is included at pages 185 to 196, in that of the respective Post Offices, to which the above Way Offices are subordinate.

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF MANITOBA.

REPORT No. 3, E.

DETAIL of all payments for Salaries, &c., in Manitoba (including the North-West Territories); shewing in each case the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
WINNIPEG POST OFFICE.		\$ cts.	\$ cts.
J. Macdougall .....	Postmaster.....	1,400 00	
W. Hargrave .....	1st Class Clerk.....	1,300 00	
J. O. Poitras.....	3rd do .....	800 00	
C. Desormier.....	3rd do .....	600 00	
L. O. Bourget.....	3rd do .....	600 00	
Total.....			\$4,700 00

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, E.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Manitoba (including the North-West Territories), within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Baie St. Paul.....	40 54	10 00		
Boyne River.....	27 03	10 00		
Burnside.....	37 94	18 00		
Clandeboye (from 1st June, 1876).....	17 48	8 33		
Cook's Creek.....	16 84	10 00		
Dynevor (late St. Peter's).....	26 10	12 00		
Fort Frances (Keewatin).....	86 42	28 00		
Greenwood.....	9 83	10 00		
Headingly.....	32 12	30 00		
High Bluff.....	112 71	46 00		
Kildonan.....	60 92	31 00	17 00	
Loretto.....	3 11	10 00		
Lower Fort Garry.....	288 64	96 00		
Middle Church.....	19 27	10 00		
Oakland.....	11 18	10 00		
Oak Point.....	24 40	10 00		
Ossawa (closed; arrears of revenue).....	5 00			
Palestine.....	108 90	62 00		
Park's Creek.....	12 87	10 00		
Pequis.....	26 22	10 00		
Pigeon Lake.....	28 24	10 00		
Poplar Point.....	71 51	28 00		
Portage la Prairie.....	354 28	126 00		
Prairie Grove.....	1 70	10 00		
Rockwood.....	26 46	16 00		
Rosseau Crossing (from 1st June, 1876).....	23 26	8 33		
St. Agathe.....	13 63	10 00		
St. Andrews.....	89 75	54 00		
St. Anns.....	68 23	30 00		
St. Boniface.....	274 63	74 00		
St. Charles.....	17 18	10 00		
St. François Xavier.....	22 68	12 00		
St. James.....	26 66	12 00		
St. Laurent.....	11 46	10 00		
St. Norbert.....	48 27	24 00		
St. Vital.....	3 15	10 00		
Scratching River.....	50 73	20 00		
Selkirk.....	198 48	52 00		
Springfield.....	18 67	10 00		

REPORT No. 3, E.—Detail of Revenue, Salaries and Allowances in Manitoba  
(including the North-West Territories), within the Year ended 30th  
June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Totogon.....	35 61	10 00		
Westbourne.....	64 04	40 00		
West Lynne.....	446 55	272 00		
Winnipeg (salaries and expenses entered elsewhere)	7,218 01			
Woodlands.....	38 99	10 00		
Woodside.....	31 41	14 00		
<b>NORTH-WEST TERRITORIES.</b>				
Battleford (from 1st July, 1876).....	31 90	7 50		
Carleton (from 1st August, 1876).....	18 57	6 66		
Edmonton (2 Quarters, from 1st July, 1876).....	21 71	5 00		
Little Saskatchewan (from 1st December, 1876).....	2 22	3 33		
Livingstone (from 1st August, 1876).....	85 73	6 66		
Shoal Lake (from 1st August, 1876).....	19 38	6 66		
Totals.....	\$10,330 61	\$1,339 47	\$17 00	

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant,

PROVINCE OF BRITISH COLUMBIA.

REPORT No. 3, F.

DETAIL of all payments for Salaries, &c., in British Columbia; shewing in each case the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
INSPECTOR'S DIVISION.		\$ cts.	\$ cts.
R. Wallace .....	Post Office Inspector; also Postmaster of Victoria..	2,400 00	
E. H. Fletcher.....	2nd Class Clerk. ....	1,100 00	
			3,500 00
VICTORIA POST OFFICE.			
W. G. Reynolds .....	2d Class Clerk (including arrears).....	1,020 00	
W. H. Dormon .....	do .....	900 00	
R. Jamieson.....	Temporary Clerk .....	480 00	
J. Smith .....	do Messenger. ....	180 00	
			2,580 00
	Total.....		\$6,080 00

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, F.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in British Columbia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alexandria (from 1st October, 1876) .....	25 50	10 00		
Ashcroft (5 Quarters).....	31 73	25 00		
Barkerville (*1 Quarter; discontinued) .....	397 12	375 00		*50 00
Burnard Inlet.....	28 53	20 00		
Cache Creek (3 Quarters).....	48 32	15 00		
Cassiar (9 Quarters) .....	162 55	97 24		
Chemainus .....	23 22	20 00		
Chilliwack .....	83 01	20 00		
Clinton .....	327 50	154 00	80 00	
Comox.....	95 75	20 00		
Cowichan .....	49 91	28 00		
Dog Creek .....	33 99	20 00		
Duck and Pringle.....	7 31	20 00		
Dunkeld (4 Quarters; closed 31st March, 1876).....	7 00	20 00		
Esquimalt .....	396 76	300 00		
Glenora (5 Quarters) .....	20 00	25 00		
Granville .....	255 39	127 16		
Hope.....	95 39	20 00		
Kamloops (*including arrears) .....	250 41	*79 00		
Keithley Creek (5 Quarters).....	28 25	25 00		
Rootenay .....	14 06	20 00		
Lac La Hache .....	68 67	20 00		
Ladner's Landing.....	61 39	20 00		
Langley (*including arrears).....	73 33	*45 00		
Lillooet.....	69 98	48 00		
Lytton .....	130 29	64 00		
Maple Bay.....	36 85	20 00		
Maple Ridge (from 1st October, 1876) .....	14 47	10 00		
Matsqui (6 Quarters).....	25 60	30 00		
Moodyville .....	251 20	102 31		
Nanaimo .....	1,008 10	156 00		
New Westminster.....	1,383 60	1,200 00		
Nicola Lake.....	39 51	20 00		
Okanagon .....	58 87	20 00		
Okanagon Mission (5 Quarters).....	38 09	25 00		
Omineca (2 Quarters; closed 31st March, 1876).....		10 00		
150 Mile House .....	61 50	40 00		
Quadra (from 1st October, 1876).....	25 24	10 00		
Queanelle .....	156 00	156 00	40 00	
Queanelle Forks (5 Quarters).....	17 49	25 00		

REPORT No. 3, F.—Detail of Revenue, Salaries and Allowances, in British Columbia, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Salt Spring Island.....	26 30	20 00		
Skeena (2 Quarters).....	5 00	10 00		
Soda Creek.....	149 85	68 00		
Somenos.....	96 75	20 00		
Sooke.....	56 00	20 00		
Spence's Bridge (*3 Quarters).....	80 30	20 00	*15 00	
Sumas.....	94 54	38 00		
Van Winkle (*including arrears).....	207 84	*167 50		
Victoria (salaries and expenses entered elsewhere)	8,225 77			
Yale.....	537 51½	380 00	40 00	
Totals.....	\$15,411 74½	\$4,205 21	\$175 00	\$50 00

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 3, G.

DETAIL of all payments for Salaries, &c., in Prince Edward Island, shewing in each case the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1877.

Name.	Service.	Amount.	Total.
CHARLOTTETOWN POST OFFICE.		\$ cts.	\$ cts.
A. A. Macdonald.....	Postmaster.....	1,500 00	
W. W. McLeod.....	Assistant Postmaster and Assistant Inspector.....	1,200 00	
D. A. Macdonald.....	3rd Class Clerk.....	760 00	
J. A. Lawson.....	3rd do (including arrears).....	700 00	
W. C. Harris.....	4th do .....	520 00	
N. White.....	4th do .....	480 00	
B. Trainor.....	4th do (including arrears).....	460 00	
J. M. Campbell.....	4th do .....	404 50	
T. W. Hazard.....	4th do .....	400 00	
			6,424 50
RAILWAY MAIL SERVICE.			
J. A. Carman.....	2nd Class Railway Mail Clerk.....	762 48	
O. R. Crabbe.....	3rd do do .....	599 50	
			1,361 98
Total.....			\$7,786 48

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, G.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Albany.....	10 22	10 00		
Alberton.....	616 12	116 00	20 00	
Alma (from 1st May, 1876).....	5 51	9 17		
Argyle Shore.....	4 03	10 00		
Armadale (from 1st July, 1876).....	4 70	7 50		
Augustine Cove.....	21 64	10 00		
Barrett's Cross.....	150 57	18 00	80 00	
Bay Fortune.....	9 14	10 00		
Bayview.....	21 25	10 00		
Beach Point (from 1st March, 1877).....	7 00	0 84		
Bear River.....	14 21	10 00		
Seaton's Mills.....	8 13	10 00		
Bedeque.....	90 93	52 00	16 00	
Belfast.....	110 86	46 00		
Belle Creek.....	13 95	10 00		
Big Marsh.....	8 90	10 00		
Bloomfield.....	20 50	10 00		
Bonshaw.....	44 35	18 00	16 00	
Bothwell.....	29 13	16 00		
Brackley Point.....	10 20	10 00		
Brackley Point Road.....	5 32	10 00		
Brae.....	21 75	10 00		
Brooklyn.....	11 54	10 00		
Hull Creek.....	7 81	10 00		
Burlington.....	9 15	10 00		
Cable Head.....	4 16	10 00		
Caledonia.....	18 18	12 00		
Cape Traverse.....	19 41	10 00		
Cape Wolfe.....	20 72	10 00		
Cardigan Bridge.....	105 91	30 00	16 00	
Cardigan Road.....	8 18	10 00		
Carleton.....	37 78	10 00		
Cavendish.....	24 83	12 00		
Cavendish Road.....	12 87	10 00		
Charlottetown (salaries and expenses entered elsewhere).....	8,550 63			
Cherry Grove.....	5 92	10 00		
Cherry Valley.....	41 00	20 00		
Clermont (from 1st November, 1876).....	6 16	4 18		
Cornwall.....	26 12	12 00		
County Line.....	85 28	10 00	40 00	
Covehead.....	9 37	10 00		
Covehead Road.....	8 06	10 00		
Crapaud.....	120 44	36 00	16 00	
Darlington (* including arrears).....	8 14	10 00	*34 99	
Darnley.....	20 85	10 00		
De Gros Marsh.....	7 20	10 00		
De Sable (closed; from 1st May to 31st Oc., 1876).....	10 18	7 00		

REPORT No. 3, G.—Detail of Revenue, Salaries and Allowances, in Prince Edward Island, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dromore .....	2 53	10 00		
Dundas .....	59 31	32 00		
East Point .....	11 86	10 00		
Egmont Bay .....	11 23	10 00		
Elliott's Mills .....	9 08	10 00		
Emyvale .....	4 75	10 00		
Fairfield .....	16 19	10 00		
Farmington .....	9 37	10 00		
Fifteen Point .....	5 75	10 00		
Fitzgerald Station .....	4 67	10 00		
Flat River .....	27 92	14 00		
Fort Augustus .....	17 42	10 00		
Frederick Station .....	5 52	10 00		
Freetown .....	28 01	10 00		
French River .....	27 44	12 00		
French Village .....	9 38	10 00		
Gaspereaux .....	13 74	10 00		
Georgetown .....	573 43	208 00	100 00	
Glenfanning .....	3 90	10 00		
Goose River .....	2 23	10 00		
Graham's Road .....	22 46	12 00		
Grand Tracadie .....	4 87	10 00		
Granville .....	23 98	10 00		
Hamilton .....	14 59	10 00		
Hampton .....	33 09	10 00		
Hartsville .....	4 71	10 00		
Hazel Grove .....	15 53	10 00		
Head of St. Peter's Bay .....	164 05	40 00	60 00	
Higgin's Road .....	13 01	10 00		
Holmes's Mills .....	29 67	10 00		
Hope River .....	12 35	10 00		
Hunter's River .....	47 08	10 00	80 00	
Indian River .....	15 42	24 00		
Inverness .....	6 27	10 00		
Johnston's River .....	4 16	10 00		
Kelly's Cross .....	8 20	10 00		
Kildare .....	18 66	10 00		
Kinross .....	34 57	14 00		
Launching Place .....	5 09	10 00		
Little Harbour .....	9 27	10 00		
Little Sands .....	25 61	14 00		
Little Tignish .....	15 91	10 00		
Little York .....	8 54	10 00		
Long Creek .....	11 32	10 00		
Long River .....	16 58	10 00		
Lot No. 1 .....	7 43	10 00		
Lot No. 4 .....	45 06	16 00		
Lot No. 6 .....	12 83	10 00		
Lot No. 8 .....	22 38	10 00		
Lot No. 10 .....	14 32	10 00		
Lot No. 11 .....	18 32	14 00		

REPORT No. 3, G.—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lot No. 12.....	75 09	12 00		
Lot No. 14.....	13 75	12 00		
Lot No. 16.....	10 44	10 00		
Lot No. 30.....	2 71	10 00		
Lot No. 35.....	5 22	10 00		
Lot No. 45.....	8 10	10 00		
Lot No. 66.....	42 85	20 00		
Lot No. 67.....	13 15	10 00		
Lower Freetown.....	13 09	10 00		
Lower Montague.....	14 96	10 00		
MacDougal (from 1st May, 1876).....	10 21	9 17		
Maddock (from 1st July, 1876).....	8 54	7 50		
Margate.....	43 97	28 00		
Marie Bridge.....	15 63	10 00		
Mermaid Farm (closed 31st October, 1876).....	1 51	5 00		
Middleton.....	11 42	10 00		
Mill View (from 1st May, 1876).....	18 90	9 17		
Miminegash.....	35 50	10 00		
Miscouche (*including arrears).....	52 52	*29 50	20 00	
Monaghan.....	7 91	10 00		
Montague Bridge.....	266 60	58 00	100 00	
Montague Cross.....	9 33	10 00		
Montrose.....	13 66	10 00		
Morell.....	76 80	30 00		
Morell Rear.....	8 04	10 00		
Mount Albion.....	10 09	10 00		
Mount Pleasant.....	13 30	10 00		
Mount Stewart.....	202 62	32 00	16 00	
Muddy Creek.....	9 12	10 00		
Murray Harbour, North.....	28 00	10 00		
Murray Harbour Road.....	19 10	10 00		
Murray Harbour, South (*including arrears).....	118 85	*57 00		
Murray River.....	41 29	10 00		
New Glasgow.....	52 38	24 00		
New Haven.....	16 29	10 00		
New London.....	32 97	16 00		
New Perth.....	46 88	20 00		
Newton.....	3 38	10 00		
New Wiltshire.....	13 42	10 00		
Nine Mile Creek.....	6 21	10 00		
Northam.....	3 08	10 00		
North Bedeque.....	13 19	10 00		
North Lake.....	12 45	10 00		
North River.....	17 20	10 00		
North Rustico.....	41 52	10 00		
North Tryon.....	43 57	20 00		
O'Leary Road.....	18 20	10 00		
Orwell (*including arrears).....	53 39	18 00	*46 50	
Orwell Cove.....	14 70	10 00		
Oyster Bed Bridge.....	22 24	10 00		
Park Corner.....	10 84	10 00		
Peter's Road.....	12 59	10 00		
Petersville (from 1st July, 1876).....	7 05	7 50		
Pig Brook (closed 31st December, 1876).....	4 19	7 50		

REPORT No. 3, G.—Detail of Revenue, Salaries and Allowances, in Prince Edward Island, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pisquid.....	2 49	10 00		
Pisquid Road.....	2 45	10 00		
Point Prim.....	11 14	10 00		
Port Hill.....	96 73	42 00	30 00	
Pownall.....	122 22	34 00		
Princetown.....	66 75	24 00		
Princetown Road.....	5 84	10 00		
Red Point.....	22 68	10 00		
Rollo Bay.....	28 55	22 00		
Rollo Bay Cross.....	10 40	12 00		
Rona.....	17 33	10 00		
Rose Valley.....	10 66	10 00		
Rustico.....	25 05	10 00		
St. Andrews.....	9 97	10 00		
St. Anns.....	14 61	10 00		
St. Eleanors.....	54 64	44 00		
St. Margarets.....	7 91	10 00		
St. Mary's Road.....	8 89	10 00		
Scotchfort.....	2 04	10 00		
Sea Cow Pond (from 1st May, 1876).....	7 50	9 17		
Searletown.....	22 66	10 00		
Selkirk Road.....	4 23	10 00		
Skinner's Pond.....	9 16	10 00		
Somerset.....	12 01	10 00		
Souris, East.....	538 78	126 00	80 00	
Souris, West.....	35 66	18 00		
Southport.....	139 85	84 00		
South-West Lot 16.....	5 31	10 00		
South Wiltshire.....	3 84	10 00		
Springfield.....	15 63	10 00		
Stanley Bridge.....	57 81	20 00		
Sturgeon.....	19 78	16 00		
Suffolk Road.....	4 01	10 00		
Summerside (*2 Quarter.....	2,316 16	579 00	260 00	*60 00
Summersville.....	18 74	10 00		
Tignish (*including arrears).....	175 47	*60 50	16 00	
Tracadie Cross.....	10 95	10 00		
Traveller's Rest.....	11 39	10 00		
Tryon.....	39 57	10 00	16 00	
Tyne Valley.....	42 18	10 00		
Union Road.....	2 41	10 00		
Valleyfield.....	5 73	10 00		
Vernon River.....	228 98	16 00	100 00	
Vernon River Bridge.....	27 91	10 00		
Victoria.....	82 20	14 00		
Victoria Cross.....	21 61	10 00		
Webster's Corner.....	6 05	10 00		
Wellington.....	27 85	10 00	10 00	
West Cape.....	23 25	10 00		
Western Covehead.....	6 91	10 00		
Western Road.....	10 37	10 00		
West Point.....	15 80	10 00		

REPORT No. 3, G.—Detail of Revenue, Salaries, and Allowances in Prince Edward Island, within the Year ended 30th June, 1877.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
West St. Peter's (from 1st May, 1876).....	7 04	9 17	.....	.....
Wheatly River.....	36 47	10 00	.....	.....
Whim Road Cross.....	16 58	10 00	.....	.....
Wilmot Valley.....	7 93	10 00	.....	.....
Winsloe Road.....	1 17	10 00	.....	.....
Wood Island.....	36 61	18 00	.....	.....
Totals.....	\$18,180 31	\$3,814 85	\$1,173 49	\$60 00

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF ONTARIO.

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

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Ontario, made within the Year ended 30th June, 1877.

Name of Post Office.	Amount.	
	\$	cts.
Arnprior.....	0	30
Barrie.....	51	45
Belleville.....	24	30
Bowmanville.....	29	05
Brantford.....	37	50
Brockville.....	65	04
Collingwood.....	6	30
Cornwall.....	1	35
Exeter.....	1	50
Fergus.....	3	00
Galt.....	14	43
Gananoque.....	8	85
Hamilton.....	1,315	50
Harriston.....	30	45
Ingersoll.....	30	87
Kincardine.....	23	82
Kingston.....	377	76
Lindsay.....	4	20
Listowel.....	40	50
London.....	777	63
Lucan.....	1	20
Millbrook.....	0	60
Mount Forest.....	0	90
Napanee.....	22	35
New Market.....	2	70
Orillia.....	14	41
Oshawa.....	6	60
Ottawa.....	652	68
Owen Sound.....	22	65
Paisley.....	27	48
Pembroke.....	12	39
Peterboro'.....	33	45
Picton.....	10	35
Port Colborne.....	0	15
Port Dover.....	0	30
Port Hope.....	16	50
Prescott.....	24	00
St. Catharines.....	60	63
St. Mary's.....	59	22
St. Thomas.....	53	91
Sarnia.....	37	50
Simcoe.....	24	98
Stratford.....	8	23
Strathroy.....	22	83
Thorold.....	6	15
Toronto.....	3,681	95
Uxbridge.....	1	65
Welland.....	1	50
Whitby.....	15	13
Windsor.....	95	34
Woodstock.....	43	20
Total.....	\$7,804	73

H. A. WICKSTEED,  
Accountant.

L. S. HUNTINGTON,  
Postmaster-General.

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**PROVINCE OF QUEBEC.**

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

DETAIL of all payments for Commission on sale of Postage Stamps, by Stamp Vendors, in Quebec, made within the Year ended 30th June, 1877.

Name of Post Office.	Amount.
	\$ cts'
Lachine.....	0 60
Montreal.....	4,190 25
Quebec.....	906 43
St. Hyacinthe.....	30 90
Total .....	\$5,128 18

H. A. WICKSTEED,  
*Accountant.*

L. S. HUNTINGTON,  
*Postmaster-General.*

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**PROVINCE OF NOVA SCOTIA.**

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

DETAIL of all payments for Commission on sale of Postage Stamps, by Stamp Vendors, in Nova Scotia, made within the Year ended 30th June, 1877.

Name of Post Office.	Amount.
	\$ cts.
Halifax .....	755 02
Truro .....	7 50
Windsor .....	7 35
Total.....	\$769 87

H. A. WICKSTEED,  
*Accountant.*

L. S. HUNTINGTON,  
*Postmaster-General.*



PROVINCE OF NEW BRUNSWICK:

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

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in New Brunswick, made within the Year ended 30th June, 1877.

Name of Post Office.	Amount.
	\$ cts.
Fredericton.....	22 46
St. John.....	770 97
Woodstock.....	1 05
Total.....	\$794 48

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF MANITOBA.

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

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Manitoba (including the North-West Territories), made within the Year ended 30th June, 1877.

Name of Post Office.	Amount.
	\$ cts.
Winnipeg.....	17 25
Total.....	\$17 25

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(D. IN REPORT NO. 3, F.)

DETAIL of all payments for Commission on sale of Postage Stamps, by Stamp Vendors, in British Columbia, made within the Year ended 30th June, 1877.

Name of Post Office.	Amount.
Victoria .....	\$ 60
Total .....	\$ 60

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

(D. IN REPORT NO. 3, G.)

DETAIL of all payments for Commission on sale of Postage Stamps, by Stamp Vendors, in Prince Edward Island, made within the Year ended 30th June, 1877.

Name of Post Office.	Amount.
Charlottetown.....	\$ 34 50
Total.....	\$34 50

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF ONTARIO.

(A. IN REPORT NO. 4, 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, 1877.

Name.	Service.	Amount.	
		\$	cts.
<b>CHIEF INSPECTOR'S DIVISION.</b>			
J. Dewé, Chief Inspector.	Travelling allowance and mileage in Ontario.....	186	80
J. D. Paterson.....	do do .....	173	00
<b>KINGSTON DIVISION.</b>			
R. W. Barker, P.O.I.....	Travelling allowance and mileage.....	673	60
Allan Jones.....	do do .....	66	12
E. S. McDermott.....	Expenses as Acting Railway Mail Clerk.....	6	00
P. H. Macarow.....	do do .....	43	50
W. H. Smyth.....	do do .....	4	00
<b>LONDON DIVISION.</b>			
G. E. Griffin, P.O.I.....	Travelling allowance and mileage.....	98	45
G. Cox.....	do do .....	536	12
J. W. McLaren.....	Expenses as acting Railway Mail Clerk.....	64	53
<b>OTTAWA DIVISION.</b>			
T. P. French, P.O.I.....	Travelling allowance and mileage in Ontario.....	1,088	24
E. J. O'Connor.....	Expenses as Acting Railway Mail Clerk.....	4	50
E. S. McDermott.....	do do .....	3	00
P. A. Maingy.....	do do .....	27	00
D. J. Smith.....	do do .....	15	00
A. A. Smith.....	do do .....	1	50
C. Pope.....	do do .....	7	00
C. Plumb.....	do do .....	19	50
<b>TORONTO EAST DIVISION.</b>			
D. Spry, P.O.I.....	Travelling allowance and mileage.....	678	25
J. Forsyth.....	do do .....	8	12
A. McCarthy.....	do do .....	39	50
J. Henderson.....	do do .....	40	61
<b>TORONTO WEST DIVISION.</b>			
M. Sweetnam, P.O.I.....	Travelling allowance and mileage.....	736	63
C. L. Stephens.....	do do .....	269	60
G. T. B. Gurnet.....	do do .....	23	50
G. A. Burnham.....	Expenses as Chief Railway Mail Clerk.....	13	10
N. J. Clark.....	Expenses as Acting Railway Mail Clerk.....	24	70
F. W. Copeland.....	do do .....	4	60

(A. IN REPORT NO. 4, 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, 1877.

Name.	Service.	Amount.		
		\$	cts.	cts.
British Mail Clerks.....	Ontario proportion of expenses whilst in charge of British Mails.....	1,094		02
Ocean Mail Clerks.....	Ontario proportion of trip allowances to meet expenses whilst on duty.....	3,376		83
A. McGillis.....	Removal expenses from Ottawa to Toronto.....		60	00
P. A. Malngy.....	do do Quebec.....		30	00
	Total .....	\$9,417		32

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF QUEBEC.

(A. IN REPORT No. 4, 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, 1877.

Name.	Service.	Amount.	
		\$	cts.
CHIEF INSPECTOR'S DIVISION.			
J. Dewé, Chief Inspector	Travelling allowance and mileage in Quebec .....	165	00
MONTREAL DIVISION.			
E. F. King, P.O.I.....	Travelling allowance and mileage .....	837	40
F. W. King.....	do do .....	126	72
D. Nelligan.....	do do .....	229	59
J. P. Chillas.....	do do .....	10	50
D. Fairman.....	do do .....	15	00
J. P. Chillas.....	Expenses as acting Railway Mail Clerk.....	8	25
U. Beauregard.....	do do .....	38	25
G. Lefebvre.....	do do .....	7	50
A. Lord.....	do do .....	3	75
OTTAWA DIVISION.			
T. P. French, P.O.I.....	Travelling allowance and mileage in Quebec.....	453	16
G. R. Cochran.....	do do .....	5	25
QUEBEC DIVISION.			
W. G. Sheppard, P.O.I..	Travelling allowance and mileage.....	1,033	75
A. X. Talbot.....	do do .....	378	35
O. Frechette.....	do do .....	61	62
H. Huot.....	do do .....	260	98
H. A. Murphy.....	Expenses as Chief Railway*Mail Clerk.....	351	00
British Mail Clerk.....	Quebec proportion of expenses whilst in charge of British Mails.....	455	56
Ocean Mail Clerks.....	Quebec proportion of trip allowances to meet expenses whilst on duty.....	1,406	15
J. G. Poston.....	Removal expenses from Quebec to Ottawa .....	30	00
Late P.M., Gaspé Basin..	Travelling expenses on Post Office business.....	25	00
Total .....		\$5,902	78

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NOVA SCOTIA.

(A. IN REPORT NO. 4, 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, 1877.

Name.	Service.	Amount.	
		\$	cts.
J. Dewé, Chief Inspector	Travelling allowance and mileage in Nova Scotia.....	298	50
F. M. Passow, P.O.I.....	Travelling allowance and mileage.....	1,098	35
J. D. Story.....	do do.....	204	87
S. S. Thorne.....	do do.....	3	00
G. Paw.....	Expenses as Acting Railway Mail Clerk.....	103	50
L. W. Travis.....	Removal expenses from Ottawa to Halifax.....	25	00
Postmaster, Baddeck.....	Travelling expenses on Post Office business.....	6	00
do Sydney.....	do do.....	12	72
Total.....		\$1,751	94

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NEW BRUNSWICK.

(A. IN REPORT No. 4, 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, 1877.

Name.	Service.	Amount.	
		\$	cts.
J. Dewé, Chief Inspector	Travelling allowance and mileage in New Brunswick.....	304	00
J. McMillan, P.O.I. ....	Travelling allowance and mileage.....	1,080	96
W. C. Whittaker.....	do do .....	124	50
W. R. Avery.....	Expenses as Acting Railway Mail Clerk .....	30	00
Postmaster, St. George...	Travelling expenses on Post Office business.....	18	10
	Total .....	\$1,557	56

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(A. IN REPORT No. 4, F.)

DETAIL of payments for Travelling Expenses, incurred in the service of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1877.

Name.	Service.	Amount.	
		\$	cts.
E. H. Fletcher.....	Travelling allowance and mileage.....	365	50
	Total.....	\$365	50

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

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 PROVINCE OF PRINCE EDWARD ISLAND.
 

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(A. IN REPORT NO. 4, 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, 1877.

Name.	Service.	Amount.	
		\$	cts.
J. Dewé, Chief Inspector	Travelling allowance and mileage in Prince Edward Island...	15	00
W. W. McLeod, Assistant P.O.I.....	Travelling allowance and mileage.....	63	49
J. M. Campbell.....	Expenses as Acting Railway Mail Clerk.....	15	80
	Total .....	\$94	29

L. S. HUNTINGTON,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*



## PROVINCE OF ONTARIO.

(B. IN REPORT NO. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in Ontario.....	20,416	32
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Ontario.....	1,860	34
W. C. Fanner.....	Scales and weights for the Post Office Department in Ontario.....	671	75
D. G. Berri.....	Stamping pads, &c., for the Post Office Department in Ontario.....	52	45
G. Bishop & Co.....	Money order stamps for the Post Office Department in Ontario.....	209	21
G. S. Kenyon.....	do do do.....	320	00
G. Cox.....	do do do.....	160	00
Pritchard & Mingard.....	do do do.....	40	00
H. Pace.....	Repairing office clock for Chief Post Office Inspector.....	3	50
N. McNeil.....	do street letter-boxes for P. O. I., Kingston.....	12	49
S. T. Drennan.....	do office-stool for do.....	0	25
J. Stewart & Co.....	Street letter-boxes and repairs for P. O. I., London.....	201	40
S. & A. McBride.....	Stoves, stove-pipes, &c., for do.....	47	98
C. Anundson.....	Carpenter's work for do.....	34	00
J. Edwards.....	Mail Clerks' letter-boxes for do.....	11	75
Miller Lock Co.....	Brass padlocks for do.....	10	00
E. A. Taylor & Co.....	do do.....	1	68
Reid & Anderson.....	Waste-paper baskets, &c, for do.....	3	80
E. K. Slater.....	Street letter-box labels for do.....	1	50
N. McNeil.....	Putting up street letter-boxes for do.....	1	00
L. Daillebout.....	Carpenter's work for P. O. I., Ottawa.....	10	75
Shoolbred & Co.....	Carpet, mats, &c., for do.....	9	58
H. Charles.....	Office press, &c., for do.....	9	50
Blyth & Kerr.....	Repairing copying-press for do.....	8	00
J. Hewson.....	Office chair for do.....	7	25
W. D. Lemieux.....	Removing double windows, &c., for P. O. I., Ottawa.....	5	00
T. Friedrich.....	Door keys and repairs for P. O. I., Ottawa.....	4	15
P. A. Lariviere.....	Repairing mail-truck for do.....	2	50
A. Workman.....	Rubber stamping-pads for do.....	2	00
J. McLaren.....	Date stamp for P. O. I., Toronto, East.....	10	50
Stevenson & Fowler.....	do do.....	3	50
Withrow & Hillock.....	Carpenter's work for do.....	9	55
G. Watson.....	Mail Clerks' boxes for do.....	3	50
G. Harrison.....	Door-plate for do.....	3	00
H. Bain & Sons.....	Waste-paper baskets for do.....	3	00
H. Piper.....	Office basket for do.....	1	50
W. Gordon.....	Oil-cloth for do.....	1	90
Beaver Lock Works Co.....	Repairing street letter-box locks for P.O.I., Toronto, West.....	61	20
J. Hurst.....	do gas lamp for do.....	0	30
J. Webster.....	do mail truck for do.....	0	75
Withrow & Hillock.....	Carpenters' work for do.....	59	85
R. Hunter.....	Office cushions for do.....	11	00
E. Hay & Co.....	do do.....	3	00
J. McLaren.....	Date stamp for do.....	10	50
Lee & Son.....	Mail Porter's lounge for do.....	10	00
W. H. Sparrow.....	Lanterns, brushes, repairs, &c., for do.....	7	43
J. Adams.....	Flag staff halyards for do.....	6	00

(B. IN REPORT No. 4, A.)—Detail of all payments in discharge of Trademen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
T. Griffith & Co.....	Brushes and soap for P.O.I., Toronto, West.....	1	55
D. Spry.....	Brooms and soap do .....	1	45
Ridout, Aikenhead and Crombie.....	Brass padlocks for do .....	1	35
H. Harding.....	Plumber's work for P.O., Hamilton.....	68	70
C. Lister.....	Carpenter's work for do .....	63	40
C. Piercy.....	do do .....	39	85
T. Freeborn.....	Glazier's work for do .....	26	80
Farley & Irwin.....	Tinsmith's work for do .....	15	50
Copp Bros.....	do do .....	10	75
J. Leitch.....	Repairing and exchanging street-letter boxes at Hamilton..	30	82
J. Williams & Co..	Street letter-box labels for P.O. do .....	13	20
J. Reid.....	Making and repairing letter-trays for do .....	13	10
Field & Davidson.....	Covering ink pads for do .....	10	50
J. Hoodless.....	Office stools for do .....	7	20
R. M. Horsey.....	Tinsmith's work for P.O., Kingston.....	28	42
A. Williamson.....	Carpenter's work for do .....	17	45
T. McMahon.....	Glazier's work for do .....	4	50
Kingston Gas Co.....	Repairing gas pipes for do .....	6	45
C. E. Wrenshall.....	Repairing M.O. stamp for do .....	1	75
G. M. Wilkinson.....	Soap, matches, &c., for do .....	6	45
J. Moore.....	Towelling for do .....	2	10
J. McKay.....	Green baize, &c. do .....	1	80
Wright & Durand.....	Carpenter's work for P.O. London.....	65	43
E. Rogers & Co.....	Plumber's work for do .....	32	31
Noble & Greer.....	Glazier's work for do .....	7	55
G. E. Griffin.....	To pay for levelling and grading yard, &c., of P.O., London..	60	00
C. Anundson.....	Office stools and ink pads for P.O., London.....	12	10
Anderson & Southcott....	Matches, olive oil, brooms, &c., for do .....	10	33
G. P. Sheppard.....	Gas burners and globes for do .....	8	05
A. McCormick.....	Waste paper baskets for do .....	3	90
J. R. Gurd.....	Brooms for do .....	2	75
J. Boyden.....	Furnishings for Clerk's bed-room, P.O., Ottawa.....	36	52
Allan, McKinnon and McMoran.....	Quilts, sheets, &c., for do do .....	20	35
H. Meadows.....	Bedsteads, &c., for do do .....	18	50
Blyth & Kerr.....	Plumber's work, &c., for do .....	46	02
L. Daillebout.....	Carpenter's work for do .....	30	95
W. Porter.....	do do .....	4	50
G. Mann.....	Hardware, mail truck, &c., for do .....	13	20
C. S. Kenyon.....	Date stamp for do .....	12	00
H. G. Roche.....	Repairing date stamps for do .....	3	75
R. Whyte.....	Fixtures and putting up street letter-box at Ottawa.....	9	00
Withrow & Hillock.....	Carpenter's work for P.O., Toronto.....	295	11
J. Ritchie & Son.....	Plumber's work for do .....	236	35
M. O'Connor.....	Glazier's work for do .....	29	60
G. Booth.....	Painter's work for do .....	17	15
J. E. Ellis & Co.....	Attendance on clocks do .....	100	00
H. Graham & Co.....	Office carpet, oil cloth, &c., for P.O., Toronto.....	83	34
C. S. Kenyon.....	Date stamp and ribbons for do .....	22	50
J. McLaren.....	do do .....	10	00
D. O'Connor.....	Stamping ink, ribbon, &c. do .....	18	80
J. Leslie.....	To pay for stamping ink and ribbon for P.O., Toronto.....	2	00
W. A. Murray & Co.....	Date stamp ribbon for do .....	1	25
N. L. Piper & Son.....	Chimney top, repairs, &c., for do .....	15	40
R. Hay & Co.....	Office stools and repairs for do .....	14	10
E. Harris & Co.....	Lamp black, oil, &c., for do .....	12	09

(B. IN REPORT No. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
R. Malcom.....	Covering stamping pads, &c., for P.O., Toronto .....	11	80
A. Moses.....	Waste paper baskets for do .....	11	50
McGivern, Kerrigan & Co	Box locks and keys for do .....	4	02
J. Webster.....	Wheelbarrow wheel for do .....	2	25
Brown & St. Charles.....	Putting up street letter-box at Belleville Railway Station.....	4	00
Hutton & Rochester.....	do do Simcoe do .....	1	00
J. Mowat.....	do do do .....	1	00
G. Wales.....	do do St. Catharines.....	0	75
J. B. Dafoe.....	Repairing bag catching-post at Farran's Point.....	3	50
W. Tait.....	do do Mille Roches.....	2	00
Dingwall & Ross.....	Door lock for P.O., Port Hope.....	2	25
J. Jewitt.....	Repairing scales for P.O., Uzbridge.....	0	50
A. P. Marentelle.....	do do Windsor.....	0	50
	Total.....	\$25,997	68

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF QUEBEC.

(B. IN REPORT NO. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in Quebec.....	8,501	60
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Quebec.....	774	67
W. C. Fanner.....	Scales and weights for the Post Office Department in Quebec.....	279	72
G. D. Berri.....	Stamping pads, &c., for the Post Office Department in Quebec.....	21	84
G. Bishop & Co.....	Money Order stamps for do do.....	72	41
Pritchard & Mingard.....	do do do.....	24	00
G. Cox.....	do do do.....	8	00
C. S. Kenyon.....	do do do.....	8	00
A. Thorn.....	Plumber's work for P.O.I., Quebec.....	22	30
J. S. Porter.....	Locksmith's work for do.....	8	40
G. & C. Hossack.....	Soap, oil, matches, &c., for do.....	16	84
T. Andrews.....	Hardware for do.....	13	80
Haynes & Sons.....	Hydraulic pump, &c., for do.....	11	85
Bell & Barrett.....	Date stamp and ribbon for do.....	10	50
Casey & Co.....	Office chairs for do.....	10	10
Behan Bros.....	Towelling, &c., for do.....	6	48
Prowse Bros.....	Mail Clerks' boxes, and repairs for P.O.I., Montreal.....	46	75
J. Carroll.....	Repairing and putting up street letter-boxes for P.O.I., Montreal.....	21	55
J. Boyd.....	Making keys, &c., for P.O.I., Montreal.....	19	40
E. F. King.....	To pay for repairing office furniture for P.O.I., Montreal.....	7	72
E. J. Maxwell & Co.....	Lumber for P.O.I., Montreal.....	5	00
H. Morgan & Co.....	Oil-cloth, &c., for do.....	3	57
H. H. Merrill.....	Furnishing and laying carpets for P.O., Montreal.....	279	86
E. Chanteloup.....	Plumber's work, &c., for do.....	237	41
L. Gregoire.....	Carpenters' work for do.....	165	00
L. Barré.....	do do.....	158	30
Prowse Bros.....	Tinsmith's work for do.....	48	10
J. Boyd.....	Locksmith's work for do.....	26	50
J. Fontaine.....	Painter's work for do.....	14	50
A. F. Drapeau.....	do do.....	6	00
L. Roy.....	Lumber and cartage for do.....	211	66
D O'Connor.....	Stamping ink, &c., for do.....	110	00
P. Hill.....	Stamping machine and expenses for do.....	88	44
H. Grant.....	Attendance on clocks for do.....	79	25
J. D. Scott.....	Office stamp for do.....	6	00
H. R. Ives & Co.....	Iron desk standards for do.....	32	50
Frothingham & Workman.....	Hardware, &c., for do.....	31	05
W. Glendenning.....	Grate, fire pots, &c., for do.....	15	50
J. Boyce.....	Waste-paper baskets, &c., for do.....	15	35
A. A. Murphy.....	Towels and linen for do.....	14	42
Dominion Type Co.....	Type, &c., for do.....	10	13
Mackellar, Smiths & Jordan.....	do do.....	7	80
A. J. Pell.....	Notice frames for do.....	6	00
H. Morgan & Co.....	Oil-cloth for do.....	5	50

(B. IN REPORT No. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
H. A. Nelson & Sons .....	Feather dusters, chamois leather, &c., for P.O., Montreal....	5	50
Gravel Bros .....	Box of soap for P.O., Montreal .....	4	50
R. Mitchell & Co .....	Oil and oil can for P.O., Montreal .....	2	45
T. Andrews .....	Plumber's work for P.O., Quebec .....	254	86
O. Picard.....	do do .....	24	15
A. Matté .....	Locksmith's work for do .....	7	27
A. Jolivet & Co .....	Painter's work for do .....	6	75
L. Marcott .....	Blacksmith's work for do .....	6	10
L. Bourget .....	Brooms, soap, &c., for do .....	35	95
Belanger & Gariépy.....	Hardware, &c., for do .....	20	57
J. E. Bigaouette.....	do do .....	7	35
L. Martel .....	Lumber for do .....	17	45
T. Hudon.....	Chamois leather, flannel, &c., for P.O., Quebec.....	6	44
J. Dumontier.....	Grindstone, &c., for do .....	5	00
L. N. Servais.....	Polishing powder for do .....	3	00
Behan Bros.....	Cotton, &c., for do .....	2	34
G. Spinard.....	Repairing newspaper scale for P.O., Arthabaskaville.....	1	50
M. C. Rosseau.....	Set pigeon holes for P.O., St. Michel.....	2	00
	Total .....	\$11,876	95

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF NOVA SCOTIA.

(B. IN REPORT No. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in Nova Scotia .....	2,394	30
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Nova Scotia.....	218	17
W. C. Fanner.....	Scales and weights for the Post Office Department in Nova Scotia.....	78	78
D. G. Berri ..	Stamping pads for the Post Office Department in Nova Scotia.....	6	15
G. Bishop & Co.....	Money Order stamps for do do .....	136	80
H. H. Fuller & Co.....	Twine, &c., for P.O.I., Halifax.....	213	09
Gordon & Keith.....	Covering office chairs for P.O.I., Halifax.....	16	50
R. Flaherty & Co.....	Street letter-boxes for do .....	8	00
O. J. Knappen.....	Stencils, ink, &c., for do .....	5	20
R. H. Cogswell.....	Attendance on clocks for do .....	5	00
G. Rent, jun.....	Water cooler for do .....	3	00
T. W. Bateman.....	Locksmith's work for do .....	2	50
Watson & Myers.....	Plumber's work for do .....	1	25
W. C. Silver.....	Towels for do .....	1	80
T. Forsyth & Co.....	Soap, &c., for do .....	1	30
A. W. McNab.....	Carpenter's work for Money Order Office, Halifax.....	20	50
A. W. McNab.....	do for P.O., Halifax .....	61	16
Watson & Myers .....	Plumber's work for do .....	32	71
Muirhead & Longard.....	do do .....	9	48
J. Davies.....	Locksmith's work for do .....	31	55
J. Reardon.....	Painter's work for do .....	13	75
L. Houlet.....	Blankets, sheets, &c., for do .....	24	70
A. Stephen & Son.....	Bedsteads, mattresses, &c., for P.O., Halifax.....	17	35
H. H. Fuller & Co.....	Twine, hardware, &c., for do .....	7	85
Forsyth & Co.....	Soap for do .....	2	60
W. C. Silver.....	Towels for do .....	3	60
J. Jamieson.....	Repairing street letter-box at Truro Railway Station.....	0	75
	Total .....	\$3,317	84

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NEW BRUNSWICK.

(B. IN REPORT No. 4, D.)

ETAILED 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co. ....	Engraving and printing postage stamps for the Post Office Department in New Brunswick .....	1,815	69
Pritchard & Mingard. ....	Office stamps and seals for the Post Office Department in New Brunswick .....	165	45
W. O. Fanner. ....	Scales and weights for the Post Office Department in New Brunswick .....	59	74
D. G. Berri. ....	Stamping pads, &c., for the Post Office Department in New Brunswick .....	4	66
G. Bishop & Co. ....	Money Order stamps for the Post Office Department in New Brunswick .....	48	28
D. Connell. ....	Removing furniture to new Post Office building, St. John .....	154	25
S. Dunlop. ....	Removing iron safes do do .....	43	00
Adam Young. ....	Japanning and repairing grates and fenders for P.O.I., St. John. ....	20	78
A. Rowan. ....	Plumber's work for P.O.I., St. John. ....	33	00
T. M. Reed. ....	Soap, sponge, window brush, &c., for P.O.I., St. John. ....	20	10
Kerr & Thorne. ....	Hardware for do .....	4	03
Jardine & Co. ....	Matches, brooms, &c., for do .....	1	52
L. H. DeVeber & Sons. ....	Towels for do .....	1	50
Lewin & Allingham. ....	Foot rule for do .....	0	35
W. Cosmon. ....	Tin labels for Money Order Office, St. John. ....	9	00
W. H. Thorne & Co. ....	Twine for do .....	3	60
H. Duffell. ....	Lumber for do .....	3	40
J. & J. O'Brien. ....	Plumber's work for P.O. Fredericton. ....	7	70
H. J. Thorne. ....	Gas globes and burners for do .....	7	50
H. S. Phair. ....	Coal stove for do .....	7	00
L. P. Greene. ....	Carpenter's work for P.O. St. John. ....	82	97
A. Rowan. ....	Plumber's work for do .....	51	58
Bowes & Evans. ....	Tinsmith's work for do .....	36	78
J. H. Pullen. ....	Glazier's work for do .....	18	20
J. H. Leah. ....	Painter's work for do .....	3	36
F. T. Sawyer & Co. ....	Letter boxes for do .....	81	50
Yale Lock Manufacturing Co. ....	Delivery boxes for do .....	47	18
Hutchings & Co. ....	Bedsteads and fittings for do .....	83	02
R. Flaherty & Co. ....	Repairing safe for do .....	31	00
F. T. Daniel. ....	Repairing and changing street letter boxes at St. John. ....	23	80
G. Hutthinson. ....	Attendance on clocks for P. O. St. John. ....	20	00
Chamberlain Manufacturing Co. ....	Office stamping machine for do .....	17	61
W. C. Blanchard. ....	Nest of drawers for do .....	15	00
C. G. Berryman. ....	Hardware for do .....	9	73
Kerr & Thorne. ....	do do .....	1	70
J. R. Smith. ....	Waste paper baskets for do .....	6	20
J. T. Carpenter. ....	Date stamp ribbon for do .....	4	50
R. M. Gibson. ....	Letter box numbers for do .....	4	00
J. J. Christie. ....	Cash box for do .....	2	00
Postmaster, St. Stephen. ....	To pay for letter scales for P.O. St. Stephen. ....	11	00
Total. ....		\$2,961	68

H. A. WICKSTEED.

Accountant.

S. HUNTINGTON,

Postmaster-General.

## PROVINCE OF MANITOBA.

(B. IN REPORT No. 4, E.)

DETAIL of all payments in discharge of Tradesmen's Bills, for Articles supplied for the service of the Post Office Department, in Manitoba (including the North-West Territories), made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in Manitoba, &c.....	261	32
Pritchard & Mingard .....	Office stamps and seals for the Post Office Department in Manitoba, &c.....	23	81
W. C. Fanner .....	Scales and weights for the Post Office Department in Manitoba, &c.....	8	60
D. G. Berri.....	Stamping pads, &c., for the Post Office Department in Manitoba, &c.....	0	67
G. Cox.....	Money order stamps for the Post Office Department in Manitoba, &c.....	8	00
McMicken & Taylor.....	Hardware, lamps, chimnies, &c., for P. O., Winnipeg ..	126	20
J. H. Ashdown .....	Locks, bolts, &c., for do ..	24	77
Kew, Stobart & Co.....	Towelling, &c., for do ..	5	15
R. R. Keith .....	Saw-horse, for do ..	1	50
H. Marshall.....	Carpenter's work for do ..	5	50
	Total.....	\$465	52

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



PROVINCE OF BRITISH COLUMBIA.

(B. IN REPORT No. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in British Columbia .....	384	45
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in British Columbia .....	35	03
W. C. Fanner .....	Scales and weights for the Post Office Department in British Columbia .....	12	65
D. G. Berri.....	Stamping pds, &c., for the Post Office Department in British Columbia .....	0	99
Stewart & Braden.....	Plumber's work, &c., for P.O.I., Victoria.....	48	00
Burns & Co .....	Feather duster for do .....	2	50
W. B. Steele .....	Hanging lamp for P.O., Barkerville .....	5	00
J. Cunningham .....	Oil, chimnies, &c., for P.O., New Westminster .....	6	62
C. G. Major .....	Burners, chimnies, &c., for do .....	3	75
Stewart & Braden .....	Plumber's work for P.O., Victoria .....	97	50
D. Heul .....	Tinsmith's work for do .....	4	00
T. Shotbolt.....	Oil, lamp-black, &c., for do .....	1	00
A. Vipond.....	Repairing letter-box for do .....	0	50
	Total.....	\$601	99

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

(B. IN REPORT No. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in Prince Edward Island.....	462	82
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Prince Edward Island.....	42	17
W. U. Fanner .....	Scales and weights for the Post Office Department in Prince Edward Island.....	15	23
D. G. Berri.....	Stamping pads, &c., for the Post Office Department in Prince Edward Island.....	1	19
G. Bishop & Co.....	Money Order Stamps for the Post Office Department in Prince Edward Island.....	8	05
J. Newson .....	Carpenter's work for Post Office, Charlottetown.....	45	94
A. Hermans.....	Plumber's work, &c., do do .....	15	40
A. A. Baldwin & Co.....	Twine, hardware, &c. do do .....	32	80
Dodd & Rogers.....	Matches, brooms, &c. do do .....	7	66
M. L. Glover .....	Letter binder for do do .....	2	00
R. F. Macdonald.....	Making Mail Clerk's box do do .....	1	00
Total.....		\$634	26

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF ONTARIO.

(C. IN REPORT No. 4, A.)

DETAIL of all payments by the Post Office Department for Rents and Taxes  
in Ontario, made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
G. P. Baker,.....	Rent of Ottawa Post Office (1 Month) .....	41	66
Hamilton Water Works Co.....	Water rate, Hamilton Post Office.....	100	00
Kingston Water Works Co.....	do Kingston do .....	46	98
Ottawa Water Works Co.	do Ottawa do (2 Quarters).....	268	00
Toronto Water Works Co.....	do Toronto do (3 Quarters).....	118	63
	Total.....	\$573	25

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF QUEBEC.

(C. IN REPORT No. 4, B.)

DETAIL of all payments by the Post Office Department for Rents and Taxes  
in Quebec, made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
Seminary of St. Sulpice ..	Ground rent Montreal Post Office (2 Quarters) .....	400	00
J. Richard.....	Rent and taxes of Eastern Receiving House, Montreal.....	264	00
L. N. Denis.....	do Northern Receiving House, Montreal.....	271	50
A. Hamilton .....	do Western Receiving House, Montreal.....	288	00
Montreal Water Works Co.....	Water rate, Montreal Post Office .....	204	75
do do ...	do Eastern Receiving House, Montreal.....	9	50
do do ...	do Northern do do .....	11	40
do do ...	do Western do do .....	6	65
Quebec Water Works Co	do Quebec Post Office.....	507	00
	Total .....	\$1,962	80

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NEW BRUNSWICK.

(C. IN REPORT No. 4, D.)

DETAIL of all payments by the Post Office Department for Rents and Taxes in New Brunswick, made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
Mary Gregg.....	Rent of Fredericton Post Office (3 Quarters).....	225	00
St. John Water Works Co.....	Water rate St. John Post Office (old building).....	100	00
do do .....	do do (new building; 3 Quarters).....	104	10
D. Sullivan.....	Rent of safe for St. Stephen Post Office.....	5	00
	Total.....	\$434	10

L. S. HUNTINGTON,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

PROVINCE OF MANITOBA.

(C. IN REPORT No 4, E.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes in Manitoba (including the North-West Territories), made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
A. G. Bannatyne... ..	Rent of Winnipeg Post Office (5 Months).....	75	00
	Total.....	\$75	00

L. S. HUNTINGTON,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

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 PROVINCE OF BRITISH COLUMBIA.
 

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(C. IN REPORT No. 4, F.)

 DETAIL of all payments by the Post Office Department, for Rents and Taxes  
 in British Columbia, made within the Year ended 30th June, 1877.
 

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Name.	Particulars.	Amount.	
Victoria.....	Water rate Victoria Post Office (9 Months).....	\$	cts.
		9	00
	Total.....	\$9	00

 L. S. HUNTINGTON,  
*Postmaster-General.*

 H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF ONTARIO.

(D. IN REPORT No. 4, A.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, made in Ontario, within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
Queen's Printer and Stationery Office	Stationery and printing for the Post Office Department in Ontario	\$ 21,316	cts. 25
G. F. Nesbitt & Co.	Stationery for the Post Office Department in Ontario	174	22
W. Williamson	do do do	2	02
Belleville	Advertising Time-tables, Post Office notices, &c.	3	68
Hamilton	do do do	47	83
Hawksville	do do do	1	24
Kingston	do do do	25	00
London	do do do	120	40
Mount Forest	do do do	2	50
Ottawa	do do do	81	00
Paisley	do do do	7	64
Toronto	do do do	148	47
Brantford Expositor	Advertising for Mail Tenders, &c.	14	28
Brockville Recorder	do do	6	30
Brussels Post	do do	3	00
Cayuga Advocate	do do	9	60
Chatham Banner	do do	15	78
Cornwall Freeholder	do do	23	00
Dunnville Reform Press	do do	14	52
Goderich Signal	do do	4	32
Hamilton New Dominion	do do	7	20
do Times	do do	13	10
Ingersoll Chronicle	do do	14	84
Kingston Whig	do do	53	08
London Advertiser	do do	61	42
Lucknow Sentinel	do do	3	60
Napanee Express	do do	8	40
Paris Star	do do	5	16
Parkhill Gazette	do do	4	44
Pembroke Observer	do do	13	02
Perth Courier	do do	5	60
Peterboro Examiner	do do	10	08
Picton New Nation	do do	19	56
do Times	do do	15	84
Renfrew Mercury	do do	10	60
St. Thomas Canadian Home	do do	7	92
Sarnia Observer	do do	6	96
Simcoe Norfolk Reformer	do do	25	62
Stratford Beacon	do do	12	80
Strathroy Age	do do	14	80
Thamesville Express	do do	8	76
Toronto Christian Guardian	do do	5	04
do Globe	do do	15	60
do Grip	do do	4	20
do Irish Canadian	do do	3	20
do National	do do	4	00
do New Dominion	do do	9	25
do Weekly Advertiser	do do	3	36

(D. IN REPORT No. 4, A.)—Detail of all payments by the Post Office Department for Stationery, Printing and Advertising, made in Ontario, within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
Watford Advocate.....	Advertising for Mail Tenders, &c.....	3	60
Windsor Essex Recorder..	do do .....	12	24
Wingham Times.....	do do .....	3	50
Woodstock Review .....	do do .....	15	40
do Sentinel .....	do do .....	18	48
	Total.....	\$22,441	72

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



PROVINCE OF QUEBEC.

(D. IN REPORT No. 4, B.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising in Quebec, made within the Year ended 30th June, 1877.

Name.	Particulars.	Amo t.	
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department in Quebec	8,690	68
Dawson & Co.....	Stationery for P.O.'s Office, Quebec.....	2	10
M. Miller & Son.....	do Post Office, Quebec.....	5	05
Montreal Herald.....	Printing distribution lists for P.O.I., Montreal.....	65	00
Lovell Printing Co.....	Printing labels, &c., do.....	7	35
Burland & Desbarats.....	Printing cheques for Post Office, Montreal.....	17	00
Montreal.....	Advertising, Time-tables, Post Office notices, &c.,.....	321	25
Quebec.....	do do do.....	357	09
Sherbrooke.....	do do do.....	2	64
Aylmer Times.....	Advertising for Mail Tenders, &c.....	4	08
Quebec Budget.....	do do.....	50	44
Quebec Journal.....	do do.....	51	98
Quebec L'Evenement.....	do do.....	61	92
Quebec Morning Chronicle.....	do do.....	61	25
Quebec Telegraph.....	do do.....	50	44
Rimouski Nouvelliste.....	do do.....	16	25
St. Anne Gazette.....	do do.....	3	60
Sherbrooke Le Progrès, &c.....	do do.....	20	40
Three Rivers Constitutionnel.....	do do.....	5	16
	ta.....	\$9,793	68

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF NOVA SCOTIA.

(D. IN REPORT No. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department in Nova Scotia.....	2,861	88
T. P. Connolly.....	Stationery for P.O.'s Office, Halifax.....	21	75
A. & H. Creighton.....	do and binding for P.O.'s Office, Halifax.....	5	50
A. W. McKinlay.....	do for P.O.'s Office, Halifax.....	4	70
A. & H. Creighton.....	do Money Order Office, Halifax.....	2	35
T. P. Connolly.....	do Post Office, Halifax.....	137	58
Amherst.....	Advertising Time-tables, Post Office notices, &c.....	0	41
Halifax.....	do do do.....	503	42
Berwick Star.....	Advertising Mail Tenders.....	27	36
Halifax <i>Acadian Recorder</i> .....	do do.....	85	76
Halifax <i>Casket</i> .....	do do.....	3	84
Halifax <i>Citizen</i> .....	do do.....	28	00
Halifax <i>Christian Messenger</i> .....	do do.....	77	14
Halifax <i>Church Chronicle</i> .....	do do.....	87	36
Halifax <i>Morning Chronicle</i> .....	do do.....	120	68
Halifax <i>Presbyterian Witness</i> .....	do do.....	54	32
Halifax <i>Wesleyan</i> .....	do do.....	67	76
New Glasgow <i>Eastern Chronicle</i> .....	do do.....	1	50
North Sydney <i>Herald</i> .....	do do.....	31	52
Port Hawkesbury <i>News</i> .....	do do.....	4	00
Sydney <i>Cape Breton Advocate</i> .....	do do.....	24	16
Truro <i>Sun</i> .....	do do.....	5	76
	Total.....	\$4,157	05

L. S. HUNTINGTON,  
Postmaster-General

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NEW BRUNSWICK.

(D IN REPORT NO. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department in New Brunswick .....	2,725	11
H. Chubb & Co.....	Stationery for P.O.I. Office, St. John.....	149	80
J. & A. McMillan.....	do do .....	31	50
Jones & Morrison.....	do do .....	3	85
J. & A. McMillan.....	do Money Order Office, St. John .....	6	00
J. & F. Burpee & Co.....	do do do .....	1	33
H. Cropley.....	do Post Office, Fredericton .....	7	10
M. S. Hall.....	do do do .....	0	90
J. & A. McMillan.....	do Post Office, St. John.....	112	79
H. Chubb & Co.....	do do do .....	21	95
Kane & Co.....	Printing for Money Order Office, St. John.....	0	75
St. Andrews.....	Advertising Time-tables, Post Office notices, &c. ....	3	50
St. John.....	do do do .....	767	95
Carleton Sentinel.....	Advertising Mail Tenders, &c.....	11	25
Fredericton Colonial Farmer.....	do do .....	12	00
St. Andrew's Standard.....	do do .....	6	75
St. John Christian Visitor.....	do do .....	9	96
do Daily News.....	do do .....	12	00
do Daily Telegraph.....	do do .....	12	00
do Freeman.....	do do .....	18	00
do Globe.....	do do .....	12	00
do Religious Intelligencer.....	do do .....	4	80
do Temperance Journal.....	do do .....	6	00
St. Stephen Journal.....	do do .....	16	00
Sackville Borderer.....	do do .....	15	00
do Chignecto Post.....	do do .....	11	80
Total.....		\$3,980	09

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF MANITOBA.

(D. IN REPORT No. 4, E.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Manitoba (including the North-West Territories), made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department in Manitoba, &c.....	261	39
H. S. Donaldson.....	Stationery for Post Office, Winnipeg.....	35	70
Winnipeg Standard.....	Advertising for Mail Tenders.....	11	76
Winnipeg.....	Advertising Post Office notices.....	6	00
	Total.....	\$314	85

L. S. HUNTINGTON,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(D. IN REPORT No. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department in British Columbia.....	392	85
J. S. Knevelt.....	Stationery for Post Office, New Westminster.....	8	38
W. H. Kearney.....	do do do.....	1	75
T. N. Hibben & Co.....	do P.O.'s. and Post Office, Victoria.....	46	99
New Westminster Main-land Guardian.....	Printing for Post Office, New Westminster.....	3	00
do do.....	Advertising for Mail Tenders, &c.....	23	25
Victoria British Colonist.....	do do.....	57	00
Victoria.....	Advertising Post Office notices.....	75	00
	Total.....	\$608	22

L. S. HUNTINGTON,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

(D. IN REPORT NO. 4, 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, 1877.

Name.	Particulars.	Amount.	
Queen's Printer and Stationery Office.....	Stationery and printing, for the Post Office Department in Prince Edward Island.....	\$	cts.
		544	88
J. Caven.....	Stationery and printing for Post Office, Charlottetown .....	217	65
H. A. Harvie.....	Stationery for do do .....	42	05
Bremner, Bros.....	do do do .....	9	55
Charlottetown.....	Advertising Post Office notices.....	20	90
Summerside.....	do do .....	3	60
	Total.....	\$838	63

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF ONTARIO.

(E. IN REPORT NO. 4, A.)

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department, in Ontario, made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
Hamilton Gas Co.....	Gas for Hamilton Post Office.....	446	00
T. Myles.....	Coal and wood do.....	480	89
Kingston Gas Co.....	Gas for Kingston Post Office.....	525	24
do do .....	Coal for do.....	114	00
L. Lyon.....	Wood for do.....	27	00
E. Williams.....	do do.....	22	50
J. Molloy.....	do do.....	4	50
J. Connors.....	Cutting and piling wood for Kingston Post Office.....	6	25
P. Kilcawly.....	do do do.....	6	00
London Gas Co.....	Gas for London Post Office.....	506	80
J. Rayner.....	Coal for do.....	222	18
J. Fairgrieve.....	Wood for do.....	58	50
J. Dundas.....	do do.....	46	80
H. Ware.....	Cutting and piling wood for London Post Office.....	16	00
D. McLaughlin.....	do do do.....	13	75
Ottawa Gas Co.....	Gas for Ottawa Post Office.....	1,014	40
Lambert, Meech & Co.....	Naphtha gas for do.....	226	25
Bate & Co.....	Candles for do.....	1	80
G. Bishop.....	do do.....	1	80
J. McRae.....	Coal for do.....	526	09
J. Heney.....	Wood for do.....	140	00
Port Hope Gas Co.....	Gas for Port Hope Post Office.....	4	00
G. Wright.....	Coal for do.....	8	63
Toronto Gas Co.....	Gas for Toronto Post Office.....	2,273	53
P. Burns.....	Coal and wood for do.....	740	63
P. D. Congor.....	Wood for do.....	13	00
	Total.....	\$7,446	54

L. S. HUNTINGTON  
Postmaster-General.

H. A. WICKSTEED  
Accountant.

PROVINCE OF QUEBEC.

(E. IN REPORT No. 4

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department in Quebec, made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
Montreal Gas Co.....	Gas for Montreal Post Office.....	1,597	25
J. T. Dillon.....	Coal for do.....	936	60
F. Brennan & Co.....	do do.....	620	98
T. Connors.....	Putting in coal for do.....	60	40
W. Hart.....	do do.....	40	80
J. Carroll.....	do do.....	15	00
J. Collins.....	Coal oil for do.....	2	00
Quebec Gas Co.....	Gas for Quebec Post Office.....	528	16
J. G. Waters.....	Coal for do.....	281	44
Giblin & Co.....	do do.....	57	60
J. Rusk.....	Wood for do.....	111	00
J. Petit.....	do do.....	4	10
Total.....		\$4,255	33

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NOVA SCOTIA.

(E. IN REPORT No. 4, C.

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department in Nova Scotia, made within the Year ended 30th June, 1877.

Particulars.	Amount.	
	\$	cts.
Post Office Department's proportion of expenses for heating, lighting, &c., the Post Office building at Halifax.....	2,076	52
Total.....	\$2,076	52

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

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 PROVINCE OF NEW BRUNSWICK.
 

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(E. IN REPORT No. 4, D.)

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department in New Brunswick, made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
J. J. Lloyd.....	Coal for P.O.'s Office, St. John.....	710	06
T. McCarthy.....	do do.....	38	97
Fredericton Gas Co.....	Gas for Post Office, Fredericton.....	45	70
J. G. Gill.....	Coal for do do.....	74	98
St. John Gas Co.....	Gas for Post Office, St. John.....	1,113	10
J. V. Ellis.....	To pay for wood for Post Office, St. John.....	14	53
R. P. & W. F. Starr.....	Coal for do do.....	7	31
A. Crawford.....	Wood for do do.....	2	28
	Total.....	\$2,006	93

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



PROVINCE OF MANITOBA.

(E. IN REPORT NO. 4, E.)

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department in Manitoba (including the North-West Territories), made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
D. Cooper.....	Wood for Post Office, Winnipeg.....	264	00
T. Truthwaite.....	do do.....	20	00
J. Macdougall.....	To pay for cutting wood for Post Office, Winnipeg.....	50	00
B. Skagfold.....	Cutting wood for do do.....	13	75
A. G. B. Bannatyne.....	Coal oil for do do.....	15	00
McMicken & Taylor.....	do do do.....	7	00
	Total.....	\$369	75

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(E. IN REPORT No. 4, F.)

DETAIL of all payments for Fuel and Light for the use of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
M. Pinaison.....	Wood for Post Office, Barkerville.....	7	00
Steamer "A".....	Coal for Post Office, New Westminster.....	52	50
H. Elliott.....	Coal and bark for Post Office, New Westminster.....	7	00
H. Ubutt.....	Hauling coal for do do.....	3	00
J. Cunningham & Co.....	Coal oil and candles for do do.....	37	13
R. W. Dean.....	Coal oil for do do.....	7	00
Victoria Gas Co.....	Gas for Post Office, Victoria.....	144	50
W. R. Clarke.....	Coal and wood for Post Office, Victoria.....	48	50
	Coal for do.....	8	25
	Total.....	\$314	88

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

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 PROVINCE OF PRINCE EDWARD ISLAND.
 

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(E. IN REPORT NO. 4, G.)

DETAIL of all payments for Fuel and Light for the use of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1877.

Particulars.	Amount.	
	\$	cts.
Post Office Department's proportion of expenses, for heating, lighting, &c., the Post Office building at Charlottetown.....	1,045	25
Total.....	\$1,045	25

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF ONTARIO.

(F. IN REPORT NO. 4, A.)

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
J. Dewé .....	Incidental expenses, Chief P.O.'s Office, Ottawa.....	15	00
G. Griffin.....	do P.O.'s Office, London.....	78	40
T. P. French.....	do do Ottawa.....	346	60
D. Spry.....	do do Toronto, East.....	25	06
M. Sweetnam.....	do do Toronto, West.....	191	50
H. N. Case.....	do Post Office, Hamilton.....	92	83
R. Deacon.....	do do Kingston.....	38	23
L. Lawless.....	do do London.....	115	68
G. P. Baker.....	do do Ottawa.....	211	22
J. Lesslie.....	do do Toronto.....	740	77
Dominion Telegraph Co..	Telegrams to and from the Post Office Department.....	18	24
Montreal Telegraph Co..	do do Chief P.O.I., Ottawa.....	91	64
do do .....	do do P.O.I., Kingston.....	47	61
do do .....	do do London.....	62	96
Dominion Telegraph Co..	do do do.....	18	96
Montreal Telegraph Co..	do do Ottawa.....	58	16
do do .....	do do Toronto, East.....	21	10
Dominion Telegraph Co..	do do do.....	13	40
Montreal Telegraph Co..	do do Toronto, West.....	119	78
Dominion Telegraph Co..	do do do.....	29	85
Montreal Telegraph Co..	do Postmaster, Belleville.....	0	30
do do .....	do do Hamilton.....	6	58
Dominion Telegraph Co..	do do do.....	5	17
do do .....	do do Listowel.....	0	63
Montreal Telegraph Co..	do do Lucan.....	0	97
do do .....	do do Morton.....	0	25
do do .....	do do Newcastle.....	0	26
do do .....	do do Ottawa.....	29	40
do do .....	do do Pembroke.....	0	57
do do .....	do do Port Burwell.....	1	44
Dominion Telegraph Co..	do do Simcoe.....	2	96
Montreal Telegraph Co..	do do Toronto.....	28	21
do do .....	do do Wallaceburg.....	0	80
do do .....	do do Windsor.....	3	23
Dominion Telegraph Co..	do do do.....	0	29
Royal Canadian Insurance Co.....	Insurance on Kingston Post Office.....	80	06
Royal Insurance Co.....	do do London do.....	62	56
Royal Canadian Insurance Co.....	do do Toronto do.....	200	00
United States Post Office Department.....	Postages collected in Ontario, on behalf of the United States, on letters and papers for China, Japan, New Zealand, West Indies, &c., 12 months to 31st March, 1877.....	1,857	31
Post Office Savings Bank.....	Commissions to Postmasters in Ontario, upon Savings Bank business, 6 months to 31st December, 1876.....	1,113	76
General Post Office, London.....	Money Order lists for the Post Office Department.....	85	92

(F. IN REPORT NO. A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
Cameron & Co.....	Postage stamps redeemed and destroyed.....	743	89
Montreal Telegraph Co...	do do .....	590	90
W. Weld.....	do do .....	291	87
R. P. Street.....	do do .....	162	20
T. B. Weir.....	do do .....	105	47
B. Chamberlain.....	do do .....	14	83
G. A. Masson.....	do do .....	7	41
G. H. Sarley.....	do do .....	1	79
W. H. Jones.....	do do .....	1	50
Postmaster, Ottawa.....	Refund of money deposited for box and drawer keys.....	78	00
do Toronto.....	do do do .....	222	50
do Brantford.....	Indemnity for portion of money stolen from Brantford P.O.,.....	107	50
G. Swatman.....	Refund of money found in a dead letter from Lucan P.O.,.....	2	00
J. Bethune.....	Legal expenses <i>in re</i> late Postmaster, Merriton.....	41	81
J. Wright.....	do do late Postmaster, Port Hope.....	2	00
J. D. Elliott.....	Expenses incurred <i>in re</i> do .....	5	00
H. F. Rainville.....	Legal expenses <i>in re</i> late Postmaster, Hamilton.....	3	25
J. W. H. Wilson.....	do do <i>in re</i> Postmaster, Bond Head.....	20	00
R. W. Barker, P.O.I.....	Expenses incurred <i>in re</i> robbery, Colborne P.O.....	12	00
P. S. Kranz.....	Detective services and expenses <i>in re</i> missing registered letter at Netherby P.O.....	12	00
A. McGillies.....	Allowance whilst in charge of Port Hope P.O.....	30	00
E. S. McDermott.....	do do Vankleek Hill P.O.....	25	00
Sundry Persons.....	Gratuities for charge of night mails at principal railway stations.....	60	00
	Total.....	\$8,376	46

S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF QUEBEC.

(F. IN REPORT NO. 4, B.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the  
Post Office Department in Quebec, made within the Year ended 30th  
June, 1877.

Name.	Particulars.	Amounts	
		\$	cts.
E. F. King.....	Incidental expenses, P.O.'s Office, Montreal.....	67	77
W. G. Sheppard.....	do do Quebec.....	225	20
G. LaMothe.....	do Post Office, Montreal.....	603	37
J. B. Pruneau.....	do do Quebec.....	637	22
Montreal Telegraph Co..	Telegrams to and from P.O.I., Montreal.....	76	51
do.....	do do Quebec.....	183	09
do.....	do Postmaster, Laprarie.....	0	36
do.....	do do Montreal.....	78	88
Dominion Telegraph Co..	do do do.....	8	10
Montreal Telegraph Co..	do do Sorel.....	0	59
do.....	do do Three Rivers.....	10	81
Dominion Telegraph Co..	do do do.....	2	54
Royal Insurance Co.....	Insurance on Quebec Post Office.....	103	00
Royal Canadian Insurance Co.....	do do.....	103	00
United States Post Office Department.....	Postages collected in Quebec, on behalf of the United States, on letters and papers for China, Japan, New Zealand, West Indies, &c.; 12 months to 31st March, 1877.....	384	67
Post Office Savings Bank.	Commissions to Postmasters in Quebec, upon Savings Bank business; 6 months to 31st Dec., 1876.....	83	98
P. B. Kirkham.....	Furnishing telegraphic reports of Railway Mail Trains, to Montreal Post Office; 12 months to 31st May, 1877.....	120	00
Montreal Telegraph Co..	Postage stamps redeemed and destroyed.....	833	25
Postmaster, Point St. Charles.....	Superintending and accommodating Letter Carriers' Branch.....	200	00
Postmaster, Montreal.....	Refund of money deposited box for and drawer keys.....	72	00
do Quebec.....	do do do.....	54	00
do Bonaventure River.....	Indemnity for loss of remittance.....	9	00
do Ste. Beatrix.....	do postage stamps stolen by mail robber.....	12	00
J. Gleason.....	Legal expenses <i>in re</i> late Postmasters, Rimouski.....	399	65
W. G. Sheppard, P.O.I..	Expenses incurred <i>in re</i> J. J. Lemoine.....	33	75
J. Fahey.....	Detective services <i>in re</i> missing registered letters at Montreal.....	6	00
R. Brodeur, M.D.....	Medical attendance upon Railway Mail Clerk, J. L. Mercier injured whilst on duty.....	12	00
J. Carroll.....	Removing furniture, etc., to new Post Office building, Montreal.....	160	25
J. Fontaine.....	Cleaning thoroughly the new Post Office building, Montreal.....	116	65
F. H. O'Brien.....	Gratuity for services whilst on Post Office business.....	60	00
U. Rondeau.....	do special services in Post Office, Montreal.....	50	00
C. McNab.....	Indemnity for withdrawing mail contract between Murray Bay and St. Denis.....	40	00
	Total.....	\$4,747	64

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NOVA SCOTIA.

## F. IN REPORT NO. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
F. M. Passow.....	Incidental expenses, P.O.'s Office, Halifax.....	28	21
J. H. Thorne.....	do Money Order Office, Halifax.....	49	00
H. W. Blackadar.....	do Post Office, Halifax.....	110	70
Western Union Telegraph Co.....	Telegrams to and from Post Office Inspector, Halifax.....	251	20
Dominion Telegraph Co.....	do do do.....	4	08
Western Union Telegraph Co.....	do Superintendent Money Order Office, Halifax.....	18	20
Dominion Telegraph Co.....	do Post Office, Antigonishe.....	0	75
Western Union Telegraph Co.....	do do do.....	0	25
do do.....	do do Halifax.....	28	36
do do.....	do do Wilmot.....	0	70
United States Post Office Department.....	Postages collected in Nova Scotia, on behalf of the United States, on letters and papers for China, Japan, New Zealand, West Indies, &c.; 12 months to 31st March, 1877.....	367	79
Control Department.....	Military official postage, paid within the Dominion and refunded..	105	06
W. F. MacCoy.....	Legal expenses <i>in re</i> embezzlement at Mahone Bay.....	47	47
R. L. Weatherbe.....	do <i>in re</i> security from Postmaster, Walton.....	10	00
W. V. Smith.....	Expenses whilst Acting Postmaster of Amherst.....	50	00
M. Kinsman.....	Assisting S. S. Thorne, whilst in charge of Kentville P.O.....	31	25
Postmaster, East Bay.....	Balances due to Way Office Keepers by late Postmaster, and paid by present Postmaster.....	19	63
Bear River.....	Ship letter gratuities paid.....	0	38
Brooklyn.....	do do.....	0	87
Olementsport.....	do do.....	1	56
Halifax.....	do do.....	28	18
Liverpool.....	do do.....	1	88
Lockeport.....	do do.....	8	54
Lunenburg.....	do do.....	0	91
Shelburne.....	do do.....	0	22
Weymouth.....	do do.....	0	80
Yarmouth.....	do do.....	3	32
Sundry Persons.....	Gratuities for taking charge of Mails at Railway Stations, on Railway trains, &c.....	105	00
Total.....		\$1,274	31

L. S. HUNTINGTON,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NEW BRUNSWICK.

(F. IN REPORT NO. 4, 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, 1867.

Name.	Particulars.	Amount.	
		\$	cts.
J. McMillan.....	Incidental expenses, P.O.'s Office, St. John.....	72	55
G. F. Everett.....	do Money Order Office, St. John.....	6	99
H. J. Thorne.....	do Post Office, Fredericton.....	18	62
J. V. Ellis.....	do do St. John.....	184	17
J. Howe.....	do do do.....	17	81
Western Union Telegraph Co.....	Telegrams to and from Post Office Inspector, St. John.....	149	99
do do.....	do Postmaster, St. John.....	68	39
United States Post Office Department.....	Postages collected in New Brunswick, on behalf of the United States, on letters and papers for China, Japan and New Zealand, West Indies, &c.; 12 months to 31st March, 1877..	722	14
Control Department.....	Military official postage paid within the Dominion and refunded.	40	93
Postmaster, St. John.....	Refund of money deposited for box and drawer keys.....	7	00
C. W. Weldon.....	Settlement, <i>in lieu</i> of repairs to Fredericton Post Office.....	935	00
W. H. Tuck.....	Legal expenses <i>in re</i> J. Harvie and W. Smith.....	122	98
A. L. Palmer.....	do <i>in re</i> D. H. Waterbury.....	82	28
T. McPherson.....	Detective services do.....	10	00
F. L. Avery.....	Expenses whilst in charge of Shediac Post Office.....	25	50
A. Wallace.....	Gratuity for recovery of mail bag lost off Steamer "Scudd.".....	10	00
St. John.....	Ship letter gratuities paid.....	55	80
Sundry Persons.....	Gratuities for charge of mails at Railway Stations, on Railway trains, &c.....	476	40
	Total.....	\$3,006	55

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



PROVINCE OF MANITOBA.

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(F. IN REPORT NO. 4, E.)

**DETAIL** of all payments for Miscellaneous Disbursements, on account of the Post Office Department in Manitoba, (including the North-West Territories), made within the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
J. Macdougall.....	Incidental expenses, Post Office, Winnipeg.....	53	28
Telegraph Co.....	Telegram, Post Office, Winnipeg.....	0	50
	Total.....	\$53	78

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant*

PROVINCE OF BRITISH COLUMBIA.

(F. IN REPORT No. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
R. Wallace.....	Incidental expenses, P.O.'s Office, St. John .....	2	00
V. B. Tait.....	do Post Office, New Westminster.....	48	00
R. Wallace.....	do do Victoria.....	14	12
Western Union Tele- graph Co.....	Telegrams to and from P.O.I., do .....	43	65
do .....	do Postmaster, New Westminster.....	1	75
United States Post Office Department.....	Postage collected in British Columbia, on behalf of the United States, on letters and papers for China, Japan, New Zealand, West Indies, &c., 12 months, to 31st March, 1877.....	168	01
A. R. Robertson.....	Legal expenses, Queen vs. Harrison .....	72	50
A. N. Richards.....	do in re Cassiar mail robbery.....	20	00
	Total.....	\$370	03

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant*

PROVINCE OF PRINCE EDWARD ISLAND.

(F. IN REPORT NO. 4, 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, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
A. A. Macdonald.....	Incidental expenses, Post Office, Charlottetown.....	77	74
Anglo American Tele- graph Co.....	Telegrams to and from Postmaster, do .....	289	91
R. B. Hodgson.....	Expenses in connection with Prince Edward Island mails.....	234	50
J. R. Allen.....	Gratuity for extra services as Telegraph Operator, at Cape Tormentine, N.B., season 1875-76.....	30	00
T. B. Grady.....	Gratuity for extra services as Telegraph Operator, at Cape Traverse, P.E.I. season 1875-76.....	30	00
	Total .....	\$662	15

L. S. HUNTINGTON,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 5.

REPORT of all cases occurring within the Year ended 30th June, 1877, of abstraction from, or loss of, Letters containing Money sent through the Post in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

CLASS NO. 1.—REGISTERED LETTERS.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
1	Mrs. Paquette .....	Lake George .....	July 7	30 00	Robert Paquette ...	Pierreville ..	Only \$20 stated to have been received.		5
2	Joseph Hebert, Jr..	Fairfield, Vermont.	do 14	10 00	Joseph Hebert, St. River David.....		Stated to have been received without contents.	These abstractions were committed by N. G. Boisvert, Assistant Postmaster at Sorel, who was tried for the offence and sentenced to five years in the Penitentiary. The amounts abstracted were made good out of money handed over by Boisvert.	
3	D. Fugere .....	Pierreville Mills.	do 24	20 00	Madame U. Fugere	Champlain .....	Only \$10 stated to have been received.		4
4	P. Bouchard .....	Acton Vale .....	do 22	10 00	Mr. Bergeron .....	Yamaska .....	Only \$5 stated to have been received.		
5	S. Tahamant .....	Long Branch .....	do 26	70 00	H. Master .....	Pierreville .....	Only \$60 stated to have been received.		
6	Wm. Cummings & Son.	Truro, N.S. ....	do 8	23 45	Perry, Cook & Tower.	Boston .....	Only \$13.45 stated to have been received.	This abstraction is believed to have been committed by S. J. Rankin, a Clerk in the St. John Post Office, who was afterwards tried for a similar offence and sentenced to five years' imprisonment in the Penitentiary. See Case No. 15.	6
7	A. Douglas .....	Norham .....	do 14	5 37	F. R. Schon .....	Colborne .....	Only 37 cents stated to have been received.	Enquiry failed to throw any light on this case.	6

8	Hector McLean	St. George, N.B.	do	17	\$3 00	David Hunter	Newport Station	Only \$39 stated to have been received.	4
9	N. Guillemette	St. Gregoire	July	17	50 00 (2 \$20 cheques and a \$10 bill)	John Watson	Montreal	Only a \$20 cheque stated to have been received.	6
10	J. H. Morrison	Charlottetown, P.E.I.	do	19	16 22	Wm. Robertson	Lot No. 56, P.E.I.	Stated not to have been received by person addressed.	3
11	Sylvine Robichaud	Metaghan River.	do	26	20 00	Zachariah Patton	Hebron, N.S.	do do	2
12	Thos. Mulheren	Lepreau	do	28	50 00	Mary Gillespie	Bangor	Only \$35 stated to have been received.	5
13	J. Mulaire	River David	August 2	2	30 00	Damase Mulaire	Hudson	Stated to have been received without contents.	5
14	S. Benedict	Caldwell, U.S.	do	9	45 00	Joseph Lawrence	Pierreville	Only \$25 stated to have been received.	5
15		St. George, N.B.	do	5	9 00	James Eakens	Weymouth	The contents of this letter were stolen by S. J. Rankin, a Clerk in the St. John Post Office, who was tried for the offence, found guilty, and sentenced to five years in the Penitentiary. These letters, together with thirteen other registered letters, were stolen from the Colborne Post Office on the night of the 15th September, 1876. All attempts made to discover the perpetrator of the robbery were ineffectual.	7
16	F. W. Lewis	Wolfe Island	do	3	10 00	Thomas Busby	Oramale		
17	Bridget King	Galt	do	29	1 00	Bridget Gallagher	Colborns		

REPORT No. 5.—Class 1, Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1877, of the abstraction from, and loss of, Letters containing Money sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reception.
					Name.	Place.			
18	J. B. Borden .....	Canning, N.S.....	1876. Aug. 12	\$ cts. 175 00	Maritime Bank	St. John, N.B.....	Only \$75 stated to have been received.	The evidence taken in this case went to show that an abstraction had taken place whilst the letter was in charge of the Post Office, but at what point, or by whom it was committed could not be satisfactorily ascertained.	4
19	Mrs. Clements .....	Berthier, en haut	do	10 00	Miss L. E. Clegg...	Petit Métis .....	Stated not to have been received by person addressed.	The mail from Berthier in which this letter was contained failed to reach its destination, but no clue to its disappearance could be obtained.	2
20	H. M. Howard .....	St. George, Ont..	do	25 00	Herbert, Esq.....	Donnybrook.....	Only \$20 found in the letter when opened.	Evidence went to show that this letter had been tampered with whilst in the Westfield Post Office. The Postmaster was instructed to make good the loss, and, refusing to do so, was removed.	4
21	E. Graham.....	Windsor, N.S.....	Sept. 6	U.S. C'y 55 00	W. A. Wood & Co.	Boston, Mass.....	Stated to have been received without contents.	The Postmaster of Windsor, N.S., having failed to complete the registration of this letter by entering it on the letter bill of the mail with which it should have been despatched, made good contents.	5
22	W. Brown.....	Seneca .....	do	3 00	J. H. Kelly & Co....	Hamilton.....	do	Enquiry failed to throw any light upon this case.	6
23	W. R. Elderkin.....	Apple River....	do	60 00	The Commissioner of Crown Lands.	Halifax.....	Only \$40 stated to have been received	do	6

No.	Name	Address	Date	Amount	Receiver	Origin	Contents	Remarks
24	Robert Gordon	Bellefleur	do	13	do	do	Stated to have been received without contents.	do
25	Dominion Bank	Toronto	do	13	7 31	Harriet Bidwell	Colborne	These letters, together with ten other registered letters, were stolen from the Colborne Post Office on the night of the 16th Sept., 1876. All attempts to discover the perpetrator of the robbery were ineffectual.
26	Michael Dunn	Campbellford	do	14	2 00	William Connor	do	
27	Thos. Rutherford	do	do	14	12 52	T. M. Grover	do	
28	A. H. Maybee	Warkworth	do	15	40 00	F. R. Schon	do	
29	A. A. Becker	Hilton	do	15	1 50	T. M. Grover	do	
30	A. N. Holland	Campbellton	do	20	50 00	D. Munro	Halifax	The Postmaster of Campbellton having failed to complete the registration, of this letter, made good contents.
31	J. Bougie	St. Louis de Gonzague	do	23	100 00	N. Quintal	Montreal	Enquiry failed to throw any light upon the case.
32	R. N. O'Hara	Lévis	Sept.	23	20 00	B. Bergeron	Lake Megantic	The evidence in these cases pointed strongly to the conclusion that the letters had been tampered with at the Megantic Post Office, and the Postmaster consequently made good contents. (See Case No. 157, Class 2.)
33	Joseph Gagné	Protopolis	do	24	24 00	S. Thiberge	St. Joseph Beauce	Only \$80 stated to have been received
34	Thomas Duncan	London, Eng'd.	do	23	75 00	Mrs. Thos. Duncan	Toronto	Stated to have been received without contents.
35	D. H. Reed	Halifax, N. S.	do	19	6 60	The Keep Manufacturing Co.	New York	Only \$16 stated to have been received
36	Vernon Smith	do	do	21	60 00	Miss Bowers	Montreal	Stated not to have been received by person addressed.
37	William Creelman	Truro	do	22	7 00	Elias Tupper	Round Hill	Stated to have been received without contents.
38	B. Barclay	Wentworth Station	do	23	60 00	J. S. McLean & Co.	Halifax, N. S.	Only \$24 stated to have been received
39	Miss Forest	Halifax, N. S.	do	25	5 00	Miss Chester	St. John, N. B.	Stated to have been received without contents.
40	Mrs. Morris	do	do	26	6 43	Miss Morris	Chelsea, Mass.	do
41	R. Downey	do	do	28	6 60	P. O. Vickery	Augusta, Me.	do

**REPORT No. 5.—Class 1, Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1877, of the abstraction from, and loss of Letters containing Money sent through the Post Office in Canada.**

No.	Name of Writer.	Where Mailed.	When Mailed.	Allied Con- tents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
42	W. F. Newcomb ...	Avonport Stat'n S	1876. 8	\$ 17 60	Messrs. Rockwell Bros.	Boston, Mass.....	Stated to have been received without contents.	The evidence pointed strongly to the conclusion that abstraction from the first letter, and the loss of the other two, occurred in course of post, but the Department was unable to determine at what point this occurred.	4
43	People's Bank .....	Halifax, N. S.....	do 22	1000 00	Exchange Bank ...	Yarmouth, N. S.	Stated not to have been received by person addressed.		
44	Merchants' Bank...	do do .....	do 22	1268 00	Bank of Yarmouth.	do do	do do		
45	James McKean ...	La Have River...	Oct. 9	1 75	Provincial Secretary.	Halifax.....	Stated to have been received without contents.		
46	J. Hall .....	Bolton Centre...	do 10	24 60	J. McKinnon.....	Cowansville .....	These letters were contained in a registered package made up at Knowlton on the evening of the 10th October, 1876, for the Mail Clerk on the South-Eastern Railway, which miscarried, and concerning which all enquiry was unsuccessful.	2	
47	R. M. England.....	Knowlton .....	do 10	75 00	Robinson, Donahue & Co.	Montreal .....			
48	E. H. Tarbell.....	do .....	do 10	22 00	J. M. Williams.....	Hamilton.....			
49	H. S. Foster .....	do .....	do 10	47 50	Provincial Treasurer.	Quebec.....	.....		
50	Frederick Gougeon	Hull .....	do 19	6 05	Joseph Brulé.....	St. Didace .....	Stated to have been received without contents.	Enquiry failed to throw any light upon this case.	6
51	The Postmaster.....	Paspebiac .....	do 25	70 00	Molson's Bank.....	Campbellton.....	Stated not to have been received by person addressed.	The mail in which this letter was contained, did not reach the Cross Point Office on which it was forwarded. No clue could be obtained to its disappearance.	2



52	E. Darche.....	Sou Ham.....	do	30	50 00	Messrs Pacaud & Cannon.	Arthabaskaville.	.....	.....	7
53	S. S. Nelson & Son	Truro.....	do	30	23 44	John E. Morse.....	Halifax, N.S.....	Only \$207 stated to have been received by person addressed	Enquiry failed to throw any light upon this case.	6
54	John Koebel.....	Netherby.....	Nov.	4	31 00	Mullark .	Montreal.....	Stated not to have been received by person addressed.	This letter was stolen by Wm. Masury, Mail Courier between Ridgeway and Welland. He was tried, convicted and sentenced to five years in the Reformatory Prison.	7
55	L. Jones.....	Sweetsburg.....	do	6	50 00	R Vinus .....	London, Ont.....	Stated to have been received without contents.	Enquiry failed to throw any light upon this case.	6
56	T. McCallum.....	Tamworth.....	do	8	5 00	David Potter.....	Willeholme.....	do	do	6
57	Rev. J. Davis.....	LaHave Cross Roads.	do	9	2 40	Rev. Dr Wit Tal-mage.	New York, U.S.....	Stated not to have been received by person addressed.	The Postmaster of Lunenburg, having failed to continue registration, made good the contents.	3
58	R Stevenson.....	Learned Plain....	do	20	9 60	O. Dr ..	Magog.....	Stated to have contained only \$4.60 when received.	Enquiry failed to throw any light upon this case.	6
59	Isaac Demers.....	Black River Station.	do	22	24 00	E. Larue.....	St. Antoine de Tilly.	Stated not to have been received by person addressed.	The mail containing this letter, made up at Three Rivers for St. Antoine, miscarried and no trace of it could ever be discovered.	2
60	T. Bessette.....	St Edouard.....	do	24	22 50	Faucher & Fils.....	Montreal .....	Only \$12 stated to have been received.	Enquiry failed to throw any light upon this case.	6
61	Eliza DeWitt.....	Bothwell.....	do	25	1 75	Mary Smith.....	Glencoe.....	.....	This letter was stolen from the Glencoe Post Office on the night of Sunday, the 26th Nov., 1876, during the absence of the Postmaster and his family from the house. The Postmaster made good the amount.	7

**REPORT No. 5.—Class 1, Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1877, of the abstraction from, and 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 Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1876.	\$ cts					
62	George Hogan .....	Enniskillen.....	Nov. 28	58 30	Messrs. McMann & St. John Sons.		Only \$38.30 stated to have been received.	Enquiry failed to throw any light upon this case.	6
63	Wm. Moody .....	Strathroy .....	Dec. 1	2 00	Mrs Mary Jane Woodstock, O. White.		Stated not to have been received by person addressed.	This letter having been misdelivered at the Woodstock Post Office, the contents were made good by the Postmaster.	3
64	R. Wallace.....	Harriston .....	do 5	20 00	D. Strathy .....	Fordwich .....	Only \$16 stated to have been received.	Enquiry failed to throw any light upon this case.	6
65	The Postmaster ...	Sheet Harbour, N.S.	do 8	90 00	Bank of Nova Scotia.	Halifax.....	Only \$17 stated to have been received.	This letter was carelessly treated at Halifax, and the Clerk responsible made good in equal shares the missing portion of its contents.	5
66	Joseph Murdy.....	Avening .....	do 17	10 00	Wm. Huntly .....	Georgina .....	Stated not to have been received by person addressed.	This was one of the 13 registered letters believed to have been stolen by the Assistant-Postmaster of Avening, who absconded before his arrest could be effected. The Postmaster of Avening was held responsible for the amount.	3
67	T. Harper.....	Barkerville, B.C.	do 23	500 00	John Tait .....	Kamloops, B.C. ....	.....	This letter was stolen by F. Harrison a person employed by the Postmaster of 150 Mile House. He was tried and found guilty of the offence and	

68	W. H. Swayze.....	Welland .....	do	23	16 00	Mr. Spence .....	Bismarck .....	Only \$12 stated to have been received.	sentenced to five years in the Penitentiary. The conclusion arrived at in this case was, that the abstraction was committed by the Assistant-Postmaster of Bismarck, who was brought to trial in connection with a subsequent case of theft from the mails. See Case No. 158, Class 2.	4
69	Rev. J. Hewitt.....	Hillier .....	Dec.	27	4 50	George Gould .....	L'Amable .....	Only \$1.50 stated to have been received.	Enquiry failed to throw any light upon this case.	6
70	Robert Walker .....	Kinburn .....	1877. Jan.	4	50 00	Mr. John Watson ..	Ayr .....	Stated not to have been received by person addressed.	The contents of this letter were made good by a Railway Mail Clerk, who failed to continue the registration.	3
71	N. Shepherd .....	Montreal .....	do	5	2 00	Mrs. N. Shepherd ..	North Plantagenet.	Stated to have been received without contents.	Enquiry failed to throw any light upon this case.	6
72	Nathaniel Hebb.....	Block House .....	do	5	7 00	Geo. A. Kent & Co.	Halifax .....	Only \$2 stated to have been received.	do do	6
73	W. Baker.....	Aylmer, Ont.....	do	10	21 00	Canadian Baptist ..	Toronto .....	Only \$16 stated to have been received.	Enquiry into this case afforded strong grounds for believing that the abstraction occurred at the Aylmer office, and the Postmaster, though not personally responsible, made good contents.	5
74	C. D. Cornellier ...	Montreal .....	do	12	20 00	Edmond St. Onge.	Windsor Mills ...	Stated to have been received without contents.	Enquiry failed to throw any light upon this case.	6
75	T. Millsop .....	Avening .....	do	8	11 00	Joseph Rogers.....	Barrie .....	Stated not to have been received by person addressed.	Believed to have been stolen by the Assistant Postmaster of Avening. See Case No. 66.	3
76	James Kerr .....	do .....	do	13	33 48	Thos. Lailey & Co.	Toronto .....	do		
77	N. McDougall .....	Fort William .....	do	13	10 00	R. S. Porter .....	Lindsay .....	do		
78	do .....	do .....	do	13	40 00	Mrs. N. McDougall	do .....	do		
79	The Postmaster ...	Silver Isle .....	do	13	2 01	Bank of Montreal.	Toronto .....	do	The Postmaster of Windsor, Ont., who had shown great carelessness in regard to the mails in which these letters were enclosed, was required to make good their contents.	3

**REPORT No. 5.—Class 1, Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1877, of the abstraction from, and loss of Letters containing Money sent through the Post Office in Canada.**

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
80	A. Senardy.....	150-Mile House, B.C.	1877. Jan. 13	\$ cts. 170 00	H. Duchemin.....	Victoria, B.C.....	Stated not to have been received by person addressed.	This letter is believed to have been stolen by F. Harrison, a person employed by the Postmaster of 150-Mile House. Harrison was tried and found guilty of a similar offence, and sentenced to five years in Penitentiary. See Case No. 67.	4
81	E. Guenette.....	St. Henri, Lévis.	do 16	26 00	A. Wills & Co.....	Montreal.....	do	This letter was contained in a mail made up at St. Henri for Quebec on the 16th January last, which went astray, and concerning which all enquiry was unsuccessful. Enquiry failed to throw any light on this case.	2
82	Boyd, Smith & Co.	Peterboro'.....	do 19	300 00	Bain & Carwell....	Maynooth.....	Only \$295 stated to have been received	The Postmaster of Boylston, having failed to continue the registration of this letter, made good contents.	3
83	Henry Partridge...	Ragged Head....	do 26	5 00	Catharine Partridge.	Gloucester.....	Stated not to have been received by person addressed.	The Postmaster of Boylston, having failed to continue the registration of this letter, made good contents.	3
84	John Irwin.....	Bay City, Mich....	do 31	20 00	Peter Irwin.....	Stocco.....	do do	Railway Mail Clerk P. Purdon, (s. W.R.) having failed to continue registration, made good contents.	6
85	W. A. Mann.....	St. Thomas.....	Feb. 2	5 00	G. F. Gage.....	Thornbury.....	Stated to have been received without contents.	Enquiry failed to throw any light upon this case.	6
86	William Morris.....	Elm Grove.....	do 10	51 00	Mr. Massey.....	Newcastle.....	Stated not to have been received by person addressed.	Enquiry failed to show that this letter ever left the Elm Grove Post Office, and the Postmaster accordingly made good contents.	3

87	R. D. Vibert.....	Percé.....	do	16	28 00	R. Letimer.....	Montreal.....	Stated to have been received without contents.	Enquiry failed to throw any light upon this case.	6
88	Miss L. Evans.....	East Hawkesbury.	do	21	16 00	John Evans.....	do	(Only \$12 stated to have been received.)	do	5
89	J. Morrison.....	Mongenis.....	do	17	3 00	J. Garmore.....	Covington, Ky.....	Stated to have been received without contents.	Evidence went to show that this abstraction was effected at the Mongenis Post Office. The Postmaster was called upon to make good the amount, and a new appointment was at the same time made to the Mongenis Postmastership.	6
90	T. O'Connor.....	Montreal.....	do	21	45 00	G. Des Roches.....	Miscouche, P.E.I.....	do	Enquiry failed to throw any light upon this case.	6
91	M. Kerr.....	Avening.....	do	22	87 27	Robert Woodhill.....	Woodhill.....	Stated not to have been received by person addressed.	Supposed to have been stolen by the Assistant-Postmaster of Avening. See Case No. 66.	3
92	T. Millsop.....	do	do	28	4 00	Patrick Langley.....	Arlington.....	do		5
93	E. Pâquette.....	Learned Plain.....	do	28	21 75	F. Dale.....	Sherbrooke.....	Stated to have contained only \$12.76 when received.	Owing to the irregular manner in which this letter was treated at the Learned Plain Office, the Postmaster was called upon to make good the amount said to have been abstracted from it.	5
94	J. han.....	Moulton Station.....	do	28	25 00	R. & U. Uurga-troyd.	Smithville.....	Stated to have been received without contents.	Abstraction believed to have been committed by the Assistant Postmaster at Bismarck, who was afterwards arrested and brought to trial for stealing a letter. See Case 158, Class 2.	4
95	E. H. Vernon.....	St. Thomas.....	do	1	6 00	J. M. Armstrong.....	Brantford.....	Stated not to have been received by person addressed.	This letter was mis-delivered at the Postmaster of Brantford accordingly made good contents.	3
96	Thomas Wilson.....	Boulter.....	do	7	28 00	James Sheridan.....	Playfair.....	Stated to have been received without contents.	Evidence went to show that these letters had been tampered with in course of post, but at what point, or by whom could not with certainty be ascertained.	4
97	Mary E. Keegan.....	York River.....	do	8	25 00	Mrs. A. Keegan.....	Montreal.....	do		6
98	J. B. Cleak.....	do	do	12	27 45	G. C. Holton & Co.	Belleville.....	do		6
99	Edward Morgan.....	Bridgewater.....	do	8	30 00	W. & C. Silver.....	Halifax.....	Only \$20 stated to have been received.	Enquiry failed to throw any light upon this case.	6

**REPORT No. 5.—Class 1, Registered Letters,—Report of all cases occurring within the Year ended 30th June, 1877, of the abstraction from, and loss of Letters containing Money, sent through the Post Office in Canada.**

No.	Name of Writer.	Where Mailed.	When Mailed.	Con- tents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
100	Jennie Getchell.....	Brewer, Maine.....	1877. March 13	\$ cts. 12 00 Am. Cy.	Miss M. McKenzie.....	Caplin.....	Stated not to have been received by person addressed.	The Railway Mail Clerk on the Moncton and Campbellton Railway, through whose hands this letter passed, having failed to continue registration made good contents.	3
101	William Turner.....	Charlottetown, P. E. I.	Feb. 19	4 00	Mrs. Wm. Turner..	Mahone Bay .....	Stated to have been received without contents.	Enquiry failed to throw any light upon this case.	6
102	A. Clothier .....	Kemptville.....	do	100 00	Douglas Kirk & Co.	Montreal .. .....	.....	These three letters are believed to have been stolen from the Post Office Car on the night of the 20th March, 1877, at Cornwall Station, during the temporary absence of the Mail Clerk on duty upon that occasion.	7
103	Jacob Ross .....	Iroquois .....	do	100 00	Grathern & Caver- hill	do .....	.....		
104	Gordon Baker ..	Woodlands .....	do	50 00	J. & R. McCreedy & Co.	do .....	.....		
105	P. O. Inspector .....	Halifax .....	do	3 00 (Postage Stamps)	The Postmaster.....	Mahone Bay .....	Stated to have been received without contents.	The Postmaster of Margaree Harbour, having failed to continue the registration of this letter, made good contents.	5
106	Richard Britman..	Gowanstown .....	do	16 00	George Burness.....	Walkerton.....	Stated not to have been received by person addressed.	The Postmaster of Gowanstown, having failed to enter this letter upon the Letter Bill of the mail with which it should have been despatched, made good contents.	3
107	F. Colvert .....	Avening .....	Mar. 2	2 00	John Hogg .....	Collingwood .....	Stated not to have been received by the persons addressed.	Supposed to have been stolen by the Assistant Postmaster of Avening. See Case 66, Class I.	3
108	J. Armstrong .....	do .....	do	5 00	J. E. Potton & Co	Philadelphia .....			
109	F. Colvert .....	do .....	do	25 00	S. Trees & Co.....	Toronto .....			
110	J. Murdy .....	do .....	do	10 00	J. Henderson .....	Collingwood .....			
111	B. Commeran .....	Barrie .....	do	26	W. Galloway .....	Avening .. .....			
112	W. F. Muro .....	Toronto .....	do	69 98	Thos. Miller .....	do .....			
113	G. Robinson .....	Banda .....	do	4 00	J. Kitson .....	do .....			

114	H. H. Honsberger	Nicho	do	27	3 00	Jas. Railton	Smithville	Stated to have been received without contents.	4
115	Thos. McDonald	Beachburg	April 5	2 03	W. J. McKinney	Ottawa	Stated not to have been received by person addressed.	Still under investigation	9
116	B. Nichols	Cushing	do	12	J. Bain & Son	Toronto	Stated to have been received without contents.	Enquiry failed to throw any light on this case.	6
117	Jacques Laliberté	St. Vallier Station	do	16	M. Laliberté	St. Narcisse	do	Still under investigation	9
118	G. McKillican	Thanet	do	17	The Postmaster	Madoc	do	Enquiry failed to establish where this abstraction was effected.	4
119	J. Moyer	Campden	do	11	Geo. Hodgkin	Bismarck	Stated not to have been received by person addressed	Suspicion in these cases rest upon the Assistant Postmaster at Bismarck, who was afterwards arrested and brought to trial on a charge of stealing a letter. See Case No. 158, Class 2.	4
120	R. H. Tisdale	Attercliffe	do	20	T. Pearson	Smithville	Stated to have been received without contents.	Stated to have been received without contents.	2
121	J. Allen	Mono Mills	do	5	Perkins, Ince & Co	Toronto	The mails in which these letters were contained miscarried between Mono Mills and Toronto. Enquiry into the matter proved unsuccessful.	The mails in which these letters were contained miscarried between Mono Mills and Toronto. Enquiry into the matter proved unsuccessful.	2
122	J. Mills	Lorraine	do	10	Montreal Bank	do			
123	W. J. Wilson	Relessey	do	10	Canada Agency	London			
124	James Jackson	Mono Mills	do	10	Wm. Scarlett	Mount Forest	These letters were burnt on the occasion of the destruction by fire of the Shedden Post Office, on the night of the 15th May, 1877.	These letters were burnt on the occasion of the destruction by fire of the Shedden Post Office, on the night of the 15th May, 1877.	8
125	Wm. Goodeve	do	do	10	C. R. Tench	Newmarket			
126	W. Clark	do	do	10	Rev. J. A. Campbell	Winnipeg			
127	J. McLaughlin	do	do	10	Charles Bourne	Montreal	These letters were burnt on the occasion of the destruction by fire of the Shedden Post Office, on the night of the 15th May, 1877.	These letters were burnt on the occasion of the destruction by fire of the Shedden Post Office, on the night of the 15th May, 1877.	8
128	R. Pendleton	Lorraine	do	17	George Pendleton	Magnetawan			
129	J. Dynes	Hockley	do	17	Toronto Tea Co	Toronto			
130	J. Dynes	do	do	17	Wm. Rennie	do	These letters were burnt on the occasion of the destruction by fire of the Shedden Post Office, on the night of the 15th May, 1877.	These letters were burnt on the occasion of the destruction by fire of the Shedden Post Office, on the night of the 15th May, 1877.	8
131	do	Mono Mills	do	17	Northrop & Lyman	do			
132	Elizabeth Hilton	Norland	May	11	W. H. Grandy	Coboconk	These letters were burnt on the occasion of the destruction by fire of the Shedden Post Office, on the night of the 15th May, 1877.	These letters were burnt on the occasion of the destruction by fire of the Shedden Post Office, on the night of the 15th May, 1877.	8
133	Henry Andrews	Coboconk	do	15	George Andrews	Toronto			

**REPORT No. 5.—Class 1, Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1877, of all the abstraction from, and loss of Letters containing Money sent through the Post Office in Canada.**

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
134	J. E. Myers.....	Piopolis.....	1877. May	\$ 18 00	E. Hebert.....	Lake Aylmer, Q.	Stated to have been received without contents.	Evidence in this case pointed strongly to the conclusion that the letter had been tampered with at the Lake Megantic Post Office, and the Postmaster consequently made good contents. (See Case No. 157, Class 2.)	5
135	Barney Hare.....	Fenwick .....	June 4	51 00	James Turner & Co	Hamilton.....	Only \$31 stated to have been received	This abstraction is believed to have been committed at the Welland Post Office by a clerk who had left the office before the abstraction was discovered. The Postmaster of Welland made good the loss.	5
136	G. H. Patterson....	Montreal .....	do 14	10 00	François Chevrier..	Vaudreuil .....	Stated to have been received without contents.	Enquiry failed to throw any light upon this case.	6



REPORT No. 6.

REPORT of all cases occurring within the Year ended 30th June, 1877, of the abstraction from and loss of Letters containing Money sent through the Post in Canada; showing the particulars of each case, and stating the proceedings instituted therein by the Department

CLASS No. II.—UNREGISTERED LETTERS.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Con-	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
1	J. Dewey.....	St. Thomas.....	1877. July 1	\$ cts. 3 50	Thomas Kyle.....	Guelph.....	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
2	Mrs. Ermatinger.....	St. Ours.....	do 4	3 00	C. Ermatinger.....	Montreal.....	do do	do do	1
3	F. X. David.....	Valcourt.....	do 8	3 00	Madame David.....	do do	do do	do do	1
4	T. C. Kerr & Co.....	Hamilton.....	do 13	3 30	C. Moore & Co.....	Toronto.....	do do	do do	1
5	A. F. Pirie.....	Toronto.....	do 15	4 00	W. N. Fuller.....	Kingston.....	do do	do do	1
6	H. Ethier.....	St. Placide.....	do 16	3 50	President Société St. Joseph.....	Hull.....	do do	do do	1
7	S. Wallis.....	Woodstock.....	do 22	35 00	Rev. Dr. Townley.....	Paris.....	do do	do do	1
8	N. Lariève.....	Three Rivers.....	do 22	5 00	Mrs. N. Lariève.....	Montreal.....	do do	do do	1
9	Walter Lloyd.....	King.....	do 22	1 00	Thos. McConkey.....	Toronto.....	do do	do do	1
10	F. W. Young.....	Caledonia.....	do 25	30 00	Wood & Legath.....	Hamilton.....	do do	do do	1
11	Daniel Bayne.....	Oxford, N.S.....	do 25	30 00	George Hackett.....	Halifax.....	do do	do do	1
12	Mrs. Wyatt.....	Hamilton.....	do 31	5 00	Mrs. Richard Flood.....	Barrie.....	do do	do do	1
13	Jas. J. Johnston.....	St. John.....	Aug.	Am. C'y 5 50	J. J. Mitchell.....	New York.....	do do	This letter was stolen by S. J. Rankin, a Clerk in the St. John Post Office, who was afterwards tried for stealing money from a registered letter, and sentenced to five years in the Penitentiary. The amount stolen was made good out of money found on Rankin when arrested. See case No. 15, Class I. (Registered Letters.)	3

REPORT No. 5.—Class II, Unregistered Letters.—Report of all cases occurring within the year ended 30th June, 1877 of the abstraction from, and loss of Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
14	Charles Tobin	Kentville	1876. Aug. 7	\$ 20 00	J. Carman	Halifax	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
15	H. Muller	Beauharnois	do	7 00	H. Muller	Toronto	do	do	do
16	N. Boucher	New Edinburgh	do	17 00	Mdme. N. Boucher	Toronto	do	do	do
17	J. A. Ecrement	St. Damien de Brandon	do	5 00	D. Forget	Sorel	do	do	do
18	C. Bartlett	Halifax	do	5 00	Miss A. Bartlett	Acton Vale	do	do	do
19	F. F. Dalley & Co.	Hamilton	do	2 92	Copp, Clark & Co.	Indian town, N.B.	do	do	do
20	Chas. E. Barber	Simcoe	do	7 00	Mrs. G. E. Barber	Niagara	do	do	do
21	W. Wray	Hawtrely	do	3 50	E. P. Kent	Simcoe	do	do	do
22	C. Dansereau	Montreal	do	5 00	C. A. McDonell	Montreal	do	do	do
23	F. McDonald	Ottawa	do	4 00	S. Chesley	Rivière du Loup (en bas)	do	do	do
24	Miss Constantine	Stanbridge East	do	2 00	Henry Prince	Montreal	do	do	do
25	J. Pakenham	Quebec	do	1 00	T. Robertson	do	do	do	do
26	Howard Locke	Lockport	do	15 00	W. M. Brown	Halifax	do	do	do
27	Joseph Desbois	Maritana	do	45 00	John Thompson	Montreal	do	do	do
28	Henry Leak	Thamesville R'y Station	do	17 25	J. C. White	Hamilton	do	do	do
29	Rev. G. Nixon	Eagle Harbour, N.S.	do	20 00	Thos. McMurray	Parry Sound	do	do	do
30	H. Hough	Cobourg	do	36 80	S. F. Wilson	Hamilton	do	do	do
31	W. Chambers	Chatham	do	10 00	Nellie White	London	do	do	do
32	Jas. F. Robertson	St. John, N.B.	Sept. 1	5 00	Dr. Pomeroy	Newcastle, N.B.	do	do	do
33	D. Chicoine	Joliette	do	8 00	Joseph Huot	Montreal	do	do	do
34	F. Gundry	Halifax	do	65 80	D. W. Landers	Margaretsville	do	do	do
35	W. McKay	Woodstock	do	60 00	Field & Davidson	Hamilton	Stated to have been received without contents.	Enquiry failed to throw any light upon this case.	6
36	R. W. Macfarlane	Cornwall	do	8 00	S. F. Wilson	do	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1

No.	Name	Address	Time	Initials	Sender	Contents	Remarks
37	James Walker	Orillia	5 50	do	W. A. Murray & Co. Toronto	do	This letter was posted for registration, and the Postmaster of Etchemin, having omitted to register it, made good contents
38	John O'Leary	Etchemin	10 00	do	Mrs. Thos. O'Leary Frampton West.	do	No trace, owing to want of registration.
39	Mrs. H. Manly	Montreal	3 00	do	Miss M. O'Connor, Glengarry	do	This letter was posted for registration, but the Postmaster of North Ridge, having omitted to register it, made good contents
40	W. Malott	North Ridge	8 00	do	Patrick Lynch, Essex Centre	do	No trace, owing to want of registration.
41	W. C. Bourke	Charlottetown	5 00	do	Miss Isabel Bourke, Halifax	do	Enquiry failed to throw any light on this case.
42	John Lamb	Quebec	22 00	do	J. S. Brown, Montreal	do	No trace, owing to want of registration.
43	Sarah Campbell	Notfield	2 00	do	C. B. Robertson, Toronto	do	Enquiry failed to throw any light on this case.
44	Wm. Gordon	Sunderland	18 00	do	Davidson & Scott, do	do	No trace, owing to want of registration.
45	Narcisse Larue	Montreal	6 00	do	J. Chamberland, Quebec	do	do
46	Mrs. Robertson	Godérich	8 00	do	Miss U. Robertson, Hamilton	do	do
47	James Watson	Birkhall	0 55	do	Hon. Adam Crooks, Toronto	do	do
48	J. W. Minor	Owen Sound	10 00	do	Mrs. J. W. Minor, do	do	do
49	N. Bélanger	Deschambault	6 00	do	T. Rousseau, Quebec	do	do
50	Hon. G. W. Allan	Toronto	26 00	do	R. Sloan, Painswick	do	do
51	F. Parent	Charlemagne	4 00	do	J. Maruel, St. Hyacinthe	do	do
52	F. M. A. Charest	Mile End	3 00	do	Rev. A. Desnoyers, St. Zotique	do	do
53	W. Bonnell	Toronto	46 75	do	Mrs. W. Bonnell, Montreal	do	do
54	Miss Grace	Batisean Bridge	9 00	do	Miss A. Grace, do	do	do
55	Abel Lund	Drummondville	38 00	do	Mrs. R. A. Lund, Hamilton	do	do
56	Austin Locke	Lockeport	2 00	do	J. F. L. Parsons, Halifax	do	do
57	Captain Fox	do	5 00	do	do do	do	do
58	J. McC. Snow	Moncton, N.B.	66 00	do	A. L. Spencer, Sussex Vale	do	do
59	A. Gondon	Lockeport	4 00	do	J. F. L. Parsons, Halifax	do	do
60	Wm. Adair	Lindsay	3 00	do	W. H. Hope, Montreal	do	do
61	J. Marshall	St. Catharines	25 45	do	McLellan, Hyslop and Russell, Hamilton	do	do
62	Mrs. Caroline Munro	Ganso	85 00	do	C. S. Whitman, Halifax	do	do
63	James Wilson	Wolfville	3 00	do	Alex. McLeod, do	do	do
64	Mrs. W. N. Soulls	Smith's Cove	1 00	do	Morning Herald Office, do	do	do

**REPORT No. 5.—Class II, Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1877, of the abstraction from, and loss of Letters containing Money sent through the Post Office in Canada.**

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
			1877.	\$ cts.					
65	H. Lapiere.....	Melbourne Ridge	Oct. 25	3 00	Miss A. Lapiere.....	Montreal	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
66	F. L. Kincaid.....	Brockville	do	11 87	J. H. Williams, & Co	Hamilton	do	do	
67	C. L. Currier.....	Upper Georgetown	do	5 37	Wm. Peters.....	St. John	do	do	
68	C. McPherson.....	St. Johns, Newfd	Nov. 1	20 00	Mrs. R. Oke.....	Charlottetown	do	do	
69	Veuve Dame Morin	St. Hyacinthe	do	3 15 00	Dlle. E. Dugal.....	Quebec	do	do	
70	Mrs. Seath.....	St. Catharines	do	2 00	T. H. McKenzie.....	Hamilton	do	do	
71	F. Ferguson.....	Sweetsburg	do	10 00	Mrs. Ferguson.....	Montreal	Stated to have been received without contents.	Enquiry failed to throw any light upon this case.	6
72	G. Duclos.....	Bienville	do	14 50	W. Hadow.....	do	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
73	D. C. Robertson.....	Chatham	do	20 00	Harrington Bros.....	St. John	do	do	
74	Thomas McCallum	Tamworth	do	5 00	David Potter.....	Willeholme	Stated to have been received without the contents.	Enquiry failed to throw any light upon this case.	6
75	J. B. Johnston.....	St. Thomas, West	do	15 00	Mrs. J. B. Johnston	Toronto	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
76	F. Hilton.....	St. Vincent de Paul.	do	5 00	Miss Hilton.....	Montreal	do	do	
77	E. Begin.....	Quebec	do	8 00	J. Dick.....	Chateau Richer	do	do	
78	Aug. Cloutier.....	St. Anne de la Pocatière.	do	10 05	Madame Cloutier.....	St. David de Lévis.	do	do	
79	Miss N. Ferguson.....	Kingston	do	8 00	Mrs Censineaux.....	Montreal	do	do	
80	A. J. Kingston.....	Warwick	do	3 00	Observer Office	Sarnia	do	do	
81	Mr. Dyer.....	Toronto	do	5 00	C. E. Kyle.....	Barrie	do	do	
82	Mrs J. Hamilton.....	St. Catharines	do	6 25	Miss Burrowes.....	Drummondville.	do	do	
83	Mrs. C. Baily.....	Quebec	do	1 00	A. Hall.....	Kingston	do	do	

84	Madame Rinfret.....	Cap Santé .....	do	30	25 00	G. Bresse.....	St. Roch de Quebec.	do	do	...	This letter was posted for registration, and the Postmaster of Cap Santé, having neglected to register it, made good the contents.	3
85	D. Maconochie.....	Welland.....	Dec. 1	1	5 00	Furner, Livingstone & Co.	Hamilton.....	do	do	...	No trace, owing to want of registration.	1
86	W. V. Bufe.....	Stayner.....	do	4	1 00	E. C. Tyson.....	Toronto.....	do	do	...	do	1
87	W. W. Scott.....	Quebec.....	do	6	4 00	Miss Scott.....	Montreal.....	do	do	...	do	1
88	J. Grace.....	Batiscan Bridge..	do	6	14 00	W. Launière.....	St. Roch, de Quebec.	do	do	...	This letter was posted for registration, and the Postmaster of Batiscan Bridge having failed to register it, made good contents.	3
89	John Ross.....	Grove's Point ..	do	11	34 00	James McKay.....	Stellarton .....	do	do	...	No trace, owing to want of registration.	1
90	M. Gegie.....	Quebec.....	do	13	16 00	W. T. McPherson ..	Montreal .....	do	do	...	do	1
91	N. McEvila.....	Roxton Falls.....	do	14	3 00	Robinson, Donahue & Co.	do	do	do	...	do	1
92	Robert Sillers.....	London.....	do	14	5 00	Mrs. Sillers.....	Bayfield.....	do	do	...	do	1
93	Rev. James Boyd ..	Crosshill .....	do	19	3 20	Jas. Bain & Son.....	Toronto.....	do	do	...	do	1
94	A. Tremain.....	Quebec.....	do	21	2 00	Mrs. Tremain.....	P. E. Island .....	do	do	...	do	1
95	Samuel Strong.....	Montreal .....	do	22	5 00	Miss Jessie Strong..	Toronto .....	do	do	...	do	1
96	J. A. Beaudry.....	Quebec.....	do	23	7 00	G. Hardy.....	Montreal .....	do	do	...	do	1
97	R. Chartrand.....	Montreal .....	do	26	0 50	Angeline Chartrand..	Pointe Claire ..	do	do	...	do	1
98	O. Tousignant.....	St. Pierre les Becquets.	do	27	6 00	M. O. Tousignant..	Montreal .....	do	do	...	do	1
99	M. E. Blagden .....	Kamouraska.....	Jan 1	1	15 00	M. E. Blagdon .....	Quebec.....	do	do	...	do	1
100	A. J. Ross.....	Truro.....	do	10	20 00	A. Wallace.....	Toronto.....	do	do	...	do	1
101	Dr. Jas Campbell ..	Sherbrooke.....	do	16	5 00	W. J. Mitchell.....	do	do	do	...	do	1
102	J. Waterspoon.....	Montreal .....	do	15	10 00	R. A. B. Hart.....	Montreal .....	do	do	...	do	1
103	J. W. Teifer.....	Gravenhurst.....	do	23	2 00	Globe Office.....	Toronto .....	do	do	...	do	1
104	L. D. Lefontaine.....	St. Edouard .....	do	22	3 50	E. L'Enuyer.....	St. Johns, P. Q. ..	do	do	...	do	1
105	David Blanchet.....	Quebec.....	do	25	35 00	Messrs. Mousseau, et al.	Montreal .....	do	do	...	do	1
106	McCarthy & Boys.....	Barrie.....	do	25	5 00	James McMahon.....	Mansfield .....	do	do	...	do	1
107	P. L. C. François.....	St. Hyacinthe.....	do	26	6 00	Mme. Le François ..	Montreal .....	do	do	...	do	1
108	R. v. P. Laporte.....	Chateauguay.....	do	26	5 00	N. Robert.....	do	do	do	...	do	1
109	G. J. Fluck.....	Halifax.....	do	27	2 00	R. N. Wanzer & Co.	Hamilton.....	do	do	...	do	1
110	W. G. Sheppard & Co.	Quebec.....	do	27	2 25	Mme. Rose Carrier ..	St. Henri de Lauzon.	do	do	...	do	1
111	G. Skeffington.....	do	do	29	2 00	Dame Veuve Jean Ballard.	Beaumont .....	do	do	...	This letter was stolen by J. J. Lemoine, a Clerk in the Quebec Post Office. He was tried and sentenced to five years in the Penitentiary.	3

REPORT No. 5.—Class II, Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1877, of the abstraction from, and 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 Reappraisal.
					Name.	Place.			
112	F. C. Hill.....	Parham.....	1877. Jan. 31	\$ cts. 11 50	D. Goldberg.....	Montreal.....	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
113	J. H. Bradford.....	Kingston.....	do	8 50	H. Del. Allan.....	Toronto.....	do	do	3
114	G. W. McDonald.....	Halifax.....	do	5 00	Miss E. McDonald.....	Truro, N.S.....	do	do	3
115	W. Devlin.....	Maple.....	do	1 10	John Dougall & Son.....	Montreal.....	do	This letter was posted for registration, and the Postmaster of Maple having neglected to register it, made good contents.	6
116	Margery Gray.....	Acton Vale.....	do	1 15	M. Fontaine.....	St. Hyacinthe.....	Stated to have been received without contents.	Enquiry failed to throw any light upon this case.	6
117	Joseph Roland.....	Mahone Bay.....	do	1 00	Z. S. Hall.....	Halifax.....	Stated not to have been received by person addressed.	No trace, owing to want of registration.	1
118	Dr. C. O'Rielly.....	Toronto.....	do	19 63	Frank McElderry.....	Hamilton.....	do	do	1
119	Wm. Baskard.....	London, Ont.....	do	12 00	H. Torrance.....	do	do	do	1
120	J. E. Burchell.....	Sydney.....	do	9 00	Chipman Bros.....	Halifax.....	do	do	1
121	J. B. Macdonald.....	St. John.....	Feb. 9	4 00	A. Lemesurier.....	Montreal.....	do	do	1
122	Robert Sillers.....	London.....	do	5 00	Mrs. Sillers.....	Bayfield.....	do	do	1
123	B. Coombe.....	Kincardine.....	do	17 50	Dixon Bros.....	Hamilton.....	do	do	1
124	Mary Ann Halligan.....	Branford.....	do	10 00	Mrs. A. Halligan.....	Paris Station.....	do	do	1
125	Miss Irish.....	St. John.....	do	3 60	Mrs. J. E. Dimock.....	Halifax.....	do	do	1
126	C. Dubé.....	Montreal.....	do	5 00	Mrs. J. Pelletier.....	St. Jean Port Joli.....	do	do	1
127	James Robb.....	Canoy.....	do	5 00	T. Allison & Co.....	Victoria.....	do	do	1
128	Annie McDonnell.....	Halifax.....	March 1	5 00	Miss Bessie McDonnell.....	Halifax.....	do	do	1
129	W. H. Duffield.....	Hamilton.....	do	7 00	W. T. Duffield.....	Toronto.....	do	do	3
130	James Chrysler.....	Round Plains.....	do	12 00	Hope, Furness & Son.....	Toronto & Hamilton.....	do	This letter was posted for registration, and the Postmaster of Round Plains having neglected to register it, made good contents.	3

131	Mary E. Leith .....	Kingsey Falls ...	do	15	114 10	Cashier, Montreal, Montreal .....	do	...	No trace, owing to want of registration.	1
132	William Kennedy..	Charlottetown, P.E.I.	do	22	32 70	C. & W. Anderson Halifax .....	do	...	do	1
133	Hypolite Cauchon.	St. Hyacinthe ...	do	31	2 00	Madame H. Cauchon. Mile End .....	do	...	do	1
134	H. Henderson .....	Montreal .....	do	31	3 00	Samuel Henderson Lakefield, Ont. ....	do	...	do	6
135	Mrs. P. Foley .....	Waterloo, Que. ...	do	31	4 00	Eliza McElderey Stratford, Ont. ....	do	...	do	6
136	Fanny Beagley .....	Toronto .....	do	31	2 00	Miss E. Beagley .....	do	...	do	6
137	H. Scott .....	Garnet .....	April	2	24 50	McElderey, Ken- Hamilton .....	do	...	Enquiry failed to throw any light upon this case.	6
138	Mrs. McKenzie .....	Montreal .....	do	11	0 75	James Stewart & Co. do .....	do	...	Stated not to have reached destination.	1
139	Miss L. Irvine .....	Sherbrooke .....	do	13	10 00	Miss M. Irvine .....	do	...	do	1
140	Mr. C. A. Forneret	Berthier-en-haut	do	13	27 00	Mrs. J. D. Boisvert do .....	do	...	do	1
141	Joseph Cousineau.	Montreal .....	do	18	30 00	T. Cousineau .....	do	...	do	1
142	Thomas McDonald	Beachburg .....	do	5	2 06	Wm. J. McKinney. Ottawa .....	do	...	Still under investigation.	9
143	.....	Blyth .....	do	19	4 00	H. D. Bryce .....	do	...	No trace, owing to want of registration.	1
144	K. N. Beckwith ..	Halifax .....	do	19	3 00	Horace L. Beck- Wolfeville .....	do	...	do	1
145	W. G. Swinesburg	Shelburne .....	do	28	20 00	David Sheppard ... Halifax .....	do	...	The mail from Shelburne for Halifax of the 30th April, in which this letter was enclosed, was lost, and no trace of it could be discovered; but the Postmaster of Bridgewater having been shown not to have exercised proper care of it whilst it was in his custody was held responsible, and made good amount which this letter contained.	2
146	J. B. Johnstone .....	St. Thomas .....	May	9	15 00	Mrs. J. B. John- Toronto .....	do	...	No trace, owing to want of registration.	1
147	Elzear Lessard .....	St. Roch. de Que- bec.	do	11	35 00	Madame Lessard... Beauce.	do	...	do	1
148	C. J. Dalziel .....	Quebec .....	do	22	30 00	Rev. F. Francis. Bourg Louis .....	do	...	do	1
149	David McNeil .....	Cow Bay .....	do	23	2 20	R. B. McIntosh .....	do	...	do	1
150	James Cadieux .....	London, Ont. ....	do	23	25 00	Mr. Filmore .....	do	...	do	1
151	Louis Nadeau .....	Montreal .....	do	24	10 00	F. X. Nadeau .....	do	...	do	1
152	Henry Townsend ..	Petrolia .....	do	25	2 00	John Townsend .....	do	...	do	1
153	do	do	do	28	4 00	do Hamilton .....	do	...	do	1

**REPORT No. 5.—Class II, Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1877, of the abstraction from, and loss of Letters containing Money sent through the Post Office in Canada.**

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
154	Louis Morin .....	LaBeauce .....	1877. June 2	\$ cts. 35 00	Antoine Langlois..St. Raphael .....		Stated not to have been received by person addressed.	Evidence went to show that this letter never left the La Beauce Post Office, and the Postmistress accordingly made good contents.	3
155	C. G. Geddes. ....	Montreal .....	do 4	5 00	Henry Boakes .....	Quebec .....	do do ...	No trace, owing to want of registration.	} 1
156	Antoine Lemaire ..	Bell's Corners ...	do 13	2 00	Madame A. Le-Hull .....	do do ...	do do ...	do do ...	
157	.....	Sherbrooke, Que.	do 15	1 00	R. Lambert .....	Lake Megantic ..	Received without contents.	The money contained in this letter, which there is strong reason to believe was tampered with by the Postmaster of Lake Megantic, was made good by him.	} 5
158	H. A. Wilburn .....	Montreal .....	do 20	12 00	Mrs. H. A. Wilburn Eismarck ...	.....	.....	This letter was believed to have been stolen by the Assistant Postmaster of Bismarck, who was arrested and tried for the offence. The jury failed to agree upon a verdict, and the accused is now awaiting a second trial.	



## RECAPITULATION.

Classification of Cases.	Registered.	Unregistered.
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 .....		137
2. Letters contained in mail packages stated not to have reached offices for which they were intended; cause of failure not discoverable.....	19	1
3. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were made good by, or recovered from the officer responsible.....	27	10
4. Letters lost, embezzled, misdelivered or robbed of their contents in the Post Office, the contents of which were not recovered.....	25	1
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and afterwards made good by the officer responsible.. ..	18	1
6. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy. ....	30	7
7. Letters stolen, or supposed to have been stolen from the Post Office, or from the mails <i>en route</i> .....	13	
8. Letters accidentally destroyed whilst in course of post .....	2	
9. Still under investigation.....	2	1
Totals .....	136	159

L. S. HUNTINGTON,  
Postmaster-General.

WILLIAM WHITE,  
Secretary.

PART II.

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## PROVINCE OF ONTARIO.

## REPORT No. 6.

SHOWING the Money Order Offices in operation in Ontario at any time within the Year ended 30th June, 1877; the County wherein each Office is situated; the Amount of Orders of Ontario Issued, and of Ontario and Quebec Paid; the Amount of Commission arising therefrom at each Office respectively, and the Amount paid as compensation to the Postmasters for transacting Money Order business during the same period.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aberfoyle.....	Wellington.....	1,319 96	7 65	313 31	3 32
Acton.....	Halton.....	5,514 49	32 80	2,322 18	15 78
Adelaide.....	Middlesex.....	3,531 41	21 64	617 25	9 30
Ailes Craig.....	do.....	3,916 76	22 68	1,648 85	10 98
Albion.....	Cardwell.....	7,655 69	44 77	3,772 27	20 20
Aldborough.....	Elgin.....	1,216 21	7 12	243 74	3 37
Alexandria.....	Glengarry.....	4,732 23	27 80	2,610 74	14 73
Allendale.....	Simcoe.....	3,709 06	23 48	1,024 21	9 46
Allenford.....	Bruce.....	2,831 76	16 95	2,384 27	7 33
Allensville.....	Muskoka.....	1,409 17	8 94	421 95	4 36
Almonte.....	Lanark.....	7,506 07	44 51	3,433 12	22 74
Amherstburg.....	Essex.....	9,026 99	54 39	2,984 60	25 58
Angus.....	Simcoe.....	6,742 89	36 69	1,026 79	18 28
Appleton.....	Lanark.....	565 09	3 75	486 84	1 55
Arkona.....	Lambton.....	2,409 24	14 34	2,070 14	6 70
Arkwright.....	Bruce.....	2,003 32	12 00	506 83	5 19
Arnprior.....	Renfrew.....	1,573 96	9 53	1,887 00	4 86
Arthur.....	Wellington.....	21,072 82	121 05	5,246 25	54 57
Arva.....	Middlesex.....	243 04	1 42	209 83	0 60
Athlone.....	Cardwell.....	1,675 57	8 84	442 00	4 29
Aultsville.....	Stormont.....	7,414 13	42 63	1,062 40	18 95
Aurora.....	York.....	4,673 46	27 71	4,079 76	13 29
Aylmer.....	Elgin.....	14,397 78	89 74	5,376 69	39 35
Ayr.....	Waterloo.....	7,523 33	49 36	7,812 62	21 41
Ayton.....	Grey.....	10,525 97	57 79	575 17	26 61
Baden.....	Waterloo.....	4,550 62	26 45	1,306 44	11 91
Bailleboro.....	Peterboro'.....	1,467 06	8 64	282 05	4 80
Baltimore.....	Northumberland..	5,171 87	29 37	177 95	12 98
Barrie.....	Simcoe.....	17,169 00	106 89	13,871 87	57 12
Bath.....	Addington.....	5,252 83	31 50	1,969 86	13 98
Bayfield.....	Huron.....	11,155 18	64 80	3,326 62	32 37
Beachburg.....	Renfrew.....	3,531 12	20 91	496 18	9 66
Beachville.....	Oxford.....	5,695 13	35 02	2,029 78	14 97
Beamsville.....	Lincoln.....	9,360 84	57 62	2,047 28	25 66
Beaverton.....	Ontario.....	5,884 10	33 50	2,610 80	18 53
Bellefleur.....	Hastings.....	25,394 37	154 51	31,420 75	81 87
Bell Ewart.....	Simcoe.....	128 05	0 82	696 30	0 54
Belle River.....	Essex.....	2,441 00	14 51	278 95	6 57
Bell's Corner's.....	Carleton.....	2,145 37	12 63	226 40	5 69
Berlin.....	Waterloo.....	9,263 41	58 44	16,831 36	26 22
Bethany.....	Durham.....	7,496 71	42 21	2,251 26	19 30
Blairton.....	Peterboro'.....	334 41	1 82	114 02	0 94

REPORT No. 6.—Showing the Money Order Offices in operation in Ontario,  
at any time within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bluevale .....	Huron .....	2,000 51	10 60	514 33	5 53
Blyth.....	do .....	4,927 83	28 88	1,713 46	12 75
Bobcaygeon .....	Victoria .....	24,495 08	137 94	2,892 05	61 14
Bond Head .....	Simcoe .....	1,698 59	10 10	1,244 47	4 74
Bothwell.....	Bothwell .....	6,338 65	38 77	4,712 56	18 44
Bowmanville .....	Durham .....	8,645 16	54 18	17,217 42	27 71
Bracesbridge .....	Muskoka.....	10,930 59	64 68	8,020 58	30 91
Bradford.....	Simcoe .....	7,357 82	44 65	2,784 83	21 37
Brampton.....	Peel .....	8,609 23	50 93	13,859 24	25 18
Brantford.....	Brant.....	25,046 84	158 53	57,161 54	83 50
Bridgewater.....	Hastings.....	1,526 94	9 86	368 75	4 52
Bright.....	Oxford.....	6,226 04	37 03	1,535 51	17 14
Brighton.....	Northumberland.....	5,914 09	34 59	2,311 81	16 96
Brockville.....	Town of Br'ckville	13,256 08	81 06	16,211 34	44 60
Brooklin.....	Ontario.....	3,825 22	23 62	1,804 88	11 50
Brougham.....	do .....	837 30	4 64	537 43	2 21
Brussels.....	Huron .....	9,483 56	55 54	4,344 96	26 46
Burford.....	Brant.....	5,186 80	30 25	1,607 48	13 39
Burlington.....	Halton.....	7,541 88	45 40	3,455 23	20 83
Caistorville .....	Monck.....	624 40	3 60	1,084 30	1 54
Caledon.....	Cardwell.....	2,931 20	17 17	307 66	7 64
Cambray.....	Victoria.....	3,046 52	17 98	1,128 93	7 75
Camlachie.....	Lambton.....	2,347 11	14 41	495 51	5 93
Campbellford.....	Northumberland.....	17,906 44	101 74	3,199 80	47 74
Campbellville.....	Halton.....	2,755 30	15 17	2,100 57	6 89
Canfield.....	Haldimand.....	3,351 03	19 37	149 67	8 97
Cannington.....	Ontario.....	8,625 86	53 19	4,784 22	22 70
Carleton Place.....	Lanark.....	8,086 00	45 61	2,054 55	22 53
Carronbrook.....	Perth.....	4,190 69	22 80	573 40	10 86
Castleton.....	Northumberland.....	2,018 66	11 08	797 83	5 25
Cayuga.....	Haldimand.....	7,879 52	49 72	3,878 29	21 91
Charing Cross.....	Kent.....	1,626 80	9 47	152 86	4 80
Chatham.....	do .....	23,763 02	148 76	28,344 26	75 27
Chatsworth.....	Grey.....	5,430 89	32 05	1,583 67	14 99
Chesley.....	Bruce.....	1,318 06	7 39	574 15	3 51
Chesterville.....	Oundas.....	1,718 54	10 47	1,169 95	5 13
Chippawa.....	Welland.....	4,283 92	25 58	4,797 16	11 85
Claremont.....	Ontario.....	1,324 21	7 24	738 31	4 93
Clarence.....	Russell.....	1,088 76	6 55	355 19	3 36
Clarke.....	Durham.....	331 80	2 00	40 70	1 28
Clarksburg.....	Grey.....	7,576 17	44 08	3,762 51	21 05
Clearville.....	Bothwell.....	8,209 59	45 22	528 21	20 51
Clifford.....	Wellington.....	9,828 27	56 85	5,185 13	25 96
Clifton.....	Welland.....	7,278 70	45 46	6,581 56	23 38
Clinton.....	Huron.....	8,599 92	50 69	9,475 69	27 94
Clover Hill.....	Simcoe.....	242 50	1 60	36 18	0 87
Cobourg.....	Northumberland.....	16,471 18	102 44	21,184 07	52 73
Coborne.....	do .....	6,513 71	40 00	3,701 00	17 79
Coldwater.....	Simcoe.....	6,188 57	34 80	2,461 29	15 56
Collingwood.....	do .....	12,751 04	81 11	11,178 23	39 65
Colpoys Bay.....	Bruce.....	2,217 51	13 30	1,782 26	5 79
Columbus.....	Ontario.....	6,556 91	37 66	1,009 48	16 61
Comber.....	Essex.....	29 00	0 20	338 57	0 27
Conestogo.....	Waterloo.....	1,284 46	7 24	182 21	3 22
Consecon.....	Prince Edward.....	8,686 71	49 30	234 09	22 85
Cookstown.....	Simcoe.....	3,250 80	17 64	2,805 95	8 80

REPORT No. 6.—Showing the Money Order Offices in operation in Ontario  
at any time within the year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cooksville	Peel	863 56	5 02	632 92	2 28
Cornwall	Town of	15,468 73	97 67	7,687 70	46 06
Corunna	Lambton	1,851 02	12 66	287 36	4 75
Craighurst	Simcoe	1,757 59	10 30	592 59	4 49
Credit	Peel	803 91	4 59	320 80	3 03
Creemore	Simcoe	6,067 62	35 70	501 16	15 76
Cumberland	Russell	1,601 03	9 35	463 50	4 12
Delaware	Middlesex	3,428 65	19 84	751 88	9 08
Delhi	Norfolk	7,872 59	49 13	1,017 86	20 63
Delta	Leeds	835 71	5 05	870 29	2 20
Desboro	Grey	1,695 63	9 50	81 85	4 30
Dickinson's Landing	Stormont	1,541 42	9 43	1,654 44	4 85
Douglas	Renfrew	6 40	0 04	28 20	0 01
Drayton	Wellington	9,664 63	53 75	3,064 44	27 03
Dresden	Bothwell	13,789 78	83 29	7,918 81	37 26
Drumbo	Oxford	1,543 05	9 07	2,634 46	4 02
Drummondville	Welland	16,802 84	100 00	3,675 46	43 98
Duart	Bothwell	1,777 48	10 69	712 85	4 68
Dunbar	Dundas	1,883 16	10 72	59 50	5 00
Dunbarton	Ontario	1,912 63	10 70	592 80	5 18
Dundalk Station	Grey	5,294 88	32 54	223 39	13 50
Dundas	Wentworth	8,616 93	54 34	15,050 56	29 19
Dunannon	Huron	11,567 14	66 27	1,219 74	29 32
Dunvegan	Glengarry	1,402 80	7 72	10 90	3 80
Dunville	Monck	7,833 95	47 96	4,944 45	20 80
Durham	Grey	41,272 50	229 36	10,142 63	107 22
Easton's Corners	Grenville	12 25	0 14	55 00	.....
Eganville	Renfrew	5,325 90	30 96	1,043 72	13 84
Edmondville	Huron	439 14	2 72	417 08	1 25
Elmira	Waterloo	9,036 16	51 83	1,659 77	23 59
Elora	Wellington	12,552 92	76 91	7,568 11	35 31
Embro	Oxford	14,713 16	84 87	2,592 97	38 75
Erin	Wellington	3,417 44	19 34	1,866 11	8 88
Exeter	Huron	10,793 69	61 33	5,516 24	32 19
Farmersville	Leeds	708 54	3 80	302 51	1 86
Fenelon Falls	Victoria	21,224 46	119 13	4,763 76	56 00
Fergus	Wellington	13,333 66	79 68	5,963 10	35 91
Fingal	Elgin	5,615 60	33 22	3,291 79	15 78
Flesherton	Grey	26,436 50	144 68	2,751 53	68 32
Florence	Bothwell	11,559 49	67 64	2,046 07	27 43
Fonthill	Monck	6,188 14	35 57	1,875 13	16 16
Forest	Lambton	11,001 86	68 56	6,358 14	30 03
Fort Erie	Welland	6,398 98	40 19	2,304 05	18 01
Frankford	Hastings	2,238 08	13 92	302 25	5 91
Galt	Waterloo	15,541 26	97 38	22,768 38	54 93
Gananoque	Leeds	9,832 69	61 77	6,348 21	29 74
Garafraxa	Wellington	5,513 44	32 84	1,469 56	15 00
Garden Island	Frontenac	718 30	4 15	24 00	2 05
Georgetown	Halton	7,762 35	47 57	5,932 64	22 72
Glenina	York	7,290 19	44 47	853 79	20 26
Glenallen	Wellington	9,517 69	55 65	1,088 02	24 16
Glencoe	Middlesex	6,156 01	35 61	1,856 20	17 90
Goderich	Huron	21,492 26	133 66	13,120 25	65 38
Grafton	Northumberland	6,711 77	37 87	1,037 42	17 61

REPORT No. 6.—Showing the Money Order Offices in operation in Ontario,  
at any time within the Year ended 30th June, 1876, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Granton.....	Middlesex.....	1,305 83	7 37	111 25	3 48
Greenwood.....	Ontario.....	2,518 38	13 74	875 30	6 60
Grimsby.....	Lincoln.....	10,517 72	61 97	5,981 92	27 23
Guelph.....	Wellington.....	26,739 21	162 34	54,611 51	89 49
Hagersville.....	Haldimand.....	5,920 65	34 11	2,140 67	15 41
Haliburton.....	Peterboro'.....	13,218 01	73 75	4,382 11	36 31
Hamilton.....	City of.....	53,296 22	326 60	338,736 15	.....
Hampton.....	Durham.....	5,247 78	30 30	679 90	14 19
Hanover.....	Grey.....	9,930 62	58 34	2,096 35	26 02
Harriston.....	Wellington.....	8,120 65	48 29	8,242 87	23 41
Hastings.....	Peterboro'.....	4,678 98	26 56	1,058 67	12 59
Hawkesbury.....	Prescott.....	2,831 35	17 29	1,007 52	7 86
Hawkesville.....	Waterloo.....	2,185 89	12 90	1,256 02	5 96
Hespeler.....	do.....	4,420 49	26 62	2,039 09	13 31
Highland Creek.....	York.....	1,610 30	9 66	186 60	4 07
Hillsburgh.....	Wellington.....	1,344 58	7 40	817 83	3 44
Holland Landing.....	York.....	790 24	4 96	211 04	2 40
Hollen.....	Wellington.....	2,488 33	15 01	1,980 20	6 29
Huntsville.....	Muskoka.....	3,485 89	21 05	1,578 01	9 74
Ingersoll.....	Oxford.....	11,954 78	74 44	31,048 09	37 39
Invermay.....	Bruce.....	2,576 23	16 89	968 78	7 44
Iroquois.....	Dundas.....	2,713 65	16 53	1,257 49	7 69
Jarvis.....	Haldimand.....	8,212 92	47 38	2,540 90	22 35
Jordan.....	Lincoln.....	6,287 96	37 19	880 36	16 37
Keene.....	Peterboro'.....	4,131 72	23 06	1,426 63	10 96
Kemptville.....	Grenville.....	18,491 94	107 41	1,076 60	48 22
Kettleby.....	York.....	500 09	2 75	249 80	2 08
Kincardine.....	Bruce.....	12,730 09	76 33	10,171 85	37 70
King.....	York.....	1,810 94	10 13	1,275 44	5 30
Kingston.....	City of.....	25,235 01	159 29	35,806 98	201 38
Kingsville.....	Essex.....	9,477 30	54 76	2,202 66	25 41
Kippen.....	Huron.....	1,409 26	7 97	173 45	3 60
Kirkfield.....	Victoria.....	10,291 13	57 21	947 83	25 94
Klineburg.....	York.....	1,409 36	8 62	356 07	3 77
Komoka.....	Middlesex.....	782 84	4 36	459 21	2 41
Lakefield.....	Peterboro'.....	8,654 88	51 40	1,285 47	23 14
Lambton Mills.....	York.....	661 31	3 92	74 75	2 19
Lanark.....	Lanark.....	8,691 55	48 58	995 42	23 24
Lansdown.....	Leeds.....	2,260 67	13 16	141 50	5 79
Leamington.....	Essex.....	38,799 10	217 82	4,242 27	99 52
Lefroy.....	Simcoe.....	267 43	1 70	581 75	2 06
Lindsay.....	Victoria.....	21,817 36	136 44	21,078 36	62 58
Listowel.....	Perth.....	13,299 21	80 61	9,209 02	36 73
Little Britain.....	Victoria.....	887 25	5 57	23 00	2 25
Lloydton.....	York.....	365 27	2 02	417 86	1 19
London.....	City of London.....	48,176 08	305 48	168,970 56	268 52
London, East.....	Middlesex.....	3,898 30	24 78	575 84	11 93
Longwood.....	do.....	4,056 29	22 95	813 45	10 61
L'Orignal.....	Prescott.....	7,642 43	42 84	2,397 17	21 45
Loughboro'.....	Frontenac.....	4,198 17	25 00	1,530 28	10 82
Lucan.....	Huron.....	3,334 04	20 47	1,496 98	9 26
Lucknow.....	Bruce.....	20,835 99	124 64	5,431 28	58 01
Lyn.....	T'n of Brockville.....	1,732 73	9 69	2,030 71	4 84

REPORT No. 6.—Showing the Money Order Offices in operation in Ontario,  
at any time within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lynden .....	Wentworth .....	693 50	4 40	739 34	1 94
Lynedoch .....	Norfolk .....	9,658 41	57 04	904 64	24 51
Madoc .....	Hastings .....	9,339 86	55 04	1,297 64	26 26
Magnetawan .....	Muskoka .....	155 00	0 90	987 64	0 50
Manchester .....	Ontario .....	1,845 19	11 24	228 35	4 86
Manilla .....	Victoria .....	3,611 63	19 80	1,537 91	9 56
Maple .....	York .....	1,069 50	5 80	499 05	2 69
Markdale .....	Grey .....	5,801 81	32 54	2,073 07	14 66
Markham .....	York .....	3,824 21	22 62	6,260 63	10 51
Maxwell .....	Grey .....	8,112 20	49 81	629 37	21 32
McGillivray .....	Middlesex .....	2,772 02	15 78	204 98	6 94
McKellar .....	Muskoka .....	2,737 46	17 28	102 17	7 10
Meadowvale .....	Peel .....	1,607 33	8 00	669 69	3 98
Meaford .....	Grey .....	12,052 80	71 87	6,677 29	32 58
Merrickville .....	Grenville .....	6,245 14	34 70	1,712 99	18 60
Metcalfe .....	Russell .....	3,032 77	16 20	265 18	8 02
Midland .....	Simcoe .....	2,793 11	16 27	620 24	7 31
Middleville .....	Lanark .....	348 32	2 36	138 00	0 87
Mildmay .....	Bruce .....	9,783 98	54 88	1,522 82	24 93
Milford .....	Prince Edward .....	5,785 11	31 02	279 32	14 64
Millbank .....	Perth .....	3,626 25	21 38	1,101 93	10 72
Millbrook .....	Durham .....	7,364 30	44 13	5,866 28	20 92
Mille Roches .....	Town of Cornwall .....	741 26	4 39	694 74	1 97
Mill Point .....	Hastings .....	1,422 41	8 58	736 61	4 24
Merritton .....	Lincoln .....	693 49	4 17	352 90	1 74
Milton .....	Halton .....	11,012 61	63 98	6,223 73	29 56
Milverton .....	Perth .....	3,105 15	18 20	605 35	8 04
Minden .....	Peterboro' .....	15,336 86	89 26	5,738 66	40 34
Mitchell .....	Perth .....	9,150 98	54 74	7,840 01	28 79
Mohawk .....	Brant .....	984 36	6 11	473 83	3 99
Mono Mills .....	Cardwell .....	2,206 80	11 85	192 65	5 62
Moore .....	Lambton .....	1,059 61	6 16	1,197 45	2 92
Morpeth .....	Bothwell .....	9,137 68	54 44	1,566 15	24 06
Morrisburg .....	Dundas .....	7,054 06	43 77	5,328 47	19 31
Morriston .....	Wellington .....	2,169 64	12 37	1,047 35	5 73
Mount Brydges .....	Middlesex .....	2,796 38	16 86	1,056 41	7 07
Mount Elgin .....	Oxford .....	45 30	0 40	329 15	0 17
Mount Forest .....	Wellington .....	28,941 45	170 76	9,839 95	75 41
Mount Vernon .....	Brant .....	515 97	3 05	325 51	1 32
Muir .....	Middlesex .....	1,642 68	10 67	117 38	6 54
Nairn .....	do .....	859 39	5 27	98 05	2 45
Nanticoke .....	Haldimand .....	2,311 10	12 04	947 88	7 13
Napanee .....	Lennox .....	8,058 75	50 12	15,061 92	27 45
Napier .....	Middlesex .....	3,274 52	19 41	517 87	8 84
Nasagwiweya .....	Halton .....	5,255 73	29 96	1,115 21	13 39
Neustadt .....	Grey .....	8,234 37	48 08	890 26	23 53
Newboro' .....	Leeds .....	2,692 58	15 13	1,141 94	8 42
Newburg .....	Addington .....	4,281 73	25 55	1,817 38	11 44
Newbury .....	Middlesex .....	2,323 97	14 69	1,211 85	6 38
Newcastle .....	Durham .....	4,581 36	29 59	4,401 21	13 28
New Dundee .....	Waterloo .....	1,533 14	8 25	707 24	4 11
New Edinburgh .....	Russell .....	779 64	4 81	517 16	3 30
New Hamburg .....	Waterloo .....	2,602 10	15 55	5,130 95	8 02
New Market .....	York .....	6,068 15	37 07	7,003 29	19 48
Niagara .....	Town of Niagara .....	8,762 08	52 43	3,046 15	24 80
North Augusta .....	Grenville .....	3,452 76	19 39	439 35	9 12



REPORT No. 6.—Showing the Money Order Offices in operation in Ontario,  
at any time within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
North Gower.....	Carleton.....	7,751 16	41 42	441 38	20 10
North Port.....	Prince Edward....	3,857 72	21 93	324 12	9 90
Nobleton.....	York.....	860 26	5 41	10 00	2 14
Norval.....	Halton.....	4,179 09	23 93	342 67	11 14
Norwich.....	Oxford.....	14,796 29	94 19	3,309 13	40 89
Norwood.....	Peterboro'.....	7,469 81	43 04	1,071 88	21 05
Oakland.....	Brant.....	258 35	1 42	555 11	0 63
Oakville.....	Halton.....	12,715 31	75 15	6,115 66	36 62
Odessa.....	Lennox.....	2,260 82	13 88	986 02	6 01
Oil Springs.....	Lambton.....	831 02	5 62	1,255 50	2 27
Omeme.....	Victorio.....	18,172 09	101 92	2,446 69	46 79
Orangeville.....	Wellington.....	14,961 51	86 98	8,834 45	39 66
Orillia.....	Simcoe.....	14,871 80	90 24	12,569 98	46 30
Orono.....	Durham.....	13,876 01	77 99	1,605 62	37 67
Orwell.....	Elgin.....	2,189 36	12 21	65 00	5 46
Osceola.....	Renfrew.....	7,356 99	41 40	493 11	18 42
Oshawa.....	Ontario.....	3,880 59	61 37	47,520 92	35 07
Ottawa.....	City of.....	48,950 86	296 75	61,234 72	263 08
Otterville.....	Oxford.....	13,544 82	82 00	1,660 46	35 38
Owen Sound.....	Grey.....	19,489 99	118 79	19,460 76	57 33
Paisley.....	Bruce.....	6,929 74	40 29	6,387 95	24 32
Pakenham.....	Lanark.....	1,909 26	11 19	1,338 68	7 36
Palermo.....	Halton.....	2,202 69	13 15	1,186 34	5 96
Palmerston.....	Perth.....	4,978 04	29 80	1,958 54	13 38
Paris.....	Brant.....	9,533 98	59 73	8,304 56	29 41
Parkhill.....	Middlesex.....	5,011 31	30 68	4,592 36	14 68
Parry Sound.....	Muskoka.....	12,093 58	71 04	3,659 24	33 92
Patterson.....	York.....			1,869 40	
Pembroke.....	Renfrew.....	8,701 67	55 00	5,520 21	27 10
Penetanguishene.....	Simcoe.....	6,427 18	37 34	2,233 31	17 10
Perth.....	Lanark.....	5,384 49	33 27	5,795 48	17 98
Peterboro'.....	Peterboro'.....	22,647 96	137 25	18,909 27	70 18
Petrolia.....	Lambton.....	22,405 01	139 35	4,197 10	61 30
Pickering.....	Ontario.....	1,227 53	7 51	821 64	3 40
Picton.....	Prince Edward....	8,554 33	54 13	7,953 02	27 60
Plantagenet.....	Prescott.....	11,772 09	65 53	854 10	30 96
Point Edward.....	Lambton.....	336 77	1 90	737 51	1 33
Portage la Prairie.....	Marquette.....			1,198 20	
Port Burwell.....	Elgin.....	7,338 65	43 50	3,399 53	21 36
Port Carling.....	Muskoka.....	1,685 28	10 93	752 62	6 26
Port Colborne.....	Welland.....	7,150 05	44 06	2,516 45	18 87
Port Dalhousie.....	Lincoln.....	4,858 45	28 65	924 24	13 42
Port Dover.....	Norfolk.....	12,841 19	75 86	4,054 11	33 89
Port Elgin.....	Bruce.....	8,618 49	51 71	4,979 37	23 31
Port Perry.....	Ontario.....	11,420 06	66 36	8,177 71	32 93
Port Robinson.....	Welland.....	2,981 12	18 42	772 20	8 86
Port Rowan.....	Norfolk.....	4,825 16	29 68	2,503 06	16 20
Port Ryerse.....	do.....	582 56	4 02	209 78	1 57
Port Stanley.....	Elgin.....	2,698 19	16 10	1,871 78	7 61
Port Sydney.....	Muskoka.....	1,149 32	7 71	1,196 41	3 86
Prescott.....	Grenville.....	14,507 01	91 42	10,352 77	40 96
Preston.....	Waterloo.....	2,554 27	15 43	5,441 48	7 83
Priceville.....	Grey.....	890 20	6 27	1,154 89	2 31
Prince Albert.....	Ontario.....	1,852 50	11 09	944 34	5 05
Princeton.....	Oxford.....	6,282 48	37 36	1,401 88	16 37
	Wellington.....	8,697 97	46 51	297 69	22 24

REPORT No. 6.—Showing the Money Order Offices in operation in Ontario,  
at any time within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Hope.....	Durham.....	29,093 21	177 47	18,216 82	89 53
Ratho.....	Oxford.....	3,795 38	21 89	531 80	9 79
Renfrew.....	Renfrew.....	3,263 42	19 84	2,521 37	11 93
Riceville.....	Prescott.....	1,671 28	10 11	33 30	4 18
Richmond, West.....	Carleton.....	1,455 49	8 17	186 65	3 67
Richmond Hill.....	York.....	7,244 04	41 13	2,188 64	20 20
Ridgetown.....	Bothwell.....	9,280 05	55 51	3,077 40	25 79
Ridgeway.....	Welland.....	1,093 48	6 42	163 78	2 73
Riversdale.....	Bruce.....	1,124 54	7 31	475 84	2 97
Rivière Raisin.....	Glengarry.....	7,134 74	42 14	1,293 02	18 44
Rockingham.....	Renfrew.....	2,733 30	15 41	304 10	7 05
Rockwood.....	Wellington.....	3,827 56	23 06	1,734 98	11 14
Rodgersville.....	Huron.....	407 08	2 27	180 19	1 24
Rodney.....	Elgin.....	4,958 80	30 15	1,171 18	12 71
Rondeau.....	Kent.....	12,385 23	71 47	3,793 83	32 68
Rosemont.....	Simcoe.....	4,663 30	25 20	2,661 03	12 96
Rugby.....	do.....	737 28	4 45	125 00	1 84
Russell.....	Russell.....	1,439 81	7 92	139 62	3 64
St. Catharines.....	Lincoln.....	25,373 17	154 09	37,299 27	88 47
St. George.....	Brant.....	2,468 79	15 07	2,480 36	6 41
St. Jacobs.....	Waterloo.....	6,531 15	37 09	715 05	16 78
St. Marys.....	Perth.....	14,171 25	82 55	5,544 71	41 48
St. Thomas.....	Elgin.....	15,314 18	95 50	27,435 21	52 11
St. Williams.....	Norfolk.....	485 58	3 11	374 33	1 63
Sandwich.....	Essex.....	3,527 97	21 48	1,429 95	9 48
Sarnia.....	Lambton.....	11,783 51	73 81	16,668 00	38 27
Saugeen.....	Bruce.....	6,691 67	39 50	3,121 63	17 68
Scarboro'.....	York.....	917 13	5 78	516 00	2 33
Schomberg.....	do.....	1,583 00	9 47	877 98	4 36
Scotland.....	Brant.....	6,730 46	36 64	872 13	16 94
Seaforth.....	Huron.....	8,213 85	49 38	7,814 17	27 16
Selkirk.....	Haldimand.....	10,737 97	57 61	1,782 09	28 48
Seneca.....	do.....	51,654 81	281 55	4,047 39	131 46
Severn Bridge.....	Muskoka.....	1,631 46	10 20	581 66	4 35
Shakespeare.....	Perth.....	4,603 94	27 26	1,492 43	12 28
Shannonville.....	Hastings.....	3,366 61	19 07	542 69	9 19
Sharon.....	York.....	497 93	3 30	1,019 70	1 57
Shelburne.....	Grey.....	9,477 98	55 36	3,295 01	25 70
Silver Islet.....	Algoma.....	1,724 81	10 33	329 00	8 55
Simcoe.....	Norfolk.....	13,185 19	84 31	11,166 45	37 02
Singhampton.....	Simcoe.....	1,809 66	10 22	755 77	4 95
Smiths' Falls.....	Lanark.....	5,585 94	34 09	3,350 87	18 38
Smithville.....	Lincoln.....	39,539 73	220 28	1,505 73	100 05
Sombra.....	Lambton.....	3,312 58	18 40	1,968 94	8 58
Sparta.....	Elgin.....	2,143 84	12 50	689 18	6 02
Spencerville.....	Grenville.....	3,912 53	24 16	540 28	10 47
Springfield.....	Elgin.....	2,264 16	13 36	112 90	5 78
Springford.....	Oxford.....	3,011 57	17 80	611 43	8 14
Stayner.....	Simcoe.....	6,289 67	37 01	3,701 04	17 45
Stirling.....	Hastings.....	3,629 68	21 53	75 93	11 25
Stoney Creek.....	Wentworth.....	799 75	4 70	53 15	2 19
Stouffville.....	York.....	5,557 67	31 16	1,649 84	14 84
Strabane.....	Wentworth.....	3,562 10	20 77	31 32	9 47
Stratfordville.....	Elgin.....	7,644 06	43 14	22 70	19 52
Stratford.....	Perth.....	21,799 86	127 00	17,371 04	72 86
Strathroy.....	Middlesex.....	12,419 92	79 09	10,779 29	34 22

REPORT No. 6.—Showing the Money Order Offices in operation in Ontario,  
at any time within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Streetsville .....	Peel .....	7,193 10	40 75	2,524 85	19 18
Sylvan .....	Middlesex.....	988 89	5 53	336 05	2 47
Tamworth .....	Addington.....	4,543 38	26 63	398 64	13 08
Tara .....	Bruce .....	1,596 68	9 70	1,628 07	4 66
Tavistock .....	Perth .....	1,338 54	7 50	1,684 82	4 20
Teeswater.....	Bruce.....	19,699 03	112 77	4,071 16	51 42
Thamesford .....	Oxford.....	781 75	4 33	436 61	2 49
Thamesville .....	Bothwell.....	4,987 74	29 08	2,688 21	14 42
Theford .....	Lambton.....	4,772 57	29 44	1,569 81	13 35
Thornhill.....	York .....	1,757 41	9 85	1,291 01	5 28
Thorold .....	Welland.....	14,783 29	87 46	4,011 19	53 73
Thunder Bay .....	Algoma.....	6,934 42	41 61	1,827 33	23 51
Tilsonburg .....	Oxford.....	17,588 34	106 46	6,384 03	46 30
Tiverton.....	Bruce.....	5,945 63	33 47	2,318 78	16 34
Toronto .....	City of.....	108,915 04	664 67	809,126 13	.....
Trenton .....	Hastings.....	6,784 85	42 22	3,887 89	19 06
Tullamore.....	Peel .....	1,516 29	9 80	428 51	4 04
Tweed.....	Hastings.....	13,151 25	74 05	426 25	33 83
Union .....	Elgin.....	1,310 74	6 95	636 23	7 84
Unionville .....	York .....	796 62	4 65	122 12	2 26
Uxbridge.....	Ontario.....	14,112 71	81 95	7,481 18	39 18
Vanbrugh .....	Renfrew.....	459 76	2 56	99 77	1 45
Vankleek Hill.....	Prescott.....	6,615 57	38 48	1,247 90	19 55
Vienna .....	Elgin.....	13,872 52	82 73	2,247 14	37 40
Vittoria .....	Norfolk.....	7,434 58	47 91	1,277 34	19 34
Wales .....	Stormont.....	895 95	5 13	69 37	3 89
Walkerton.....	Bruce.....	22,549 81	137 46	10,572 10	62 09
Wallaceburg.....	Kent.....	24,782 64	140 09	3,254 51	64 33
Wallacetown.....	Elgin.....	21,358 61	120 36	1,715 82	55 76
Wardsville .....	Middlesex.....	10,472 11	58 95	1,470 49	27 20
Warkworth.....	Northumberland..	6,392 19	35 34	741 44	18 63
Warsaw .....	Peterboro.....	4,679 67	26 45	129 64	12 00
Warwick .....	Lambton.....	4,428 11	25 26	1,014 33	11 59
Waterdown.....	Wentworth.....	1,469 01	9 01	1,500 50	4 64
Waterford.....	Norfolk.....	12,033 36	69 61	3,881 99	31 39
Waterloo.....	Waterloo.....	5,819 43	35 39	17,543 84	16 26
Watford.....	Lambton.....	7,206 14	46 79	5,396 84	19 37
Welland .....	Welland.....	5,095 57	31 65	4,502 83	15 95
Welland Port.....	Monck.....	6,975 02	39 42	631 69	17 61
Wellesley.....	Waterloo.....	1,839 91	10 17	743 80	5 53
Wellington.....	Prince Edward.....	4,266 41	26 24	424 43	13 37
West Flamboro' .....	Wentworth.....	1,122 40	6 80	571 89	3 10
Weston.....	York .....	4,433 49	26 40	1,246 23	12 93
West Winchester.....	Dundas.....	1,705 48	10 04	694 30	5 59
Whitby .....	Ontario.....	9,239 30	57 01	14,841 92	29 57
Whitevale.....	do .....	532 16	3 12	691 60	1 37
Warton .....	Grey .....	4,834 46	28 49	3,628 52	12 31
Windsor.....	Essex.....	15,841 00	101 78	16,823 99	51 83
Winnipeg.....	Selkirk.....	21,510 86	127 49	23,322 07	74 09
Wingham .....	Huron.....	5,979 19	35 88	4,889 83	17 44
Woodbridge.....	York .....	10,882 30	61 72	11,730 31	28 33
Woodham.....	Perth .....	1,422 73	8 00	183 00	3 92
Woodslee.....	Essex.....	5,804 63	34 00	1,445 24	15 96
Woodstock.....	Oxford.....	27,673 61	174 71	19,163 24	84 11

REPORT No. 6.—Showing the Money Order Offices in operation in Ontario,  
at any time within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Woodville .....	Victoria .....	10,807 17	64 46	2,605 03	28 01
Wroxeter .....	Huron .....	13,546 72	77 34	4,316 83	37 62
Wyoming .....	Lambton .....	4,814 63	29 25	1,464 42	13 04
York .....	Haldimand .....	2,243 65	12 52	427 39	6 21
Yorkville .....	York .....	4,421 60	27 42	2,675 56	20 60
Zurich .....	Huron .....	8,229 42	45 71	1,343 26	22 23
	Total .....	3,198,403 37	18,975 14	3,059,056 73	8,960 51

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant-Superintendent.*

## REPORT No. 6, A

SHOWING the amount of Money Orders issued in Ontario, on the United Kingdom; the value of such Orders in Dominion Currency; the Commissions received thereon, and the amount of Money Orders paid in Ontario, drawn by Money Order Offices in the United Kingdom within the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Aberfoyle.....	9 78	0 25	.....
Acton.....	353 51	10 00	102 67
Adelaide.....	166 26	3 75	19 46
Ailsa Craig.....	145 87	4 25	48 66
Albion.....	214 12	5 25	116 79
Aldboro'.....	.....	.....	48 66
Alexandria.....	134 71	3 50	14 60
Allandale.....	41 34	1 75	15 82
Allenford.....	19 56	0 50	.....
Allensville.....	26 62	1 50	275 17
Almonte.....	722 06	22 77	348 76
Amherstburg.....	333 59	9 25	283 10
Angus.....	311 59	7 50	126 76
Appleton.....	39 11	1 50	.....
Arkona.....	73 28	2 50	97 32
Arkwright.....	37 24	1 50	34 06
Arnprior.....	118 06	4 75	171 05
Arthur.....	85 74	2 50	155 96
Aultsville.....	9 78	0 25	.....
Aurora.....	178 97	5 50	356 30
Aylmer.....	366 21	9 50	161 42
Ayr.....	223 29	6 75	245 75
Ayton.....	9 78	0 25	.....
Baden.....	15 89	0 75	24 33
Baillieboro'.....	170 14	4 75	12 16
Baltimore.....	23 56	1 00	2 43
Barrie.....	2,424 30	72 50	1,696 13
Bath.....	24 55	0 75	52 07
Bayfield.....	525 43	13 00	932 99
Beachburg.....	90 45	3 25	.....
Beachville.....	163 81	4 00	119 22
Beamsville.....	111 25	2 50	181 99
Beaverton.....	894 86	21 00	369 77
Belleville.....	2,956 87	90 75	1,597 96
Belle Ewart.....	4 10	0 50	48 66
Belle River.....	.....	.....	97 32
Bell's Corners.....	14 67	0 50	125 76
Berlin.....	120 80	4 25	21 99
Bethany.....	19 56	0 50	126 51
Bluevale.....	151 59	3 25	65 08
Blyth.....	62 06	2 00	58 39
Bobcaygeon.....	456 95	11 25	237 77
Bond Head.....	92 91	2 50	21 89
Bothwell.....	350 58	10 25	333 09
Bowmanville.....	1,159 54	35 25	606 77
Bracebridge.....	180 29	7 50	4,925 80
Bradford.....	594 28	16 75	205 69
Brampton.....	902 62	28 50	339 67
Brantford.....	2,287 52	69 25	2,283 13

REPORT No. 6, A.—Showing the amount of Money Orders issued in Ontario, on the United Kingdom, within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Bridgewater .....	4	89	0	25	67	89
Bright .....	312	50	7	25		
Brighton .....	29	88	1	25	32	36
Brockville .....	1,634	37	48	00	754	44
Brooklin .....	389	44	11	50	215	94
Brougham .....	34	23	1	25	4	87
Brussels .....	199	19	6	75	141	84
Burford .....	34	67	1	00	38	93
Burlington .....	112	46	3	50	83	76
Caledon .....					12	16
Cambray .....	2	88	0	25		
Camlachie .....	34	23	1	00		
Campbellford .....	438	63	11	25	148	32
Campbellville .....	3	89	0	25		
Canfield .....	4	89	0	25		
Cannington .....	108	55	3	25	40	11
Carleton Place .....	242	00	6	75	68	15
Carronbrook .....	86	54	2	25	40	88
Castleton .....	6	00	0	25		
Cayuga .....	170	25	6	25	207	07
Charing Cross .....					31	63
Chatham .....	2,472	52	72	25	1,314	53
Chatsworth .....	105	63	3	00	87	59
Chesley .....	40	17	1	00		
Chesterville .....	35	55	1	25		
Chippawa .....	3	18	0	25	17	13
Claremont .....	498	55	11	50		
Clarence .....	143	43	4	00	52	79
Clarke .....	70	90	1	75	42	82
Clarksburg .....	403	50	11	25	103	17
Clifford .....	68	45	2	25	295	86
Clifton .....	1,192	58	33	25	213	80
Clinton .....	1,257	07	34	50	221	48
Clover Hill .....	99	31	2	25		
Cobourg .....	1,594	33	44	50	1,245	04
Colborne .....	264	03	6	50	114	36
Coldwater .....	14	67	0	50	7	30
Collingwood .....	1,134	62	29	50	942	00
Colpoys Bay .....	9	78	0	25	95	38
Columbus .....	75	80	2	25	25	07
Comber .....	8	03	0	25	38	93
Conestogo .....	2	12	0	25		
Consecon .....	39	48	1	00	24	33
Cookstown .....	118	49	4	00	12	17
Cooksville .....	39	12	1	25	17	04
Cornwall .....	823	64	22	75	527	66
Corunna .....	8	06	0	50	18	78
Craighurst .....	47	50	2	25		
Credit .....					60	83
Crestmore .....	135	28	3	50	111	92
Cumberland .....					48	66
Delaware .....	47	47	1	25	153	28
Delhi .....	105	12	3	00	72	99
Delta .....	24	67	1	00	4	87
Drayton .....	326	46	10	25	152	70
Dresden .....	121	88	4	25	126	42

REPORT No. 6, A.—Showing the Amount of Money Orders issued in Ontario, on the United Kingdom, within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Drumbo.....	31 78	1 25	33 83
Drummondville.....	295 95	8 50	333 46
Duart.....	32 58	1 50	77 86
Dunbar.....	41 86	1 25	.....
Dunbarton.....	127 13	3 00	8 52
Dundas.....	1,358 72	40 50	623 41
Dungannon.....	66 01	1 75	58 39
Dunvegan.....	25 41	1 00	.....
Dunnville.....	94 30	2 75	51 58
Durham.....	611 64	15 00	139 91
Eganville.....	39 12	1 00	.....
Egmondville.....	19 66	0 50	.....
Elmira.....	49 97	1 25	.....
Elora.....	297 78	8 75	435 23
Embro.....	496 44	12 50	72 02
Erin.....	21 49	1 00	9 71
Exeter.....	1,349 74	33 00	96 18
Farmersville.....	4 89	0 25	.....
Fenelon Falls.....	82 30	3 25	250 61
Fergus.....	600 55	17 75	92 45
Fingal.....	540 82	12 00	27 25
Flesherton.....	270 42	6 00	4 86
Florence.....	266 50	6 25	.....
Fontbill.....	53 79	1 25	23 25
Forest.....	300 04	9 75	216 94
Fort Erie.....	450 70	11 25	283 21
Frankford.....	29 34	0 75	.....
Galt.....	2,587 16	69 25	1,538 16
Gananoque.....	232 43	6 00	321 17
Garafraza.....	310 98	9 00	77 86
Garden Island.....	94 60	2 75	.....
Georgetown.....	694 03	19 00	136 26
Georgina.....	318 40	9 00	105 84
Glenallen.....	9 78	0 25	9 01
Glencoe.....	232 06	6 75	152 68
Goderich.....	1,566 71	41 25	1,637 86
Grafton.....	76 53	2 50	82 74
Granton.....	19 66	0 50	71 04
Greenwood.....	53 79	1 50	.....
Grimsbey.....	91 21	3 00	157 41
Guelph.....	4,228 54	119 25	1,978 85
Hagersville.....	41 07	1 25	65 69
Haliburton.....	26 12	0 75	581 18
Hamilton.....	16,600 03	491 75	8,472 91
Hampton.....	361 60	9 25	102 20
Hanover.....	39 12	1 25	55 99
Harriston.....	858 19	20 75	196 46
Hastings.....	86 86	2 75	62 05
Hawkesbury.....	329 28	8 50	24 33
Hawkesville.....	36 67	1 00	.....
Hespeler.....	34 23	1 00	345 49
Highland Creek.....	14 67	0 50	9 74
Hillsburgh.....	19 66	0 50	24 33
Holland Landing.....	34 22	0 75	48 66

REPORT No. 6. A.—Showing the amount of Money Orders issued in Ontario on the United Kingdom, within the Year ended 30th June, 1877, &c, &c

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Hollen.....						24 33
Huntsville.....	7	00	0	25		106 71
Ingersoll.....	1,089	73	33	50		913 38
Invermay.....	33	50	1	00		15 82
Iroquois.....	103	30	2	75		
Jarvis.....	274	16	6	75		164 72
Keene.....	51	02	1	75		24 34
Kemptville.....	530	44	12	75		2 43
Kettleby.....	24	45	0	75		97 32
Kincardine.....	978	02	25	50		337 59
King.....	90	46	2	75		19 46
Kingston.....	5,183	98	163	00		2,858 50
Kingsville.....	65	61	2	75		24 33
Klineburg.....	45	88	1	50		
Komoka.....	41	56	1	25		
Lakefield.....	88	42	3	75		195 13
Lambton Mills.....	45	23	1	50		143 30
Leamark.....	56	55	2	50		
Leamington.....	75	74	2	50		109 49
Lefroy.....	135	18	3	75		411 18
Lindsay.....	1,029	88	31	00		450 90
Listowel.....	304	87	10	00		86 54
Little Britain.....	4	01	0	25		
Lloydtown.....	117	36	2	75		
London.....	12,397	91	360	50		7,577 91
London, East.....	449	10	17	00		198 05
Longwood.....	147	25	3	75		
L'Orignal.....	354	51	9	25		
Loughboro'.....	44	55	1	50		
Lucan.....	117	36	3	25		111 91
Lucknow.....	713	95	19	75		26 22
Lyn.....	78	13	2	75		
Lynnden.....	52	90	1	50		68 14
Lynedoch.....	14	67	0	50		
Madoc.....	442	53	11	00		256 93
Magnetawan.....	4	89	0	25		38 93
Manchester.....	34	67	1	00		63 26
Manilla.....	70	24	2	00		34 07
Maple.....	14	67	0	75		
Markdale.....	42	04	1	25		4 86
Markham.....	290	73	10	50		78 34
Maxwell.....	249	83	5	50		19 47
McGillivray.....	9	90	0	25		4 87
McKellar.....	14	13	0	50		82 14
Meadowvale.....	40	34	1	50		
Meaford.....	419	01	13	25		241 01
Merrickville.....	127	13	3	50		48 66
Metcalfe.....	96	63	2	50		14 60
Midland.....	9	78	0	25		94 65
Middleville.....	9	78	0	50		
Mildmay.....	9	78	0	25		
Millford.....						72 99
Millbank.....	87	61	3	50		



REPORT No. 6, A.—Showing the Amount of Money Orders issued in Ontario, on the United Kingdom, within the year ended 30th June, 1877, &c, &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ tsc.	\$ cts.
Millbrook.....	331 93	9 50	163 38
Millpoint.....	53 79	1 50	.....
Merritton.....	4 89	0 25	.....
Milton.....	394 98	9 75	136 73
Milverton.....	56 29	1 75	11 78
Minden.....	90 44	3 50	644 22
Mitchell.....	1,290 49	32 25	273 49
Mohawk.....	6 72	1 00	476 88
Mono Mills.....	34 23	1 00	17 03
Moore.....	51 31	2 00	38 93
Morpeth.....	100 72	2 50	56 81
Morrisburg.....	221 60	5 50	117 75
Morrison.....	20 90	0 75	.....
Mount Brydges.....	.....	.....	37 25
Mount Elgin.....	24 45	0 50	.....
Mount Forest.....	293 21	9 75	505 36
Muir.....	166 27	8 00	43 07
Nairn.....	45 84	1 25	.....
Nanticoke.....	33 20	0 75	92 75
Napanee.....	671 02	20 00	290 65
Napier.....	88 65	2 75	167 87
Nassagwiya.....	30 30	1 00	.....
Neustadt.....	14 67	0 50	.....
Newboro'.....	43 35	1 50	9 49
Newburg.....	41 07	1 50	14 60
Newbury.....	57 46	2 75	36 50
Newcastle.....	392 67	11 25	174 98
New Edinburgh.....	177 87	4 75	306 81
New Hamburg.....	202 55	4 25	.....
Newmarket.....	703 64	18 25	339 34
Niagara.....	372 13	10 75	428 22
North Augusta.....	29 34	0 75	.....
North Gower.....	5 86	0 25	133 21
Northport.....	19 56	0 75	1 22
Norval.....	239 49	5 50	16 55
Norwich.....	259 61	7 75	164 00
Norwood.....	125 79	4 25	776 62
Oakville.....	654 49	17 00	808 31
Odessa.....	4 89	0 25	.....
Oil Springs.....	.....	.....	24 33
Omemees.....	124 19	3 50	80 05
Orangeville.....	441 94	12 25	422 69
Orillia.....	972 36	27 00	1,836 32
Orono.....	314 49	8 00	3 65
Oshawa.....	1,855 02	50 75	1,129 34
Ottawa.....	16,490 22	473 00	4,789 35
Otterville.....	47 31	1 25	123 11
Owen Sound.....	1,708 29	48 25	1,024 38
Paisley.....	1,408 35	32 75	706 20
Pakenham.....	286 09	8 75	13 40
Palermo.....	13 19	0 75	24 33
Palmerston.....	217 51	6 75	82 72
Paris.....	1,073 27	30 50	347 57
Parkhill.....	489 34	12 50	25 30
Parry Sound.....	240 66	7 00	863 01

REPORT No. 6, A.—Showing the amount of Money Orders issued in Ontario, on the United Kingdom, within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount	Total	Amount
	of Orders Issued.	Commission Received.	of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Pembroke.....	928 95	24 25	403 89
Penetanguishene.....	47 02	1 50	121 92
Perth.....	517 85	18 50	392 21
Peterboro'.....	1,594 24	49 50	1,590 93
Petrolia.....	513 25	16 75	391 91
Pickering.....	98 67	2 50	34 07
Pictou.....	187 32	7 25	347 04
Planagenet.....	53 79	1 25	46 26
Point Edward.....	152 81	5 00	45 75
Port Burwell.....	13 77	0 50	213 07
Port Carling.....	92 02	3 00	581 01
Port Colborne.....	200 28	5 25	46 24
Port Dalhousie.....	305 76	8 75	166 80
Port Dover.....	164 80	6 00	155 96
Port Elgin.....	194 67	5 25	92 46
Port Hope.....	2,495 64	71 00	1,258 30
Port Perry.....	749 66	20 75	362 53
Port Robinson.....	109 63	2 75	24 33
Port Rowan.....	141 81	3 50	172 74
Port Stanley.....	88 02	2 50	102 19
Port Sydney.....	11 49	0 50	385 30
Prescott.....	829 82	22 25	138 67
Preston.....	50 63	1 75	143 54
Priceville.....	30 00	1 00	.....
Prince Albert.....	122 25	2 75	26 76
Princeton.....	34 90	1 50	38 93
Puslinch.....	39 12	1 00	.....
Ratho.....	11 82	0 50	13 39
Renfrew.....	407 31	11 00	82 47
Richmond (West).....	11 98	0 50	3 65
Richmond Hill.....	309 90	9 00	193 17
Ridgetown.....	221 70	7 50	60 83
Riversdale.....	19 56	0 50	.....
Riviere Raisin.....	45 23	1 50	48 66
Rockingham.....	24 45	0 75	.....
Rockwood.....	78 24	1 75	188 56
Rodgerville.....	94 13	2 25	.....
Rodney.....	21 51	0 75	19 46
Rondeau.....	194 32	6 25	177 60
Rosemont.....	17 11	0 75	57 18
St. Catharines.....	3,063 35	76 00	2,076 48
St. George.....	28 40	1 50	21 38
St. Marys.....	982 48	26 75	452 84
St. Thomas.....	2,344 17	73 75	1,429 30
St. Williams.....	.....	.....	42 85
Sandwich.....	98 97	3 75	116 79
Sarnia.....	2,337 62	67 01	848 25
Saugeen.....	220 75	6 25	99 24
Scarboro'.....	4 89	0 25	9 74
Schomberg.....	19 56	0 75	19 47
Scotland.....	9 78	0 25	.....
Seaforth.....	1,380 13	36 75	518 78
Selkirk.....	20 00	0 50	29 20
Seneca.....	215 59	7 25	228 55
Severn Bridge.....	80 24	3 50	63 66
Shakespeare.....	110 93	4 00	204 38

REPORT No. 6, A—Showing the amount of Money Orders issued in Ontario, on the United Kingdom, within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Shannonville .....	14 63	0 50	36 49
Sharon .....	46 69	2 00	2 43
Shelburne .....	475 49	11 25	136 01
Silver Islet .....	341 08	8 00	
Simcoe .....	584 04	17 50	527 91
Singhampton .....			24 33
Smith's Falls .....	547 85	15 00	688 55
Smithville .....	52 19	1 75	24 33
Sombra .....	25 67	0 75	38 94
Sparta .....	165 64	4 50	35 66
Spencerville .....	5 00	0 25	
Springford .....			43 67
Stayner .....	222 52	6 25	240 73
Stirling .....	114 89	4 00	69 71
Stoney Creek .....	4 89	0 25	77 86
Stouffville .....	150 07	5 50	72 95
Strabane .....	107 58	2 50	101 95
Stratfordville .....	24 45	0 50	48 66
Stratford .....	3,911 64	99 50	2,183 73
Strathroy .....	453 70	15 75	407 31
Streetsville .....	206 94	5 50	170 31
Sylvan .....	4 89	0 25	
Tamworth .....	53 79	1 25	29 19
Tara .....	102 68	2 50	170 33
Tavistock .....	332 52	7 00	
Teeswater .....	166 23	4 25	111 92
Thamesford .....	169 93	3 75	
Thamesville .....	237 38	7 00	303 14
Theford .....	266 40	7 25	272 59
Thornhill .....	110 11	3 25	109 48
Thorold .....	2,376 95	64 75	420 91
Thunder Bay .....	909 38	24 00	180 52
Tilsonburg .....	311 61	8 75	163 99
Tiverton .....	259 92	6 00	7 30
Toronto .....	52,409 55	1,546 02	27,849 41
Trenton .....	154 43	4 50	209 26
Tullamore .....	2 00	0 25	97 32
Tweed .....			4 87
Union .....	31 78	1 00	1,770 35
Unionville .....	7 33	0 25	
Uxbridge .....	617 76	20 00	246 43
Vankleek Hill .....	138 13	3 50	24 33
Vienna .....	4 89	0 25	71 37
Vittoria .....	44 24	2 00	38 85
Wales .....	78 24	1 75	
Walkerton .....	1,246 73	34 50	167 89
Wallac burg .....	23 06	0 75	96 12
Wallacetown .....	114 05	3 50	145 98
Wardsville .....	58 68	1 25	48 67
Warkworth .....	339 84	9 00	86 49
Warwick .....	42 99	1 25	
Waterdown .....	119 80	3 50	37 71
Waterford .....	12 38	1 00	87 97
Waterloo .....	138 77	4 75	36 98

REPORT No. 6, A—Showing the amount of Money Orders issued in Ontario, on the United Kingdom, within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts	\$ cts.
Watford .....	237 08	7 00	15 33
Welland .....	746 01	17 50	249 18
Wellandport .....			24 33
Wellesley .....	34 55	1 25	
Wellington .....	161 61	3 75	121 65
West Flamboro' .....	48 90	1 25	53 47
Weston .....	244 42	7 75	213 07
West Winchester .....	83 85	2 75	29 20
Whitby .....	1,091 13	32 50	869 84
Wiarson .....	1 25	0 25	21 67
Windsor .....	2,641 96	75 50	963 47
Winnipeg .....	3,234 06	93 99	1,076 48
Wingham .....	448 66	12 75	152 32
Woodbridge .....	285 66	8 50	51 09
Woodham .....	50 85	1 25	
Woodslee .....	195 46	6 00	128 89
Woodstock .....	2,440 37	66 25	1,289 27
Woodville .....	107 02	3 00	126 52
Wroxeter .....	262 55	7 50	9 73
Wyoming .....	89 72	2 75	101 96
York .....	41 56	1 00	10 96
Yorkville .....	2,153 27	71 25	1,232 94
Zurich .....	102 69	2 50	
Total .....	234,098 95	6,741 54	135,835 60

L. S. HUNTINGTON,  
Postmaster-General.

W. F. FORSYTH,  
Assistant-Superintendent.

## REPORT No. 6, B.

SHOWING the amount of Money Orders issued in Ontario on Nova Scotia; the Commissions received thereon, and the amount of Money Orders paid in Ontario, drawn by the Money Order Offices in Nova Scotia, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Alexandria.....	29	00	0	20	224	25
Amherstburg.....	33	00	0	20	50	00
Arnprior.....					0	30
Arthur.....	23	00	0	15		
Aylmer.....					20	00
Ayr.....					27	00
Barrie.....	30	00	0	20		
Bath.....					25	00
Beamsville.....					20	00
Belleville.....					207	65
Bobcaygeon.....					10	00
Bond Head.....					5	30
Bowmanville.....					161	00
Bradford.....	88	00	0	60	27	02
Brockville.....	50	00	0	30	218	79
Brantford.....	57	50	0	30	1,526	17
Bright.....	32	00	0	20		
Brussels.....					15	00
Carleton Place.....					80	07
Chatham.....	18	00	0	10	913	85
Chippawa.....					24	50
Clifton.....					20	00
Cobourg.....	712	00	3	57	337	49
Colborne.....					175	00
Collingwood.....	30	00	0	15		
Consecon.....					24	00
Cornwall.....	55	00	0	30	118	00
Dresden.....	8	00	0	05		
Drumbo.....					25	00
Dundas.....	89	37	0	69	124	83
Dunnville.....					100	00
Exeter.....	358	50	1	90		
Fonthill.....					52	14
Forest.....					20	00
Galt.....	29	50	0	20	217	00
Gananoque.....					102	54
Garden Island.....					13	34
Georgetown.....					34	00
Glencoe.....					64	60
Goderich.....					10	52
Guelph.....	67	00	0	52	2,965	18
Haliburton.....	612	67	3	30		
Hamilton.....	171	55	1	10	12,646	76
Hespeler.....	15	04	0	10		

REPORT No. 6, B—Showing the amount of Money Orders issued in Ontario on Nova Scotia, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Ingersoll .....			14 59
Kemptville .....	110 00	00 55	612 00
Kingston .....	85 00	0 72	350 20
London .....	195 20	1 25	856 05
London, East .....	12 00	0 10	
Lindsay .....	20 00	0 10	
L'Orignal .....	50 00	0 30	
Lucan .....	5 00	0 05	
Lucknow .....	30 00	0 15	83 00
Lyn .....			20 00
Merrickville .....	2 00	0 02	19 45
Milton .....			225 00
Napanee .....			156 37
Newburgh .....			25 00
Newbury .....	2 00	0 02	
Newmarket .....	35 00	0 20	68 00
Oakville .....			22 00
Odessa .....			100 00
Omemece .....			4 50
Orillia .....			20 00
Orono .....			16 00
Oshawa .....			5,530 36
Ottawa .....	2,093 29	12 20	5,762 60
Owen Sound .....			33 20
Paisley .....	27 90	0 20	20 00
Pakenham .....			10 00
Paris .....	50 00	0 30	
Port Burwell .....			217 95
Port Carling .....	104 92	0 65	
Port Elgin .....			60 00
Port Hope .....			79 00
Port Stanley .....			10 00
Prescott .....			99 50
Richmond Hill .....	50 00	0 30	
Rosemont .....			26 20
St. Catharines .....	146 64	0 91	602 21
St. Marys .....			80 00
St. Thomas .....	114 00	0 60	171 00
St. Williams .....	24 00	0 20	
Saugeen .....			138 85
Schomberg .....	30 00	0 20	
Seneca .....	19 00	0 12	24 40
Shakespeare .....			47 51
Smith's Falls .....	125 00	0 70	1,352 55
Sparta .....			115 00
Stayner .....			15 00
Stratford .....	58 75	0 50	556 54
Strathroy .....	12 00	0 10	
Thamesford .....			20 00

REPORT No. 6, B—Showing the amount of Money Orders issued in Ontario on Nova Scotia, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Thamesville.....			150 00
Thorold.....	55 00	0 30	90 00
Thunder Bay.....	350 00	2 00	
Tilsonburg.....	25 00	0 20	16 00
Tiverton.....	22 63	0 20	193 55
Toronto.....	2,842 52	17 75	11,878 88
Trenton.....			5 00
Unionville.....	100 00	0 50	
Uxbridge.....			320 50
Vankleek Hill.....			100 00
Vienna.....	5 00	0 05	211 15
Waterloo.....	50 00	0 30	
Welland.....			70 00
Weston.....	2 00	0 02	
Whitby.....			18 38
Windsor.....	428 24	2 30	40 00
Winnipeg.....	461 25	2 50	1,073 42
Wingham.....	100 00	0 50	
Woodstock.....	42 00	0 22	244 00
Yorkville.....	27 40	0 22	5 75
Total.....	10,420 67	61 63	52,586 89

L. S. HUNTINGTON,  
Postmaster-General.

W. F. FORSYTH,  
Assistant-Superintendent.

## REPORT No. 6, C.

SHOWING the amount of Money Orders issued in Ontario, on New Brunswick; the Commissions received thereon, and the amount of Money Orders paid in Ontario, drawn by the Money Order Offices in New Brunswick, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.	Amount of Orders Paid.
	\$	cts.	\$	cts.
Ailsa Craig.....				100 00
Alexandria.....	33 00		0 20	9 00
Almonte.....				20 00
Amherstburg.....	50 00		0 30	60 00
Arnprior.....				20 00
Barrie.....	15 00		0 10	23 69
Bellefleur.....	218 19		1 32	235 68
Bracebridge.....	17 50		0 10	0 90
Brooklin.....				189 92
Bowmanville.....				492 78
Brantford.....	223 00		1 7	1,434 33
Brockville.....	380 27		2 10	
Burlington.....	50 00		0 30	
Campbellford.....	20 00		0 10	
Cayuga.....	39 00		0 25	
Chatham.....	20 00		0 10	89 50
Clifton.....	100 00		0 50	
Cobourg.....	22 00		0 15	467 21
Collingwood.....	6 00		0 05	15 00
Columbus.....				35 00
Corwall.....	20 00		0 10	68 50
Dundas.....	5 00		0 05	23 91
Fergus.....	92 00		0 60	
Flesherton.....				20 00
Fonthill.....				15 50
Galt.....	58 55		0 39	384 73
Gananoque.....	384 00		2 00	30 00
Georgetown.....	25 00		0 20	44 00
Glencoe.....				30 00
Goderich.....				209 45
Guelph.....	117 00		0 60	10,885 52
Hamilton.....	12 00		0 10	3,064 87
Harriston.....	12 00		0 10	
Ingersoll.....	25 50		0 22	100 00
Iroquois.....				100 00
Jarvis.....	20 00		0 10	50 00
Kincardine.....	5 00		0 05	
Kingston.....	235 55		1 90	508 75
Lanark.....				20 00
Leamington.....	40 00		0 20	
London.....	112 00		0 70	430 50



REPORT No. 6, C—Showing the amount of Money Orders issued in Ontario on New Brunswick, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts
London, East.....	10 00	0 05	.....
Listowel.....	14 00	0 10	.....
L'Orignal.....	25 25	0 20	.....
Lyn.....			50 00
Merrickville.....	3 60	0 04	.....
Mount Vernon.....			26 04
Nairn.....	84 00	0 50	.....
Napanee.....			72 50
New Edinburgh.....	25 00	0 20	.....
Niagara.....			120 00
Oakville.....	90 00	0 50	.....
Omamee.....	10 00	0 05	20 00
Orillia.....	15 00	0 10	219 80
Oshawa.....			1,499 82
Ottawa.....	1,671 99	10 07	2,942 66
Owen Sound.....			2 50
Paris.....	13 00	0 07	70 00
Parkhill.....	9 78	0 05	.....
Parry Sound.....			50 00
Pembroke.....	27 50	0 20	63 00
Perth.....			30 00
Peterboro'.....	242 80	1 30	30 75
Picton.....	47 00	0 30	.....
Port Burwell.....			20 00
Port Dalhousie.....			20 00
Port Dover.....			9 66
Port Hope.....	50 00	0 30	79 17
Port Rowan.....	690 00	3 10	25 00
Prescott.....	135 25	0 70	419 36
Richmond Hill.....			30 00
St. Catharines.....	146 07	1 00	688 51
St. Marys.....	14 00	0 10	44 93
St. Thomas.....	15 00	0 10	3 00
Sarnia.....			125 00
Seaforth.....			84 00
Seneca.....	35 00	0 20	.....
Simcoe.....			4 00
Smith's Falls.....			441 10
Smithville.....	50 00	0 30	.....
Stirling.....	380 00	1 90	.....
Stratford.....			160 00
Strathroy.....	20 00	0 10	.....
Tavistock.....	8 00	0 05	.....
Thorold.....	158 97	1 00	.....
Thunder Bay.....	60 00	0 30	.....
Tilsenburg.....			1 00
Toronto.....	1,802 47	10 63	7,620 54
Uxbridge.....			268 30
Wales.....			84 00

REPORT No. 6, C—Showing the amount of Money Orders issued in Ontario on New Brunswick, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Walkerton .....			14 00
Wallaceburg .....	40 00	0 20	19 75
Welland .....			10 00
Whitby .....			15 45
Windsor .....			242 50
Winnipeg .....	171 60	1 20	105 35
Woodbridge .....	25 00	0 20	678 99
Woodstock .....			
Yorkville .....	10 00	0 10	
Total .....	8,367 57	49 56	35,589 42

L. S. HUNTINGTON.

*Postmaster-General.*

W. F. FORSYTH,  
*Assistant-Superintendent.*

## REPORT No. 6, D.

SHOWING the amount of Money Orders issued in Ontario on Newfoundland, the Commissions received thereon, and the amount of Money Orders paid in Ontario, drawn by the Money Order Offices in Newfoundland, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Belleville.....						12 67
Cobourg.....						13 47
Goderich.....						68 93
Hamilton.....						38 65
Kingston.....	44	01	0	50		70 00
London.....	44	98	1	25		83 60
London, East.....	4	01	0	25		
Muir.....	141	81	1	50		
Napanee.....						6 08
Petrolia.....	70	84	1	50		
Port Hope.....						20 80
Ottawa.....	133	80	1	25		
Renfrew.....						51 99
St. Catharines.....						121 59
Sarnia.....						8 11
Shakespeare.....	9	78	0	25		
Toronto.....	496	96	7	25		550 17
Total.....	946	19	13	75		1,046 06

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant-Superintendent.*

## REPORT No. 6, E.

SHOWING the amount of Money Orders issued in Ontario on Prince Edward Island; the Commissions received thereon; and the amount of Money Orders paid in Ontario, drawn by the Money Order Offices in Prince Edward Island, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Belleville.....	10 00	0 05	142 50
Bowmanville.....			370 89
Brantford.....	3 29	0 02	18 44
Brockville.....	50 00	0 30	35 00
Brougham.....			8 00
Campbellford.....			2 00
Chippawa.....			64 48
Cobourg.....			10 25
Columbus.....			54 00
Cornwall.....			66 60
Exeter.....			10 00
Fenelon Falls.....			73 47
Galt.....	39 60	0 20	
Gananoque.....	9 59	0 05	113 00
Georgetown.....	3 00	0 02	
Goderich.....			22 29
Guelph.....	29 87	0 20	687 90
Hamilton.....	94 00	0 50	2,920 12
Hampton.....	20 00	0 10	
Harriston.....			60 00
Ingersoll.....			501 56
Kemptville.....	25 00	0 20	
Kingston.....			431 80
London.....			36 25
Lucknow.....			50 00
Mill Point.....	40 00	0 20	
Mitchell.....			20 00
Napanee.....	50 00	0 30	21 60
New Edinburgh.....	24 00	0 20	
Orono.....			600 00
Ottawa.....	149 00	0 90	459 95
Owen Sound.....			2 50
Paisley.....			51 85
Peterboro'.....			15 96
Pickering.....			24 00
Port Carling.....	2 00	0 02	
Port Hope.....			264 97
Port Perry.....			60 25
Prescott.....			400 00

REPORT No. 6, E.—Showing the amount of Money Orders issued in Ontario, on Prince Edward Island, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
St. Catharines.....			44 61
St. Marys.....			100 00
St. Thomas.....			20 00
Smith's Falls.....	185 00	1 00	1,050 00
Thorold.....			103 50
Toronto.....	123 20	0 75	2,290 47
Uxbridge.....	33 00	0 20	
Walkerton.....			3 00
Whitby.....			14 00
Warton.....			120 00
Windsor.....			15 00
Wingham.....			3 25
<b>Total.....</b>	<b>890 55</b>	<b>5 21</b>	<b>11,363 46</b>

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant-Superintendent.*

## REPORT No. 6, F.

SHOWING the amount of Money Orders issued in Ontario, on Manitoba; the Commissions received thereon, and the amount of Money Orders paid in Ontario, drawn by the Money Order Offices in Manitoba, during the Year ended 30th June, 1877.

Money Order Offices.	Amount	Total	Amount
	of Orders Issued.	Commission Received.	of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Ailsa Craig	200 00	1 20	
Alexandria	155 00	0 80	
Allenford	34 36	0 20	
Almonte	225 70	1 20	61 00
Angus	100 00	0 50	
Arthur	100 00	0 50	
Aurora			27 50
Ayr	210 25	1 10	78 00
Barrie			97 00
Bath			4 00
Beachburg	40 00	0 20	
Belleville			151 00
Blairton			79 60
Bobcaygeon	70 00	0 50	
Bowmanville	42 00	0 25	80 00
Bracebridge	10 00	0 05	
Brampton	99 00	0 60	85 00
Brantford	485 40	2 60	124 00
Bridgewater	50 00	0 30	
Brighton	491 70	2 62	
Brockville	55 00	0 35	223 95
Brussels	446 00	2 40	64 66
Caledon	39 00	0 25	
Campbellford			55 00
Canfield			188 00
Carleton Place	75 00	0 50	
Cayuga	250 00	1 30	13 90
Chatam	105 00	0 60	41 25
Chatsworth	188 00	1 00	
Chesterville	100 00	0 50	
Clarksburg			250 00
Clinton	341 00	1 75	23 00
Cobourg			998 69
Colborne	3 35	0 02	
Collingwood	30 00	0 20	157 50
Columbus	2 50	0 02	
Consecon	80 00	0 45	
Cooksville			50 00
Cornwall	8 00	0 05	
Delaware			90 00
Drayton	200 00	1 00	
Drumbo			36 00
Dundas	70 00	0 40	46 35
Dunnville			80 00
Elora	58 50	0 32	240 42
Embro	27 00	0 20	770 00
Erin	50 00	0 30	

REPORT No. 6, F.—Showing the amount of Money Orders issued in Ontario, on Manitoba, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Exeter .....	10	00	0	05	101	35
Fenelon Falls .....	436	36	2	20		
Fergus .....	30	00	0	20		
Florence .....	20	00	0	10		
Forest .....	52	00	0	30		
Galt .....					415	29
Georgetown .....	353	75	1	95	159	00
Georgina .....	18	50	0	10	26	00
Glencoe .....	45	00	0	30		
Goderich .....	25	00	0	20	50	00
Guelph .....	453	90	2	30	360	16
Haliburton .....					60	00
Hamilton .....	442	93	2	44	552	65
Hampton .....					10	00
Harriston .....					44	00
Ingersoll .....					58	00
Invermay .....	215	00	1	20	50	00
Iroquois .....	100	00	0	70	100	00
Kingston .....	273	50	1	65	214	50
Keene .....	30	00	0	20		
Kemptville .....					280	00
Kincardine .....	73	50	0	45	50	00
Lakefield .....	15	00	0	10		
Lanark .....	461	00	2	50	111	00
Lansdown .....	2	50	0	02		
London .....	333	13	1	89	380	22
London, East .....	5	00	0	05		
Lindsay .....	85	00	0	50	379	39
Listowel .....	463	00	2	40		
Lucknow .....	149	00	0	80	39	00
Meaford .....	2	00	0	02	80	00
Merrickville .....					61	00
Millbank .....	71	60	0	40		
Mohawk .....					64	00
Mount Forest .....	97	60	0	50		
Napanee .....					110	00
Newboro' .....	423	60	2	20		
Newbury .....					45	00
New Dundee .....	22	00	0	20		
Newmarket .....					429	00
Norwich .....	50	60	0	30	30	00
Oakville .....					32	00
Odessa .....					50	00
Orillia .....	25	25	0	20	21	25
Oshawa .....	115	50	0	70		
Ottawa .....	1,271	61	7	52	501	36
Otterville .....	60	00	0	30		
Owen Sound .....	100	00	0	60	95	00

REPORT No. 6, F—Showing the amount of Money Orders issued in Ontario on Manitoba, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Paisley .....	338	00	1	80	220	00
Parkhill .....					20	00
Parry Sound .....	48	00	0	40		
Perth .....	167	80	1	00	143	00
Petrolia .....	167	00	1	00	199	05
Peterboro' .....	310	00	1	70	802	28
Port Carling .....					90	00
Port Elgin .....	79	86	0	50		
Port Hope .....	20	00	0	10	59	00
Port Peary .....	60	00	0	40	100	00
Prescott .....	20	00	0	10	150	00
Preston .....	28	00	0	17		
Richmond Hill .....	100	00	0	50		
Ridgetown .....	50	00	0	30	50	00
Riversdale .....	25	00	0	20		
Rockwood .....	96	75	0	50		
St. Catharines .....	137	00	0	82	113	92
St. Jacobs .....	15	00	0	10		
St. Marys .....					91	00
St. Thomas .....	25	00	0	20	20	00
Sarnia .....	46	73	0	25	464	00
Saugeen .....					202	00
Seaforth .....	224	00	1	20	175	00
Silver Islet .....	762	00	4	00		
Simcoe .....					150	00
Smith's Falls .....					33	00
Stouffville .....					87	00
Strabane .....	30	00	0	20		
Stratford .....	250	00	1	40	31	50
Strathroy .....	15	00	0	10	20	65
Thedford .....	16	00	0	10		
Thorold .....	68	00	0	40		
Thunder Bay .....	12	00	0	07	200	00
Tiverton .....	129	00	0	70	125	00
Trenton .....	32	00	0	20	185	00
Toronto .....	3,391	03	18	07	2,924	93
Uxbridge .....	90	00	0	50	120	00
Vankleek Hill .....	600	00	3	00	60	00
Vittoria .....					25	00
Wales .....	127	00	0	80		
Walkerton .....	115	00	0	70	15	00
Warsaw .....					36	00
Warwick .....	85	38	0	45		
Waterford .....	20	00	0	10	50	00
Waterloo .....					51	36
Watford .....	54	35	0	35	45	00



REPORT NO. 6, F.—Showing the amount of Money Orders issued in Ontario on Manitoba, during the Year ended 30th June, 1877, &c.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Welland .....						100 00
Wellesley .....	3	00	0	02		
Weston .....	8	00	0	05		
West Winchester.....						200 00
Whitby.....	31	75	0	20		153 75
Windsor.....	33	75	0	20		10 00
Wingham.....	85	00	0	50		
Woodstock.....	229	59	1	27		346 05
Woodville.....						55 00
Wroxeter .....	922	50	4	62		
Wyoming.....	90	00	0	50		
Total.....	19,930	88	109	51		16,998 48

L. S. HUNTINGTON,  
Postmaster-General.

W. F. FORSYTH,  
Assistant-Superintendent.

## REPORT No. 6, G.

SHOWING the amount of Money Orders issued in Ontario on British Columbia; the amount of Orders paid in Ontario, drawn by the Money Order Offices in British Columbia, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Acton.....						150 00
Alexandria.....						330 00
Almonte.....	20	50	0	15		100 00
Arkona.....						10 00
Arthur.....						138 00
Aurora.....						75 00
Ayr.....						59 70
Baillieboro'.....	277	43	1	50		
Barrie.....						95 00
Beachburg.....						250 00
Belleville.....						107 00
Bothwell.....	100	00	0	50		20 00
Bracebridge.....						310 00
Brampton.....						500 00
Bowmanville.....	5	00	0	05		685 25
Brantford.....	9	05	0	10		136 00
Brockville.....						178 50
Chatham.....	19	00	0	10		333 87
Clarke.....						70 00
Clifton.....	125	00	0	70		356 00
Clinton.....	115	00	0	60		20 00
Collingwood.....						100 00
Cornwall.....	5	00	0	05		2,200 00
Cobourg.....						2 65
Drayton.....	250	00	1	40		253 00
Dresden.....	140	00	0	80		
Drummondville.....	2	50	0	02		
Dundas.....						303 00
Durham.....						462 50
Erin.....						50 00
Exeter.....						72 75
Fonthill.....						20 00
Forest.....						12 00
Galt.....						87 50
Georgina.....	156	45	0	90		100 00
Granton.....						10 00
Goderich.....						890 00
Guelp.....	23	39	0	15		641 61
Hamilton.....						9,841 12
Harriston.....	105	00	0	55		250 00
Hawksville.....						50 00
Ingersoll.....						65 60
Iroquois.....	100	00	0	50		28 00

REPORT No. 6, G.— Showing the amount of Money Orders issued in Ontario on British Columbia, during the Year ended 30th June, 1877, &c.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.	Amount of Orders Paid.
	\$	cts.	\$	cts.
Kingston.....	7	00	0	07
Kincardine.....				
Klineburg.....				
Lindsay.....				
Listowel.....				
London.....	5	00	0	05
Lucknow.....	300	00	1	70
Markham.....				
Mille Roches.....	10	00	0	05
Mitchell.....				
Morrisburg.....				
Mount Forest.....				
Napanee.....				
Niagara.....				
Omeme.....				
Orillia.....				
Osbawa.....				
Ottawa.....	2	31	1	50
Owen Sound.....				
Paisley.....	89	00	0	50
Pakenham.....	600	00	3	00
Paris.....	125	00	0	70
Parkhill.....				
Pembroke.....				
Perth.....	42	20	0	30
Petrolia.....	6	00	0	05
Peterboro'.....	25	00	0	20
Port Elgin.....				
Port Perry.....				
Port Hope.....				
Port Rowan.....				
Puslinch.....	130	00	0	70
Riceville.....				
Rondeau.....				
St. Catharines.....				
St. George.....				
St. Thomas.....	80	00	0	50
St. Williams.....				
Sarnia.....	18	00	0	10
Saugeen.....				
Schomberg.....				
Seaforth.....				
Simcoe.....				
Spencerville.....				
Stratford.....				
Strathroy.....				
Teeswater.....				
Toronto.....	28	25	0	40

REPORT No. 6, G.—Showing the amount of Money Orders issued in Ontario on British Columbia, during the Year ended 30th June, 1877, &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Union .....	9 50	0 05	.....
Vankleek Hill .....			20 00
Walkerton .....	222 00	1 30	6 50
Warkworth .....			640 00
Wellesley .....			2 00
Wellington .....	450 00	2 30	.....
Whitby .....			142 66
Windsor .....	99 50	0 57	217 18
Wingham .....			75 00
Winnipeg .....	1,820 00	9 10	272 50
Woodstock .....			277 41
Wroxeter .....			190 00
Yorkville .....			30 00
Total .....	5,798 08	31 21	49,004 70

L. S. HUNTINGTON,  
Postmaster General.

W. F. FORSYTH,  
Assistant-Superintendent.

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**REPORT No. 6, H.**

**SHOWING** the amount of Money Orders issued in Ontario, on British India ; the Commissions received thereon, and the amount of Money Orders paid in Ontario, drawn by Money Order Offices in British India, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Campbellford.....	13 00	0 60	.....

**L. S. HUNTINGTON,**  
*Postmaster-General.*

**W. F. FORSYTH,**  
*Assistant-Superintendent.*

## REPORT No. 6, I.

SHOWING the amount of Money Orders issued in Ontario, on the United States; the amount of Commissions received thereon, and the amount of Money Orders paid in Ontario, drawn by the Money Order Offices in the United States, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Aberfoyle .....	3 90	0 25	.....
Acton .....	348 08	6 00	5 01
Adelaide .....	.....	.....	18 25
Ailsa Craig .....	52 85	1 00	46 68
Albion .....	80 25	1 50	26 09
Aldboro' .....	88 50	1 25	.....
Alexandria .....	332 85	4 50	428 94
Allendale .....	30 75	0 75	.....
Allenford .....	52 00	0 75	.....
Allensville .....	.....	.....	46 95
Almonte .....	210 41	50	86 53
Amherstburg .....	252 00	4 50	269 48
Angus .....	46 30	1 00	.....
Appleton .....	26 25	0 50	.....
Arkona .....	55 17	1 50	66 39
Arkwright .....	.....	.....	10 02
Arnprior .....	50 40	1 50	47 66
Arthur .....	263 01	5 50	155 45
Athlone .....	.....	.....	40 91
Aultsville .....	168 85	2 50	2 81
Aurora .....	44 20	1 75	73 92
Aylmer .....	749 18	14 75	89 52
Ayr .....	215 63	5 25	175 32
Ayton .....	100 10	2 00	20 05
Baden .....	182 85	3 50	.....
Baltimore .....	6 25	0 50	.....
Barrie .....	1,260 54	24 50	286 56
Bath .....	193 98	4 75	88 72
Bayfield .....	265 24	5 75	57 54
Beachburg .....	137 90	2 25	73 67
Beachville .....	10 00	0 25	15 03
Beamsville .....	587 45	9 50	44 79
Beaverton .....	197 45	3 25	77 73
Belleville .....	1,114 80	26 75	1,477 76
Belle Ewart .....	11 70	0 25	27 00
Belle River .....	49 00	0 75	46 78
Bell's Corners .....	5 20	0 50	.....
Berlin .....	948 04	1 25	149 50
Bethany .....	3 75	0 50	78 77
Blairton .....	50 00	0 75	.....
Blyth .....	11 80	0 25	49 70
Bobcaygeon .....	107 43	3 50	303 49
Bondhead .....	92 50	2 25	.....
Bothwell .....	167 99	3 75	111 67
Bowmanville .....	405 99	11 25	245 83
Bracebridge .....	277 47	5 25	43 90
Bradford .....	184 35	3 75	141 93
Brampton .....	.....	.....	141 76
Brantford .....	1,892 07	32 00	1,120 42
Bridgewater .....	49 00	0 75	128 96

REPORT No. 6, I.—Showing the amount of Money Orders issued in Ontario, on the United States, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Bright .....	265	20	4	00	33	89
Brighton .....	193	80	3	00	150	31
Brockville .....	708	14	12	75	1,061	99
Brooklin .....	107	20	3	00	86	82
Brougham .....	11	70	0	50	.....	.....
Brussels .....	276	11	5	50	65	15
Burford .....	90	74	1	75	25	92
Burlington .....	389	35	6	25	173	08
Caledon .....	.....	.....	.....	.....	85	82
Cambray .....	32	59	1	25	28	07
Campbellford .....	493	17	9	25	89	19
Canfield .....	110	00	1	50	127	07
Cannington .....	213	23	4	50	26	07
Carleton Place .....	539	90	10	25	9	28
Carron Brook .....	.....	.....	.....	.....	33	33
Castleton .....	86	25	1	75	.....	.....
Cayuga .....	169	50	2	25	70	17
Charing Cross .....	251	00	3	50	18	82
Chatham .....	622	61	16	25	1,803	88
Chatsworth .....	77	20	1	25	131	62
Chealey .....	10	00	0	25	19	07
Chesterville .....	206	35	3	75	.....	.....
Chippewa .....	293	59	4	75	158	70
Claremont .....	106	80	1	75	50	00
Clarence .....	47	00	0	75	23	01
Clarke .....	.....	.....	.....	.....	70	67
Clarksburg .....	347	25	6	00	.....	.....
Clifford .....	177	38	4	25	41	36
Clifton .....	80	00	0	40	379	50
Clinton .....	427	25	8	25	233	75
Cloverhill .....	.....	.....	.....	.....	9	46
Cobourg .....	627	83	12	75	441	90
Colborne .....	191	85	3	50	350	81
Coldwater .....	1	00	0	25	23	34
Collingwood .....	619	24	14	00	367	76
Comber .....	.....	.....	.....	.....	35	79
Conestogo .....	11	42	0	75	.....	.....
Consecon .....	317	07	6	00	16	82
Cookstown .....	143	00	2	00	.....	.....
Cornwall .....	962	31	16	75	573	72
Corunna .....	.....	.....	.....	.....	31	33
Credit .....	249	18	3	50	113	57
Cumberland .....	6	00	0	50	.....	.....
Delaware .....	.....	.....	.....	.....	10	00
Delhi .....	198	42	4	25	18	66
Delta .....	25	00	0	50	.....	.....
Desboro' .....	30	00	0	50	.....	.....
Dickinson's Landing .....	244	95	4	00	161	99
Drayton .....	131	55	3	00	107	49
Dresden .....	460	63	10	00	275	70
Drumbo .....	.....	.....	.....	.....	13	45
Drummondville .....	66	52	1	25	116	05
Dunbar .....	28	20	0	50	54	92
Dunbarton .....	18	00	0	25	13	49
Dundas Station .....	110	50	1	50	.....	.....
Dundas .....	596	82	15	75	380	24

REPORT No. 6, I.—Showing the amount of Money Orders issued in Ontario, on the United States, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Dungannon .....	16 00	1 00	28 37
Dunvegan .....	97 00	1 25	.....
Dunville .....	212 31	4 25	150 67
Durham .....	751 28	12 25	136 94
Eganville .....	133 20	2 25	42 02
Edmondville .....	46 27	1 25	.....
Elmira .....	306 53	6 00	63 33
Elora .....	556 77	9 00	247 40
Embree .....	147 53	3 25	55 28
Erin .....	35 25	1 00	27 13
Exeter .....	114 32	3 50	183 85
Farmersville .....	12 00	0 25	24 50
Fenelon Falls .....	416 85	8 00	10 99
Fergus .....	157 30	4 00	78 85
Fingal .....	80 00	1 25	62 31
Flesherton .....	525 56	7 50	100 73
Florence .....	339 77	6 00	.....
Fonthill .....	179 75	3 00	25 64
Forest .....	431 95	9 00	23 95
Fort Erie .....	31 75	0 75	65 23
Frankford .....	.....	.....	104 22
Galt .....	1,525 06	26 75	681 31
Gananoque .....	495 54	9 75	644 92
Garafraza .....	113 48	2 75	.....
Garden Island .....	.....	.....	18 08
Georgetown .....	99 02	3 25	34 49
Georgina .....	127 70	3 50	102 88
Glenallen .....	.....	.....	149 69
Glencoe .....	677 94	10 75	.....
Godrich .....	800 85	15 75	654 46
Grafton .....	177 65	3 50	9 08
Greenwood .....	18 00	0 25	55 82
Grimsbay .....	122 50	1 75	22 57
Guelpa .....	1,149 52	22 00	948 17
Hagersville .....	40 75	1 00	110 17
Haliburton .....	105 50	1 75	.....
Hamilton .....	4,108 66	86 25	4,773 61
Hampton .....	43 56	1 00	.....
Hanover .....	229 71	5 00	164 92
Harriston .....	86 10	2 25	114 18
Hastings .....	209 37	4 00	14 88
Hawkesbury .....	7 00	0 25	.....
Hawkesville .....	116 34	2 00	63 35
Heapeley .....	482 13	8 50	46 89
Holland Landing .....	27 80	0 75	71 46
Hollen .....	9 00	0 50	.....
Huntsville .....	244 75	3 50	66 68
Ingersoll .....	598 30	12 25	299 94
Invermay .....	111 25	2 00	35 23
Iroquois .....	76 55	1 60	96 77
Jarvis .....	158 14	4 00	119 93
Jordan .....	233 26	5 00	42 29



REPORT No. 6.—Showing the amount of Money Orders issued in Ontario on the United States, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Keene .....	38 00	0 75	111 65
Kemptville .....			145 85
Kettleby .....	2 25	0 25	
Kincardine .....	714 77	12 75	266 47
King .....	219 80	3 50	
Kingston .....	1,279 36	26 25	2,184 69
Kingsville .....	501 70	8 00	121 44
Kippen .....	31 43	0 75	
Kirkfield .....	62 85	1 00	42 49
Klineburg .....			61 72
Komoka .....	50 00	0 75	99 28
Lakefield .....	182 32	5 59	142 84
Lambton Mills .....	35 00	0 50	
Lanark .....	147 87	2 50	56 90
Lansdown .....	63 58	1 25	
Leamington .....	629 17	12 00	183 88
Lefroy .....			21 43
Lindsay .....	1,026 52	21 25	628 20
Listowel .....	258 17	6 00	282 01
Little Britain .....	15 50	0 25	
London .....	3,195 86	62 50	3,972 77
London, East .....	176 30	4 50	37 18
Longwood .....	35 28	0 75	9 47
L'Original .....	430 25	5 75	95 30
Loughboro' .....	61 07	1 50	32 89
Lucan .....	80 50	2 25	74 02
Lucknow .....	808 92	13 50	364 23
Lyn .....	37 44	0 75	98 10
Lynden .....			9 35
Lyndoch .....	137 50	2 00	
Madoc .....	191 67	4 75	234 64
Magnetawan .....	3 00	0 25	
Manchester .....	2 75	0 50	10 20
Manilla .....	107 78	2 75	4 72
Markdale .....			23 20
Markham .....			25 00
Maxwell .....	42 00	1 00	
McKellar .....			46 65
Meadowvale .....	57 70	1 00	
Meaford .....	254 05	7 00	82 08
Merrickville .....	879 12	16 00	150 63
Metcalf .....	13 00	0 50	68 46
Midland .....	16 00	0 25	28 12
Mildmay .....	174 90	2 75	5 15
Milford .....			4 74
Milbank .....	492 50	7 25	23 07
Millbrook .....	175 30	6 00	345 55
Mille Roches .....			46 56
Millpoint .....	186 50	3 25	
Milton .....	238 63	5 75	52 89
Milverton .....	21 85	0 50	28 44
Minden .....	15 75	0 25	62 91
Mitchell .....	312 45	6 75	496 98
Mohawk .....	129 25	2 00	18 98
Moore .....			34 44
Morpeth .....	344 65	6 75	5 73

REPORT No. 6, I.—Showing the amount of Money Orders issued in Ontario,  
on the United States, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.	Amount of Orders Paid.	
	\$	cts.	cts.	\$	cts.
Morrisburg .....	222	53	5 25	132	17
Morrison .....	85	60	1 50	17	89
Mount Forest .....	252	51	5 00	97	62
Mount Vernon .....	13	35	0 50		
Muir .....	628	05	13 50	19	39
Nanticoke .....	426	45	5 75		
Napanee .....	668	63	13 75	1,265	10
Napier .....				18	98
Nassagiweya .....	50	00	0 75	35	36
Neustadt .....	110	00	2 50	1,061	44
Newboro' .....	157	75	2 00	64	41
Newburg .....	101	23	2 75	156	16
Newbury .....	132	30	2 75	32	34
Newcastle .....	163	69	4 25	15	66
New Dundee .....	103	50	1 75	40	82
New Edinburgh .....				24	23
New Hamburg .....	350	78	6 50	61	78
Newmarket .....	303	83	6 25	362	83
Niagara .....	73	06	1 50	303	42
North Augusta .....	30	00	0 50	144	61
North Gower .....	47	55	1 00	115	98
North Port .....	44	00	0 75	47	34
Norval .....	16	50	0 25	14	41
Norwich .....	929	52	20 25	172	12
Norwood .....	50	00	0 75	11	46
Oakville .....	167	05	4 25	229	97
Odessa .....	50	00	0 75	99	31
Oil Springs .....	26	50	0 75	43	57
Omeme .....	145	00	2 50	205	12
Orangeville .....	18	00	0 50	37	34
Orillia .....	631	81	13 75	189	57
Orono .....	696	45	12 00	192	69
Osceola .....				15	70
Oshawa .....	780	50	23 25	288	09
Ottawa .....	6,193	47	118 25	6,162	69
Otterville .....	248	64	7 00	139	88
Owen Sound .....	373	07	10 75	254	12
Paisley .....	146	24	2 50	105	46
Pakenham .....	144	08	3 25		
Palermo .....	3	00	0 25	143	37
Palmerston .....	88	47	1 75		
Paris .....	389	04	8 25	252	02
Parkhill .....	161	76	3 75	188	65
Parry Sound .....	181	38	4 25	163	42
Pembroke .....	460	85	8 00	326	03
Penetanguishene .....	246	60	4 75		
Perth .....	354	27	10 25	356	98
Peterboro' .....	609	62	11 75	847	90
Petrolia .....	778	16	16 50	211	05
Pickering .....	29	60	0 75		
Picton .....	1,206	34	22 75	706	09
Plantagenet .....	200	00	2 75	322	86
Point Edward .....				8	97
Port Burwell .....	721	11	13 00	267	58
Port Carling .....	11	00	0 50	35	82

REPORT No. 6, I.—Showing the amount of Money Orders issued in Ontario on the United States, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Port Colborne.....	103	50	1	75		59 49
Port Dalhousie.....	47	10	1	00		
Port Dover.....	205	96	5	50		162 57
Port Elgin.....	124	90	3	50		237 69
Port Hope.....	2,049	98	31	50		870 12
Port Perry.....	275	78	8	00		330 45
Port Robinson.....	441	80	7	75		14 07
Port Rowan.....	312	13	6	50		456 58
Port Ryerse.....	21	00	0	50		29 69
Port Stanley.....	56	40	1	25		109 42
Prescott.....	388	60	7	50		372 93
Preston.....	252	00	6	75		203 34
Priceville.....						10 27
Prince Albert.....	25	85	0	75		
Princeton.....	73	55	2	75		49 80
Puslinch.....	34	50	0	50		
Ratho.....	100	00	1	25		
Renfrew.....	924	12	13	75		108 89
Richmond, West.....						10 62
Richmond Hill.....	114	89	2	75		84 14
Ridgetown.....	630	47	9	75		84 62
Ridgeway.....						3 11
Riversdale.....	3	50	0	25		21 33
Rivière Raisin.....	58	00	1	00		95 01
Rockingham.....						65 99
Rockwood.....	252	01	4	25		23 02
Rodgerville.....						
Rodney.....	61	00	1	25		34 61
Rondeau.....	226	50	4	00		99 46
Rosemont.....	456	15	6	50		
Russell.....						17 93
St. Catharines.....	2,183	60	43	75		2,296 26
St. George.....	44	85	1	25		14 86
St. Jacobs.....	172	94	3	75		
St. Marys.....	392	65	7	00		595 47
St. Thomas.....	1,108	32	25	00		432 19
St. Williams.....	70	00	1	00		37 30
Sandwich.....						62 46
Sarnia.....	37	12	0	75		264 17
Saugen.....	2	80	0	25		76 53
Scarboro.....						4 23
Schomberg.....	108	20	3	25		
Scotland.....	44	88	0	75		
Seaforth.....	391	22	8	75		151 43
Selkirk.....	543	60	7	75		68 25
Seneca.....	254	12	5	25		192 62
Seyern Bridge.....						29 34
Shakespeare.....						22 73
Shannonville.....	42	60	0	75		227 76
Sharon.....	97	26	1	75		
Shelburne.....	204	88	2	75		
Silver Islet.....	498	66	7	75		102 47
Simcoe.....	300	30	7	75		220 69
Singhampton.....						151 46
Smith's Falls.....	182	97	5	00		61 04
Smithville.....	372	63	5	25		

REPORT No. 6, I.—Showing the amount of Money Orders issued in Ontario, on the United States, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Sombra.....	40 00	0 50	18 71
Sparta.....	58 30	1 75	12 23
Spencerville.....	278 22	3 75	.....
Springfield.....	53 35	0 75	.....
Springford.....	182 42	3 25	23 67
Stayner.....	180 50	4 50	58 45
Stirling.....	201 81	4 00	123 43
Stouffville.....	168 94	3 75	.....
Straffordville.....	15 00	0 25	.....
Stratford.....	455 68	8 50	511 10
Strathroy.....	197 83	5 25	180 08
Streetsville.....	289 85	6 00	103 62
Strabane.....	.....	.....	23 31
Tamworth.....	234 45	3 25	386 46
Teeswater.....	416 30	7 00	192 81
Thamesford.....	41 50	0 75	8 93
Thamesville.....	171 91	3 75	85 94
Thedford.....	21 60	0 50	.....
Thorahill.....	10 50	0 50	143 66
Thorold.....	3,112 73	53 00	537 87
Thunder Bay.....	924 25	16 00	49 25
Tilsonburg.....	268 08	6 00	180 81
Tiverton.....	107 83	1 75	75 21
Toronto.....	11,462 78	233 00	16,534 11
Trenton.....	129 20	2 75	334 48
Tullamore.....	5 75	0 25	.....
Tweed.....	57 30	1 00	335 10
Union.....	20 00	0 25	8 47
Unionville.....	2 00	0 25	.....
Uxbridge.....	429 48	12 75	166 29
Vanbrugh.....	108 00	1 25	18 49
Vankleek Hill.....	182 75	3 25	273 53
Vienna.....	706 42	11 75	332 28
Vittoria.....	148 97	2 75	77 54
Wales.....	165 37	2 25	298 66
Walkerton.....	429 72	9 50	104 99
Wallaceburg.....	496 38	10 25	306 73
Wallacetown.....	648 65	9 50	47 73
Wardsville.....	264 27	4 00	46 88
Warkworth.....	446 30	6 00	203 95
Warsaw.....	113 95	2 75	14 13
Warwick.....	83 60	1 50	11 46
Waterdown.....	175 00	2 50	56 50
Waterford.....	332 38	4 50	84 38
Waterloo.....	370 99	9 50	105 67
Watford.....	236 55	5 75	8 95
Welland.....	257 65	4 50	46 57
Wellandport.....	.....	.....	53 06
Welleney.....	342 90	4 75	5 82
Wellington.....	160 47	2 75	198 54
West Flamboro'.....	.....	.....	24 51
Weston.....	246 60	4 00	34 34
West Winchester.....	347 20	5 75	80 59
Whitby.....	373 48	9 00	244 41

**REPORT No. 6, I.—Showing the amount of Money Orders issued in Ontario, on the United States, during the year ended 30th June, 1877, &c., &c.**

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Whitevale.....	25 40	1 25	.....
Warton.....	75 00	1 25	.....
Windsor.....	23 85	0 75	904 46
Winnipeg.....	1,152 48	24 50	244 38
Wingham.....	85 71	3 25	157 63
Woodbridge.....	94 77	3 25	11 35
Woodham.....	.....	.....	106 26
Woodslee.....	110 49	3 00	159 24
Woodstock.....	1,122 34	24 75	866 53
Woodville.....	111 90	3 00	72 95
Wroxeter.....	242 72	6 50	75 15
Wyoming.....	129 65	5 00	5 09
York.....	70 00	1 50	130 77
Yorkville.....	309 38	5 75	110 62
Zurich.....	529 50	9 25	41 08
Total .....	117,985 85	2,321 90	86,358 40

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant-Superintendent.*

## PROVINCE OF QUEBEC.

## REPORT No. 6.

SHOWING the Money Order Offices in operation in Quebec at any time within the Year ended 30th June, 1877; the County wherein each Office is situated, the amount of orders of Quebec issued, and of Ontario and Quebec paid; the amount of Commissions arising therefrom at each office respectively, and the amount paid as compensation to the Postmasters, for transacting Money Order Business, during the same period.

Money Order Offices.	County.	Amount of Orders Issued.		Total Commission received.	Amount of Orders Paid.		Commission allowed to Postmasters.		
		\$	cts.	cts.	\$	cts.	\$	cts.	
Acton Vale.....	Bagot.....	706	31	4	60	1,087	80	3	14
Allumette Island.....	Pontiac.....	631	97	4	07			1	90
Arthabaskaville.....	Arthabaska.....	2,594	08	14	77	1,141	02	7	28
Aylmer East.....	Ottawa.....	4,865	62	28	63	1,997	39	13	32
Batsican.....	Champlain.....	820	90	4	30	348	90	2	14
Beauharnois.....	Beauharnois.....	2,842	28	17	89	1,901	26	7	99
Becancour Station.....	Megantic.....					108	28		
Bedford.....	Missisquoi.....	578	12	3	55	2,591	26	2	00
Beebe Plain.....	Stanstead.....	2,335	34	14	06	341	37	8	83
Berthier (en haut).....	Berthier.....	9,391	72	54	04	2,131	42	25	55
Brigham.....	Brome.....	2,375	58	13	76	56	61	6	51
Bryson.....	Pontiac.....	1,740	10	11	00	277	85	5	20
Buckingham.....	Ottawa.....	6,900	34	39	11	737	47	18	77
Cacouna.....		610	15	3	40	1,455	74	1	52
Chambly Canton.....	Chambly.....	1,609	41	9	61	1,493	49	5	62
Chelsea.....	Ottawa.....	416	40	2	70	433	28	1	34
Chicoutimi.....	Chicoutimi.....	2,314	98	12	94	1,699	90	6	85
Coaticook.....	Stanstead.....	1,158	66	7	61	4,873	80	6	10
Compton.....	Compton.....	1,287	35	7	62	777	32	5	67
Cookshire.....	Compton.....	1,008	90	5	90	489	33	3	96
Coteau Landing.....	Soulanges.....	1,687	00	9	50	894	28	4	31
Cowansville.....	Missisquoi.....	1,805	73	11	44	3,542	44	4	97
Danville.....	Richmond.....	2,722	03	17	49	2,200	17	11	48
Dillonton.....	Brome.....	2,335	15	13	70	3	00	6	82
Drummondville.....	Drummond.....	393	94	2	30	346	43	1	92
Dunham.....	Missisquoi.....	4,676	48	28	40	744	10	12	57
Etchemin.....	Lévis.....	78	34	0	55	72	63	0	20
Franklin Centre.....	Huntingdon.....	401	92	2	42	394	26	1	06
Frelighsburg.....	Missisquoi.....	10,631	28	57	07	528	59	28	38
Gaspé Basin.....	Gaspé.....	6,136	49	38	41	1,977	45	18	47
Granby.....	Shefford.....	1,690	91	10	95	1,630	08	6	21
Grenville.....	Argenteuil.....	2,314	70	12	10	912	91	10	60
Hatley.....	Stanstead.....	4,533	98	26	39	628	48	12	75
Hemmingford.....	Huntingdon.....	1,950	03	9	81	592	32	6	03
Henryville.....	Iberville.....	4,276	92	23	94	328	55	11	00
Hull.....	Ottawa.....	4,396	64	26	42	2,158	98	12	72

REPORT No. 6.—Showing the Money Order Offices in operation in Quebec, at any time within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Paid.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Huntingdon .....	Huntingdon .....	6,276 62	35 78	2,466 14	21 69
Inverness.....	Megantic.....	9,570 05	56 19	737 95	27 06
Joliette.....	Joliette.....	4,080 52	22 79	2,550 81	16 77
Kamouraska .....	Kamouraska .....	5,225 89	29 01	842 02	13 07
Kingsbury.....	Richmond.....	1,220 90	8 14	.....	3 91
Knowlton .....	Brome.....	10,768 97	63 38	965 16	28 82
Lachine .....	Jacques Cartier...	2,485 71	14 26	1,219 78	8 63
Lachute.....	Argenteuil.....	9,977 40	56 39	2,029 37	30 20
Lacolle.....	St. Johns.....	17,009 67	92 70	1,947 79	43 22
Laprairie.....	Laprairie.....	4,859 36	27 35	655 01	12 50
Lauzon .....	Lévis.....	799 09	4 76	50 50	3 08
Leeds .....	Megantic.....	1,612 12	8 81	130 95	5 14
Lennoxville.....	Sherbrooke.....	6,586 71	37 86	2,063 90	19 41
Lévis.....	Lévis.....	1,890 65	11 42	877 62	6 92
Longueil.....	Chambly.....	910 59	5 00	389 82	2 41
Lotbinière.....	Lotbinière.....	818 36	4 80	236 62	2 41
Magog.....	Stanstead.....	6,646 10	38 87	1,562 65	17 21
Mansonville, Potton.....	Brome.....	11,276 16	66 46	739 68	28 70
Massawippi.....	Stanstead.....	756 62	4 50	77 80	2 01
Melbourne.....	Richmond.....	1,772 83	11 34	1,694 72	6 24
Montmagny.....	Montmagny.....	1,275 32	7 26	831 63	3 28
Montreal.....	City of Montreal..	86,108 55	508 91	510,959 73	.....
Murray Bay.....	Charlevoix.....	4,108 73	23 29	2,272 37	10 27
Napierville.....	Napierville.....	2,361 52	14 30	1,068 68	6 51
Nicolet.....	Nicolet.....	3,312 80	19 13	1,081 93	12 72
Onslow.....	Pontiac.....	339 02	1 84	245 82	1 81
Ormatown.....	Chateauguay.....	1,869 77	10 25	1,371 90	6 75
Paspebiac.....	Bonaventure.....	7,398 70	42 63	295 83	19 91
Percé.....	Gaspé.....	6,629 66	39 16	995 69	18 61
Point St. Charles.....	Jacques Cartier..	2,981 55	18 00	1,341 35	13 94
Portage-du-Fort.....	Pontiac.....	1,858 27	10 81	759 85	5 17
Quebec.....	City of Quebec.....	39,486 86	234 87	59,405 62	.....
Richmond, East.....	Richmond.....	2,691 06	16 86	2,186 40	8 83
Rimouski.....	Rimouski.....	3,338 85	18 35	797 09	10 72
River David.....	Yamaska.....	366 34	2 25	486 65	2 47
Rivière du Loup ( <i>en bas</i> ).....	Temiscouata.....	1,496 46	8 78	2,381 97	4 81
Rivière du Loup ( <i>en haut</i> ).....	Maskinongé.....	11,467 57	63 64	2,349 83	29 99
Robinson.....	Compton.....	777 93	4 75	417 49	2 26
Rock Island.....	Stanstead.....	4,201 53	26 85	1,681 82	11 57
Roxton Falls.....	Shefford.....	60 95	0 40	27 90	0 12
St. Andrews, East.....	Argenteuil.....	3,617 90	20 62	1,829 49	11 18
St. Athanase.....	Iberville.....	1,903 67	11 48	796 48	4 82
St. Casimir.....	Portneuf.....	1,742 83	9 99	451 13	4 45
St. Césaire.....	Rouville.....	3,146 46	19 31	896 13	9 33
St. Croix.....	Lotbinière.....	551 94	3 05	45 00	1 37
St. Eustache.....	Two Mountains....	2,365 77	13 51	1,729 81	6 57
St. Hyacinthe.....	St. Hyacinthe.....	1,032 68	6 13	7,461 93	8 80

REPORT No. 6.—Showing the Money Order Offices in operation in Quebec, at any time within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Jean Chrysostôme.....	Chateauguay.....	4,958 22	29 63	568 43	16 51
St. Jérôme.....	Terrebonne.....	11,449 11	65 42	1,057 62	29 23
St. Johns, East.....	St. Johns.....	3,129 73	19 43	6,142 87	13 40
St. Paul's Bay.....	Charlevoix.....	4,469 24	25 37	96 00	11 16
St. Polycarpe.....	Soulanges.....	278 25	1 55	160 00	6 92
St. Rémi.....	Napierville.....	3,039 90	18 13	395 88	9 83
St. Rochs.....	Québec (City).....	2,155 14	12 20	1,999 94	6 65
St. Sauveur.....	Québec (Banlieue).....			145 41	0 06
St. Scholastique.....	Two Mountains.....	357 69	2 09	508 72	0 94
St. Sylvester.....	Lotbinière.....	855 19	5 40	450 08	3 36
Ste. Thérèse de Blainville.....	Terrebonne.....	2,010 97	18 39	766 73	8 38
Sherbrooke.....	Town of Sherbrooke.....	4,528 17	30 72	10,547 14	22 24
Somerset.....	Megantic.....	441 00	2 42	100 63	1 31
Sorel.....	Richelieu.....	4,786 90	27 47	5,886 82	16 02
Stanford.....	Arthabaska.....	137 87	0 90	113 33	0 34
Stanstead.....	Stanstead.....	1,865 79	12 37	2,206 67	5 84
Sutton.....	Brome.....	553 84	3 43	704 97	2 22
Sweetsburg.....	Missisquoi.....	2,103 33	11 99	1,388 13	5 57
Terrebonne.....	Terrebonne.....	2,303 41	13 21	3,143 93	6 64
Three Rivers.....	Town of Three Rivers.....	11,389 27	70 10	4,509 81	34 43
Thurso.....	Ottawa.....	7,973 79	43 57	620 48	22 60
Trois Pistoles.....				100 00	
Ulverton.....	Drummond.....	75 00	0 40	299 52	0 50
Valleyfield.....	Beauharnois.....			353 09	
Waterloo, East.....	Shefford.....	4,443 86	29 71	5,835 69	15 63
West Farnham.....	Missisquoi.....	1,538 91	9 94	415 99	4 89
Wright.....	Ottawa.....	559 16	3 50	72 71	1 77
Yamachiche.....	St. Maurice.....	6,853 44	37 23	321 00	17 57
	Total.....	478,513 82	2,801 45	715,278 56	1,056 25

L. S. HUNTINGTON,  
Postmaster-General.

W. F. FORSYTH,  
Assistant-Superintendent.



## REPORT No. 6 A.

SHOWING the amount of Money Orders issued in Quebec on the United Kingdom; the value of such Orders in Dominion Currency; the Commissions received thereon, and the amount of Money Orders paid in Quebec, drawn by Money Order Offices in the United Kingdom, within the Year ended 30th June, 1877.

Name of Money Order Office.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Acton Vale.....	29 34	1 00	63 87
Allumette Island.....	51 28	1 50	.....
Aylmer.....	140 29	4 25	19 94
Beaubarnois.....	.....	.....	58 39
Bedford.....	139 11	3 75	24 33
Beebe Plain.....	11 39	0 50	.....
Berthier.....	30 63	1 75	.....
Brigham.....	12 21	0 50	24 33
Bryson.....	323 47	7 25	2 43
Buckingham.....	222 09	5 50	87 60
Chambly Canton.....	325 17	7 25	.....
Chelsea.....	69 39	2 50	.....
Chicoutimi.....	230 00	5 50	.....
Cotiacook.....	260 95	6 75	552 92
Compton.....	205 40	5 50	50 85
Cookshire.....	3 42	0 25	.....
Cowansville.....	100 25	2 50	39 12
Danville.....	174 28	4 75	63 00
Dillonton.....	384 58	12 75	.....
Drummondville, East.....	136 90	3 25	.....
Dunham.....	103 13	2 50	121 65
Frelighsburg.....	4 89	0 25	4 87
Gaspé Basin.....	303 00	7 00	160 17
Granby.....	100 24	2 75	4 87
Grenville.....	242 77	5 75	24 33
Hatley.....	98 83	2 50	.....
Hemmingford.....	3 18	0 25	77 85
Henryville.....	9 78	0 25	.....
Hull.....	110 51	2 50	24 33
Huntingdon.....	349 69	9 00	137 99
Inverness.....	213 54	5 75	.....
Joliette.....	11 21	0 75	58 59
Kingsbury.....	85 56	2 75	81 57
Knowlton.....	181 07	4 25	12 21
Lachine.....	267 51	8 25	92 94
Lachute.....	96 58	2 75	72 99
Lacolle.....	.....	.....	37 78
Lauzon.....	9 78	0 25	24 33
Leeds.....	85 33	2 50	31 75
Lennoxville.....	672 48	20 75	170 20
Levis.....	23 72	1 50	68 13

REPORT No. 6, A.—Showing the amount of Money Orders issued in Quebec on the United Kingdom, during the Year ended 30th June, 1877, &c.

Name of Money Order Office.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Lotbinière .....						63 26
Magog.....	8	34	0	50		4 08
Mansonville.....						4 87
Melbourne.....	186	36	6	75		287 59
Montreal .....	52,453	61	1,515	50		16,767 92
Onslow .....	33	13	1	25		41 36
Ormslow .....	11	98	0	50		14 60
Paspebiac.....	133	83	4	35		4 87
Percé.....	343	29	9	25		
Point St. Charles.....	1,573	57	48	25		451 14
Portage du Fort.....	53	79	1	75		4 87
Quebec.....	18,160	47	483	50		3,978 76
Richmond East.....	528	07	14	00		145 99
Rimouski .....	7	11	0	25		
Rivière du Loup ( <i>en bas</i> ).....	132	03	3	25		24 33
Robinson.....	68	95	2	06		21 17
St. Andrews, East.....	4	89	0	25		145 38
St. Eustache .....	15	64	0	50		
St. Hyacinthe.....	195	82	4	25		19 46
St. Jean Chrysostome.....	62	10	1	50		2 43
St. Johns, East .....	359	48	13	00		256 01
St. Rochs.....	56	68	1	75		
St. Sylvester.....	53	79	1	25		
Sherbrooke .....	1,191	55	39	75		1,789 73
Sorel.....	184	59	4	50		114 27
Stanstead .....	176	28	4	00		34 06
Sutton .....	19	56	0	50		136 26
Sweetsburg.....						63 26
Shawville.....	9	71	0	75		
Terrebonne.....	146	70	3	00		
Three Rivers .....	279	63	5	75		144 28
Thurso.....	187	15	6	00		4 87
Ulverton.....	14	67	0	25		114 36
Valleyfield.....						34 06
Waterloo.....	507	87	14	25		523 08
West Farnham .....	19	56	0	50		9 73
Wright.....	12	88	0	50		
Yamachiche.....	74	82	1	75		
Total.....	83,090	83	2,354	41		27,399 37

L. S. HUNTINGTON,  
Postmaster-General.

W. F. FORSYTH,  
Assistant Superintendent.

## REPORT No. 6, B.

SHOWING the amount of Money Orders issued in Quebec on Nova Scotia; the Commissions received thereon, and the amount of Money Orders paid in Quebec, drawn by the Money Order Offices in Nova Scotia, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Aylmer .....	100 00	0 50	2 20
Buckingham .....	55 00	0 30	22 00
Beebe Plain .....	359 00	4 00	22 83
Chambly Canton .....	7 30	0 05	.....
Coaticook .....	.....	.....	58 00
Compton .....	43 42	0 30	150 80
Danville .....	10 00	0 05	.....
Drummondville.....	.....	.....	20 00
Gaspé Basin .....	365 00	2 00	3 51
Grenville.....	325 00	1 70	.....
Hull .....	.....	.....	2 60
Huntingdon.....	.....	.....	60 00
Inverness .....	.....	.....	108 83
Lachine.....	30 00	0 20	25 00
Lennoxville.....	60 02	0 42	76 30
Longueuil .....	.....	.....	5 00
Melbourne.....	24 00	0 20	.....
Montreal .....	6,749 62	40 11	86,993 08
Paspébiac.....	5 90	0 07	200 00
Percé.....	105 90	0 65	5 00
Point St. Charles.....	42 00	0 30	.....
Quebec .....	2,405 12	14 35	9,129 35
Richmond, East.....	70 00	0 40	.....
Rimouski.....	40 50	0 35	600 00
Rivière-du-Loup ( <i>en bas</i> ).....	.....	.....	16 00
Rock Island.....	50 50	0 30	.....
St. Eustache.....	.....	.....	9 55
St. Hyacinthe .....	.....	.....	426 34
St. Rochs.....	.....	.....	65 00
Ste. Thérèse de Blainville.....	30 00	0 15	.....
Sherbrooke .....	18 17	0 17	229 75
Sorel.....	95 76	0 55	.....
Stanstead .....	.....	.....	85 28
Sutton .....	2 00	0 02	.....
Terrebonne .....	52 00	0 35	84 00
Three Rivers.....	90 00	0 60	233 32
Thurso.....	527 50	2 90	.....
Waterloo.....	.....	.....	10 00
<b>Total .....</b>	<b>\$11,663 71</b>	<b>\$70 99</b>	<b>\$98,643 74</b>

W. F. FORSYTH,  
Assistant-Superintendent.

L. S. HUNTINGTON,  
Postmaster-General.

## REPORT No. 6, C.

SHOWING the amount of Money Orders issued in Quebec on New Brunswick; the Commissions received thereon; and the amount of Money Orders paid in Quebec, drawn by the Money Order Offices in New Brunswick, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.	Amount of Orders Paid.	
	\$	cts.	\$	\$	cts.
Aylmer.....				\$	cts.
				60	00
Beauharnois.....				220	00
Beebe Plain.....	40	00	0	20	106 95
Berthier.....	175	00	0	95	50 00
Buckingham.....	50	00	0	30	81 75
Coaticook.....				72	78
Compton.....				539	65
Danville.....	16	00	0	10	7 13
Gaspé Basin.....	247	60	1	51	17 00
Granby.....					13 62
Grenville.....	365	00	1	90	
Hemmingford.....					100 00
Hull.....	10	00	0	05	305 00
Huntingdon.....					44 00
Inverness.....	35	00	0	20	
Joliette.....					15 00
Kamouraska.....					402 76
Lachine.....	59	00	0	40	
Lachute.....	579	50	2	90	25 00
Laprairie.....	25	00	0	20	
Lennoxville.....					100 00
Lévis.....					110 15
Massawippi.....	50	00	0	30	
Melbourne.....	6	00	0	05	
Montreal.....	4,186	98	24	88	119,990 94
Paspebiac.....	276	88	1	84	438 53
Percé.....	186	55	1	19	
Point St. Charles.....	280	00	1	70	134 00
Quebec.....	2,585	04	15	36	68,799 34

REPORT No. 6, C.—Showing the amount of Money Orders issued in Quebec on New Brunswick, during the Year ended 30th June, 1877, &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Richmond.....			76 78
Rimouski.....	253 52	1 45	136 59
Rivière-du-Loup ( <i>en bas</i> ).....	130 00	0 70	840 25
Rivière-du-Loup ( <i>en haut</i> ).....	45 79	0 50	
Rock Island.....	10 00	0 05	
St. Hyacinthe.....			181 03
St. Johns.....	70 00	0 40	12 00
St. Roch de Québec.....			95 00
Ste. Thérèse de Blainville.....	160 00	0 95	18 75
Sherbrooke.....			704 02
Sorel.....	18 61	0 10	
Stanstead.....			121 69
Terrebonne.....	114 00	0 70	
Three Rivers.....	198 32	1 15	219 60
Thurso.....	136 00	0 92	5 92
Valleyfield.....			19 00
Waterloo.....			30 00
Total.....	10,309 79	60 95	194,094 23

L. S. HUNTINGTON,  
Postmaster-General.

W. F. FORSYTH,  
Assistant Superintendent.

## REPORT No. 6, D.

SHOWING the amount of Money Orders issued in Quebec on Newfoundland; the Commissions received thereon, and the amount of Money Orders paid in Quebec, drawn by Money Order Offices in Newfoundland, during the Year ended 30th June, 1877

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Beebe Plain.....	227 97	3 00	.....
Chambly.....	9 78	0 25	.....
Coteau Landing .....			0 00
Huntingdon .....			5 57
Lacolle .....			13 00
Montreal.....	1,201 67	18 25	1,662 52
Quebec .....	238 72	2 25	123 55
Total .....	\$1,678 14	\$23 75	\$814 64

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

## REPORT No. 6, E.

SHOWING the amount of Money Orders issued in Quebec on Prince Edward Island; the Commissions received thereon, and the amount of Money Orders paid in Quebec, drawn by Money Order Offices in Prince Edward Island, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Beebe Plain.....	120 00	0 70	.....
Lachute.....	15 00	0 10	.....
Lauzon.....	.....	.....	40 00
Lévis.....	.....	.....	137 60
Montreal.....	2,617 56	13 17	106,444 76
Paspebiac.....	.....	.....	8 00
Percé.....	38 00	0 25	.....
Point St. Charles.....	15 00	0 10	164 50
Quebec.....	1,935 82	11 04	2,890 45
St. Johns.....	18 50	0 15	.....
St. Roch de Québec.....	.....	.....	45 00
Yamachiche.....	4 00	0 02	.....
Total.....	\$4,763 88	\$25 53	\$109,730 31

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

## REPORT No. 6, F.

SHOWING the amount of Money Orders issued in Quebec on Manitoba; the Commissions received thereon, and the amount of Money Orders paid in Quebec, drawn by Money Order Offices in Manitoba, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.	Amount of Orders Paid.	
	\$	cts.	cts.	\$	cts.
Aylmer.....	180	00	0 90		
Beebe Plain .....	50	00	0 30	10	00
Bryson.....	25	00	0 20		
Compton.....				9	00
Hemmingford .....				10	00
Joliette .....	21	00	0 20	72	10
Lachute.....				115	00
Leeds.....	222	50	1 20		
Montreal.....	675	49	4 32	2,321	90
Point St. Charles.....				21	00
Quebec.....	1,239	20	5 90	679	55
St. Andrews .....	12	00	0 10	100	00
St. Athanase.....				55	00
St. Johns .....				124	00
St. Remi.....	106	00	0 55		
Sherbrooke.....	10	00	0 05	140	00
Stanstead.....				25	00
Three Rivers.....	50	00	0 30	40	00
Total.....	\$2,591	19	\$14 02	\$3,812	55

L. S. HUNTINGTON,  
Postmaster-General.

W. F. FORSYTH,  
Assistant Superintendent.



## REPORT No. 6, G.

SHOWING the amount of Money Orders issued in Quebec on British Columbia; the Commission received thereon, and the amount of Orders paid in Quebec, drawn by Money Order Offices in British Columbia, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Bryson.....			2 00
Chelsea .....			125 00
Compton .....			50 00
Cowansville .....			56 50
Dunham .....			250 00
Granby .....	218 00	1 25	
Hull .....			100 00
Lachine.....			31 00
Montreal .....	67 04	0 50	9,269 93
Ormstown .....			6 25
Quebec .....			888 28
Rivière du Loup ( <i>en bas</i> ) .....			40 00
St. Andrews, East.....			50 00
Sherbrooke .....			120 00
Three Rivers .....			120 00
Waterloo, East.....			3 10
Total .. .....	285 04	1 75	11,112 06

L. S. HUNTINGTON,  
Postmaster-General.

W. F. FORSYTH,  
Assistant Superintendent.

## REPORT No. 6, I.

SHOWING the amount of Money Orders issued in Quebec on the United States; the Commission received thereon, and the amount of Orders paid in Quebec, drawn by Money Order Offices in the United States, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
	\$	cts.	\$	cts.	\$	cts.
Acton Vale .....	30	00	0	50	439	84
Allumette Island .....	85	00	1	25		
Arthabaskaville .....	164	82	2	50	270	11
Aylmer .....					32	21
Batiscan .....					35	69
Beauharnois .....					303	08
Bedford .....					147	19
Berthier ( <i>en haut</i> ) .....	335	40	5	25	297	79
Brigham .....	103	15	2	25	100	10
Bryson .....	0	90	0	25		
Buckingham .....	84	00	2	00	117	28
Chambly .....	233	00	3	25	77	65
Chelsea .....	5	51	0	50	62	64
Coaticook .....					478	73
Compton .....	293	80	5	00	304	40
Cookshire .....	300	38	5	75	257	18
Coteau Landing .....	19	00	0	25	27	97
Cowansville .....	23	80	0	50	23	87
Danville .....	584	07	10	25	1,020	64
Dillonton .....					25	58
Drummondville, East .....	136	00	1	75	109	40
Dunham .....	100	35	2	75	39	96
Franklin Centre .....					30	73
Frelighsburg .....	645	33	9	50	84	06
Gaspé Basin .....	248	60	6	25	50	11
Granby .....	227	10	5	25	256	64
Grenville .....	837	25	10	70	141	08
Hatley .....	122	91	2	25	357	44
Hemmingford .....	171	25	2	50	222	84
Henryville .....	85	75	1	25	36	24
Hall .....	215	19	6	00	347	99
Huntingdon .....	1,320	20	17	50	612	64
Inverness .....	812	75	11	50	415	14
Joliette .....	767	70	11	25	1,782	25
Kamouraska .....					13	64
Kingsbury .....	222	50	3	75		
Knowlton .....	203	73	6	00	386	09
Lachine .....	428	75	8	75	106	53
Lacate .....	1,234	05	17	50	125	16
Lacolle .....	132	26	2	25	114	67
Laprairie .....					127	71
Lauzon .....	33	72	0	50	372	98

REPORT No. 6, I.—Showing the amount of Money Orders issued in Quebec on the United States, during the Year ended 30th June, 1877, &c.

Money Order Offices.	Amount of Orders Issued.		Total Commission Received.	Amount of Orders Paid.
	\$	cts.	\$	cts.
Leeds .....	48	00	0	75
Lennoxville .....	51	32	1	25
Lévis.....				798 66
Longueuil.....				62 39
Lotbinière .....	40	00	0	50
Magog .....	63	41	2	00
Mansonville Potton .....	572	99	8	15
Melbourne .....	8	20	0	50
Montmagny .....				42 77
Montreal.....	13,629	60	258	75
				24,629 73
Napierville.....	232	50	3	50
Nicolet .....				1,787 99
Onslow .....	182	00	2	50
Ormstown .....	701	17	9	75
Paspebiac .....	155	25	2	55
Percé .....	164	66	4	00
Pike River .....				13 95
Point St. Charles.....	172	40	4	00
Portage du Fort.....	130	00	2	00
Quebec .....	4,818	02	86	35
				8,093 59
Richmond, East.....	63	80	1	50
Rimouski .....	253	73	3	50
River David.....				621 67
Rivière du Loup ( <i>en bas</i> ) .....	52	70	1	00
Rivière du Loup ( <i>en haut</i> ) .....	305	00	4	50
Robinson .....				49 55
Rock Island.....	367	72	5	50
Roxton Falls.....				14 89
St. Andrews, East.....	350	29	5	25
St. Athanase .....	30	00	1	00
St. Casimir .....				39 76
St. Césaire .....	137	65	2	25
St. Eustache .....	71	00	1	25
St. Hyacinthe .....	27	50	0	50
St. Jean Chrysostôme.....	1,326	48	18	00
St. Jérôme .....	245	00	3	25
St. Johns .....	779	75	13	50
St. Polycarpe .....				92 00
St. Remi .....	714	04	10	00
St. Roch de Québec.....	138	21	3	00
St. Sauveur .....				23 64
St. Scholastique.....				27 52
St. Sylvester .....	325	51	5	50
Ste. Thérèse de Blainville .....	23	00	0	75
				118 44
				141 07

REPORT No. 6, I.—Showing the amount of Money Orders issued in Quebec on the United States, during the Year ended 30th June, 1877, &c.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Shawville.....	3 00	0 25	
Sherbrooke.....	225 00	6 50	1,159 49
Somerset.....	10 50	0 25	70 64
Sorel.....	362 13	6 25	866 11
Stanford.....			10 02
Stanstead.....			269 32
Stutton.....	52 50	0 75	143 69
Sweetsburg.....			67 40
Terrebonne.....	50 00	1 00	
Three Rivers.....	310 14	5 75	1,384 61
Thurso.....	134 76	3 00	92 16
Valleyfield.....			69 95
Waterloo, East.....	455 99	11 25	345 62
West Farnham.....	76 40	1 25	324 05
Wright.....	46 50	0 30	89 13
Yamachiche.....	96 50	1 50	10 01
Total.....	\$38,217 54	\$671 55	\$37,771 82

L. S. HUNTINGTON,  
Postmaster-General.

W. F. FORSYTH,  
Assistant Superintendent.

## PROVINCE OF NOVA SCOTIA.

## REPORT No. 6.

SHOWING the Money Order Offices in operation in Nova Scotia at any time within the Year ended 30th June, 1877; the County wherein each Office is situated; the Amount of Orders issued and Paid; the Amount of Commission arising therefrom at each Office respectively, and the Amount paid as compensation to the Postmasters, for transacting Money Order Business during same period.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acadia Mines.....	Colchester.....	5,595 47	33 25	654 86	39 08
Amherst.....	Cumberland.....	11,813 13	70 69	21,060 13	70 15
Annapolis.....	Annapolis.....	16,493 61	102 26	18,350 44	87 29
Antigonishe.....	Antigonishe.....	17,585 02	104 47	11,612 25	63 09
Arichat.....	Richmond.....	35,232 04	196 44	13,006 65	111 52
Athol.....	Cumberland.....	1,219 89	6 51	82 00	1 27
Aylesford.....	Kings.....	3,474 48	20 65	4,547 06	26 39
Baddeck.....	Victoria.....	4,726 66	28 92	4,209 26	17 58
Barrington.....	Shelburne.....	18,070 83	102 66	9,726 63	73 48
Bear River, West side.....	Digby.....	3,695 58	22 39	2,616 87	21 35
Berwick.....	Kings.....	4,439 20	26 10	4,605 88	21 19
Bridgetown.....	Annapolis.....	19,329 88	113 84	10,204 26	96 88
Bridgewater.....	Lunenburg.....	21,628 19	128 66	7,423 06	63 97
Caledonia Corner.....	Queens.....	8,311 68	46 01	1,902 06	23 52
Canning.....	Kings.....	3,467 26	21 14	1,958 41	16 42
Cape Canso.....	Guysborough.....	6,210 35	36 40	1,582 06	18 78
Cape Sable Island.....	Shelburne.....	5,484 94	30 59	1,035 54	16 30
Chester.....	Lunenburg.....	5,164 81	30 90	1,944 89	15 73
Christmas Island.....	Cape Breton.....	834 94	4 89	127 17	2 22
Clementsport.....	Annapolis.....	1,382 95	8 98	761 69	7 49
Clyde River.....	Shelburne.....	2,773 23	16 17	78 57	7 08
Cow Bay.....	Cape Breton.....	32,626 55	174 55	1,301 45	96 37
Cross Roads.....	Guysborough.....	625 93	3 55	272 19	1 88
Dartmouth.....	Halifax.....	1,732 83	10 42	1,173 67	10 64
Digby.....	Digby.....	23,800 53	138 23	5,358 19	116 82
Economy.....	Colchester.....	1,393 62	9 03	878 75	7 03
Englishtown.....	Victoria.....	774 48	5 13	116 68	2 28
Five Islands.....	Colchester.....	1,956 83	10 90	904 91	11 21
French Village.....	Halifax.....	276 74	1 63	985 06	0 78
Granville Ferry.....	Annapolis.....	4,638 02	27 22	2,148 28	19 58
Great Village.....	Colchester.....	1,160 93	7 70	1,184 02	6 52
Guysborough.....	Guysborough.....	31,440 01	175 18	5,968 38	94 06
Halifax.....	Halifax.....	78,945 30	440 13	544,242 80	.....
Hantsport.....	Hants.....	9,168 68	56 43	1,438 42	30 44
Harbour au Bouche.....	Antigonishe.....	2,168 69	12 20	55 65	5 74
Hebron.....	Yarmouth.....	1,075 97	6 73	1,286 37	11 59
Hopewell.....	Pictou.....	683 38	4 37	431 32	2 71

REPORT No 6.—Showing the Money Order Offices in operation in Nova Scotia at any time within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts	\$ cts.	\$ cts.	\$ cts.
Isaac's Harbour.....	Guysborough.....	909 09	5 29	406 52	4 36
Kennetcook.....	Hants.....	3,235 22	18 10	37 35	9 10
Kentville.....	Kings.....	10,994 32	67 26	9,473 69	45 63
Kingsport.....	do.....	613 96	4 08	.....	1 85
Kingston Station.....	do.....	12,170 64	66 29	1,984 44	43 96
Laurencetown.....	Annapolis.....	7,346 49	42 39	5,942 79	42 80
Lingan.....	Cape Breton.....	1,947 00	10 32	198 02	7 64
Little Bras d'Or.....	do.....	1,235 96	7 93	479 08	5 25
Little Glace Bay.....	do.....	20,699 46	115 23	1,595 78	56 14
Liverpool.....	Queens.....	36,179 52	213 66	12,391 29	116 61
Lockeport.....	Shelburne.....	5,772 49	54 59	2,695 97	25 22
Londonderry.....	Colchester.....	292 71	1 73	1,292 79	4 24
Lower Horton.....	Kings.....	3,092 89	18 42	480 40	8 25
Lower Stewiacke.....	Colchester.....	2,010 37	11 90	377 50	6 09
Lunenburg.....	Lunenburg.....	10,687 40	61 06	2,994 25	52 31
Mabou.....	Inverness.....	13,160 90	73 84	3,385 11	41 23
Maccan.....	Cumberland.....	990 20	5 62	1,278 85	6 59
Mahone Bay.....	Lunenburg.....	42,161 35	234 82	864 78	110 32
Maitland.....	Hants.....	3,490 21	21 42	1,347 38	15 44
Margaretville.....	Annapolis.....	2,070 38	12 00	460 96	12 56
Margaree Harbor.....	Inverness.....	1,013 92	5 70	391 43	3 12
Middle Musquodoboit.....	Halifax.....	3,226 39	18 41	345 64	9 44
Mill Village.....	Queens.....	1,159 94	7 02	619 77	4 03
Milton.....	do.....	5,037 58	30 58	2,310 99	14 41
Minudie.....	Cumberland.....	397 85	2 70	283 32	4 85
New Glasgow.....	Pictou.....	15,547 69	94 42	10,882 63	62 02
Newport.....	Hants.....	2,567 18	15 68	1,258 22	11 32
Newport Landing.....	do.....	842 59	5 34	121 63	3 33
New Ross.....	Lunenburg.....	1,611 51	8 90	396 49	3 95
Noel.....	Hants.....	746 72	4 64	29 00	6 51
North Sydney.....	Cape Breton.....	11,892 16	69 66	5,984 11	38 09
Oxford.....	Cumberland.....	17,127 51	99 78	2,321 17	59 38
Parrsborough.....	do.....	13,049 79	75 11	4,503 97	95 01
Pictou.....	Pictou.....	13,847 84	82 04	21,393 09	56 63
Port Hastings.....	Inverness.....	6,436 50	36 98	1,479 46	19 56
Port Hawkesbury.....	Richmond.....	10,791 53	58 53	4,240 23	34 92
Port Hood.....	Inverness.....	19,933 26	111 77	3,470 56	55 26
Port Medway.....	Queens.....	3,055 15	44 81	1,748 83	24 34
Port Mulgrave.....	Guysborough.....	7,569 85	42 89	1,179 51	23 07
Port Williams.....	Kings.....	1,040 23	6 30	828 03	8 36
Pugwash.....	Cumberland.....	8,485 35	49 81	4,202 33	35 30
River Bourgeoise.....	Richmond.....	1,342 14	7 85	52 43	3 86
River John.....	Pictou.....	8,380 38	47 28	2,525 92	36 58
River Philip.....	Cumberland.....	1,613 23	10 60	687 81	5 59

REPORT No 6.—Showing the Money Order Offices in operation in Nova Scotia at any time within the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sandy Cove.....	Digby.....	803 02	5 01	1,165 48	6 09
Sheet Harbour.....	Halifax.....	2,007 42	12 50	1,145 93	5 56
Shelburne.....	Shelburne.....	30,045 74	168 89	6,049 73	99 37
Sherbrooke.....	Guysborough.....	19,348 93	106 65	5,236 71	57 72
Shubenacadie.....	Hants.....	3,347 10	19 14	622 25	14 79
Stellarton.....	Pictou.....	2,751 43	18 45	2,950 63	10 76
Sydney.....	Cape Breton.....	14,796 04	90 12	7,359 98	51 07
Sydney Mines.....	do.....	570 79	3 82	315 23	2 84
St. Andrews.....	Antigonishe.....	1,713 75	9 69	59 80	4 98
St. Peters.....	Richmond.....	15,686 57	89 05	6,091 83	45 82
Tangier.....	Halifax.....	2,420 53	13 38	502 60	6 62
Tatamagouche.....	Colchester.....	6,509 01	37 97	2,223 76	29 86
Tracadie.....	Antigonishe.....	1,382 67	7 89	476 56	5 29
Truro.....	Colchester.....	18,099 51	109 70	31,013 26	76 83
Tusket.....	Yarmouth.....	2,434 56	15 41	1,086 98	11 00
Upper Stewiacke.....	Colchester.....	933 61	5 60	483 94	4 05
Wallace.....	Cumberland.....	7,036 48	42 06	2,347 77	27 71
Walton.....	Hants.....	130 00	0 70		0 42
Waterville.....	Kings.....	3,127 21	17 75	988 42	20 68
West Bay.....	Inverness.....	2,970 86	16 98	742 25	9 52
Westport.....	Digby.....	3,406 29	20 37	1,383 21	16 52
Westville.....	Pictou.....	7,873 61	46 23	778 02	27 82
Weymouth.....	Digby.....	3,982 18	23 91	7,267 91	17 10
Whycomagh.....	Inverness.....	8,557 88	49 55	2,557 76	24 37
Wilmot.....	Annapolis.....	8,095 53	46 16	8,515 54	60 47
Windsor.....	Hants.....	9,402 70	56 13	13,474 10	43 28
Wolfville.....	Kings.....	8,782 59	53 68	6,579 73	36 60
Yarmouth.....	Yarmouth.....	26,960 35	159 31	30,595 62	125 45
	Total.....	\$946,395 13	\$5,464 22	\$946,397 40	\$3,295 74

L. S HUNTINGTON,  
Postmaster-General.

JAMES H. THORNE,  
Local Superintendent.

## REPORT No. 6, A.

SHOWING the amount of Money Orders issued in Nova Scotia, on the United Kingdom; the value of such Orders in Dominion Currency; the Commissions received thereon, and the amount of Money Orders paid in Nova Scotia, drawn by Money Order Offices in the United Kingdom, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Acadia Mines.....	Colchester.....	4,984 88	133 75	194 64
Amherst.....	Cumberland.....	347 95	9 50	70 56
Annapolis.....	Annapolis.....	168 42	7 25	65 69
Antigonishe.....	Antigonishe.....	70 34	3 50	32 85
Arichat.....	Richmond.....	327 96	7 00	217 92
Aylesford.....	Kings.....	53 00	1 25	4 87
Baddeck.....	Victoria.....	39 42	1 75	.....
Barrington.....	Shelburne.....	.....	.....	160 58
Bear River, West side.....	Digby.....	2 44	0 25	34 07
Berwick.....	Kings.....	59 65	2 00	.....
Bridgetown.....	Annapolis.....	131 17	4 75	34 35
Bridgewater.....	Lunenburg.....	58 01	2 25	19 47
Caledonia Corner.....	Queens.....	16 56	0 50	.....
Ganning.....	Kings.....	.....	.....	73 00
Cape Canso.....	Guysborough.....	4 89	0 25	.....
Cow Bay.....	Cape Breton.....	205 38	4 75	.....
Dartmouth.....	Halifax.....	142 89	4 50	833 21
Digby.....	Digby.....	107 48	4 50	434 31
Economy.....	Colchester.....	.....	.....	144 53
Five Islands.....	do.....	.....	.....	59 13
Guysborough.....	Guysborough.....	482 91	13 75	51 09
Halifax.....	Halifax.....	22,190 15	650 75	6,936 60
Hantsport.....	Hants.....	24 85	1 00	103 41
Hebron.....	Yarmouth.....	.....	.....	32 12
Hopewell.....	Pictou.....	30 86	1 25	.....
Kentville.....	Kings.....	430 71	12 50	.....
Laurencetown.....	Annapolis.....	24 93	0 75	34 06
Little Bras d'Or.....	Cape Breton.....	336 12	7 00	.....
Little Glace Bay.....	do.....	26 65	0 75	.....
Livepool.....	Queens.....	310 40	8 25	195 89
Lockeport.....	Shelburne.....	206 18	5 00	.....
Londonderry.....	Colchester.....	.....	.....	257 86
Lower Horton.....	Kings.....	9 78	0 25	.....
Lower Stewiacke.....	Colchester.....	14 67	0 50	.....
Lunenburg.....	Lunenburg.....	182 07	4 75	7 79
French Village.....	Halifax.....	4 89	0 25	.....
Mabou.....	Inverness.....	13 91	0 75	.....
Maitland.....	Hants.....	4 89	0 25	43 80
Mill Village.....	Queens.....	48 90	1 00	24 33
Milton.....	do.....	14 67	0 50	.....
Minudie.....	Cumberland.....	.....	.....	116 79



REPORT No. 6, A.—Showing the amount of Money Orders issued in Nova Scotia on the United Kingdom, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
New Glasgow.....	Pictou.....	382 30	12 75	89 42
Newport.....	Hants.....	15 86	0 50	50 82
Newport Landing.....	do.....	10 26	0 50	126 52
New Ross.....	Lunenburg.....			128 95
North Sydney.....	Cape Breton.....	514 54	11 50	68 69
Oxford.....	Cumberland.....	5 19	0 75	
Parrsborough.....	do.....	14 60	0 50	128 94
Pictou.....	Pictou.....	642 36	17 75	518 42
Port Hawkesbury.....	Richmond.....	24 89	0 75	62 24
Port Hood.....	Inverness.....	11 68	0 50	24 33
Port Medway.....	Queens.....	3 01	0 25	
Pugwash.....	Cumberland.....	87 77	2 50	170 33
River John.....	Pictou.....			258 14
River Philip.....	Cumberland.....	43 48	1 25	2 04
St. Andrews.....	Antigonishe.....	4 41	0 75	
St. Peters.....	Richmond.....	19 56	0 50	
Sheet Harbour.....	Halifax.....	14 67	0 50	9 74
Shelburne.....	Shelburne.....	17 11	0 50	58 40
Sherbrooke.....	Guysborough.....	93 64	3 00	43 02
Shubenacadie.....	Hants.....	2 44	0 25	
Stellarton.....	Pictou.....	292 64	9 75	
Sydney.....	Cape Breton.....	442 99	12 25	245 25
Sydney Mines.....	do.....	141 47	3 50	
Tatamagouche.....	Colchester.....	1 47	0 25	175 18
Truro.....	do.....	533 14	16 00	373 73
Tusket.....	Yarmouth.....	58 39	1 25	
Upper Stewiacke.....	Colchester.....			34 07
Wallace.....	Cumberland.....	6 09	0 25	24 33
Westport.....	Digby.....			97 32
Waterville.....	Kings.....	24 45	0 50	34 06
Westville.....	Pictou.....	617 63	16 00	272 51
Weymouth.....	Digby.....	42 30	1 00	
Whycomagh.....	Inverness.....	45 91	1 25	
Wilmot.....	Annapolis.....	137 45	3 75	139 11
Windsor.....	Hants.....	320 92	10 75	498 52
Wolfville.....	Kings.....	175 08	4 75	131 38
Yarmouth.....	Yarmouth.....	818 89	25 25	486 59
Mahone Bay.....	Lunenburg.....			24 33
	Total.....	\$36,674 47	\$1,058 50	\$14,469 30

L. S. HUNTINGTON,

Postmaster-General.

JAMES H. THORNE,

Local Superintendent.

## REPORT No. 6, B.

SHOWING the amount of Money Orders issued in Nova Scotia on Ontario and Quebec; the Commissions received thereon; and the amount of Money Orders paid in Nova Scotia, drawn by Money Order Offices in Ontario and Quebec, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
		\$	cts.	\$	cts.	\$	cts.
Acadia Mines.....	Colchester.....	2,144	17	11	55	93	67
Amherst.....	Cumberland.....	5,091	11	28	48	339	57
Annapolis.....	Annapolis.....	2,284	34	12	74	262	00
Antigonish.....	Antigonish.....	4,345	55	25	36	691	90
Arichat.....	Richmond.....	3,128	23	18	13	439	26
Aylesford.....	Kings.....	1,767	95	9	37		
Baddeck.....	Victoria.....	949	00	5	50	190	00
Barrington.....	Shelburne.....	5,482	82	28	77		
Bear River, West side.....	Digby.....	872	43	5	08		
Berwick.....	Kings.....	880	41	4	84	50	00
Bridgetown.....	Annapolis.....	6,064	91	33	68	730	00
Bridgewater.....	Lunenburg.....	670	15	4	31		
Caledonia Corners.....	Queens.....	31	89	0	30		
Canning.....	Kings.....	484	97	3	00	67	58
Cape Canso.....	Guysborough.....	660	61	4	22		
Cape Sable Island.....	Shelburne.....	226	39	1	27		
Chester.....	Lunenburg.....	910	79	5	17		
Christmas Island.....	Cape Breton.....	48	00	0	35		
Clementsport.....	Annapolis.....	51	56	0	41	105	00
Clyde River.....	Shelburne.....	1	10	0	02		
Cow Bay.....	Cape Breton.....	3,718	80	19	83	30	00
Cross Roads.....	Guysborough.....	4	90	0	06		
Dartmouth.....	Halifax.....	944	54	5	63	139	01
Digby.....	Digby.....	2,654	35	15	63	94	10
Economy.....	Colchester.....	118	65	0	92		
Englishtown.....	Victoria.....	2	60	0	04		
Five Islands.....	Colchester.....	12	85	0	11		
French Village.....	Halifax.....	5	00	0	05	22	03
Granville Ferry.....	Annapolis.....	424	85	2	70		
Great Village.....	Colchester.....	549	42	3	20		
Guysborough.....	Guysborough.....	2,507	23	14	22	506	31
Halifax.....	Halifax.....	15,411	64	91	08	6,500	97
Hantsport.....	Hants.....	541	48	2	88	129	00
Harbour au Bouche.....	Antigonish.....	115	15	0	64		
Hebron.....	Yarmouth.....	248	40	1	49	25	00
Hopewell.....	Pictou.....	221	95	1	40		
Isaac's Harbour.....	Guysborough.....	719	00	3	72	30	00
Kennetcook.....	Hants.....	267	19	1	51		
Kentville.....	Kings.....	1,566	20	9	12	233	09
Kingston Station.....	do.....	1,642	51	9	01		
Kingsport.....	do.....	16	85	0	14		
Laurencetown.....	Annapolis.....	2,642	21	14	53	100	00

REPORT No. 6, B.—Showing the amount of Money Orders issued in Nova Scotia, on Ontario and Quebec, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.		Total Commission Received.		Amount of Orders Paid.	
		\$	cts.	\$	cts.	\$	cts.
Lingan.....	Cape Breton.....	1,047	86	5	53		
Little Bras d'Or.....	do.....	67	65	0	40		
Little Glace Bay.....	do.....	663	73	4	23		
Liverpool.....	Queens.....	2,749	73	16	09	107	00
Lockeport.....	Shelburne.....	61	23	0	44		
Londonderry.....	Colchester.....	27	67	0	28	23	00
Lower Horton.....	Kings.....	89	05	0	54	12	00
Lower Stewiacke.....	Colchester.....	44	30	0	32	618	67
Lunenburg.....	Lunenburg.....	5,969	63	32	13	56	50
Mabou.....	Inverness.....	2,431	31	13	46	386	00
Maccan.....	Cumberland.....	191	20	1	01	25	00
Mahone Bay.....	Lunenburg.....	855	95	5	08		
Maitland.....	Hants.....	687	93	4	23	40	00
Margaree Harbour.....	Inverness.....	135	15	0	80		
Margaretville.....	Annapolis.....	172	31	0	90		
Middle Musquodoboit.....	Halifax.....	166	42	1	10		
Milton.....	Queens.....	146	30	1	10	10	00
Mill Village.....	do.....	195	75	1	17		
Minudie.....	Cumberland.....	67	10	0	49		
New Glasgow.....	Pictou.....	3,214	65	18	88	2,040	28
Newport.....	Hants.....	613	18	3	60		
Newport Landing.....	do.....	159	98	1	01		
New Ross.....	Lunenburg.....	10	00	0	13		
Noel.....	Hants.....	90	75	0	61		
North Sydney.....	Cape Breton.....	363	95	2	42	91	23
Oxford.....	Cumberland.....	1,089	87	6	35	226	00
Parrsborough.....	do.....	630	41	3	80	107	00
Pictou.....	Pictou.....	2,467	40	15	14	1,995	09
Port Hastings.....	Inverness.....	596	16	3	79	69	00
Port Hawkesbury.....	Richmond.....	1,454	15	8	06	50	00
Port Hood.....	Inverness.....	1,445	82	8	17	50	00
Port Medway.....	Queens.....	352	25	1	95		
Port Mulgrave.....	Guysborough.....	414	68	2	31		
Port Williams.....	Kings.....	346	81	1	85	14	00
Pugwash.....	Cumberland.....	3,627	95	19	92	45	00
River Bourgeois.....	Richmond.....	182	92	0	92		
River John.....	Pictou.....	4,387	60	23	29	34	50
River Philip.....	Cumberland.....	150	82	1	09		
St. Andrews.....	Antigonish.....	209	18	1	42		
St. Peters.....	Richmond.....	952	42	5	44		
Sandy Cove.....	Digby.....	447	40	2	35		
Sheet Harbour.....	Halifax.....	47	90	0	42	100	00
Shelburne.....	Shelburne.....	4,432	49	25	12	50	00
Sherbrooke.....	Guysborough.....	2,097	43	11	27	4	00
Shubenacadie.....	Hants.....	1,804	64	9	66	38	12
Stellarton.....	Pictou.....	190	31	1	29	20	00

REPORT No. 6, B.—Showing the amount of Money Orders issued in Nova Scotia, on Ontario and Quebec, during the Year ended 30th June, 1877, &c., &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Sydney.....	Cape Breton.....	1,792 13	10 45	425 14
Sydney Mines....	do .....	89 70	0 62	.....
Tangier.....	Halifax.....	232 75	1 35	20 00
Tatamagouche.....	Colchester .....	3,037 31	16 77	514 25
Tracadie.....	Antigonish .....	467 86	2 46	.....
Truro.....	Colchester .....	4,672 41	27 00	828 68
Tusket.....	Yarmouth .....	613 13	3 63	.....
Upper Stewiacke.....	Colchester .....	525 82	2 87	.....
Wallace.....	Cumberland.....	2,178 08	11 75	30 00
Waterville.....	Kings.....	351 94	1 99	50 00
West Bay.....	Inverness.....	412 59	2 33	19 20
Westport.....	Digby.....	25 95	0 22	5 00
Westville.....	Pictou.....	997 76	5 97	120 66
Weymouth.....	Digby.....	369 88	2 29	90 00
Whycomagh.....	Inverness.....	592 96	3 45	148 53
Wilmot.....	Annapolis.....	6,800 20	35 16	20 00
Windsor.....	Hants.....	3,212 43	18 08	716 92
Wolfville.....	Kings.....	1,429 67	8 01	314 50
Yarmouth.....	Yarmouth.....	3,132 85	18 74	1,616 10
	Total.....	\$148,917 96	\$842 23	\$21,909 86

L. S. HUNTINGTON,  
Postmaster-General.

JAMES H. THORNE,  
Local Superintendent.

## REPORT No. 6, C.

SHOWING the amount of Money Orders issued in Nova Scotia on New Brunswick; the Commissions received thereon; and the amount of Money Orders paid in Nova Scotia, drawn by the Money Order Offices in New Brunswick, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Acadia Mines .....	Colchester.....	2,077 26	12 13	148 88
Amherst .....	Cumberland.....	8,768 36	53 90	9,350 63
Annapolis .....	Annapolis.....	3,899 99	82 57	1,345 58
Antigonishe .....	Antigonish.....	990 02	6 36	706 89
Arichat .....	Richmond.....	1,180 99	6 40	112 66
Athol .....	Cumberland.....	99 09	0 59	25 00
Aylesford .....	Kings.....	4,844 36	26 93	160 78
Baddeck.....	Inverness.....	455 00	2 34	210 00
Barrington.....	Shelburne.....	3,370 08	19 41	186 88
Bear River, West side.....	Digby.....	3,128 46	17 68	4 55
Berwick .....	Kings.....	2,385 27	13 67	165 36
Bridgetown.....	Annapolis.....	11,155 79	66 02	1,182 69
Bridgewater .....	Lunenburg.....	1,891 74	11 49	110 55
Caledonia Corner.....	Queens.....	864 18	5 15	127 00
Canning .....	Kings.....	1,910 34	11 24	967 36
Cape Ganso.....	Guysborough.....	19 00	0 12	65 21
Cape Sable Island.....	Shelburne.....	97 78	0 64	
Chester .....	Lunenburg.....	63 89	0 40	
Christmas Island .....	Cape Breton.....			39 80
Clementsport .....	Annapolis.....	1,093 88	6 53	18 55
Clyde River .....	Shelburne.....	10 80	0 10	25 00
Cow Bay .....	Cape Breton.....	999 70	6 11	
Cross Roads .....	Guysborough.....	27 75	0 22	
Dartmouth.....	Halifax.....	327 29	2 04	74 21
Digby .....	Digby.....	16,568 07	94 43	2,173 01
Economy .....	Colchester.....	995 33	5 42	58 00
Englishtown.....	Victoria.....			72 00
Five Islands .....	Colchester.....	2,107 79	11 37	127 00
French Village .....	Halifax.....			10 00
Granville Ferry.....	Annapolis.....	2,284 61	13 34	618 87
Great Village.....	Colchester.....	212 34	1 15	301 78
Guysborough .....	Guysborough.....	814 99	5 07	152 47
Halifax.....	Halifax.....	15,566 31	89 62	30,330 46
Hantsport .....	Hants.....	1,670 71	9 69	800 61
Hebron .....	Yarmouth.....	2,708 01	14 37	20 00
Hopewell .....	Pictou.....	58 12	0 32	289 68
Kennetcook.....	Hants.....	72 40	0 42	
Kentville.....	Kings.....	3,534 84	21 16	342 59
Kingsport .....	do.....	77 29	0 42	25 00
Kingston Station.....	do.....	3,260 70	18 53	401 67
Laurencetown .....	Annapolis.....	6,508 80	35 77	314 30
Lingan.....	Cape Breton.....	59 72	0 44	

REPORT No. 6, C.—Showing the amount of Money Orders issued in Nova Scotia, on New Brunswick, during the Year ended 30th June, 1877, &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Little Bras D'Or.....	Cape Breton.....	392 16	2 05	.....
Little Glace Bay.....	do .....	264 91	1 47	35 00
Liverpool.....	Queens.....	4,028 58	23 41	428 04
Lockeport.....	Shelburne.....	430 15	3 10	.....
Londonderry.....	Colchester.....	249 35	1 40	865 13
Lower Horton.....	Kings.....	7 00	0 04	30 00
Lower Stewiacke.....	Colchester.....	44 74	0 25	.....
Lunenburg.....	Lunenburg.....	3,490 89	19 19	996 55
Mabou.....	Inverness.....	491 72	3 14	71 00
Mecca.....	Cumberland.....	1,406 01	7 70	600 54
Mabone Bay.....	Lunenburg.....	561 63	3 40	.....
Maitland.....	Hants.....	781 51	4 71	251 50
Margaretville.....	Annapolis.....	2,214 61	11 70	211 75
Margare Harbour.....	Inverness.....	80 00	0 60	.....
Middle Musquodobeit.....	Halifax.....	.....	.....	20 00
Mill Village.....	Queens.....	159 87	0 97	291 08
Milton.....	do .....	156 41	0 99	.....
Minadie.....	Cumberland.....	1,239 00	7 19	99 50
New Glasgow.....	Pictou.....	2,223 46	13 09	1,603 08
Newport.....	Hants.....	480 48	2 80	242 37
Newport Landing.....	do .....	179 75	1 52	.....
Noel.....	do .....	1,398 55	7 55	48 25
North Sydney.....	Cape Breton.....	798 87	4 98	240 25
Oxford.....	Cumberland.....	5,276 25	30 97	803 34
Parrsborough.....	do .....	22,699 69	119 77	2,797 80
Pictou.....	Pictou.....	2,675 78	16 08	4,367 29
Port Hastings.....	Inverness.....	68 00	0 40	20 00
Port Hawkesbury.....	Richmond.....	638 73	3 46	94 77
Port Hood.....	Inverness.....	111 99	0 72	57 00
Port Medway.....	Queens.....	547 26	3 36	.....
Port Mulgrave.....	Guysborough.....	192 75	1 42	.....
Port Williams.....	Kings.....	1,728 67	9 25	731 30
Pugwash.....	Cumberland.....	1,274 50	7 67	811 75
River Bourgeoise.....	Richmond.....	.....	.....	140 00
River John.....	Pictou.....	602 48	3 87	190 00
River Philip.....	Cumberland.....	238 78	1 70	111 63
St. Peters.....	Richmond.....	1,002 94	6 62	346 00
Sandy Cove.....	Digby.....	1,068 81	5 94	105 80
Sheet Harbour.....	Halifax.....	90 00	0 52	20 00
Shelburne.....	Shelburne.....	3,045 32	16 74	428 70
Sherbrooke.....	Guysborough.....	843 02	4 90	.....
Shubenacadie.....	Hants.....	542 49	3 07	43 50
Stellarton.....	Pictou.....	683 80	4 46	296 80
Sydney.....	Cape Breton.....	1,352 58	7 86	338 27
Sydney Mines.....	do .....	71 25	0 50	.....

REPORT No. 6, C,—Showing the amount of Money Orders issued in Nova Scotia on New Brunswick, during the Year ended 30th June, 1877, &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Tatamagouche.....	Colchester .....	1,117 52	6 30	
Tracadie.....	Antigonish .....	100 00	0 50	
Truro .....	Colchester .....	3,779 71	23 15	3,879 98
Tusket.....	Yarmouth.....	866 53	4 86	
Upper Stewiacke.....	Colchester.....	15 00	0 10	
Wallace.....	Cumberland.....	756 20	4 63	131 30
Walton.....	Hants.....	36 00	0 22	
Waterville.....	Kings.....	4,840 25	27 30	
West Bay.....	Inverness.....	138 10	0 70	
Westport.....	Digby.....	1,660 84	10 08	836 95
Westville.....	Pictou.....	339 00	2 00	28 72
Weymouth.....	Digby.....	1,503 51	9 26	216 99
Whycocomagh.....	Inverness.....	209 98	1 40	140 60
Wilmot.....	Annapolis.....	6,617 85	36 16	1,481 77
Windsor.....	Hants.....	3,001 76	17 22	2,311 54
Wolfville.....	Kings.....	2,711 72	17 10	2,231 28
Yarmouth.....	Yarmouth.....	11,483 51	70 46	4,650 54
	Total.....	\$221,173 21	\$1,275 17	\$84,690 58

L. S. HUNTINGTON,  
Postmaster-General.

JAMES H. THORNE,  
Local Superintendent.

## REPORT No. 6, D.

SHOWING the amount of Money Orders issued in Nova Scotia on Newfoundland; the Value of such Orders in Canadian Currency; the Commissions received thereon; and the amount of Money Orders paid in Nova Scotia, drawn by the Money Order Offices in Newfoundland, during the Year ended 30th June, 1877.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid
		\$ cts.	\$ cts.	\$ cts.
Acadia Mines.....	Colchester.....			57 79
Annapolis.....	Annapolis.....			101 38
Antigonishe.....	Antigonishe.....	8 02	0 50	162 21
Arichat.....	Richmond.....	22 01	0 50	412 36
Athol.....	Cumberland.....	24 45	0 25	
Baddeck.....	Victoria.....	20 00	0 25	20 28
Barrington.....	Shelburne.....	6 00	0 25	
Bridgewater.....	Lunenburg.....			44 85
Halifax.....	Halifax.....	539 86	9 00	3,528 34
Hantsport.....	Hants.....			10 13
Isaac's Harbour.....	Guysborough.....			40 55
Little Glace Bay.....	Cape Breton.....	137 23	1 75	144 52
Liverpool.....	Queens.....	95 99	1 00	97 33
Londonderry.....	Colchester.....			50 69
New Glasgow.....	Pictou.....	19 56	0 50	
Newport.....	Hants.....			50 69
North Sydney.....	Cape Breton.....	169 85	2 50	668 45
Parrsborough.....	Cumberland.....			16 22
Pictou.....	Pictou.....	54 66	0 75	50 38
Port Hastings.....	Inverness.....			20 28
Port Mulgrave.....	Guysborough.....			5 09
St. Peters.....	Richmond.....	53 60	0 75	
Sherbrooke.....	Guysborough.....			22 29
Stellarton.....	Pictou.....	29 70	0 50	50 69
Sydney.....	Cape Breton.....	247 25	2 75	456 62
Sydney Mines.....	do.....			3 89
Tatamagouche.....	Colchester.....			24 33
Truro.....	do.....	86 01	1 25	133 84
Wilmot.....	Annapolis.....	56 13	0 75	774 58
Windsor.....	Hants.....			30 13
Yarmouth.....	Yarmouth.....	327 72	3 75	45 62
	Total.....	\$1,898 04	\$27 00	\$7,023 73

L. S. HUNTINGTON,  
Postmaster-General.

JAMES H. THORNE,  
Local Superintendent.



## REPORT No. 6, E.

SHOWING the Amount of Money Orders issued in Nova Scotia, on Prince Edward Island; the Commissions received thereon; the amount of Money Orders paid in Nova Scotia, drawn by Money Order Offices in Prince Edward Island, during the Year ended 30th June, 1876.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Acadia Mines .....	Colchester .....	15 00	0 10	6 00
Amherst .....	Cumberland .....	166 35	1 00	979 24
Annapolis .....	Annapolis .....	186 65	1 00	.....
Antigonishe .....	Antigonishe .....	133 83	0 72	98 55
Arichat .....	Richmond .....	971 26	5 10	351 42
Baddeck .....	Victoria .....	14 50	0 10	21 00
Berwick .....	Kings .....	.....	.....	46 00
Bridgetown .....	Annapolis .....	.....	.....	5 00
Bridgewater .....	Lunenburg .....	35 00	0 20	25 00
Caledonia Corner.....	Queens .....	168 50	0 90	20 00
Canning .....	Kings .....	2 50	0 02	4 00
Cape Canso .....	Guysborough .....	32 52	0 20	10 83
Cape Sable Island .....	Shelburne .....	167 85	0 90	.....
Chester .....	Lunenburg .....	26 00	0 20	.....
Clementsport .....	Annapolis .....	.....	.....	30 00
Cow Bay .....	Cape Breton.....	20 00	0 10	.....
Dartmouth .....	Halifax .....	149 49	1 00	155 00
Digby .....	Digby .....	176 90	0 90	25 00
Granville Ferry .....	Annapolis .....	.....	.....	30 60
Great Village .....	Colchester .....	7 00	0 05	.....
Guysborough .....	Guysborough .....	.....	.....	5 00
Halifax .....	Halifax.....	3,076 53	17 52	11,855 62
Hantsport .....	Hants .....	20 00	0 10	16 05
Harbour-au-Bouche .....	Antigonishe .....	.....	.....	3 20
Hopewell .....	Pictou .....	9 50	0 09	3 00
Kentville .....	Kings .....	25 00	0 20	600 00
Kingston Station .....	do .....	20 24	0 15	.....
Laurencetown .....	Annapolis .....	.....	.....	23 68
Liverpool .....	Queens .....	255 50	1 60	118 47
Lockeport .....	Shelburne .....	.....	.....	66 63
Lunenburg .....	Lunenburg .....	35 50	0 24	21 00
Mabou .....	Inverness .....	.....	.....	41 00
Maitland .....	Hants .....	70 00	0 40	2 00
Milton .....	Queens .....	.....	.....	5 00
New Glasgow .....	Pictou .....	253 25	1 53	581 43
Newport .....	Hants .....	50 00	0 30	.....
Noel .....	do .....	68 90	0 42	10 00
North Sydney .....	Cape Breton .....	262 07	1 42	40 00
Parrsborough.....	Cumberland .....	29 40	0 15	24 80
Pictou .....	Pictou .....	303 94	1 91	1,709 68
Port Hastings .....	Inverness .....	130 43	0 80	644 57
Port Hawkesbury .....	Richmond .....	157 30	1 02	538 35

REPORT No. 6, E.—Showing the amount of Money Orders issued in Nova Scotia on Prince Edward Island, during the Year ended 30th June, 1877, &c.

Money Order Offices.	County.	Amount	Total	Amount
		of Orders Issued.	Commission Received.	of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Port Hood.....	Inverness.....	407 87	2 20	241 00
Port Medway .....	Queens .....	49 40	0 35	48 00
Port Mulgrave .....	Guysborough .....	85 88	0 47	44 98
Pugwash .....	Cumberland .....	81 37	0 50	824 48
River Bourgeoisé .....	Richmond .....	20 00	0 10	.....
River John .....	Pictou .....	123 01	0 70	14 00
St. Peters .....	Richmond .....	.....	.....	196 71
Sheet Harbour.....	Halifax.....	.....	.....	111 00
Shelburne .....	Shelburne .....	108 10	0 57	.....
Sherbrooke .....	Guysborough .....	94 50	0 59	135 00
Shubenacadie .....	Hants .....	76 50	0 40	.....
Stellarton .....	Pictou .....	49 32	0 45	184 98
Sydney .....	Cape Breton .....	.....	.....	125 23
Sydney Mines.....	do .....	6 63	0 05	.....
Tanzier .....	Halifax.....	.....	.....	7 00
Tatamagouche.....	Colchester .....	332 59	1 85	.....
Tracadie .....	Antigonishe .....	30 00	0 20	.....
Truro .....	Colchester .....	202 58	1 36	480 16
Upper Stewiacke.....	do .....	60 00	0 30	.....
Wallace .....	Cumberland .....	16 25	0 12	38 20
Weymouth .....	Digby .....	.....	.....	10 00
Westville.....	Pictou .....	58 02	0 34	142 50
Whycocomagh.....	Inverness.....	.....	.....	20 00
Wilmot .....	Annapolis .....	135 00	0 70	.....
Windsor .....	Hants .....	275 00	1 45	55 00
Wolfville .....	Kings .....	50 00	0 30	209 25
Yarmouth .....	Yarmouth .....	600 81	3 47	226 22
Total .....		\$9,903 74	\$56 72	\$21,229 86

L. S. HUNTINGTON,  
Postmaster-General.

JAMES H. THORNE,  
Local Superintendent.

## REPORT No. 6, F.

SHOWING the amount of Money Orders issued in Nova Scotia on Manitoba; the Commissions received thereon; and the amount of Money Orders paid in Nova Scotia, drawn by the Money Order Offices in Manitoba, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Dartmouth.....	Halifax.....			10 00
Halifax.....	do .....	948 42	5 10	
Liverpool.....	Queens .....	32 00	0 20	
Port Williams.....	Kings .....			30 00
St. Peters.....	Richmond .....	16 00	0 10	
Sydney.....	Cape Breton.....	75 00	0 40	
Truro .....	Colchester.....			321 25
	Total .....	\$1,071 42	\$5 80	\$361 25

L. S. HUNTINGTON,  
*Postmaster-General.*

JAMES H. THORNE,  
*Local Superintendent.*

## REPORT No. 6, G.

SHOWING the amount of Money Orders issued in Nova Scotia on British Columbia; the Commissions received thereon; and the amount of Money Orders paid in Nova Scotia, drawn by Money Order Offices in British Columbia, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Amherst.....	Cumberland.....			99 15
Baddeck.....	Victoria.....			230 00
Barrington.....	Shelburne.....			60 00
Cow Bay.....	Cape Breton.....			425 00
Dartmouth.....	Halifax.....			5 00
Halifax.....	do.....	6 00	0 05	280 38
Little Glace Bay.....	Cape Breton.....			275 00
Lunenburg.....	Lunenburg.....			100 00
Maitland.....	Hants.....			15 00
New Glasgow.....	Pictou.....			50 00
North Sydney.....	Cape Breton.....			420 00
Pictou.....	Pictou.....			235 00
Port Hastings.....	Inverness.....			50 00
Sherbrooke.....	Guysborough.....	3 75	0 02	.....
Stellarton.....	Pictou.....	10 50	0 10	18 00
Sydney Mines.....	Cape Breton.....			350 00
Tatamagouche.....	Colchester.....			100 00
Truro.....	do.....			437 80
Westville.....	Pictou.....			599 00
Windsor.....	Windsor.....	160 00	0 80	.....
	Total.....	\$180 25	\$0 97	\$3,749 33

L. S. HUNTINGTON,  
Postmaster-General.

JAMES H. THORNE,  
Local Superintendent.

## REPORT No. 6. I.

SHOWING the amount of Money Orders issued in Nova Scotia on the United States of America; the value of such Orders in Dominion Currency; the Commissions received thereon; the amount of Money Orders paid in Nova Scotia drawn by Money Order Offices in the United States of America, during the Year ended 30th June, 1877.

Money Order Offices	County.	Amount of Orders Received.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Acadia Mines.....	Colchester.....	503 36	12 25	59 76
Amherst.....	Cumberland.....	1,204 24	21 50	576 59
Annapolis.....	Annapolis.....	1,920 38	33 00	78 50
Antigonish.....	Antigonish.....	1,133 39	22 75	782 75
Arichat.....	Richmond.....	1,305 63	20 50	2,103 78
Aylesford.....	Kings.....	170 66	3 25	240 18
Baddeck.....	Victoria.....	506 58	8 75	268 53
Barrington.....	Shelburne.....	1,728 49	29 00	566 87
Bear River, West side.....	Digby.....	550 42	8 75	256 54
Berwick.....	Kings.....	419 57	7 25	283 87
Bridgetown.....	Annapolis.....	990 52	17 75	1,044 39
Bridgewater.....	Lunenburg.....	910 61	18 50	329 05
Caledonia Corner.....	Queens.....			13 86
Canning.....	Kings.....	206 88	4 00	420 15
Cape Canso.....	Guysborough.....	425 88	7 50	154 77
Cape Sable Island.....	Shelburne.....	340 06	5 50	198 30
Chester.....	Lunenburg.....	18 00	0 25	111 29
Clementsport.....	Annapolis.....	465 98	7 00	
Clyde Rivér.....	Shelburne.....	44 30	1 00	
Cow Bay.....	Cape Breton.....	783 06	13 75	196 49
Cross Roads.....	Guysborough.....	47 58	1 00	42 71
Dartmouth.....	Halifax.....	261 53	6 50	107 23
Digby.....	Digby.....	2,537 14	43 75	445 08
Economy.....	Colchester.....	13 19	0 75	141 54
Englishtown.....	Victoria.....	11 70	0 75	122 23
Five Islands.....	Colchester.....	323 89	5 00	18 18
French Village.....	Halifax.....			19 07
Granville Ferry.....	Annapolis.....	326 42	8 75	131 65
Great Village.....	Colchester.....	391 65	5 50	288 74
Guysborough.....	Guysborough.....	896 20	18 00	1,431 59
Halifax.....	Halifax.....	5,040 93	113 75	4,207 24
Hantsport.....	Hants.....	110 58	3 75	526 79
Harbour au Bouche.....	Antigonishe.....	2 50	0 25	8 41
Hebron.....	Yarmouth.....	567 78	9 75	
Hopewell.....	Pictou.....	7 45	0 50	72 93
Isaac's Harbour.....	Guysborough.....	59 57	1 59	15 00
Kennetcook.....	Hants.....	26 30	0 50	43 93
Kentville.....	Kings.....	945 86	21 50	749 00
Kingsport.....	do.....	6 70	0 50	21 27
Kingston Station.....	do.....	440 06	8 75	47 97

REPORT No. 6, I.—Showing the amount of Money Orders issued in Nova Scotia on the United States, during the Year ended 30th June, 1877, &c.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Laurencetown.....	Annapolis.....	400 15	7 00	160 59
Little Bras d'Or.....	Cape Breton.....	37 50	0 75	32 29
Little Glace Bay.....	do.....	198 06	4 50	355 44
Liverpool.....	Queens.....	1,637 39	31 00	1,213 49
Lockeport.....	Shelburne.....	538 07	14 00	82 59
Londonderry.....	Colchester.....	78 50	1 50	740 92
Lower Horton.....	Kings.....	51 89	1 25	49 81
Lower Stewiacke.....	Colchester.....	93 80	1 50	227 09
Lunenburg.....	Lunenburg.....	460 37	7 75	28 72
Mabou.....	Inverness.....	405 50	6 00	.....
Macan.....	Cumberland.....	49 24	0 75	.....
Mahone Bay.....	Lunenburg.....	505 00	7 55	15 38
Maitland.....	Hants.....	629 92	10 25	469 68
Margaree Harbour.....	Inverness.....	.....	.....	20 00
Margaretville.....	Annapolis.....	326 25	4 75	244 39
Middle Musquodoboit.....	Halifax.....	24 50	0 50	356 99
Mill Village.....	Queens.....	1 20	0 25	19 00
Milton.....	do.....	319 65	6 50	87 90
Minudie.....	Cumberland.....	121 75	2 25	.....
New Glasgow.....	Pictou.....	1,397 94	28 00	1,793 56
Newport.....	Hants.....	493 55	9 00	215 94
Newport Landing.....	do.....	15 00	0 25	.....
New Ross.....	Lunenburg.....	18 92	0 75	10 00
Noel.....	Hants.....	195 50	3 25	141 66
North Sydney.....	Cape Breton.....	358 66	10 00	140 58
Oxford.....	Cumberland.....	208 15	5 00	53 79
Parrsboro'.....	do.....	1,085 20	20 00	355 16
Pictou.....	Pictou.....	697 61	13 50	1,615 19
Port Hastings.....	Inverness.....	106 00	2 00	471 68
Port Hawkesbury.....	Richmond.....	157 77	3 50	681 98
Port Hood.....	Inverness.....	106 30	2 75	224 83
Port Medway.....	Queens.....	358 75	6 75	364 75
Port Mulgrave.....	Guysborough.....	51 12	1 25	770 14
Port Williams.....	Kings.....	17 45	0 75	210 51
Pugwash.....	Cumberland.....	165 51	5 00	228 53
River John.....	Pictou.....	846 91	12 00	34 84
River Philip.....	Cumberland.....	95 15	1 50	93 34
Sandy Cove.....	Digby.....	17 00	0 75	100 12
Sheet Harbour.....	Halifax.....	52 63	2 25	.....
Shelburne.....	Shelburne.....	1,774 56	26 50	270 29
Sherbrooke.....	Guysborough.....	460 47	8 25	86 36
Shubenacadie.....	Hants.....	83 50	1 25	.....
Stellarton.....	Pictou.....	41 60	2 90	204 21
Sydney.....	Cape Breton.....	396 59	9 25	626 63
Sydney Mines.....	do.....	39 73	5 75	65 13
St. Andrews.....	Antigonish.....	36 02	2 50	27 81
St. Peters.....	Richmond.....	217 49	4 00	384 57
Tatamagouche.....	Halifax.....	521 69	8 50	331 12
Tracadie.....	Antigonish.....	78 58	1 50	62 41
Truro.....	Colchester.....	1,629 69	31 00	1,220 43
Tusket.....	Yarmouth.....	116 60	3 25	308 47

REPORT No. 6, I.—Showing the amount of Money Orders issued in Nova Scotia on the United States, during the Year ended 30th June, 1877, &c.

Money Order Office.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Upper Stewiacke.....	Colchester.....	56 75	1 50	.....
Wallace .....	Cumberland.....	716 79	10 50	349 86
Waterville .....	Kings.....	.....	.....	96 74
West Bay .....	Inverness .....	20 00	0 25	263 48
Westport .....	Digby .....	1,318 50	17 75	90 55
Westville .....	Pictou.....	345 70	6 00	627 48
Weymouth .....	Digby .....	551 79	9 00	389 05
Whycocomagh .....	Inverness .....	1 00	0 25	347 20
Wilmot.....	Annapolis .....	777 43	12 50	667 00
Windsor .....	Hants.....	129 77	3 25	275 03
Wolfville .....	Kings.....	497 35	10 75	882 73
Yarmouth.....	Yarmouth .....	4,674 28	92 25	1,646 40
	Total.....	\$52,436 25	\$995 25	\$36,862 14

L. S. HUNTINGTON,  
*Postmaster-General.*

JAMES H. THORNE,  
*Local Superintendent*

## PROVINCE OF NEW BRUNSWICK.

## REPORT No. 6.

SHOWING the Money Order Offices in operation in New Brunswick, at any time within the Year ended 30th June, 1877; the County wherein each Office is situated; the amount of Orders issued and paid in New Brunswick; the amount of Commission arising therefrom at each Office, respectively; and the amount paid as compensation to the Postmasters for transacting Money Order Business during same period.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alma.....	Albert.....	814 28	5 28	1,146 18	2 91
Anagance.....	Kings.....	901 34	5 92	954 95	2 57
Andover.....	Victoria.....	5,075 95	28 00	2,337 93	18 22
Apohaqui.....	Kings.....	1,000 24	6 30	433 79	2 81
Armstrong Brook.....	Restigouche.....	2,369 51	14 50	174 36	13 73
Baie Verte.....	Westmoreland.....	5,914 62	34 54	2,895 12	32 50
Bath.....	Carleton.....	538 68	3 14	456 30	1 62
Bathurst.....	Gloucester.....	11,429 29	66 46	5,313 68	63 93
Bathurst Village.....	do.....	2,467 84	14 41	298 29	15 00
Blackville.....	Northumberland..	1,866 00	10 32	298 47	5 10
Buctouche.....	Kent.....	3,288 23	18 37	960 08	16 22
Butternut Ridge.....	Kings.....	3,905 80	22 46	1,151 50	9 89
Campbellton.....	Restigouche.....	24,680 11	139 69	1,316 71	167 90
Campobello.....	Charlotte.....	1,571 23	9 92	94 32	4 64
Canterbury Station.....	York.....	6,330 30	37 38	433 50	20 59
Caraquet.....	Gloucester.....	2,493 42	14 38	292 53	18 13
Carleton.....	St. John.....	1,909 01	11 01	2,140 45	8 42
Centreville.....	Carleton.....	1,980 87	11 29	1,467 15	7 94
Chatham.....	Northumberland..	17,873 39	105 25	5,901 42	83 27
Chipman.....	Queens.....	2,921 31	16 38	409 22	9 02
Clifton.....	Kings.....	37 70	0 25	80 50	0 19
Dalhousie.....	Restigouche.....	13,622 13	77 03	3,289 04	83 26
Derby.....	Northumberland..	.....	.....	16 00	0 52
Dorchester.....	Westmoreland.....	18,269 42	107 09	8,220 35	68 91
Douglstown.....	Northumberland..	.....	.....	11 25	.....
Edmondston.....	Victoria.....	329 30	1 94	1,415 42	20 46
Egin.....	Albert.....	2,204 64	14 19	562 64	6 36
Fairville.....	St. John.....	1,435 23	8 07	185 85	4 94
Florenceville.....	Carleton.....	2,976 05	17 77	2,069 26	9 96
Fredericton.....	York.....	20,244 23	123 31	29,270 85	.....
Fredericton Junction.....	Sunbury.....	499 20	2 72	391 00	1 69
Gagetown.....	Queens.....	4,288 28	25 56	3,032 58	11 63
Grand Falls.....	Victoria.....	6,715 62	38 63	1,723 44	19 99
Grand Manan.....	Charlotte.....	302 45	2 10	320 15	1 66
Hartland.....	Carleton.....	4,049 77	23 20	338 33	10 62
Harvey.....	Albert.....	9,222 09	52 42	1,795 70	28 73
Harvey Station.....	York.....	2,270 00	13 43	892 53	7 77
Hillsborough.....	Albert.....	14,602 46	79 98	1,929 48	57 09
Hopewell Cape.....	do.....	6,822 44	38 09	1,678 59	17 91
Hopewell Corner.....	do.....	6,604 89	38 56	1,643 25	20 28



REPORT No. 6—Showing the Money Order Offices in operation in New Brunswick at any time within the Year ended 30th June, 1877, &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Indiantown.....	St. John.....	6,696 11	37 29	2,068 96	20 96
Jacksonville.....	Carleton.....	810 04	4 89	448 68	6 03
Kingsclear.....	York.....	706 16	4 09	230 25	2 88
Kingston, Kent.....	Kent.....	15,831 19	88 56	1,416 47	58 98
Kingston, Kings.....	Kings.....	573 89	3 47	598 92	1 60
Kouchibouguac.....	Kent.....	336 87	2 35	10 00	1 33
Lepreaux.....	Charlotte.....	171 95	0 90		0 40
Memramcook.....	Westmoreland.....	1,553 96	9 15	3,330 00	11 22
Moncton.....	Westmoreland.....	34,296 90	203 24	20,196 33	136 46
Narrows.....	Queens.....	787 55	4 76	234 98	2 37
Newcastle.....	Northumberland..	17,284 07	101 90	6,930 17	65 27
Norton Station.....	Kings.....	436 40	2 79	215 26	2 18
Oromocto.....	Sunbury.....	916 44	5 41	323 89	4 03
Ossekeag.....	Kings.....	3,305 16	19 97	1,511 45	11 71
Penobsquis.....	do.....	720 54	5 10	799 24	2 15
Petit Rocher.....	Gloucester.....	3,396 78	19 55	1,158 73	21 39
Petitcodiac.....	Westmoreland.....	16,886 08	98 12	4,311 14	49 42
Richibucto.....	Kent.....	7,292 48	43 07	2,077 58	38 37
Richmond Corner.....	Carleton.....	910 88	5 61	172 40	2 95
River Charlo.....	Restigouche.....	1,254 31	7 27	787 56	9 75
River Louison.....	do.....	1,004 51	6 01	34 10	8 66
Rockland.....	Westmoreland.....	684 31	3 90	239 26	2 55
Rothsay.....	Kings.....	422 35	2 62	135 69	1 67
St. Andrews.....	Charlotte.....	12,341 44	64 85	6,713 11	47 23
St. George.....	do.....	5,553 65	33 33	1,876 44	28 45
St. John.....	St. John.....	39,359 51	232 06	288,050 26	
St. Martins.....	do.....	3,450 63	20 66	404 22	12 27
St. Stephen.....	Charlotte.....	8,022 62	49 53	10,217 36	57 05
Sackville.....	Westmoreland.....	12,153 76	72 69	15,512 41	52 39
Salisbury.....	do.....	5,255 97	33 42	2,286 26	18 30
Shediac.....	do.....	7,745 37	45 56	7,398 31	47 31
Sheffield.....	Sunbury.....	1,618 55	9 60	1,492 43	5 57
Shippegan.....	Gloucester.....			75 00	
South Nelson.....	Northumberland..			45 00	
South Rockland.....	Westmoreland.....	27,084 99	140 05	119 09	77 25
Springfield.....	Kings.....	760 38	4 62	217 56	2 40
Sussex Vale.....	do.....	9,978 54	61 02	11,421 92	47 24
Upham.....	do.....	1,725 49	10 22	182 41	4 51
Welsford.....	Queens.....	1,846 25	10 44	191 06	5 12
Westmoreland Point.....	Westmoreland.....	2,610 63	14 83	764 26	10 41
Woodstock.....	Carleton.....	25,520 92	141 82	13,386 08	152 58
Total.....		\$494,164 95	\$2,869 06	\$494,924 40	\$1,911 79

G. F. EVERETT,  
Local Superintendent.

L. S. HUNTINGTON,  
Postmaster-General

## REPORT No. 6, A.

SHOWING the amount of Money Orders issued in New Brunswick on the United Kingdom; the value of such Orders in Dominion Currency; the Commissions received thereon, and the amount of Money Orders paid in New Brunswick, drawn by Money Order Offices in the United Kingdom, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Anagance .....	Kings .....	49 99	1 25	.....
Andover .....	Victoria .....	117 35	2 75	356 45
Armstrong Brook .....	Restigouche .....	9 78	0 25	.....
Bath .....	Carleton .....	39 12	1 00	36 41
Bathurst .....	Gloucester .....	208 91	5 25	4 87
Bathurst Village .....	do .....	19 56	0 50	.....
Buctouche .....	Kent .....	24 45	0 50	.....
Campbellton .....	Restigouche .....	205 13	3 75	90 27
Campo Bello .....	Charlotte .....	85 45	50	.....
Canterbury Station .....	York .....	34 23	1 00	.....
Caraquet .....	Gloucester .....	97 80	2 25	121 65
Carleton .....	St. John .....	53 78	1 75	68 13
Chatham .....	Northumberland .....	1,112 84	27 50	128 84
Chipman .....	Queens .....	7 33	0 25	2 43
Dalhousie .....	Restigouche .....	701 06	15 25	290 80
Derby .....	Northumberland .....	.....	.....	14 60
Dorchester .....	Westmoreland .....	211 17	5 75	22 95
Elgin .....	Albert .....	.....	.....	4 38
Florenceville .....	Carleton .....	29 34	0 75	.....
Fredericton .....	York .....	1,680 45	52 00	668 96
Fredericton Junction .....	Sunbury .....	3 06	0 25	.....
Grand Falls .....	Victoria .....	76 24	1 75	.....
Grand Manan .....	Charlotte .....	.....	.....	31 06
Hartland .....	Carleton .....	29 32	1 00	.....
Harvey .....	Albert .....	97 80	2 00	107 05
Harvey Station .....	York .....	78 24	1 75	38 93
Hillsborough .....	Albert .....	73 95	2 00	24 33
Hopewell Corner .....	do .....	19 56	0 50	4 87
Indiantown .....	St. John .....	81 61	2 75	.....
Jacksonville .....	Carleton .....	74 82	1 75	.....
Kingston .....	Kent .....	44 01	1 00	34 06
Kingston .....	Kings .....	14 67	0 50	.....
Markhamville .....	do .....	4 89	0 25	.....
Moncton .....	Westmoreland .....	596 31	17 00	58 40
Newcastle .....	Northumberland .....	307 58	8 00	152 56
Osekeag .....	Kings .....	97 80	2 00	.....
Penobscuis .....	do .....	57 44	2 25	.....

REPORT No. 6, A—Showing the amount of Money Orders issued in New Brunswick on the United Kingdom, during the Year ended 30th June, 1877, &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Petit Rocher.....	Gloucester .....	19 56	0 50	.....
Richibucto .....	Kent .....	356 96	8 50	178 46
River Charlo .....	Restigouche .....	24 45	0 50	.....
River Louison .....	do .....	166 26	3 75	22 75
Rockland.....	Westmoreland .....	16 38	0 50	50 10
Rothesay .....	Kings .....	5 03	0 25	.....
St. Andrews .....	Charlotte .....	341 33	10 25	172 60
St. George .....	do .....	434 90	9 75	102 19
St. John.....	St. John.....	11,406 94	315 75	2,380 87
St. Martins .....	do .....	163 49	4 75	116 79
St. Stephen.....	Charlotte .....	336 06	9 75	61 31
Sackville .....	Westmoreland .....	170 12	4 00	319 97
Shediac .....	do .....	331 78	7 25	.....
South Rockland .....	do .....	244 50	5 00	.....
Springfield .....	Kings .....	4 89	0 25	.....
Sussex Vale .....	do .....	246 64	7 00	.....
Welsford .....	Queens .....	115 00	2 75	.....
Woodstock .....	Carleton .....	433 46	10 25	709 31
	Total .....	\$21,164 78	\$569 75	\$6,380 35

L. S. HUNTINGTON,  
Postmaster-General.

G. F. EVERETT,  
Local Superintendent.

## REPORT No. 6, B.

SHOWING the amount of Money Orders issued in New Brunswick on Ontario and Quebec; the Commissions received thereon, and the amount of Money Orders paid in New Brunswick, drawn by Money Order Offices in Ontario and Quebec, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Alma.....	Albert.....	111 05	0 71	.....
Anagance.....	Kings.....	9 55	0 16	.....
Andover.....	Victoria.....	1,272 62	6 97	.....
Apohaqui.....	Kings.....	92 66	0 55	.....
Armstrong Brook.....	Restigouche.....	3,027 87	16 60	.....
Baie Verte.....	Westmoreland.....	4,606 40	25 23	28 90
Bath.....	Carleton.....	42 60	0 32	15 00
Bathurst.....	Gloucester.....	11,249 13	62 15	1,107 45
Bathurst Village.....	do.....	2,942 07	16 89	50 12
Blackville.....	Northumberland.....	57 45	0 42	.....
Buctouche.....	Kent.....	2,808 38	15 44	.....
Butternut Ridge.....	Kings.....	19 33	0 19	.....
Campbellton.....	Restigouche.....	36,712 62	198 64	1,721 22
Campo Bello.....	Charlotte.....	196 75	1 10	.....
Canterbury Station.....	York.....	1,684 08	9 35	.....
Caraquet.....	Gloucester.....	3,934 45	22 33	66 70
Carleton.....	St. John.....	55 35	0 36	221 75
Centreville.....	Carleton.....	1,199 49	6 49	.....
Chatham.....	Northumberland.....	7,572 48	44 65	741 07
Chipman.....	Queens.....	28 77	0 24	.....
Dalhousie.....	Restigouche.....	15,270 22	84 62	1,004 08
Dorchester.....	Westmoreland.....	4,132 18	22 63	56 89
Edmundston.....	Victoria.....	7,858 97	42 60	55 00
Elgin.....	Albert.....	98 45	0 65	70 00
Fairville.....	St. John.....	104 00	0 52	.....
Florenceville.....	Carleton.....	741 40	4 26	.....
Fredericton.....	York.....	2,799 43	17 17	1,562 84
Fredericton Junction.....	Sunbury.....	40 00	0 20	.....
Gagetown.....	Queens.....	286 54	1 67	25 00
Grand Falls.....	Victoria.....	887 08	5 57	50 00
Grand Manan.....	Charlotte.....	7 50	0 05	.....
Hartland.....	Carleton.....	37 40	0 30	16 00
Harvey.....	Albert.....	1,215 06	6 58	.....
Harvey Station.....	York.....	170 95	0 99	74 00
Hillsborough.....	Albert.....	5,110 95	27 44	138 00
Hopewell Cape.....	do.....	160 38	1 02	.....
Hopewell Corner.....	do.....	486 03	2 83	.....
Indiantown.....	St. John.....	659 22	3 66	.....
Jacksonville.....	Carleton.....	1,349 62	7 19	.....
Kingsclear.....	York.....	253 15	1 42	.....
Kingston.....	Kent.....	5,221 31	29 39	30 00

REPORT No. 6, B—Showing the amount of Money Orders issued in New Brunswick on Ontario and Quebec, during the Year ended 30th June, 1877, &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Kingston .....	Kings .....	1 25	0 02	.....
Kouchibouguac.....	Kent.....	104 43	0 70	.....
Memramcook .....	Westmoreland.....	2,268 73	12 35	43 27
Moncton .....	do .....	4,390 31	26 13	474 38
Narrows.....	Queens .....	2 00	0 02	.....
Newcastle.....	Northumberland .....	4,711 27	28 54	892 97
Norton Station.....	Kings .....	358 29	2 06	196 00
Oromocto .....	Sunbury.....	6 00	0 04	.....
Ossekeag .....	Kings .....	754 86	3 84	352 00
Penobsquis .....	do .....	41 00	0 29	.....
Petitcodiac .....	Westmoreland.....	1,181 63	6 89	.....
Petit Rocher.....	Gloucester.....	5,107 75	27 55	35 00
Richibucto .....	Kent.....	4,082 28	22 87	202 35
Richmond Corner .....	Carleton.....	150 51	1 00	.....
River Charlo .....	Restigouche .....	2,339 49	12 73	286 05
River Louison .....	do .....	2,145 31	12 41	83 00
Rockland.....	Westmoreland .....	73 70	0 57	.....
Rothsay .....	Kings .....	5 11	0 04	.....
St. Andrews .....	Charlotte.....	3,911 76	20 86	162 60
St. George .....	do .....	3,045 64	16 56	7 50
St. John.....	St. John.....	14,125 52	82 83	7,482 33
St. Martins .....	do .....	754 31	4 31	20 00
St. Stephen .....	Charlotte .....	12,437 55	65 96	1,139 00
Sackville .....	Westmoreland.....	2,466 88	14 31	246 90
Salisbury .....	do .....	147 80	0 99	.....
Shediac .....	do .....	7,099 49	38 99	741 39
Sheffield.....	Sunbury.....	125 78	0 80	92 00
South Rockland .....	Westmoreland.....	1,026 70	5 48	.....
Springfield .....	Kings .....	66 80	0 49	.....
Sussex Vale .....	do .....	5,920 22	32 43	153 97
Upham.....	do .....	38 50	0 25	.....
Westmoreland.....	Westmoreland.....	582 13	3 28	.....
Woodstock.....	Carleton.....	26,429 45	139 03	610 40
	Total .....	\$230,415 37	\$1,274 17	\$20,255 13

L. S. HUNTINGTON,  
Postmaster-General.

G. F. EVERETT,  
Local Superintendent.

## REPORT No. 6, C.

SHOWING the amount of Money Orders issued in New Brunswick on Nova Scotia; the Commission received thereon, and the amount of Money Orders paid in New Brunswick, drawn by the Money Order Offices in Nova Scotia, during the Year ended 30th June, 1877.

Money Order Offices.	County	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Alma .....	Albert .....	222 54	1 35	200 00
Anagance .....	Kings .....	1 22	0 02	30 00
Andover .....	Victoria .....	126 13	0 79	144 56
Apohaqui .....	Kings .....	30 13	0 22	210 00
Arms'rong Brook .....	Restigouche .....	16 05	0 12	.....
Baie Verte .....	Westmoreland .....	1,316 85	7 65	690 33
Bath .....	Carleton .....	.....	.....	107 00
Bathurst .....	Gloucester .....	1,779 28	10 48	266 57
Bathurst Village .....	do .....	476 26	2 82	.....
Blackville .....	Northumberland .....	127 80	0 80	.....
Buctouche .....	Kent .....	303 70	1 75	529 44
Butternut Ridge .....	Kings .....	24 83	0 22	.....
Campbellton .....	Restigouche .....	4,408 06	24 45	333 11
Campobello .....	Charlotte .....	8 00	0 05	.....
Caraquet .....	Gloucester .....	313 05	1 75	37 50
Carleton .....	St. John .....	505 20	3 22	1,263 55
Chatham .....	Northumberland .....	4,671 67	27 87	1,240 15
Chipman .....	Queens .....	294 06	1 87	50 00
Dalhousie .....	Restigouche .....	2,150 68	11 75	796 97
Derby .....	Northumberland .....	.....	.....	12 00
Dorchester .....	Westmoreland .....	4,292 12	25 96	602 74
Edmundston .....	Victoria .....	.....	.....	12 00
Elgin .....	Albert .....	26 00	0 19	.....
Fairville .....	St. John .....	.....	.....	91 50
Florenceville .....	Carleton .....	.....	.....	20 00
Fredericton .....	York .....	1,308 59	8 20	3,393 24
Fredericton Junction .....	Sunbury .....	60 00	0 30	13 00
Gagetown .....	Queens .....	89 25	0 60	682 56
Grand Falls .....	Victoria .....	66 50	0 42	345 59
Grand Manan .....	Charlotte .....	325 00	1 70	168 81
Hartland .....	Carleton .....	20 88	0 12	40 00
Harvey .....	Albert .....	433 65	2 78	293 11
Harvey Station .....	York .....	21 94	0 15	.....
Hillsborough .....	Albert .....	2,047 80	11 81	264 45
Hopewell Cape .....	do .....	165 55	1 02	74 00
Hopewell Corner .....	do .....	662 51	3 96	259 40
Indiantown .....	St. John .....	121 52	0 91	99 36
Jacksonville .....	Carleton .....	119 50	0 68	.....
Kingsclear .....	York .....	1 26	0 02	.....
Kingston .....	Kent .....	1,063 36	5 62	77 24
Kingston .....	Kings .....	48 70	0 35	129 32
Kouchibouguac .....	Kent .....	1 75	0 02	50 00

REPORT No. 6, C.—Showing the amount of Money Orders issued in New Brunswick on Nova Scotia, during the Year ended 30th June, 1877, &c.

Money Ooder Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Memramcook .....	Westmoreland.....	542 58	3 36	845 75
Moncton.....	do .....	8,723 37	53 36	3,865 58
Narrows .....	Queens .....	162 00	1 00	108 50
Newcastle.....	Northumberland .....	2,269 86	13 80	855 11
Norton Station.....	Kings .....	75 80	0 42	.....
Oromocto.....	Sunbury.....	35 50	0 29	17 00
Ossekeag.....	Kings .....	264 55	1 52	383 95
Penobsquis.....	do .....	46 71	0 40	.....
Petitcodiac.....	Westmoreland.....	636 26	3 92	472 35
Petit Rocher.....	Gloucester.....	36 92	0 25	40 20
Richibucto.....	Kent.....	2,443 80	13 48	505 61
Richmond Corner.....	Carleton.....	92 70	0 65	.....
River Charlo.....	Restigouche .....	204 74	1 15	.....
River Louison .....	do .....	17 74	0 10	.....
Rockland.....	Westmoreland.....	165 87	1 00	5 06
Rothsay.....	Kings .....	86 60	0 50	57 40
St. Andrews.....	Charlotte .....	683 98	3 84	1,266 27
St. George.....	do .....	726 25	4 12	636 38
St. John.....	St. John.....	22,701 55	131 27	178,366 09
St. Martin .....	do .....	111 23	0 92	194 17
St. Stephen.....	Charlotte.....	1,065 20	6 43	1,467 72
Sackville .....	Westmoreland .....	3,652 69	22 35	10,015 31
Salisbury .....	do .....	1,746 89	10 09	236 43
Shediac.....	do .....	2,421 19	13 65	2,298 71
Sheffield.....	Sunbury.....	93 82	0 66	150 00
Shippegan.....	Gloucester.....	.....	.....	10 00
South Rockland.....	Westmoreland.....	2,530 16	13 07	40 50
Springfield.....	Kings .....	29 00	0 20	.....
Sussex Vale .....	do .....	2,084 53	11 62	3,941 76
Upham.....	do .....	39 20	0 20	.....
Westmoreland Point .....	Westmoreland.....	931 91	5 30	36 11
Woodstock .....	Carleton.....	1,802 51	10 22	655 13
	Total .....	\$84,096 50	\$190 93	\$219,002 59

L. S. HUNTINGTON,  
Postmaster-General.

G. F. EVERETT,  
Local Superintendent.

## REPORT No. 6, D.

SHOWING the amount of Money Orders issued in New Brunswick on Newfoundland; the value of such Orders in Dominion Currency; the Commission received thereon; and the amount of Money Orders paid in New Brunswick, drawn by Money Order Offices in Newfoundland, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Buctouche .....	Kent.....	16 00	0 25	.....
Campbellton .....	Restigouche .....	15 07	0 25	.....
Carleton .....	St. John .....	9 78	0 25	.....
Dorchester .....	Westmoreland .....	.....	.....	12 73
Fredericton .....	York .....	.....	.....	100 46
Kingsclear .....	do .....	.....	.....	12 16
Moncton .....	Westmoreland .....	1 99	0 25	.....
Ossekeag .....	Kings .....	5 01	0 25	.....
Richibucto .....	Kent .....	121 75	1 50	.....
St. Andrews .....	Charlotte .....	30 04	0 75	.....
St. John .....	St. John .....	194 59	3 00	2,728 28
Sackville .....	Westmoreland .....	.....	.....	179 77
	Total.....	\$394 23	\$6 50	\$3,033 40

L. S. HUNTINGTON,  
Postmaster-General.

G. F. EVERETT,  
Local Superintendent.



## REPORT No. 6, E.

SHOWING the amount of Money Orders issued in New Brunswick on Prince Edward Island; the Commissions received thereon; and the amount of Money Orders paid in New Brunswick, drawn by Money Order Offices in Prince Edward Island, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Anagance .....	Kings .....	63 15	0 40	.....
Andover .....	Victoria .....	1 50	0 02	25 00
Apohaqui .....	Kings .....	2 50	0 02	30 00
Baie Verte .....	Westmoreland .....	162 17	0 90	162 81
Bathurst .....	Gloucester .....	163 07	0 92	108 70
Bathurst Village .....	do .....	1 02	0 02	49 70
Buctouché .....	Kent .....	30 00	0 20	118 68
Campbellton .....	Restigouche .....	25 00	0 20	31 00
Carleton .....	St. John .....	.....	.....	80 00
Chatham .....	Northumberland .....	308 71	1 80	329 70
Clifton .....	Kings .....	40 00	0 20	.....
Dalhousie .....	Restigouche .....	174 00	1 10	156 95
Dorchester .....	Westmoreland .....	5 50	0 05	140 44
Fredericton .....	York .....	310 22	1 85	670 42
Grand Falls .....	Victoria .....	30 00	0 20	.....
Hillsborough .....	Albert .....	24 70	0 15	.....
Hopewell Corner .....	do .....	20 00	0 10	.....
Indiantown .....	St. John .....	.....	.....	5 00
Kingston .....	Kent .....	478 39	2 80	273 60
Moncton .....	Westmoreland .....	1,555 46	9 27	1,173 83
Newcastle .....	Northumberland .....	359 82	2 00	25 50
Petitcodiac .....	Westmoreland .....	27 46	0 19	8 70
Richibucto .....	Kent .....	312 64	1 82	161 03
Rothsay .....	Kings .....	10 00	0 05	.....
St. Andrews .....	Charlotte .....	.....	.....	14 00
St. George .....	do .....	.....	.....	15 00
St. Johns .....	St. John .....	3,554 83	19 78	16,502 57
St. Stephen .....	Charlotte .....	47 41	0 40	39 50
Sackville .....	Westmoreland .....	107 35	0 84	1,315 68
Salisbury .....	do .....	90 00	0 45	96 58
Shediac .....	do .....	698 84	4 11	1,808 51
Sussex Vale .....	Kings .....	192 72	1 22	233 39
Upham .....	do .....	8 00	0 05	.....
Westmoreland Point .....	Westmoreland .....	5 00	0 05	.....
Woodstock .....	Carleton .....	34 70	0 20	597 00
Total .....		\$8,844 16	\$51 39	\$24,173 29

G. F. EVERETT,  
Local Superintendent.

L. S. HUNTINGTON,  
Postmaster-General.

## REPORT No. 6, G.

SHOWING the amount of Money Orders issued in New Brunswick on British Columbia; the Commissions received thereon, and the amount of Money Orders paid in New Brunswick, drawn by Money Order Offices in British Columbia, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount. of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Armstrong Brook.....	Restigouche .....	72 50	0 40	10 00
Bathurst .....	Gloucester.....			50 00
Carleton.....	St. John .....	11 50	0 10	207 00
Chatham.....	Northumberland .....	150 00	0 80	38 00
Dalhousie .....	Restigouche .....			10 00
Fredericton .....	York.....			353 00
Harvey Station .....	do .....	373 90	2 00	700 00
St. Andrews.....	Charlotte .....			300 00
St. George .....	do .....	20 00	0 10	20 00
St. John .....	St. John.....			380 58
St. Stephen .....	Charlotte .....			250 00
Sackville .....	Westmoreland .....	340 00	1 70	535 00
Woodstock .....	Carleton .....			2 50
	<b>Total .....</b>	<b>\$967 90</b>	<b>\$5 10</b>	<b>\$2,856 08</b>

L. S. HUNTINGTON,  
*Postmaster-General.*

G. F. EVERETT,  
*Local Superintendent.*

## REPORT No. 6, I.

SHOWING the amount of Money Orders, issued in New Brunswick on the United States; the value of such Orders in Dominion Currency; the Commissions received thereon, and the amount of Money Orders paid in New Brunswick, drawn by Money Order Offices in the United States, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Alma.....	Albert.....	4 00	0 25	18 85
Anagance.....	Kings.....	9 00	0 25	.....
Andover.....	Victoria.....	245 05	4 00	102 32
Baie Verte.....	Westmoreland.....	834 30	12 75	142 42
Bathurst.....	Gloucester.....	487 00	10 75	243 10
Bathurst Village.....	do.....	46 35	1 00	54 23
Buctouche.....	Kent.....	.....	.....	24 15
Butternut Ridge.....	Kings.....	10 13	1 00	.....
Campbellton.....	Restigouche.....	438 35	9 25	529 66
Canterbury Station.....	York.....	174 17	3 00	18 18
Caraget.....	Gloucester.....	275 26	4 50	25 65
Carleton.....	St. John.....	326 86	6 00	433 94
Chatham.....	Northumberland.....	1,016 44	21 25	2,481 04
Chipman.....	Queens.....	314 90	5 00	46 45
Dalhousie.....	Restigouche.....	569 07	9 00	530 71
Derby.....	Northumberland.....	.....	.....	208 69
Dorchester.....	Westmoreland.....	488 79	10 75	144 84
Douglastown.....	Northumberland.....	.....	.....	5 86
Elgin.....	Albert.....	217 72	3 25	.....
Fairville.....	St. John.....	381 50	5 00	64 67
Florenceville.....	Carleton.....	207 65	3 00	38 10
Fredericton.....	York.....	2,013 49	38 75	1,920 49
Fredericton Junction.....	Sunbury.....	78 74	1 75	.....
Gagetown.....	Queens.....	55 32	1 50	15 02
Grand Falls.....	Victoria.....	162 20	2 75	65 22
Hartland.....	Carleton.....	112 19	2 50	.....
Harvey.....	Albert.....	286 29	5 75	138 16
Harvey Station.....	York.....	44 02	1 00	117 96
Hillsborough.....	Albert.....	816 79	14 50	137 84
Hopewell Cape.....	do.....	.....	.....	24 51
Hopewell Corner.....	do.....	315 80	6 00	.....
Indiantown.....	St. John.....	759 60	13 25	84 96
Jacksonville.....	Carleton.....	45 20	1 00	15 55
Kingsclear.....	York.....	3 85	0 25	182 94
Kingston.....	Kent.....	634 50	11 00	292 42
Kingston.....	Kings.....	11 50	0 25	43 46
Kouchibouguac.....	Kent.....	75 00	1 00	20 54
Memramcook.....	Westmoreland.....	121 28	2 00	9 36
Moncton.....	do.....	4,609 36	90 75	359 95

REPORT No. 6, I.—Showing the amount of Money Orders, issued in New Brunswick on the United States, during the Year ended 30th June, 1877, &c.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Newcastle .....	Northumberland.....	936 20	17 25	75 06
Norton Station.....	Kings.....			2 97
Oromocto.....	Sunbury.....	50 50	1 00	608 12
Ossekeag.....	Kings.....	261 86	5 75	
Petitcodiac .....	do .....	794 57	15 50	250 17
Richibucto.....	Kent.....	223 39	3 75	363 39
Richmond Corner.....	Carleton.....	16 38	0 75	
River Charlo.....	Restigouche.....	80 00	1 00	
River Louison.....	do .....	133 00	2 50	
Rockland .....	Westmoreland.....	3 50	0 25	10 04
Rothesay .....	Kings .....	145 50	2 75	
St. Andrews.....	Charlotte.....	626 71	13 25	1,782 06
St. George.....	do .....	722 29	12 25	779 81
St. John.....	St. John.....	7,660 24	149 50	5,908 67
St. Martins.....	do .....	291 61	6 75	23 70
St. Stephen.....	Charlotte.....	386 93	6 00	470 61
Sackville.....	Westmoreland.....	1,210 32	28 75	537 28
Salisbury.....	do .....	24 10	0 75	65 01
Sbediac.....	do .....	410 74	7 00	218 77
Sheffield.....	Sunbury.....	88 05	2 25	308 80
South Rockland .....	Westmoreland.....	21 40	1 00	
Springfield.....	Kings.....	57 45	1 25	50 67
Sussex Vale.....	do .....	435 54	12 25	45 59
Welsford.....	Queens.....			91 32
Westmoreland Point.....	Westmoreland.....	32 10	1 50	8 90
Woodstock.....	Carleton.....	5,263 26	78 75	843 78
		\$36,067 32	\$675 75	\$20,985 95

L. S. HUNTINGTON,  
Postmaster-General.

G. F. EVERETT,  
Local Superintendent.

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 PROVINCE OF PRINCE EDWARD ISLAND.
 

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## REPORT No. 6.

SHOWING the Money Order Offices in operation within the Province of Prince Edward Island, at any time within the Year ended 30th June, 1877; the County wherein each Office is situated; the amount of Orders issued and paid; the amount of Commission received thereon at each Office respectively; and the amount paid as compensation to the Postmasters for transacting Money Order business during the same period.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alberton.....	Prince .....	8,552 62	48 35	260 75	40 81
Charlottetown.....	Queens .....	1,559 21	9 04	9,178 62	.....
Georgetown.....	Kings.....	1,078 45	6 78	573 85	23 00
Souris, East.....	do .....	852 20	5 10	171 60	10 79
Summerside .....	Prince.....	2,441 98	14 83	4,364 99	430 07
	Total.....	\$14,484 46	\$84 10	\$14,549 81	\$504 67

L. S. HUNTINGTON,  
Postmaster-General.

W. W. McLEOD,  
Assistant Post Office Inspector.

## REPORT No. 6, A.

SHOWING the amount of Money Orders issued in Prince Edward Island on the United Kingdom; the value of such Orders in Dominion Currency; the Commission received thereon; and the amount of Money Orders paid in Prince Edward Island, drawn by Money Order Offices in the United Kingdom, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Alberton.....	74 34	2 00	72 98
Charlottetown.....	4,651 30	130 25	1,323 45
Georgetown.....	211 02	5 25	68 12
Souris, East.....			
Summerside.....	600 77	15 75	262 03
<b>Total.....</b>	<b>\$5,537 43</b>	<b>\$153 25</b>	<b>\$1,726 58</b>

L. S. HUNTINGTON,  
*Postmaster-General.*

W. W. McLEOD,  
*Assistant Post Office Inspector.*

## REPORT No. 6, B.

SHOWING the amount of Money Orders issued in Prince Edward Island on Ontario and Quebec; the Commissions received thereon; and the amount of Money Orders paid in Prince Edward Island, drawn by Money Order Offices in Ontario and Quebec, during the Year ending 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Alberton .....	2,199 50	12 64	.....
Charlottetown.....	15,533 83	90 06	2,678 74
Georgetown.....	2,820 69	15 70	50 00
Souris, East.....	852 50	4 59	.....
Summerside .....	95,472 25	482 99	2,713 84
Total .....	\$116,878 77	\$605 98	\$5,442 08

L. S. HUNTINGTON,  
*Postmaster-General.*

W. W. McLEOD,  
*Assistant Post Office Inspector.*

## REPORT No. 6, C.

SHOWING the amount of Money Orders issued in Prince Edward Island on New Brunswick; the Commissions received thereon; and the amount of Money Orders paid in Prince Edward Island, drawn by Money Order Offices in New Brunswick, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Alberton.....	2,741 06	15 21	470 02
Charlottetown.....	11,427 26	66 64	3,095 70
Georgetown.....	841 00	4 67	30 00
Souris, East.....	411 04	2 42	38 00
Summerside.....	8,465 54	47 67	5,106 99
Total.....	\$23,885 90	\$136 61	\$8,740 71

L. S. HUNTINGTON,  
*Postmaster-General.*

W. W. McLEOD,  
*Assistant Post Office Inspector.*



## REPORT No. 6, D.

SHOWING the amount of Money Orders issued in Prince Edward Island on Nova Scotia; the Commission received thereon, and the amount of Money Orders paid in Prince Edward Island, drawn by Money Order Offices in Nova Scotia, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Alberton .....	1,370 73	7 61	124 00
Charlottetown .....	11,576 34	68 72	7,632 41
Georgetown.....	2,365 83	13 85	657 38
Souris, East .....	1,169 54	6 89	56 10
Summerside.....	4,807 53	27 90	1,104 65
<b>Total.....</b>	<b>\$21,289 97</b>	<b>\$124 97</b>	<b>\$9,574 54</b>

L. S. HUNTINGTON,

*Postmaster-General.*

W. W. McLEOD,

*Assistant Post Office Inspector.*

## REPORT No. 6. E.

SHOWING the amount of Money Orders issued in Prince Edward Island on Newfoundland; the Value of such Orders in Dominion Currency; the Commission received thereon, and the amount of Money Orders paid in Prince Edward Island, drawn by Money Order Offices in Newfoundland, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Alberton.....			
Charlottetown .....	489 69	7 25	315 56
Georgetown.....	97 80	1 00	46 64
Souris, East.....			
Summerside.....	4 44	0 25	
Total .....	\$591 93	\$8 50	\$362_20

L. S. HUNTINGTON,  
*Postmaster-General.*

W. W. McLEOD,  
*Assistant Post Office Inspector.*

## REPORT No. 6, G,

SHOWING the amount of Money Orders issued in Prince Edward Island on British Columbia; the Commission received thereon; and the amount of Money Orders paid in Prince Edward Island, drawn by Money Order Offices in British Columbia, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Alberton .....			
Charlottetown .....			98 00
Georgetown .....			
Souris, East .....			
Summerside .....			98 00

L. S. HUNTINGTON,  
*Postmaster-General.*

W. W. McLEOD,  
*Assistant Post Office Inspector.*

## REPORT No. 6, I,

SHOWING the amount of Money Orders issued in Prince Edward Island on the United States ; the Commission received thereon ; and the amount of Money Orders paid in Prince Edward Island, drawn by Money Order Offices in the United States, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Alberton .....	227 11	4 75	139 80
Charlottetown .....	5,393 87	108 50	2,039 45
Georgetown .....	320 94	6 25	432 18
Souris, East .....	154 15	3 00	689 19
Summerside .....	1,753 79	31 25	465 53
	7,849 86	153 75	3,766 15

L. S. HUNTINGTON,  
*Postmaster-General.*

W. W. McLEOD,  
*Assistant Post Office Inspector*

## PROVINCE OF BRITISH COLUMBIA.

## REPORT No. 6.

SHOWING the Money Order Offices in operation in the Province of British Columbia, at any time within the Year ended 30th June, 1877; the amount of Money Orders issued and paid; the amount of Commission arising therefrom at each Office respectively; and the amount paid as compensation to Postmasters for transacting Money Order business during the same period.

Money Order Offices.	District.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Barkerville.....	Cariboo .....	2,594 52	14 48	1,117 10	12 51
Clinton .....	do .....	61 00	0 40	97 10	4 01
Nanaimo.....	Vancouver .....	4,988 82	30 17	1,136 65	74 53
New Westminster.....	New Westminster.	5,894 17	33 25	2,763 03	.....
Victoria .....	Victoria .....	2,639 60	14 25	14,750 73	.....
Yale.....	Yale.....	4,501 71	24 76	794 45	26 29
	Total.....	\$20,679 82	\$117 31	\$20,659 06	\$117 34

L. S. HUNTINGTON,  
*Postmaster-General.*

ROBERT WALLACE,  
*Post Office Inspector.*

## REPORT No. 6, A.

SHOWING the amount of Money Orders issued in British Columbia on the United Kingdom; the value of such Orders in Dominion Currency; the Commissions received thereon; and the amount of Orders paid in British Columbia, drawn by Money Order Offices in the United Kingdom, during the Year ended 30th June, 1877.

Money Order Offices.	District.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Barkerville .....	Cariboo .....	1,191 70	27 50	183 45
Clinton .....	do .....	198 04	4 75	.....
Nanaimo .....	Vancouver .....	7,174 22	168 75	96 71
New Westminster .....	New Westminster .....	2,753 09	64 00	379 68
Victoria .....	Victoria .....	17,206 54	422 25	1,645 54
Yale .....	Yale .....	371 64	8 25	.....
	Total .....	\$28,895 23	\$695 50	\$2,305 33

L. S. HUNTINGTON,  
Postmaster-General.

ROBERT WALLACE,  
Post Office Inspector.

## REPORT No. 6, B.

SHOWING the amount of Money Orders issued in British Columbia on Ontario and Quebec; the Commissions received thereon; the amount of Money Orders paid in British Columbia, drawn by Money Order Offices in Ontario and Quebec, during the Year ended 30th June, 1877.

Money Order Offices.	District.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Parkerville.....	Cariboo.....	1,419 48	8 30	100 00
Clinton.....	do.....	1,395 00	7 05	.....
Nanaimo.....	Vancouver.....	2,003 81	12 24	833 81
New Westminster.....	New Westminster.....	12,138 21	66 15	1,770 88
Victoria.....	Victoria.....	45,128 87	236 16	1,648 63
Yale.....	Yale.....	1,637 15	8 96	.....
	Total.....	\$82,722 52	\$338 86	\$4,352 82

I. S. HUNTINGTON,  
*Postmaster-General.*

ROBERT WALLACE,  
*Post Office Inspector*

## REPORT No. 6, C.

SHOWING the amount of Money Orders issued in British Columbia on Prince Edward Island; the Commissions received thereon; the amount of Money Orders paid in British Columbia, drawn by Money Order Offices in Prince Edward Island, during the Year ended 30th June, 1877.

Money Order Offices.	District.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Barkerville.....	Cariboo.....			
Clinton.....	do.....			
Nanaimo.....	Vancouver.....			
New Westminster.....	New Westminster.....	20 00	0 10	
Victoria.....	Victoria.....	38 00	0 25	
Yale.....	Yale.....			
	Total.....	\$58 00	\$0 35	

L. S. HUNTINGTON,  
Postmaster-General.

ROBERT WALLACE,  
Post Office Inspector.



## REPORT No. 6, D.

SHOWING the amount of Money Orders issued in British Columbia on Nova Scotia ; the Commissions received thereon ; and the amount of Money Orders paid in British Columbia, drawn by Money Order Offices in Nova Scotia, during the Year ended 30th June, 1877.

Money Order Offices.	District.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Barkerville .....	Cariboo .....	110 00	0 60	.....
Clinton .....	do .....	140 00	0 70	.....
Nanaimo .....	Vancouver.....	1,524 00	8 70	.....
New Westminster.....	New Westminster .....	170 00	0 85	.....
Victoria.....	Victoria.....	1,765 68	9 65	60 25
Yale.....	Yale.....	99 15	0 55	.....
	Total.....	\$3,808 83	\$21 05	\$60 25

L. S. HUNTINGTON,  
Postmaster-General.

ROBERT WALLACE,  
Post Office Inspector.

## REPORT No. 6, E.

SHOWING the amount of Money Orders issued in British Columbia on New Brunswick; the Commissions received thereon; and the amount of Money Orders paid in British Columbia, drawn by Money Order Offices in New Brunswick, during the Year ended 30th June, 1877.

Money Order Offices.	District.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Barkerville.....	Cariboo .....	47 38	0 29	.....
Clinton.....	do .....	20 00	0 12	.....
Nanaimo .....	Vancouver.....	.....	.....	11 50
New Westminster.....	New Westminster.....	592 50	3 22	72 50
Victoria.....	Victoria.....	1,636 20	9 02	541 45
Yale.....	Yale .....	395 00	2 00	20 00
	Total .....	\$2,691 08	\$14 65	\$645 45

L. S. HUNTINGTON,  
*Postmaster-General.*

ROBERT WALLACE,  
*Post Office Inspector.*

REPORT No. 6, F.

SHOWING the amount of Money Orders issued in British Columbia on Newfoundland; the value of such Orders in Dominion Currency; the Commission received thereon; and the amount of Money Orders paid in British Columbia, drawn by Money Order Offices in Newfoundland, during the Year ended 30th June, 1877.

Money Order Offices.	District.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Barkerville.....	Cariboo.....			
Clinton.....	do.....			
Nanaimo.....	Vancouver.....			
New Westminster.....	New Westminster.....			
Victoria.....	Victoria.....	190 71	2 00	
Yale.....	Yale.....			
	Total.....	\$190 71	\$2 00	

L. S. HUNTINGTON,  
*Postmaster-General.*

ROBERT WALLACE,  
*Post Office Inspector.*

## REPORT No. 6, G.

SHOWING the amount of Money Orders issued in British Columbia on Manitoba; the Commission received thereon; and the amount of Money Orders paid in British Columbia, drawn by Money Order Offices in Manitoba, during the Year ended 30th June, 1877.

Money Order Offices.	District.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Barkerville.....	Cariboo.....	2 50	0 02	.....
Clinton.....	do .....	.....	.....	.....
Nanaimo.....	Vancouver.....	.....	.....	.....
New Westminster.....	New Westminster .....	.....	.....	.....
Victoria.....	Victoria .....	270 00	1 40	20 00
Yale.....	Yale .....	.....	.....	.....
	Total.....	\$272 50	\$1 42	\$20 00

L. S. HUNTINGTON,  
*Postmaster-General.*

ROBERT WALLACE,  
*Post Office Inspector.*

## REPORT No. 6, I.

SHOWING the amount of Money Orders issued in British Columbia on the United States ; the Commissions received thereon ; and the amount of Money Orders paid in British Columbia, drawn by Money Order Offices in the United States, during the Year ended 30th June, 1877.

Money Order Offices.	District.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Barkerville.....	Cariboo.....	941 37	18 50	.....
Clinton.....	do .....	210 00	3 00	.....
Nanaimo.....	Vancouver.....	9,561 88	150 25	466 48
New Westminster.....	New Westminster.....	4,947 11	93 50	1,366 69
Victoria.....	Victoria .....	4,508 38	99 75	285 58
Yale.....	Yale.....	4,091 65	54 00	26 17
	Total.....	\$24,260 39	\$419 00	\$2,144 92

L. S. HUNTINGTON,  
*Postmaster-General.*

ROBERT WALLACE,  
*Post Office Inspector.*

PROVINCE OF MANITOBA.

REPORT No. 6, A.

SHOWING the amount of Money Orders issued in Manitoba on the United Kingdom; the value of such Orders in Dominion Currency; the Commission received thereon; and the amount of Money Orders paid in Manitoba, drawn by Money Order Offices in the United Kingdom, during the Year ended 30th June, 1877.

Money Order Offices.	County.	Amount of Orders issued.	Total Commission Received.	Amount of Orders Paid.
		\$ cts.	\$ cts.	\$ cts.
Winnipeg.....	Selkirk.....	3,234 06	93 99	1,076 48

L. S. HUNTINGTON,  
*Postmaster-General*

W. F. FORSYTH,  
*Assistant Superintendent.*

REPORT No. 6, B.

SHOWING the amount of Money Orders issued in Manitoba on Ontario and Quebec; the Commissions received thereon; and the amount of Money Orders paid in Manitoba drawn by Money Order Offices in Ontario and Quebec, and the amount paid as Compensation to the Postmasters in Manitoba for transacting Money Order business during the Year ending 30th June, 1877.

Money Order Offices.	County.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.	Commission allowed to Postmasters.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Portage la Prairie.....	Marquette.....			1,198 20	
Winnipeg.....		21,510 86	127 49	23,322 07	74 09
	Total .....	21,510 86	127 49	24,520 27	74 09

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

## REPORT No. 6, C.

SHOWING the amount of Money Orders issued in Manitoba on New Brunswick; the Commissions received thereon; and the amount of Money Orders paid in Manitoba drawn by the Money Order Offices in New Brunswick, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Winnipeg.....	171 60	1 20	242 50

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

## REPORT No. 6, D.

SHOWING the amount of Money Orders issued in Manitoba on Nova Scotia; the Commissions received thereon, and the amount of Money Orders paid in Manitoba, drawn by Money Order Offices in Nova Scotia, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Winnipeg.....	461 25	2 50	1,073 42

L. S. HUNTINGTON,  
*Postmaster-General*

W. F. FORSYTH,  
*Assistant Superintendent.*

## REPORT No. 6, G.

SHOWING the amount of Money Orders issued in Manitoba on British Columbia; the Commissions received thereon, and the amount of Money Orders paid in Manitoba, drawn by Money Order Offices in British Columbia, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Winnipeg.....	1,820 00	9 10	272 50

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

## REPORT No. 6, I.

SHOWING the amount of Money Orders, issued in Manitoba on the United States; the Commissions received thereon, and the amount of Money Orders paid in Manitoba, drawn by Money Order Offices in the United States, during the Year ended 30th June, 1877.

Money Order Offices.	Amount of Orders Issued.	Total Commission Received.	Amount of Orders Paid.
	\$ cts.	\$ cts.	\$ cts.
Winnipeg.....	1,152 48	24 50	244 38

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*



## ONTARIO AND QUEBEC.

## REPORT No. 7.

SHOWING the annual cost of the Money Order System in Ontario and Quebec, specifying in detail the Disbursements for Salaries, &c., during the Year ended 30th June, 1877.

Name.	Particulars.				Amount.	
					\$	cts.
P. LeSueur.....	Twelve	months'	salary as	Chief Superintend.	2,400	00
W. F. Forsyth.....	Seven	do	do	1st Class Clerk	933	32
C. W. Jenkins.....	Twelve	do	do	do	1,600	00
J. Brophy.....	do	do	do	Senior 2nd Class Clerk	1,400	00
J. McDougall.....	do	do	do	Junior do	1,000	00
R. J. Shaw.....	do	do	do	do	900	00
C. J. Higgins.....	do	do	do	do	850	00
W. J. Barrett.....	do	do	do	do	800	00
M. K. Dunlevie.....	do	do	do	do	750	00
J. F. Wall.....	do	do	do	do	750	00
J. O. Bonner.....	do	do	do	Junior 3rd Class Clerk	575	00
J. H. Spencer.....	do	do	do	do	525	00
A. W. Wall.....	do	do	do	do	525	00
F. W. Mills.....	Five	do	do to 30th Nov.	as Junior 3rd Class Clerk	208	30
C. P. LeSueur.....	Four	do	do to 30th Oct.	do do	124	98
A. McGillis.....	do	do	do	do do	124	98
D. D. McPherson.....	Twelve	do	do as	Junior 3rd Class Clerk	500	00
W. Bristow.....	do	do	do	do	500	00
A. Fraser.....	Nine	do	do	do	300	00
W. F. Forsyth.....	153	days	as	Temporary Clerk	459	00
A. Fraser.....	92	do	do	do	184	00
W. J. Johnstone.....	249	do	do	do	498	00
F. McDonnell.....	51	do	do	do	102	00
				Printing and Stationery.	9,901	27
				Total.....	\$25,910	85

L. S. HUNTINGTON,  
Postmaster-General.

W. F. FORSYTH,  
Assistant Superintendent.

PROVINCE OF NOVA SCOTIA.

REPORT No. 7.

SHOWING the annual cost of the Money Order System in Nova Scotia, specifying in detail the Disbursements for Salaries, during the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
James H. Thorne.....	Twelve months' salary as Superintendent.....	1,800	00
Frederic W. Creighton...	do do 2nd Class Clerk.....	1,100	00
Stephen S. Thorne .....	do do 3rd do .....	760	00
T. Grassie Creighton .....	do do do do .....	680	00
	Total .....	\$4,340	00

L. S. HUNTINGTON,  
*Postmaster-General.*

JAMES H. THORNE,  
*Local Superintendent.*

PROVINCE OF NEW BRUNSWICK.

REPORT No. 7.

SHOWING the annual cost of the Money Order System in New Brunswick, specifying in detail the Disbursements for Salaries, during the Year ended 30th June, 1877.

Name.	Particulars.	Amount.	
		\$	cts.
George F. Everett .....	Twelve months' salary as Superintendent .....	1,800	00
Thomas B. Smith .....	do do 2nd Class Clerk.....	1,020	00
John S. Hale.....	do do 4th do .....	490	00
Frank L. Avery .....	Eleven do do do do .....	467	67
	Total.....	\$3,777	67

L. S. HUNTINGTON,  
*Postmaster-General.*

G. F. EVERETT,  
*Local Superintendent.*

**PROVINCE OF ONTARIO.**

**REPORT No. 8.**

**SHOWING the names of Money Order Offices opened in Ontario during the Year ended 30th June, 1877.**

Name.	County.	When Opened.
Chesley.....	Bruce.....	January 1st, 1877.
Dundalk Station.....	Grey.....	do
Dunvegan.....	Glengarry.....	do
Huntsville.....	Muskoka.....	do
Little Britain.....	Victoria.....	do
Merritton.....	Simcoe.....	do
Nobleton.....	York.....	do
Rugby.....	Simcoe.....	do
Springfield.....	Elgin.....	do
Unionville.....	York.....	do
Ridgeway.....	Welland.....	do
Baltimore (reopened).....	Northumberland.....	do

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

**PROVINCE OF ONTARIO.**

**REPORT No. 8.**

**SHOWING the names of Money Order Offices in Ontario closed during the Year ended 30th June, 1877.**

Name.	County.	
Comber.....	Essex.....	
Douglas.....	Renfrew.....	
Easton's Corners.....	Grenville.....	
Tilbury East.....	Kent.....	

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

PROVINCE OF QUEBEC.

REPORT No. 8.

SHOWING the names of the Money Order Offices opened in Quebec during the Year ended 30th June, 1877.

Name.	County.	When Opened.
Allumette Island .....	Pontiac .....	January 1st, 1877.
Shawville.....	do .....	do

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

PROVINCE OF QUEBEC

REPORT No. 8.

SHOWING the names of the Money Order Offices in Quebec closed during the Year ended 30th June, 1877.

Name.	County.	—
Isle Verte.....	Temiscouata.....	
Trois Pistoles.....	do .....	
Warwick.....	Arthabaska .....	

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

## REPORT No. 8.

SHOWING the names of Money Order Offices opened in Nova Scotia during the Year ended 30th June, 1877.

Names.	County.	Date of going into Operation.
Harbor au Bouche.....	Antigonisbe.....	1st January, 1877.
Margaree Harbor.....	Inverness.....	do

JAMES H. THORNE,  
*Local Superintendent.*

L. S. HUNTINGTON,  
*Postmaster-General.*

## REPORT No. 8.

SHOWING the names of Money Order Offices closed in Nova Scotia during the Year ended 30th June, 1877.

None closed during the year ended 30th June, 1877.

JAMES H. THORNE,  
*Local Superintendent.*

L. S. HUNTINGTON,  
*Postmaster-General.*

## REPORT No. 8.

SHOWING the names of Money Order Offices in New Brunswick closed during the Year ended 30th June, 1877. •

Name.	County.	---
Douglastown.....	Northumberland.....	

The name of Money Order Office "Madisco," Northumberland County, has been changed to Petit Rocher."

G. F. EVERETT,  
*Local Superintendent*

L. S. HUNTINGTON,  
*Postmaster-General.*

## REPORT No. 8.

SHOWING the names of the Money Order Offices opened, and of such Money Order Offices as may have been closed in Prince Edward Island, during the Year ended 30th June, 1877.

## MONEY ORDER OFFICES OPENED.

None.

## MONEY ORDER OFFICES CLOSED.

None.

L. S. HUNTINGTON,  
*Postmaster-General.*

W. W. McLEOD,  
*Assistant Post Office Inspector.*

## PROVINCE OF MANITOBA.

## REPORT No. 8.

SHOWING the names of the Money Order Offices opened in Manitoba during the Year ended 30th June, 1877.

Name.	County.	When Opened.
Portage la Prairie.....	Marquette.....	January 1st, 1877.

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

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 ONTARIO AND QUEBEC.
 

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## REPORT No. 9.

SHOWING the losses, if any, sustained in conducting the Money Order System in Ontario and Quebec, during the Year ended 30th June, 1877.

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Feb. 10, 1877.—R. W. Smart, Postmaster, Port Hope, dismissed. Deficiency in his accounts \$5,497 21  
 Jan. 3, 1877.—Lost, in transmission from Postmaster at Consecon to Bank . . . . . 22 00

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L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

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## PROVINCE OF NOVA SCOTIA.

## REPORT No. 9.

SHOWING the losses, if any, sustained in conducting the Money Order System in Nova Scotia, during the Year ended 30th June, 1877, and how incurred.

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The Post Office at Cow Bay was stated to have been robbed of \$620, Money Order funds, on 23rd June.

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L. S. HUNTINGTON,  
*Postmaster-General.*

JAMES H. THORNE,  
*Local Superintendent.*

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## PROVINCE OF NEW BRUNSWICK.

## REPORT No. 9.

SHOWING the losses, if any, sustained in conducting the Money Order System in New Brunswick, during the Year ended 30th June, 1877.

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No losses have been sustained during the Year ended 30th June, 1877.

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L. S. HUNTINGTON,  
*Postmaster-General.*

G. F. EVERETT,  
*Local Superintendent.*

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PROVINCE OF PRINCE EDWARD ISLAND.

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REPORT No. 9.

SHOWING the losses, if any, sustained in conducting the Money Order System in Prince Edward Island, during the Year ended 30th June, 1877.

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No losses have been sustained during the Year ended 30th June, 1877.

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L. S. HUNTINGTON,  
*Postmaster-General.*

W. W. McLEOD,  
*Assistant Post Office Inspector.*

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PROVINCE OF BRITISH COLUMBIA.

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REPORT No. 9.

SHOWING the losses, if any, sustained in conducting the Money Order System in British Columbia, during the Year ended 30th June, 1877.

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No losses have been sustained during the Year ended 30th June, 1877.

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L. S. HUNTINGTON,  
*Postmaster-General.*

ROBERT WALLACE,  
*Post Office Inspector*



PROVINCE OF ONTARIO.

REPORT No. 9, A.

ANALYSIS of Money Order Transactions in Ontario, for the Year ended 30th June, 1877.

	No. of Orders.	\$	cts.	\$	cts.
Money Orders issued in Ontario, payable in Ontario and Quebec.....	117,914			3,176,897	51
Money Orders issued in Ontario, payable in the United Kingdom.....	16,918			230,864	89
Money Orders issued in Ontario, payable in Nova Scotia.....	363			9,959	42
Money Orders issued in Ontario, payable in New Brunswick.....	280			8,195	97
Money Orders issued in Ontario, payable in Newfoundland.....	44			946	19
Money Orders issued in Ontario, payable on Prince Edward Island.....	26			890	55
Money Orders issued in Ontario, payable in Manitoba.....	389			19,930	88
Money Orders issued in Ontario, payable in British Columbia.....	74			3,978	08
Money Orders issued in Ontario, payable in British India.....	1			13	00
Money Orders issued in Ontario, payable in the United States.....	7,309			116,833	37
<b>Total number of Orders issued in Ontario...</b>	<b>143,318</b>			<b>3,568,509</b>	<b>86</b>
Money Orders issued in Ontario and Quebec, and paid in Ontario...		3,034,536	46		
do United Kingdom do		134,769	12		
do Nova Scotia do		51,513	47		
do New Brunswick do		35,346	92		
do Newfoundland do		1,046	06		
do Prince Edward Island do		11,363	46		
do Manitoba do		16,998	48		
do British Columbia do		48,732	20		
do United States do		86,114	02		
<b>Total amount of Money Orders issued and paid .</b>				<b>6,988,920</b>	<b>05</b>
Savings Bank Deposits received through Money Order Offices.....				1,371,267	00
do Withdrawals paid do do				1,385,514	92
<b>Total transactions in Ontario for the year.....</b>				<b>9,745,701</b>	<b>97</b>
<b>REVENUE DERIVED BY ONTARIO.</b>					
Commissions received on Orders issued in Ontario, payable in Ontario and Quebec.....				18,847	65
Commissions received on Orders issued in Ontario, payable in the United Kingdom.....				6,647	55
Commissions received on Orders issued in Ontario, payable in Nova Scotia.....				59	13
Commissions received on Orders issued in Ontario, payable in New Brunswick.....				48	36
Commissions received on Orders issued in Ontario, payable in Newfoundland.....				13	75
Commissions received on Orders issued in Ontario, payable in Prince Edward Island.....				5	21
Commissions received on Orders issued in Ontario, payable in Manitoba.....				109	51
Commissions received on Orders issued in Ontario, payable in British Columbia.....				22	11
Carried forward.....					

REPORT No. 9, A.—Analysis of Money Order Transactions in Ontario, for  
the Year ended 30th June, 1877.

	\$	cts.	\$	cts.
Brought forward.....				
REVENUE DERIVED BY ONTARIO— <i>Concluded.</i>				
Commissions received on Orders issued in Ontario, payable in British India ..			0	60
Commissions received on Orders issued in Ontario, payable in the United States.....			2,297	40
Moiety of the Commissions in excess of those arising from our own issues received in Newfoundland on Orders payable in Ontario.....			7	16
Difference of Exchange in favor of Ontario.....			1,019	38
			29,077	81
DEDUCT.				
Commissions paid to Postmasters in Ontario on the aggregate of Money Orders issued and paid by them.....	8,888	42		
Proportion paid the United Kingdom of the Commissions received in Ontario on Orders drawn by Ontario upon the United Kingdom.....	661	33		
Proportion paid the United States of the Commissions received in the Dominion of Canada on Orders drawn by the Dominion upon the United States.....	344	28		
			9,892	03
Net receipts to credit of Ontario.....			\$19,185	78

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

## PROVINCE OF QUEBEC

## REPORT No. 9, A.

ANALYSIS of Money Order Transactions in Quebec, for the Year ended  
30th June, 1877.

	No. of Orders.	\$	cts.	\$	cts.
Money Orders issued in Quebec, payable in Ontario and Quebec.....	17,251			478,513	82
Money Orders issued in Quebec, payable in the United Kingdom.....	5,825			83,090	83
Money Orders issued in Quebec, payable in Nova Scotia....	378			11,663	71
Money Orders issued in Quebec, payable in New Brunswick.....	353			10,309	79
Money Orders issued in Quebec, payable in Newfoundland.....	59			1,678	14
Money Orders issued in Quebec, payable in Prince Edward Island.....	87			4,763	88
Money Orders issued in Quebec, payable in Manitoba.....	61			2,591	19
Money Orders issued in Quebec, payable in British Columbia.....	9			285	04
Money Orders issued in Quebec, payable in the United States.....	1,968			38,217	54
<b>Total Money Orders issued in Quebec.....</b>	<b>25,991</b>			<b>631,113</b>	<b>94</b>
Money Orders issued in Ontario and Quebec and paid in Quebec....		715,278	56		
do United Kingdom do.....		27,399	37		
do Nova Scotia do.....		98,643	74		
do New Brunswick do.....		194,094	23		
do Newfoundland do.....		814	64		
do Prince Edward Island do.....		109,730	31		
do Manitoba do.....		3,812	55		
do British Columbia do.....		11,112	06		
do United States do.....		57,771	82		
<b>Total amount of Money Orders issued and paid.....</b>				<b>1,218,657</b>	<b>28</b>
Savings Bank Deposits received through Money Order Offices.....				1,849,771	22
do Withdrawals paid do do.....				149,733	00
				98,306	18
<b>Total transactions in Quebec for the year.....</b>				<b>2,097,810</b>	<b>40</b>
<b>REVENUE DERIVED BY QUEBEC.</b>					
Commissions received on Orders issued on Ontario and Quebec.....				2,801	45
do do United Kingdom.....				2,354	41
do do Nova Scotia.....				70	99
do do New Brunswick.....				60	95
do do Newfoundland.....				23	75
do do Prince Edward Island.....				25	53
do do Manitoba.....				14	02
do do British Columbia.....				1	75
do do United States.....				671	55
Moiety of Commission in excess of those arising from our own issues received in Newfoundland on Orders payable in Quebec.....				5	00
Difference of Exchange in favor of Quebec.....				372	12
<b>Carried forward.....</b>				<b>6,401</b>	<b>52</b>

REPORT No. 9, A.—Analysis of Money Order Transactions in Quebec, for  
the Year ended 30th June, 1877.

	\$	cts.	\$	cts.
Brought forward.....			6,401	52
Deduct.				
Commissions paid to Postmasters in Quebec, on the aggregate of Money Orders issued and paid by them.....	1,056	25		
Proportion paid the United Kingdom of the Commissions received in Quebec on Orders drawn by Quebec upon the United Kingdom.....	220	44		
			1,276	69
Net receipts to credit of Quebec.....			\$5,124	83

L. S. HUNTINGTON,  
*Postmaster-General*

W. F. FORSYTH,  
*Assistant Superintendent.*

PROVINCE OF NOVA SCOTIA.

REPORT No. 9, A.

ANALYSIS of Money Order Transactions in Nova Scotia for the Year ended  
30th June, 1877.

	No. of Orders.	\$	cts.	\$	cts.
Money Orders issued in Nova Scotia, payable in Nova Scotia .....	29,240			946,395	13
Money Orders issued in Nova Scotia, payable in United States .....	2,539			36,674	47
Money Orders issued in Nova Scotia, payable in Ontario and Quebec .....	4,396			148,917	96
Money Orders issued in Nova Scotia, payable in New Brunswick .....	6,578			221,173	21
Money Orders issued in Nova Scotia, payable in Newfoundland .....	71			1,898	04
Money Orders issued in Nova Scotia, payable in Prince Edward Island .....	338			9,903	74
Money Orders issued in Nova Scotia, payable in Manitoba .....	23			1,071	42
Money Orders issued in Nova Scotia, payable in British Columbia .....	6			180	25
Money Orders issued in Nova Scotia, payable in United States .....	3,043			52,436	25
<b>Total Money Orders issued in Nova Scotia.....</b>	<b>46,234</b>			<b>1,418,650</b>	<b>47</b>
Money Orders issued in Nova Scotia and paid in Nova Scotia .....		946,397	40		
do United Kingdom do .....		14,469	30		
do Ontario and Quebec do .....		21,909	86		
do New Brunswick do .....		84,690	58		
do Prince Edward Island do .....		21,229	86		
do Newfoundland do .....		7,023	73		
do Manitoba do .....		361	25		
do British Columbia do .....		3,749	33		
do United States do .....		36,862	14		
				1,136,693	45
<b>Total amount of Money Orders issued and paid in Nova Scotia.....</b>				<b>2,555,343</b>	<b>92</b>
<b>REVENUE DERIVED BY NOVA SCOTIA.</b>					
Commissions received on Orders issued and payable in Nova Scotia .....				5,464	23
Commissions received on Orders issued and payable in the United Kingdom .....				1,058	50
Commissions received on Orders issued and payable in Ontario and Quebec .....				842	26
Commissions received on Orders issued and payable in New Brunswick .....				1,275	17
Commissions received on Orders issued and payable in Newfoundland .....				27	00
Commissions received on Orders issued and payable in Prince Edward Island .....				56	72
Commissions received on Orders issued and payable in Manitoba .....				5	80
Commissions received on Orders issued and payable in British Columbia .....				0	97
Commissions received on Orders issued and payable in the United States .....				995	25
Moiety of Commissions received in excess of Newfoundland Orders .....				21	89
Difference of exchange in favour of Nova Scotia .....				191	50
<b>Carried forward .....</b>				<b>9,939</b>	<b>28</b>

REPORT No. 9, A.—Analysis of Money Order Transactions in Nova Scotia,  
for the Year ended 30th June, 1877.

	\$	cts.	\$	cts.
Brought forward .....			9,939	28
Deduct.				
Commissions paid to Postmasters in Nova Scotia on the aggregate of the Orders issued and paid by them .....	3,295	74		
Proportion paid the United Kingdom.....	226	29	3,522	03
Net Receipts to credit of Nova Scotia.....			6,417	25

L. S. HUNTINGTON,  
*Postmaster-General.*

JAMES H. THORNE,  
*Local Superintendent.*

PROVINCE OF NEW BRUNSWICK.

REPORT No. 9, A.

ANALYSIS of Money Order Transactions in New Brunswick, for the Year ended 30th June, 1877.

	No. of Orders.	\$	cts.	\$	cts.
Money Orders issued in New Brunswick, and payable in New Brunswick.....	16,480			494,164	95
Money Orders issued in New Brunswick, and payable in Ontario and Quebec .....	5,297			230,415	37
Money Orders issued in New Brunswick, and payable in United Kingdom.....	1,210			21,164	78
Money Orders issued in New Brunswick, and payable in Nova Scotia.....	2,805			84,096	50
Money Orders issued in New Brunswick, and payable in Nova Scotia.....	20			394	23
Money Orders issued in New Brunswick, and payable in Prince Edward Island.....	253			8,844	16
Money Orders issued in New Brunswick, and payable in British Columbia.....	15			967	90
Money Orders issued in New Brunswick, and payable in United States.....	2,056			36,067	32
<b>Total amount of Orders issued in New Brunswick.....</b>	<b>28,141</b>			<b>876,115</b>	<b>21</b>
Money Orders issued in New Brunswick, and paid in New Brunswick		494,924	40		
do Ontario and Quebec do		20,255	13		
do United Kingdom do		6,380	35		
do Nova Scotia do		219,002	59		
do Newfoundland do		3,033	40		
do Prince Edward Island do		24,173	29		
do British Columbia do		2,856	08		
do United States do		20,985	95		
				791,611	19
<b>Total amount of Orders issued and paid.....</b>				<b>1,667,726</b>	<b>40</b>
<b>REVENUE DERIVED BY NEW BRUNSWICK.</b>					
Commission received on Orders issued, payable in New Brunswick..		2,869	06		
do do Ontario and Quebec.....		1,274	17		
do do United Kingdom .....		569	75		
do do Nova Scotia .....		490	93		
do do Newfoundland .....		6	50		
do do Prince Edward Island.....		51	39		
do do British Columbia.....		5	10		
do do United States.....		675	75		
Difference of exchange in favour of New Brunswick.....		79	20		
				6,021	85
Commissions paid to Postmasters.....		1,911	79		
Proportion paid United Kingdom .....		115	30		
				2,027	09
<b>Net receipts to credit of New Brunswick.....</b>				<b>\$3,994</b>	<b>76</b>

L. S. HUNTINGTON,  
Postmaster-General

G. F. EVERETT,  
Local Superintendent.

PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 9, A.

ANALYSIS of Money Order Transactions in Prince Edward Island, for the  
Year ended 30th June, 1877.

	No. of Orders.	\$	cts.	\$	cts.
Money Orders issued in Prince Edward Island and payable in Prince Edward Island .....	404			14,484	46
Money Orders issued in Prince Edward Island and payable in United Kingdom .....	320			5,537	43
Money Orders issued in Prince Edward Island and payable in Ontario and Quebec .....	1,792			116,878	77
Money Orders issued in Prince Edward Island and payable in New Brunswick .....	693			23,885	90
Money Orders issued in Prince Edward Island and payable in Nova Scotia .....	716			21,289	97
Money Orders issued in Prince Edward Island and payable in Newfoundland .....	19			591	93
Money Orders issued in Prince Edward Island and payable in the United States .....	462			7,849	86
<b>Total Money Orders issued in Prince Edward Island .....</b>	<b>4,406</b>			<b>190,518</b>	<b>32</b>
Money Orders issued in Prince Edward Island and paid in Prince Edward Island .....		14,549	81		
Money Orders issued in United Kingdom and paid in Prince Edward Island .....		1,726	58		
Money Orders issued in Ontario and Quebec and paid in Prince Edward Island .....		5,442	08		
Money Orders issued in New Brunswick and paid in Prince Edward Island .....		8,740	71		
Money Orders issued in Nova Scotia and paid in Prince Edward Island .....		9,574	54		
Money Orders issued in Newfoundland and paid in Prince Edward Island .....		362	20		
Money Orders issued in the United States and paid in Prince Edward Island .....		3,766	15		
Money Orders issued in British Columbia and paid in Prince Edward Island .....		98	00		
<b>Total Money Orders issued and paid in Prince Edward Island .....</b>				<b>44,260</b>	<b>07</b>
				<b>234,778</b>	<b>39</b>
<b>REVENUE DERIVED BY PRINCE EDWARD ISLAND.</b>					
Commission received on Money Orders issued and payable in Prince Edward Island .....		84	10		
Commission received on Money Orders issued and payable in United Kingdom .....		153	25		
Commission received on Money Orders issued and payable in Ontario and Quebec .....		605	98		
Commission received on Money Orders issued and payable in New Brunswick .....		136	61		
Commission received on Money Orders issued and payable in Nova Scotia .....		124	97		
Commission received on Money Orders issued and payable in Newfoundland .....		8	50		
Commission received on Money Orders issued and payable in the United States .....		153	75		
				1,267	16
Difference of Exchange in favor of Prince Edward Island .....				17	46
Balance of Commission not accounted for last year .....				116	26
Carried forward .....				1,400	88



**REPORT No. 9, A.—ANALYSIS of Money Order Transactions in Prince Edward Island, for the Year ended 30th June, 1877.**

	\$	cts.	\$	cts.
Brought forward .....			1,400	88
<b>DEDUCT.</b>				
Commission paid Postmasters in Prince Edward Island on the aggregate of Orders issued and paid by them.....	504	67		
Balance of Commission in favor of the United Kingdom and Newfoundland .....	41	24		
			545	91
Net receipts to credit of Prince Edward Island.....			\$854	97

L. S. HUNTINGTON,  
*Postmaster-General.*

W. W. McLEOD,  
*Assistant Post Office Inspector.*

PROVINCE OF MANITOBA.

REPORT No. 9, A.

ANALYSIS of Money Order Transactions in Manitoba, for the Year ended  
30th June, 1877.

	No. of Orders.		cts.	cts.
Money Orders issued in Manitoba, payable in the United Kingdom.....	220		3,234	06
Money Orders issued in Manitoba, payable in Ontario and Quebec.....	746		21,510	86
Money Orders issued in Manitoba, payable in New Brunswick.....	10		171	60
Money Orders issued in Manitoba, payable in Nova Scotia.....	11		461	25
Money Orders issued in Manitoba, payable in British Columbia.....	19		1,820	00
Money Orders issued in Manitoba, payable in the United States.....	80		1,152	48
<b>Total Money Orders issued in Manitoba ...</b>	<b>1,086</b>		<b>28,350</b>	<b>25</b>
Money Orders issued in the United Kingdom and paid in Manitoba..		1,076	48	
do Ontario and Quebec do ..		24,520	27	
do New Brunswick do ..		242	50	
do Nova Scotia do ..		1,073	42	
do British Columbia do ..		272	50	
do United States do ..		244	38	
			27,429	55
<b>Total Money Orders issued and paid in Manitoba.....</b>			<b>55,779</b>	<b>80</b>
Savings Bank Withdrawals paid through the Money Order Office ..			1,861	88
<b>Total transactions for the year.....</b>			<b>57,641</b>	<b>68</b>
<b>REVENUE DERIVED BY MANITOBA.</b>				
Commissions received on Orders issued on the United Kingdom.....			93	99
do do Ontario and Quebec ..			127	49
do do New Brunswick.....			1	20
do do Nova Scotia ..			2	50
do do British Columbia ..			9	10
do do United States.....			24	50
			258	78
<b>DEDUCT.</b>				
Commission paid to Postmaster at Winnipeg on the aggregate of Money Orders issued and paid by him.....			74	09
<b>Net receipts to credit of Manitoba.....</b>			<b>\$184</b>	<b>69</b>

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

**PROVINCE OF BRITISH COLUMBIA.**

**REPORT No. 9, A.**

**ANALYSIS of the Money Order Transactions in British Columbia, for the Year ended 30th June, 1877.**

	No. of Orders.	\$	cts.	\$	cts.
Money Orders issued in British Columbia, payable in British Columbia.....				20,679	82
Money Orders issued in British Columbia, payable in the United Kingdom.....				28,895	23
Money Orders issued in British Columbia, payable in Ontario and Quebec.....				62,722	52
Money Orders issued in British Columbia, payable in Nova Scotia.....				3,808	83
Money Orders issued in British Columbia, payable in New Brunswick.....				2,691	08
Money Orders issued in British Columbia, payable in Prince Edward Island.....				58	00
Money Orders issued in British Columbia, payable in Newfoundland.....				190	71
Money Orders issued in British Columbia, payable in Manitoba.....				272	50
Money Orders issued in British Columbia, payable in United States.....				24,260	39
<b>Total Money Orders issued in British Columbia.....</b>				<b>143,579</b>	<b>08</b>
Money Orders issued in British Columbia and paid in B. Columbia..		20,659	06		
do United Kingdom do .....		2,305	38		
do Ontario and Quebec do .....		4,352	82		
do Nova Scotia do .....		60	25		
do New Brunswick do .....		645	45		
do Manitoba do .....		20	00		
do United States do .....		2,144	92		
<b>Total Money Orders issued and paid in British Columbia.....</b>				<b>30,187</b>	<b>88</b>
<b>Total Money Orders issued and paid in British Columbia.....</b>				<b>173,766</b>	<b>96</b>
<b>REVENUE DERIVED BY BRITISH COLUMBIA.</b>					
Commissions received on Orders issued and payable in British Columbia.....				117	31
Commissions received on Orders issued on the United Kingdom.....				695	50
do do Ontario and Quebec.....				338	86
do do Nova Scotia.....				21	05
do do New Brunswick.....				14	65
do do Prince Edward Island.....				0	35
do do Newfoundland.....				2	00
do do Manitoba.....				1	42
do do United States.....				419	00
Difference of Exchange in favor of British Columbia.....				137	24
				<b>1,747</b>	<b>38</b>
<b>DEDUCT.</b>					
Commission paid to Postmasters on the aggregate of Money Orders issued and paid by them.....		117	34		
Proportion paid the United Kingdom of the Commissions received in British Columbia on Orders drawn by British Columbia on the United Kingdom.....		256	36		
				<b>373</b>	<b>70</b>
<b>Net receipts to credit of British Columbia.....</b>				<b>1,373</b>	<b>68</b>

W. F. FORSYTH,  
*Assistant Superintendent.*

L. S. HUNTINGTON,  
*Postmaster-General.*

## ONTARIO AND QUEBEC.

## REPORT No. 9, B.

COMPARATIVE extent of Transactions, Revenue and Expenditure of the Money Order Business in the Dominion, for the Years 1875, 1876 and 1877.

	1875.	1876.	1877.
	\$ cts.	\$ cts.	\$ cts.
Money Orders issued, payable in Ontario and Quebec.....	3,572,287 47	3,699,651 32	3,655,411 33
Money Orders issued and paid in Ontario and Quebec.....	3,575,605 82	3,696,924 53	3,749,815 02
Money Orders issued in Ontario and Quebec, payable in the United Kingdom.....	461,701 42	370,887 39	313,968 72
Money Orders issued in the United Kingdom, paid in Ontario and Quebec.....	152,930 07	168,236 97	162,158 49
Money Orders issued by Ontario and Quebec upon the other Provinces.....	67,592 56	63,924 22	75,192 84
Money Orders issued in the other Provinces, paid in Ontario and Quebec.....	534,044 69	562,238 06	583,208 12
Money Orders issued by Ontario and Quebec upon the United States.....	.....	122,164 04	155,050 91
Money Orders issued in the United States, paid in Ontario and Quebec.....	.....	110,341 13	143,885 84
Total Money Order Issues and Payments...	8,364,162 03	8,794,367 66	8,838,691 27
Net Revenue to Ontario and Quebec upon Money Order Transactions.....	23,493 99	23,934 84	24,310 61
Total Expenditure on business transacted.	18,000 59	29,150 12	25,910 85

L. S. HUNTINGTON,  
Postmaster-General.

W. F. FORSYTH,  
Assistant Superintendent.

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 PROVINCE OF NOVA SCOTIA.
 

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## REPORT No. 9. B.

 COMPARATIVE extent of Transactions, Revenue and Expenditure of the Money Order Business in the Dominion for the Years 1875, 1876 and 1877.
 

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	1875.	1876.	1877.
	\$ cts.	\$ cts.	\$ cts.
Money Orders issued and payable in Nova Scotia...	1,046,230 36	928,076 32	946,395 13
do and paid in Nova Scotia .....	1,048,279 85	927,876 40	946,397 40
do in Nova Scotia payable in the United Kingdom .....	56,402 97	50,168 41	36,674 47
do in the United Kingdom paid in Nova Scotia .....	12,115 99	13,498 24	14,469 30
do in Nova Scotia payable in Ontario and Quebec .....	145,661 44	141,721 43	148,917 96
do in Ontario and Quebec upon Nova Scotia .....	21,486 68	18,428 93	21,909 86
do in Nova Scotia payable in New Brunswick .....	225,574 64	218,062 38	221,173 21
do in New Brunswick upon Nova Scotia .....	94,676 40	90,756 69	84,690 58
do in Nova Scotia upon the other Provinces .....	15,699 04	14,616 27	13,053 45
do in the other Provinces upon Nova Scotia .....	27,643 81	36,746 92	32,364 17
do in Nova Scotia upon the United States .....		42,792 78	52,436 25
do in the United States upon Nova Scotia .....		27,142 84	36,862 14
Total Money Order Issues and Payments.....	2,693,771 18	2,509,887 61	2,555,343 92
Net Revenue to Nova Scotia upon Money Order transactions.....	5,113 33	5,484 16	6,417 25
Total Expenditure upon business transacted.	\$5,994 05	\$4,760 00	\$4,340 00

 L. S. HUNTINGTON,  
*Postmaster-General*

 JAMES H. THORNE,  
*Local Superintendent.*

PROVINCE ON NEW BRUNSWICK.

REPORT No. 9, B.

COMPARATIVE extent of Transactions, Revenue and Expenditure of the Money Order Business of the Dominion, for the Years 1875, 1876 and 1877.

—	1875.	1876.	1877.
	\$ cts.	\$ cts.	\$ cts.
Orders issued in New Brunswick on New Brunswick	511,908 26	450,738 48	494,164 95
do do paid in do	514,172 08	450,708 36	494,924 40
do do on Ontario and Quebec.....	323,458 17	244,019 56	230,415 37
do Ontario and Quebec, paid in New Brunswick .....	19,714 47	18,444 25	20,255 13
do New Brunswick on the United Kingdom.....	31,540 05	28,804 99	21,164 79
do United Kingdom, paid in New Brunswick .....	6,736 59	8,385 33	6,380 35
do New Brunswick on Nova Scotia...	94,691 48	91,539 44	84,096 50
do Nova Scotia, paid in New Brunswick .....	226,373 16	218,318 78	219,002 59
do New Brunswick on the United States .....		23,440 46	36,067 32
do United States, paid in New Brunswick.....		14,722 88	20,985 95
do New Brunswick on Newfoundland.....	1,412 74	669 58	394 23
do Newfoundland, paid in New Brunswick.....	199 81	736 54	3,033 40
do New Brunswick on Prince Edward Island .....	7,866 09	7,346 37	8,844 16
do Prince Edward Island, paid in New Brunswick .....	23,516 52	53,430 72	24,173 29
do New Brunswick on British Columbia.....	400 00	381 77	967 90
do British Columbia, paid in New Brunswick .....	393 10	3,305 89	2,856 08
<b>Total Issues and Payments .....</b>	<b>1,762,382 52</b>	<b>1,614,993 40</b>	<b>1,667,726 41</b>
<b>Total Expenditure.....</b>	<b>4,138 09</b>	<b>3,050 00</b>	<b>3,777 67</b>
<b>Net Revenue to New Brunswick.....</b>	<b>3,379 54</b>	<b>3,850 44</b>	<b>3,994 76</b>

L. S. HUNTINGTON,  
*Postmaster-General.*

G. F. EVERETT,  
*Local Superintendent.*

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 PROVINCE OF PRINCE EDWARD ISLAND.
 

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## REPORT No. 9, B.

COMPARATIVE extent of Transactions, Revenue and Expenditure, of the Money Order Business, for the Years 1875, 1876 and 1877.

	1875.	1876.	1877.
	\$ cts.	\$ cts.	\$ cts.
Money Orders issued and payable in Prince Edward Island .....	1,670 92	17,020 04	14,484 46
Money Orders issued and paid in Prince Edward Island .....	1,626 15	16,999 24	14,549 81
Money Orders issued in Prince Edward Island, payable in the United Kingdom.....	7,724 80	6,031 45	5,537 43
Money Orders issued in Prince Edward Island and payable in the other Provinces.....	72,494 90	183,081 80	162,646 57
Money Orders issued in Prince Edward Island and payable in the United States.....		6,456 42	7,849 86
Money Orders issued in the United Kingdom and paid in Prince Edward Island.....	1,091 98	1,117 00	1,726 58
Money Orders issued in the other Provinces and paid in Prince Edward Island.....	22,122 85	22,712 72	24,217 53
Money Orders issued in the United States and paid in Prince Edward Island.....		2,802 77	3,766 15
Total Money Order Issues and Payments....	106,731 60	256,221 44	234,778 39
Net Revenue to Prince Edward Island.....	391 51	976 29	854 97

 L. S. HUNTINGTON,  
*Postmaster-General.*

 JAMES H. THORNE,  
*Local Superintendent.*

PROVINCE OF MANITOBA.

REPORT No. 9, B.

COMPARATIVE extent of Transactions, Revenue and Expenditure, of the  
Money Order Business, for the Years 1875, 1876 and 1877.

---	1875.	1876.	1877.
	\$ cts.	\$ cts.	\$ cts.
Money Orders issued in Manitoba on the United Kingdom.....	3,929 23	4,006 96	3,234 06
Money Orders issued in Manitoba on the other Provinces.....	22,513 62	23,724 58	23,963 71
Money Orders issued in Manitoba on the United States.....		1,408 19	1,152 48
Money Orders issued in United Kingdom paid in Manitoba.....	248 66	629 68	1,076 48
Money Orders issued in the other Provinces paid in Manitoba.....	26,625 46	22,522 13	26,108 69
Money Orders issued in the United States paid in Manitoba.....		392 87	244 38
Total Money Order Issues and Payments.....	53,326 97	52,684 41	55,779 80
Net Revenue to Manitoba.....	164 11	193 80	184 69

L. S. HUNTINGTON,  
*Postmaster-General*

W. F. FORSYTH,  
*Assistant Superintendent.*



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 PROVINCE OF BRITISH COLUMBIA
 

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## REPORT No. 9, B.

 COMPARATIVE extent of Transactions, Revenue and Expenditure of the  
 Money Order Business, for the Years 1875, 1876 and 1877.
 

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	1875.	1876.	1877.
	\$ cts.	\$ cts.	\$ cts.
Money Orders issued and payable in British Columbia .....	7,418 05	10,415 68	20,679 82
Money Orders issued and paid in British Columbia.....	6,481 12	11,294 11	20,659 06
Money Orders issued in British Columbia, payable in the United Kingdom .....	20,910 92	31,464 57	28,895 23
Money Orders issued in British Columbia, payable in the United States .....		15,873 81	24,260 39
Money Orders issued in the United Kingdom, and paid in British Columbia .....	730 86	2,813 03	2,305 38
Money Orders issued in British Columbia on the other Provinces.....	22,340 75	68,129 83	69,743 64
Money Orders issued in the other Provinces, paid in British Columbia .....	2,570 62	6,043 82	5,078 52
Money Orders issued in the United States, and paid in British Columbia .....		731 77	2,144 92
Total Money Order Issues and Payments.....	60,452 32	146,766 62	173,766 96
Net Revenue to British Columbia .....	617 42	1,060 93	1,373 68

 L. S. HUNTINGTON,  
*Postmaster-General.*

 ROBERT WALLACE  
*Post Office Inspector.*

**ANALYSIS of the Money Order Business of the Dominion, for the Year ended 30th June, 1877.**

	No. of Orders.	\$	cts.	\$	cts.
Total amount of Money Orders issued in Ontario.....	143,318			3,568,509	86
do do Quebec .....	25,991			631,113	94
do do Nova Scotia .....	46,234			1,418,650	47
do do New Brunswick..	28,141			876,115	21
do do P. E. Island .....	4,406			190,518	32
do do Manitoba .....	1,086			28,350	25
do do British Columbia.....				143,579	08
Total Money Orders issued.....				6,856,837	13
Total amount of Money Orders paid in Ontario.....		3,420,410	19		
do do Quebec .....		1,218,657	28		
do do Nova Scotia .....		1,136,693	45		
do do New Brunswick .....		791,611	19		
do do Prince Edward Island .....		44,260	07		
do do Manitoba .....		27,429	55		
do do British Columbia .....		30,187	88		
Total issues and payments.....				6,669,249	61
Savings Bank Deposits received through Money Order Offices.....				13,526,086	74
do Withdrawals paid do do .....				1,521,000	00
				1,525,682	98
Total amount of business transacted.....				16,572,769	72
Revenue derived by Ontario .....				29,077	81
do Quebec .....				6,401	52
do Nova Scotia .....				9,939	28
do New Brunswick .....				6,021	85
do Prince Edward Island.....				1,400	88
do Manitoba .....				258	78
do British Columbia .....				1,747	38
Commissions paid to Postmasters in Ontario .....		8,886	42	54,847	50
do do Quebec .....		1,056	25		
do do Nova Scotia .....		3,295	74		
do do New Brunswick .....		1,911	79		
do do Prince Edward Island .....		504	67		
do do Manitoba .....		74	09		
do do British Columbia .....		117	34		
Proportion paid the United Kingdom of Commissions received in Ontario on Orders drawn in Ontario on the United Kingdom..		661	33		
Proportion paid the United Kingdom of Commissions received in Quebec on Orders drawn in Quebec on the United Kingdom...		220	44		
Proportion paid the United Kingdom of Commissions received in Nova Scotia on Orders drawn in Nova Scotia on the United Kingdom .....		226	29		
Proportion paid the United Kingdom of Commissions received in New Brunswick on Orders drawn in New Brunswick on the United Kingdom .....		115	30		
Proportion paid the United Kingdom of Commissions received in Prince Edward Island on Orders drawn in Prince Edward Island on the United Kingdom .....		41	24		
Proportion paid the United Kingdom of Commissions received in British Columbia on Orders drawn in British Columbia on the United Kingdom .....		256	36		
Proportion paid the United States of Commissions received in the Dominion of Canada on Orders drawn in Canada on the United States .....		344	28	17,711	54
Net receipts to the credit of the Dominion .....				\$37,135	96

W. F. FORSYTH,  
Assistant Superintendent.

L. S. HUNTINGTON,  
Postmaster-General.

**RECAPITULATION of the Money Order Business, transacted in the several Provinces of the Dominion, during the Years 1875, 1876 and 1877.**

	1875.	1876.	1877.
	\$ cts.	\$ cts.	\$ cts.
Gross amount of Money Order Issues and Payments of Ontario and Quebec.....	8,364,162 03	8,794,367 66	8,838,691 27
Gross amount of Money Order Issues and Payments of Nova Scotia.....	2,693,771 18	2,509,887 61	2,555,343 92
Gross amount of Money Order Issues and Payments of New Brunswick.....	1,762,382 52	1,614,993 40	1,667,726 41
Gross amount of Money Order Issues and Payments of Prince Edward Island.....	106,731 60	256,221 44	234,778 39
Gross amount of Money Order Issues and Payments of Manitoba.....	53,326 97	52,684 41	55,779 80
Gross amount of Money Order Issues and Payments of British Columbia.....	60,452 32	146,766 62	173,766 96
<b>Total amount of Money Order Business transacted</b>	<b>13,040,826 62</b>	<b>13,374,921 14</b>	<b>13,526,086 75</b>
<b>Gross amount of Savings Banks Business.....</b>	<b>3,984,225 04</b>	<b>3,509,461 97</b>	<b>3,046,682 98</b>
<b>Total amount of Business transacted.....</b>	<b>17,025,051 66</b>	<b>16,884,383 11</b>	<b>16,572,769 73</b>

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

**AVERAGE Value of each Order issued in the Dominion during the Years 1876 and 1877.**

	1876.		1877.	
	\$ cts.	£ s. d.	\$ cts.	£ s. d.
Issued in the Dominion payable in the Dominion...	32 35	.....	29 34	.....
do the United Kingdom.....	15 44	3 3 3	14 08	2 17 5
do Newfoundland.....	24 51	5 0 4	25 86	5 5 10
do the United States.....	15 66	.....	16 93	.....

L. S. HUNTINGTON,  
*Postmaster-General.*

W. F. FORSYTH,  
*Assistant Superintendent.*

## REPORT No. 10.

STATEMENT of Dead Letters received at Dead Letter Office, Canada, during the Year ended 30th June, 1877, and of their contents, valuable or otherwise.

TABLE 1.—Showing the number of Letters, of all kinds received, and the disposition made of them.

Dead Letters originating in Canada, or in other Countries, received at Dead Letter Office.	Number of Letters.	The disposition of these Dead Letters, originating either in Canada or other Countries, was as follows:—	Number of Letters.
From England (originating in Canada)	6,933	Returned to England, including those returned to Australia and New Zealand .....	12,431
United States do .....	51,221	Returned to United States .....	49,229
Bermuda do .....	271	Bermuda .....	125
Newfoundland do .....	226	Newfoundland .....	635
West Indies do .....	85	West Indies .....	430
Australia do .....	75	Returned to writers in Canada..	131,485
New Zealand do .....		Less received back unclaimed..	31,515
Post Offices in Canada (originating either in Canada or other Countries).....	*386,006		99,970
Circulars .....	71,490	Postal Cards returned to Washington	7,616
Postal Cards .....	47,177	Letters, Postal Cards and Circulars disposed of in Dead Letter Office.	393,048
Total received .....	563,484	Total disposed of .....	563,484

\*Of this number were Paid Letters..... 288,536

do Unpaid Letters..... 97,470

Total ..... 386,006

do sent to D.L.O. for a Post Office address..... 13,497

do Registered Letters..... 5,888

do Special Record Letters..... 3,929

L. S. HUNTINGTON,  
Postmaster-General

W. H. GRIFFIN,  
Deputy Postmaster-General

REPORT No. 10.—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 undelivered on 30th June, 1876, they being either in hands of Postmasters waiting delivery, or lying unclaimed in D.L.O.	No. of foregoing letters delivered during the year ended 30th June, 1877.	No. of foregoing letters undelivered on 30th June, 1877, and now in D.L.O.	No. of letters received during the year ended 30th June, 1877.	Total.	NATURE OF CONTENTS.	Value of contents of letters received during the year ended 30th June, 1877.	No. of letters delivered of those received during the year ended 30th June, 1877.	No. of letters undelivered on 30th June, 1877, they being either in hands of Postmasters waiting delivery, or lying unclaimed in D.L.O.
861	17	844	3,625	4,469	Money	21,705 56	3,492	977
40	1	39	69	108	Bills of Exchange	32,601 20	66	42
22	.....	22	405	427	Cheques	55,705 14	401	26
19	.....	19	469	488	Drafts	142,459 32	468	20
.....	.....	.....	2	2	Letters of Credit	21,809 97	.....	.....
58	.....	58	325	383	Money Orders (Post Office)	6,432 82	319	64
25	.....	25	75	100	Orders	5,804 49	72	28
.....	.....	.....	3	3	Passage Certificates	77 33	.....	.....
90	4	86	840	926	Promissory Notes	168,759 46	839	87
72	.....	72	521	593	Receipts	54,266 81	513	80
.....	.....	.....	2	2	Coupons	203 39	2	.....
.....	.....	.....	3	3	Debentures	2,692 49	3	.....
.....	.....	.....	15	15	Stock Certificates	71,798 00	15	.....
.....	.....	.....	92	92	Registered Letters sent to Dead Letter Office, London, England	.....	92	.....
.....	.....	.....	101	101	do do do Washington, U.S.	.....	101	.....
.....	.....	.....	8	8	do do do St. John's, Newfoundland	.....	8	.....
59	1	58	119	177	Deeds	.....	118	59
7	.....	7	2	9	Soldiers' Discharges	.....	2	7
2	.....	2	3	5	Sailors' do	.....	2	2
1	.....	1	.....	1	Gold Bracelet and Silver Watch	.....	3	1
3	.....	3	4	7	do Brooches	.....	4	3

1	1	do Chain	1	1
1	1	do Cross	1	1
5	4	do Cuff Buttons	4	4
17	17	do Earrings	3	6
2	33	do Finger Rings	28	22
1	1	do Heart and Gold Anchor	1	1
2	2	do Lockets	2	2
1	1	do Pens	1	1
2	2	do Pins	2	2
3	3	do Shirt-studs	3	3
1	1	do Spectacles	1	1
2	2	do Watches	2	2
1	1	Silver Finger Rings	2	2
2	2	do Spoons	2	2
1	1	do Watch and Chain	1	1
4	4	do Watch Chains	2	2
2	2	do Watches	2	2
4	4	Certificates—Baptism	3	3
56	37	do Character	1	1
2	2	do Death	22	22
1	1	do Good Templars	1	1
15	11	do Marriage	11	4
5	3	do Masonic	3	2
1	1	do Medical	1	1
5	5	do Oddfellows	5	5
6	3	do Orange Lodge	3	3
36	19	do School Teachers	18	18
3	3	do Engineers'	1	1
1	1	do Pensioners	1	1
24	24	Bank Pass-Books	24	24
1	1	Fur Cap	1	1
1	1	Masonic Apron	1	1
1	1	Moccasins	1	1
1	1	Pair of Slippers	1	1
3	3	Pairs of Silk	3	3
12	12	Powers of Attorney	12	12
20	18	Railway Passes	18	2
1	1	Sewing Machine Shuttle	1	1
7	7	Silk Handkerchiefs	7	7
2	2	Steamship Passes	2	2
46	46	Valuable Documents	45	1
2	2	Watch Springs and Works	2	2
1,347	24		3,772	1,497
	1,323		\$584,405 98	
	6,946			8,269

L. S. HUNTINGTON,  
Postmaster-General.

W. H. GRIFFIN,  
Deputy Postmaster-General.

REPORT No. 11.

POST OFFICE SAVINGS BANK, CANADA.—Account of all Deposits received and paid under the authority of the Act 38th Vict., cap. 7, from 1st July, 1876, to 30th June, 1877, and of the Total Amount due to all Depositors at the latter date.

	\$	cts.
1. Balance due Depositors on 30th June, 1876, as already reported .....	2,740,952	59
2. Deposits in Post Office Savings Bank during year. ....	1,521,000	00
3. Interest allowed to Depositors during the year, computed according to the Post Office Act, 1877, Secs. 65, 66 and 67.....	104,067	86
4. Repayments (cash) during year .....		1,525,682 98
5. Amount written off Depositors' Accounts in Post Office Savings Bank, not paid them in cash, but inscribed on their behalf in 5 per cent. Dominion Stock, during year.....		200,400 00
Balance due to Depositors on 30th June, 1877:		
Bearing interest at 4 per cent.....	2,362,131	58
Bearing interest at 5 per cent.....	264,400	00
Outstanding Cheques held by Depositors, and not presented for payment	13,465	89
	\$4,366,020	45

DISPOSAL OF BALANCE.

	\$	cts.
In hands of Receiver General on 30th June, 1876. ....	2,740,952	59
<i>Deduct</i> —Amount of cash received from Receiver General, to meet excess of withdrawals over deposits during year.....	4,682	98
<i>Add</i> —Interest allowed, as above .....	2,736,269	61
	104,067	86
	2,840,337	47
<i>Deduct</i> —Amount which the Receiver General was requested to write off Post Office Savings Bank Account during the year, and to inscribe, on behalf of certain Depositors, in 5 per cent. Dominion Stock .....	200,400	00
Balance due to Depositors on 30th June, 1877, as above, and in hands of Receiver General on that date.....	\$2,639,937	47

*STATEMENT of Expenses incurred from 1st July, 1876, to 30th June, 1877.*

	\$	cts.
Salaries at Central Office .....	10,825	04
Payment for extra labor involved in computing interest and balancing Depositors' Ledger at Central Office in July, 1876.....	473	70
Compensation to Postmasters .....	2,355	13
Printing and binding (per accounts of Queen's Printer).....	2,080	58
Stationery (per accounts from Stationery Office).....	115	85
Miscellaneous, including travelling expenses of Inspectors, &c.....	300	83
Less—Estimated cost (including commissions actually paid to Postmasters, \$501.00) of receiving from depositors and paying over to the Receiver General, on their behalf, for inscription in 5 per cent. Dominion Stock, the sum of \$200,400.00 .....	16,151	13
Leaving, as cost of maintaining the Post Office Savings Bank during the year, the sum of .....	1,002	00
	\$15,149	13

L. S. HUNTINGTON,  
*Postmaster-General.*

J. C. STEWART,  
*Superintendent, Savings Bank Branch.*



---

# ANNUAL REPORT

OF THE

# MINISTER OF PUBLIC WORKS,

FOR THE

FISCAL YEAR 1ST JULY, 1876 TO 30TH JUNE,

# 1877

ON THE WORKS UNDER HIS CONTROL

---

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE ACT THIRTY-FIRST  
VICTORIA, CHAPTER TWELVE, SECTION NINETEEN.

---

*PRINTED BY ORDER OF THE HOUSE OF COMMONS.*

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OTTAWA :

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.

1878.



## CONTENTS OF REPORT.

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	PAGE
INTRODUCTION .....	5
PUBLIC WORKS OF THE DOMINION.....	6
ROUTES OF NAVIGATION .....	6
<b>RIVER ST. LAWRENCE AND LAKES :—</b>	
Descriptive Remarks .....	6
Lachine Canal .....	6
“     “     New works.....	7
“     “     Dimensions of new lock.....	7
“     “     Depth of navigation.....	7
Beauharnois Canal.....	9
Cornwall Canal.....	10
“     “     New works.....	10
Williamsburgh Canals....	11
{ Farran's Point Canal.....	11
{ Rapid Plat Canal.....	11
{ Galops Canal.....	12
Welland Canal, main line from Lake Ontario to Lake Erie.....	12
“     “     River Welland branches.....	13
“     “     Grand River Feeder .....	13
“     “     Port Maitland branch.....	13
“     “     Distances on Canal.....	13
“     “     New works.....	14
“     “     Dimensions of new lock .....	14
“     “     Depth of navigation.....	14
Burlington Bay Canal.....	19
<b>MONTREAL, OTTAWA AND KINGSTON :—</b>	
Descriptive Remarks.....	20
Table of distances.....	20
St. Anne's Lock.....	21
Carillon Canal.....	21
Chute à Blondeau Canal.....	22
“     “     New works .....	22
Grenville Canal.....	23
“     “     New works.....	23
Culbute Canal.....	24
Rideau Navigation.....	24
“     Table of Distances.....	25
“     Sources of Supply .....	26
“     Work executed.....	26
Table of Dimensions of Locks, Montreal to Kingston.....	27

	PAGE
<b>RICHELIEU AND LAKE CHAMPLAIN :—</b>	
Descriptive Remarks .....	27
Table of distances.....	27
St. Ours' Lock and Dam.....	28
Chambly Canal.....	28
River Richelieu Works .....	28
Table shewing sizes of the smallest locks, Richelieu and Lake Champlain....	29
<b>ST. PETER'S CANAL .....</b>	<b>29</b>
<b>WORKS ON NAVIGABLE RIVERS :—</b>	
List of Dominion Rivers .....	30
Harbor of Quebec, Graving Dock.....	30
Removal of anchors and chains, Harbor of Quebec.....	31
Deepening channel of River St. Lawrence, between Quebec and Montreal....	31
Chain Tug Service.....	31
Neebish Rapids.....	31
<b>HARBOURS AND PIERS :—</b>	
<b>ATLANTIC COAST:</b>	
Saint John.....	32
River Salmon.....	32
River St. John.....	32
Chipman Brook.....	32
Yarmouth.....	32
Lunenburg .....	32
Liverpool .....	32
Musquodoboit.....	32
L'Ardoise.....	32
Cow Bay.....	32
Lingan Beach.....	33
Ingonish .....	33
Cheticamp .....	33
Mabou.....	33
Port Hood.....	33
Big Tracadie.....	33
Harbor au Bouché.....	33
Pictou.....	33
Richibucto .....	33
River Miramichi.....	33
Shippegan.....	34
Grande Anse.....	34
Colville Bay.....	34
New London.....	34
Tignish.....	34
Surveys.....	34
<b>RIVER ST. LAWRENCE:</b>	
Matane.....	34
River Blanche.....	34
Trois Pistoles.....	34

	PAGE
River du Loup.....	34
River Ouelle.....	35
St. Jean Port Joli.....	35
L'Islet.....	35
Berthier ( <i>En bas</i> ).....	35
<b>BAY OF QUINTE :</b>	
Belleville.....	35
Trenton .....	35.
<b>LAKE ONTARIO :</b>	
Cobourg.....	35
Port Hope.....	36
Newcastle.....	36
Toronto.....	36
Oakville.....	36
<b>LAKE ERIE :</b>	
Port Burwell.....	36
Port Stanley.....	36
Rondeau. ....	36
<b>LAKE ST. CLAIR :</b>	
River Sydenham, North Branch.....	36
<b>LAKE HURON :</b>	
Bayfield.....	37
Goderich.....	37
Kincardine.....	37
Chantry Island.....	37
<b>GEORGIAN BAY :</b>	
Owen Sound.....	38
Keppel Pier, Colpoys' Bay.....	38
Parry Sound.....	38
<b>LAKE SUPERIOR :</b>	
Prince Arthur's Landing, Thunder Bay.....	38
River Kaministiquia. ....	38
<b>DREDGES, PROPERTY OF THE DEPARTMENT.....</b>	<b>38</b>
<b>SLIDES AND BOOMS :—</b>	
General Remarks.....	39
<b>RIVER SAGUENAY.....</b>	<b>39</b>
<b>RIVER ST. MAURICE :</b>	
Slide Stations and Distances from Three Rivers .....	39
Booms at Mouth.....	40
Shawenigan .....	40
Grand More .....	40
La Tuque .....	40
Iroquois Falls.....	40

	PAGE
<b>THE OTTAWA DISTRICT :</b>	
General Remarks.....	40
Table of Distances on River Ottawa from St. Anne's Lock.....	40
<b>RIVER OTTAWA AND TRIBUTARIES :</b>	
List of Slide and Boom Stations.....	41
River Gatineau .....	43
River Madawaska .....	43
River Coulonge .....	44
Black River .....	44
River Petewawa .....	44
River du Moine.....	45
<b>RIVER TRENT AND NEWCASTLE DISTRICT .....</b>	
Description.....	46
Stations and Distances .....	47
<b>DESCRIPTION OF WORKS :</b>	
Chisholm's Rapids .....	47
Percy Landing.....	47
Campbellford .....	47
Middle Falls.....	47
Crow Bay.....	47
Heeley's Falls .....	47
Cook's Rapids, Hastings .....	48
Whitlaw's Rapids.....	48
Little Lake.....	48
Buckhorn Rapids .....	48
Bobcaygeon .....	48
Fenelon Falls .....	48
Lindsay.....	48
<b>DIMENSIONS OF LOCKS.....</b>	<b>48</b>
<b>WORKS TRANSFERRED TO COMMITTEE OF LUMBERERS.....</b>	<b>48</b>
<b>WORKS EXECUTED :</b>	
Fenelon Channel.....	48
Bobcaygeon .....	49
Buckhorn .....	49
Little Lake.....	49
Whitlaw's Rapids .....	49
Hastings.....	49
<b>LANDS AND LEASES .....</b>	<b>49</b>
<b>ARBITRATIONS .....</b>	<b>49</b>
<b>PUBLIC BUILDINGS :—</b>	
<b>HALIFAX—</b> Dominion Building.....	<b>50</b>
Quarantine Station.....	<b>50</b>
<b>PICOU—</b> Custom House.....	<b>50</b>

	PAGE
SYDNEY, CAPE BRETON—Marine Hospital .....	50
DORCHESTER—Penitentiary.....	50
NEWCASTLE, N.B.—Custom House .....	50
CHARLOTTETOWN, P.E.I.—Dominion Building.....	50
QUARANTINE STATION, GROSSE ISLE .....	50
QUEBEC—Post Office and office of Inspector of Gas .....	51
QUEBEC AND LEVIS—Fortifications.....	51
THREE RIVERS—Custom House .....	51
MONTREAL—Examining Warehouse .....	51
St. Helen's Island.....	51
Custom House .....	51
Inland Revenue.....	51
ST. VINCENT DE PAUL PENITENTIARY.....	51
ST. JOHN'S ON THE RICHELIEU—Post Office, Custom House and Canal Office .....	51
OTTAWA—Houses of Parliament and Departmental Buildings.....	52
Post Office, Custom House and Inland Revenue Office .....	52
Rideau Hall.....	52
KINGSTON—Fortifications .....	52
Military College.....	52
Immigrant Buildings .....	52
TORONTO—Examining Warehouse.....	52
Custom House.....	52
Post Office.....	53
Immigrant Station.....	53
Magazine (Old and New Fort).....	53
GUELPH—Post Office, Custom House and Inland Revenue Office.....	53
LONDON—Custom House.....	53
Military Grounds.....	53
Post Office .....	53
WINNIPEG—Custom House, Post Office, Lands and Revenue Office.....	53
Fort Osborne Barracks.....	53
Penitentiary, Stony Mountain.....	53
Mounted Police Station, River Battle.....	53
BATTLEFORD, NORTH WEST TERRITORIES—Public Buildings.....	54
WESTMINSTER—Penitentiary.....	54
Public Buildings, British Columbia.....	54
ROCKWOOD ASYLUM.....	54

	PAGE
<b>RAILWAYS :—</b>	
<b>INTERCOLONIAL RAILWAY :</b>	
Distances .....	55
Total Expenditure.....	55
Expenditure during Fiscal Year, chargeable to Capital Account.....	55
Gross Earnings.....	56
Working Expenses .....	56
Halifax Extension.....	56
Deep Water Wharf, Saint John.....	56
Snow Sheds and Fences.....	56
Rimouski Pier.....	56
Stewiacke Branch.....	56
Condition of Line.....	56
Loan of Old Rails.....	56
Ocean Steamers.....	56
Quickest Time.....	56
Cost per train mile.....	57
Average cost of working per mile .....	57
Casualties .....	57
<b>PRINCE EDWARD ISLAND RAILWAY :</b>	
Distances .....	57
Capital Account.....	57
Gross Receipts during year.....	57
Increase on last year.....	57
Working Expenses .....	57
Passenger Traffic.....	57
Freight do .....	57
Steamer "Northern Light" .....	57
Works Executed .....	57
Snow Fencing .....	58
Condition of Line .....	58
Cost of working a train per mile.....	58
Casualties .....	58
<b>PACIFIC RAILWAY.....</b>	<b>58</b>
<b>NORTH-WESTERN COMMUNICATION.....</b>	<b>58</b>
<b>FORT FRANCES CANAL.....</b>	<b>58</b>
<b>BRITISH COLUMBIA :—</b>	
Telegraph Station and Distances.....	59
Beaver Rock, Victoria Harbor .....	60



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**REPORT**

OF THE

**MINISTER OF PUBLIC WORKS,**

FOR THE

**FISCAL YEAR ENDED 30<sup>TH</sup> JUNE, 1877.**

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*To His Excellency the Right Honorable Sir Frederic Temple, Earl of Dufferin, Viscount and Baron Clandeboye of Clandeboye, in the County Down, in the Peerage of the United Kingdom, Baron Dufferin and Clandeboye, of Ballyleidy and Killeleagh, in the County Down, in the Peerage of Ireland, and a Baronet, Knight of The Most Illustrious Order of Saint Patrick, and Knight Commander of the Most Honorable Order of the Bath, Governor General of Canada, and Vice Admiral of the same :*

**MAY IT PLEASE YOUR EXCELLENCY :**

I have the honor to submit the Annual Report of the Department of Public Works, for the year 1876-7, in accordance with the Statute.

**A. MACKENZIE,**

*Minister of Public Works.*

**DEPARTMENT OF PUBLIC WORKS,**

Ottawa.

31st December, 1877.



## REPORT.

1876-1877.

To the Honorable

ALEXANDER MACKENZIE,

&amp;c., &amp;c., &amp;c.,

Minister of Public Works.

Sir,

I have the honor herewith to lay before you the Annual Report of the Department compiled in conformity with your instructions.

The report sets forth the transactions and general expenditure with the cost of maintenance of the various Public Works during the fiscal year ended 30th June 1877.

Appendix No. 1, pages 3-6, shews this expenditure in detail.

The Annual Reports of Superintendents, with general and special Reports from the Departmental Engineers, are given in the Appendices.

The works under the control of the Department are as follows:—

THE CANALS.

WORKS ON NAVIGABLE RIVERS.

HARBORS AND PIERS.

SLIDES AND BOOMS.

PUBLIC BUILDINGS.

GOVERNMENT RAILWAYS.

## CANALS.

The Canals of the Dominion have been constructed on the following routes of inland navigation:—

1. The River St. Lawrence and Lakes.
2. The Ottawa, to the City of Ottawa.
3. The Rideau navigation from Ottawa to Kingston.
4. The River Richelieu to Lake Champlain.
5. St. Peter's Canal, Cape Breton, Nova Scotia.

## RIVER ST. LAWRENCE AND LAKES.

This navigation extends from the Straits of Belle-Ile, by the River St. Lawrence through Lakes Ontario, Erie, St. Clair and Huron to Duluth, at the head of Lake Superior, a distance of 2,384 statute miles.

Lake Superior is about 600 feet above the highest tidal flow of the St. Lawrence, at Three Rivers.

The canals on the route are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapid Plat, Galops and Welland. Their total length is 70.83 miles; total lockage, 536½ feet; number of locks, 54.

The St. Mary Canal is situated on the United States side of the channel, and was constructed under that Government to avoid the St. Mary Rapid. It connects Lakes Huron and Superior. It is 1.07 miles long, and has 18 feet lockage, with a depth of water on sills of 12 feet.

A new lock is, however, in course of construction which will have 16 feet on the sills at the lowest range of Lake Superior.

A statement of distances, and sections of navigation, from the Straits of Belle-Ile to Duluth, at the head of Lake Superior, are appended. (Appendix 2, page 7, table A.)

## LACHINE CANAL.

Length of Canal.....	8½ statute miles.
Number of locks.....	5
Dimensions of locks.....	200 feet by 45 feet.
Total rise of lockage.....	44¾ feet,
Depth of water on sills {	at two locks..... 16 "
{	at three locks..... 9 "
Breadth of canal at bottom.....	80 "
Breadth of canal at water surface.....	120 "

This canal extends from the City of Montreal to the Village of Lachine, overcoming the St. Louis Rapids, the first series of rapids which bar the ascent of the River St. Lawrence. They are 986 miles distant from the Straits Belle-Ile.

This canal was closed on the 2nd December, 1876, and opened on the 7th May, 1877.

The navigation was interrupted for 24 hours on 11th June owing to a leak in the weir at Basin No. 2. The water was drawn off on five occasions in May and June for the purpose of repairing leaks in the upper sections.

The supporting piers of the Lachine booms have been repaired and a stop gate built at Lock No. 5.

The superstructure to the weir bridge, Basin No. 2, and the supply weir, Lachine were rebuilt.

The superstructure of pier below Lock No. 5 renewed.

The walls at Locks Nos. 1 and 2 and of the weirs at Basin No. 2 were pointed. Concrete was placed under the flume in Basin No. 2. The flooring of the tail race below weir at Lock No. 4 sheeted with plank.

Gates in Locks Nos. 3 and 4 were provided with suspension gear.

The wharves and bridges have been generally repaired and new snubbing posts placed. (Appendix 3, page 9.)

#### NEW WORKS.

The locks on the enlarged canal will be 270 feet between gate quoins and 45 feet wide at bottom.

There are two locks between the Harbor of Montreal and Wellington Bridge; lock one at the harbor entrance, and lock two at the Mill Street crossing. These locks will have a depth of 18 feet on the sills and the Canal with its basins between these two points will have a depth of 19 feet. The remaining three locks located at St. Gabriel, Côte St. Paul, and Lachine will have a depth of 14 feet on the sills. All permanent structures in this distance have their foundations so placed that the prism of the canal may be eventually deepened to 15 feet without disturbing them, should the additional two feet in depth be held desirable.

The two lower locks will be connected by a basin 540 feet long with an average width of 260 feet. The basin known as No. 2 Basin will be enlarged at its south west end. Wellington Basin communicates with Basin No. 2 and extends to St. Etienne Street, Point St. Charles. It is 1,210 feet long and 225 feet wide. A second basin is projected of the same length and depth and 250 feet wide, parallel to it.

---

From below Wellington Bridge to Côte St. Paul Lock, the new canal will have an average width of 200 feet, and from that lock to Lachine the average width will be 150 feet.

The new locks are located adjoining the old locks as independent structures, and hereafter the canal will be navigable through the double range of locks with double entrances at Montreal and at Lachine.

The work is divided into eleven sections, as follows :

Sections 1 and 2 include two locks with intervening basin, the construction of Wellington Basin and enlargement and deepening of Basin No. 2.

Contractors, Messrs. James Worthington & Co.

At the close of the fiscal year most of the masonry was laid and the work is now being carried on.

The walls in Basin No. 1 are nearly completed, with the connections with Lock No. 1. The lock walls of No. 2 are nearly finished.

The walls for submerged gate and bridge abutments are well advanced.

The excavation in Basin No. 2 will be completed during the season of 1877.

Wellington Basin is completed with the exception of some coping to the walls.

Section 3.—From below Wellington Bridge to a short distance above St. Gabriel Lock; distance 4,200 feet. Contractors, Messrs McNamee, Gaherty and Fréchette.

Most of the excavation capable of being taken out by dredging has been done. Much of the dock wall with the south abutment of the new Wellington Bridge have been completed. The old St. Gabriel Lock has been rebuilt with a new wing wall between the old and new locks. The abutments and centre pier for the fixed bridge above the new weir have been erected.

Section 4.—From above Saint Gabriel Lock to above railway bridge; distance, 3,800 feet. Contractors, Messrs. Whitney and Doty.

The excavation has been for the most part taken out and the slope wall constructed. Brewster's Road Bridge is completed. Steps are being taken to rebuild the Grand Trunk Bridge.

Section 5.—From above railway bridge to below St. Paul's Lock; distance, 4,200 feet. Contractor, Mr. Alphonse Charlebois.

This section consists of excavation and side walls, with the River St. Pierre syphon culvert.

Satisfactory progress has been made with the work.

Sections 6 and 7.—From below St. Paul's Lock a distance of 10,000 feet.

Contractors, Messrs. Wm. Davis and Sons.



These sections include rebuilding Côte St. Paul Lock, which was finished by the opening of the navigation. The excavation has been satisfactorily carried on. The excavation of the new lock pit is almost completed.

The north abutment of Côte St. Paul Bridge has been built.

Section 8.—From the end of Section 7 a length of 7,500 feet.

Contractors, Messrs. O'Brien, Sullivan and Co.

This work consists of excavation and slope walls. The progress made last season was not perfectly satisfactory. During the winter months, the excavation was continued and slope walls commenced.

Section 9.—From the end of Section 8 to below guard lock; length, 6,000 feet. Contractors, Messrs. John Lyons and Co.

Good progress was made in the removal of the rock and the construction of dry walls.

Section 10.—From below guard lock to river entrance; length, 1,400 feet. Contractors, Messrs. Rodgers, Kelly and Co.

The earth excavation is complete and the rock excavation in the lock pit nearly finished.

Section 11.—Forming river entrance and harbor at Lachine; length, 6,200 feet. Contractors, Messrs. William Davis and Sons.

1060 feet of crib work of the inner face of entrance pier has been sunk, and of the outer side 600 feet have been placed in position. (Appendix 3, pages 10—16.)

#### BEAUHARNOIS CANAL.

Length of canal.....	11½ statute miles
Number of locks.....	9
Dimensions of locks.....	200 feet by 45 feet.
Total rise of lockage.....	82½ feet.
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	80 “
Breadth of canal at water surface.....	120 “

This canal commences on the south side of the St. Lawrence, 15½ miles from the head of the Lachine Canal. It connects Lakes St. Louis and St. Francis, and avoids the three rapids known respectively as the “Cascades,” “Cedars” and “Coteau.”

This canal closed on the 29th November, 1876, and opened on the 5th May, 1877.

The lock gates have generally been repaired and some spare gates placed in reserve, and an additional number is reported as now required.

It has been necessary to place concrete under the platform of the lower mitre sills at locks Nos. 12 and 13, and the walls of Locks Nos. 6, 7, 8, 9 and 13 have been partially rebuilt.

The sluice gates have been repaired; the swing bridges, weir bridges and the farm bridges have been placed in order.

The dwelling houses have been kept in good condition, and a new shed and a small store house have been constructed.

The dyke at Hungry Bay has been raised.

The banks and slope walls of the Canal have been maintained, and the raceways and culverts have been cleaned. (Appendix 3, pages 16 and 17.)

#### CORNWALL CANAL.

Length of canal.....	11½ statute miles.
Number of locks.....	7
Dimensions of locks.....	200 feet by 55 feet.
Total rise of lockage.....	48 feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	150 "

From the head of the Beauharnois to the foot of the Cornwall Canal, there is a navigable reach through Lake St. Francis of 32½ miles.

The Cornwall Canal surmounts the Long Sault Rapids.

The canal was closed from the 8th December 1876 to the 26th May 1877.

The navigation has been uninterrupted.

The gates, weirs and bridges have been repaired; the slope walls raised; ditches and drains cleaned out. (Appendix 4, page 31.)

#### NEW WORKS.

The work for the new enlargement placed under contract consists of the construction of two locks with regulating weir, and the formation of a new lower entrance. Contractors, Messrs. Gordon, Woodward and Chamberlin.

The entrance channel will be south of the present line, and the centre line of the new locks 300 feet from the present centre line. The water level of the Cornwall reach, between Locks Nos. 17 and 18, will be raised two feet, the descent to the level of the St. Lawrence being by the two locks under construction. Entrance piers will be likewise made.

The work performed consists of excavation, embankment and stone revetment wall. Timber and stone for the locks have been delivered and much of the stone cut, but the foundations have not been commenced. The supply weirs will be completed by the autumn of 1877.

---

### WILLIAMSBURGH CANALS.

The Farran's Point, Rapid Plat and Galops Canals are collectively known as the Williamsburgh Canals.

---

### FARRAN'S POINT CANAL.

Length of canal.....	$\frac{3}{4}$ mile.
Number of locks.....	1 "
Dimensions of lock.....	200 feet by 45 feet.
Total rise of lockage.....	4 feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	50 "
<b>Breadth of canal at water surface.....</b>	<b>90 "</b>

From the head of the Cornwall Canal to the foot of Farran's Point Canal, the distance on the St. Lawrence is 5 miles. This canal enables vessels ascending the river to avoid the Farran's Point Rapids. Descending vessels run the rapids with ease and safety.

It was closed 5th December, 1876 ; opened 1st May, 1877.

The navigation was uninterrupted.

The lock gates have been repaired and the stone protection to banks completed. (Appendix 5, page 32.)

---

### RAPID PLAT CANAL.

Length of canal.....	4 miles.
Number of locks.....	2
Dimensions of locks.....	200 feet by 45 feet.
Total rise of lockage.....	11 $\frac{1}{2}$ feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal at surface of water.....	90 "

From the head of Farran's Point Canal to the foot of Rapid Plat Canal, there is a navigable stretch of  $10\frac{1}{2}$  miles. This canal is taken by ascending vessels to avoid the Rapid Plat Rapids. Descending vessels run the rapids safely.

Closed 5th December, 1876 ; opened 1st May, 1877.

The navigation has been uninterrupted.

Some repairs have been made to the locks and gates, and the stone walls have been maintained. (Appendix 5, page 32.)

GALOPS CANAL.

Length of canal.....	7 $\frac{5}{8}$ miles.
Number of locks.....	3
Dimensions of locks.....	200 feet by 45 feet.
Total rise of lockage.....	15 $\frac{3}{4}$ "
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal at surface of water.....	90 "

From the head of Rapid Plat Canal to the foot of the Galops Canal, the St. Lawrence is navigable for  $4\frac{1}{2}$  miles. This canal overcomes the rapids at Point aux Iroquois, Point Cardinal, and the Galops.

Closed 5th December, 1876 ; opened 1st May, 1877.

The navigation has been uninterrupted.

The gates have been repaired and the pier at the foot of Point aux Iroquois has been rebuilt. (Appendix 5, page 32.)

WELLAND CANAL.

This Canal connects Lakes Ontario and Erie. Its summit level, 8 feet above Lake Erie, is supplied from the Grand River by a navigable feeder. There is a descending branch from the feeder to Port Maitland, Lake Erie, and also descending branches at the River Welland.

MAIN LINE FROM LAKE ONTARIO TO LAKE ERIE.

Length of canal.....	27 miles and 1,099 feet.															
Pairs of guard gates.....	3															
Number of lift-locks.....	27															
Dimensions of locks.....	<table border="0" style="display: inline-table; vertical-align: middle;"> <tr> <td rowspan="3" style="font-size: 3em; vertical-align: middle;">}</td> <td colspan="4">2 locks of 200 feet by 45 feet.</td> </tr> <tr> <td>24</td> <td>"</td> <td>150</td> <td>"</td> <td>26<math>\frac{1}{2}</math> "</td> </tr> <tr> <td>1</td> <td>"</td> <td>230</td> <td>"</td> <td>45 "</td> </tr> </table>	}	2 locks of 200 feet by 45 feet.				24	"	150	"	26 $\frac{1}{2}$ "	1	"	230	"	45 "
}	2 locks of 200 feet by 45 feet.															
	24		"	150	"	26 $\frac{1}{2}$ "										
	1	"	230	"	45 "											
Total rise of lockage.....	330 feet.															
Depth of water on sills.....	10 $\frac{1}{4}$ "															

RIVER WELLAND BRANCHES.

Length of canal:—Port Robinson Cut to River Welland.	2,622 feet.
“ From Welland Canal to River Welland, <i>via</i> lock at Aqueduct.....	300 “
“ Chippawa Cut to River Niagara.....	1,020 “
Number of locks:—One at Aqueduct and one at Port Robinson.....	2
Dimensions of locks.....	150 by 26½ feet.
Total lockage from Welland Canal down to River Welland.....	17 feet.
Depth of water on sills.....	9 ft. 10 in.

GRAND RIVER FEEDER.

Length of canal.....	21 miles.
Number of locks.....	2
Dimensions of locks.....	{ 1 of 150 by 26½ feet. 1 of 200 by 45 “
Total rise of lockage.....	7 to 8 feet.
Depth of water on sills.....	10¼ feet.

PORT MAITLAND BRANCH.

Length of canal.....	1¼ miles.
Number of locks.....	1
Dimensions of lock.....	185 by 45 feet.
Total rise of lockage.....	8½ feet.
Depth of water on sills.....	11 “

The breadth of the main line of this canal, at present, varies as follows:—

Section.	Distance.	Breadth at bottom.	Breadth at surface.
	Miles.	Feet.	Feet.
Dalhousie to Thorold.....	9½	70	110
Thorold to Allanburgh.....	3½	26	66
Allanburgh to Ramey's Bend.....	12½	50	90
Ramey's Bend to Port Colborne.....	1¼	58	58
Port Colborne to outer end of West Pier.....	¾	90	.....
Port Robinson to Chippawa, River Welland.....	8½	.....	200
Dunville navigable feeder.....	21	26	60 to 70
Port Maitland Branch.....	1¼	45	85

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It was closed 15th December, 1876; opened 17th April, 1877.

There was one interruption to navigation of 27 hours by the head gates of Lock No. 21 being carried away on 18th June.

The water supply has been good during the year.

The sum of \$355.11 has been collected in fines during the year.

Sixteen new gates have been placed in reserve.

Repairs to gates have been made at Lock No. 1.

The waste weirs at Locks Nos. 1 and 19, and the third waste weir have been repaired.

The swing bridges at St. Catharines, at Weaver's Point, at Locks Nos. 5, 7, 15 and 24, and at Marshville have been placed in repair.

Repairs have been executed to the buildings at Lock No. 2; to watchhouse Lock No. 3; to the Lock Tenders' houses at Locks Nos. 4, 6, 10, 11, 17, 20 and 24; to the houses at Locks Nos. 12 and 14; and additions have also been made at Lock No. 19.

The tow path at Lock No. 4 has been placed in good condition.

The floats at Locks Nos. 4, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 17, and those from Ramey's Bend to Port Colborne were repaired.

Repairs to the Stationary Bridges at Locks Nos. 5 and 11 were executed.

New bridges have been built at Lock No. 11; over weir at Lock No. 34, and over the upper waste weir.

Stone walls were built at Locks Nos. 16, 18 and 19.

Two new gates were put in at Lock No. 21.

The bank at Lock No. 26 was repaired on account of damages from water.

The west pier at Port Colborne has been partially renewed.

The Dunnville Guard Lock has been renewed.

The canal generally is in a good state of repair. (Appendix 6, pages 33-36.)

#### NEW WORKS.

The scheme of the new work is the ultimate establishment of a navigation with locks 270 feet long, 45 feet wide with 14 feet depth on the sills, the Canal having a width of 100 feet at bottom with a depth of 15 feet, the water supply to be obtained from Lake Erie.

For the present, the depth of the Canal between the locks is 13 feet. The locks which can hereafter be raised with moderate expense are at present constructed with 12 feet on the sills.

The entrance and other locks not coming within this category are constructed with a depth of 14 feet.

The present line of canal is 27½ miles; the new line of canal will be 26¾ miles.

The present entrance Port Dalhousie has been retained as the outlet, that Harbor being easy of access, and affording good shelter to vessels, and being unobstructed by reefs and shoals. Moreover it is open throughout the winter except in extreme weather.

An entirely new line of location has been followed from Port Dalhousie to Allanburgh, a distance of  $11\frac{3}{4}$  miles. From Allanburgh upwards, the old canal is being widened and deepened.

The difference of level between Lakes Ontario and Erie, can only be generally stated, as the influence causing the variation in the height of water is not identical in character and in time on the two Lakes. The mean has been determined as  $326\frac{1}{2}$  feet. This height is overcome on the present canal by 25 locks. On the enlarged canal there will be 24 locks.

The new entrance lock at Port Dalhousie is on the eastern bank of the creek.

Lock No. 2 is situated at the mouth of May's Ravine, and this and the succeeding Locks Nos. 3, 4 and 5 constitute a group by which the level of the lower plateau is attained. The interval between the locks is about 1,200 feet.

The distance from Lock No. 5 to Lock No. 6 is about 4,000 feet. Locks Nos. 6 and 7 are about 1,000 feet apart.

Locks Nos. 8 and 9 are near the crossing of the Queenston Road at the St Catharine's Cemetery.

All the locks up to No. 9 have 14 feet lift.

From Lock No. 4, to Lock No. 11 there is a continuous straight line 4.4 miles in length. Between Locks Nos. 11 and 12 the canal deflects 20 degrees to the west. The succeeding Locks Nos. 12, 13, 14, 15 and 16 are on the same straight line, which is about 4,500 feet in length. After Lock No. 11, the intervals between the locks have been determined so as to admit two of the largest vessels on the route passing with ease.

The rise from Lock No. 11 to Lock No. 24 which takes place in a distance of 14,100 feet, is 196 feet.

The location follows the Niagara escarpment to the ravine behind Thorold and is taken through the dividing ridge to Beaver-dam valley.

Between the locks where practicable, extensive reserve basins communicating with each other by weirs, are in course of construction.

The work has been divided into 36 sections, 27 of which are under contract.

The sections unlet on the 30th June, 1877, nine in number are, Nos. 17, 18, 19, 20, 27, 28, 33, 34 and 35. They will be placed under contract during the autumn of 1877.

These sections embrace the following works:—

*Sections 17 and 18.* 7,265 feet in length between Thorold and Allanburg, include the formation of canal, the construction of a lift-lock, building abutments and piers for two road bridges, the pier and abutments for a bridge to carry the line of the Welland Railway, the works connected with a set of guard gates, two arched culverts, a regulating weir and raceway, towing path and bridges.

*Sections 19 and 20,* one mile and a quarter in length, between Thorold and Allanburg, include the enlargement of the canal with the formation of two arched culverts, the construction of abutments and piers for a swing bridge at the road crossing, building a retaining wall, the extension of the north wings of the guard lock to form the abutments for a swing bridge and the construction of a supply weir.

*Section 27.* About 5,600 feet in length, includes the enlargement of the canal in the Town of Welland, the construction of an aqueduct over the River Welland, repairing the greater part of the present lift-lock, removing the abutments of road bridge.

*Section 28,* in the aggregate about 4,950 feet in length, embraces the widening and deepening of the canal and the construction of piers and abutments for a swing bridge, and the removal of the present swing bridge.

*Section 33,* includes the widening and deepening of the channel for a distance of one mile, the building of side walls and works for drainage. The removal of material on the southern part of section 32, together with the construction of an inverted syphon culvert for the waters of Lyon's Creek.

*Section 34* extends for a distance of nearly one mile, and includes the widening and deepening of the canal, the construction of abutments and piers for a road bridge, building side walls, cutting back ditches and grading towing path.

*Section 35.* About 2350 feet in length, includes the widening and deepening of the present canal, constructing a new entrance lock with extended wings to form bridge piers and abutments, cutting a raceway and building a weir, constructing road bridges and grading towing path and roads.

The following list sets forth the descriptions of the several sections of the work under contract, and the name of the contractor to whom each section has been assigned.

*Section 1,* includes the works for the extension of Port Dalhousie Harbor and for the enlargement of the present waste-weir and the construction of Lock No. 1.

Contractor, Mr. Patrick Larkin.

*Section 2.* About 2,700 feet in length, between Port Dalhousie and St. Catharines through May's Ravine, including the construction of Locks Nos. 2 and 3.

Contractors, Messrs. Denison, Belden & Co.



*Section 3.* 2,500 feet long, includes formation of Canal locks Nos. 4 and 5, two regulating weirs, two towing path bridges and supply race.

Contractors, Messrs. Denison, Belden & Co.

*Section 4,* embraces 3,250 feet formation of canal, the work for the new line of Welland Railway for a distance of 5,944 feet, and the construction of piers and abutments for two swing bridges for the railway and for the road leading to St. Catharines.

Contractors, Messrs. Blake, Bros. & Campbell.

*Section 5.* 3,200 feet in length: includes construction of Locks Nos. 6 and 7, two regulating weirs, and two towing path bridges.

Contractor, Mr. Alexander Manning.

*Section 6,*—includes 7,000 feet formation of canal, the construction of piers and abutments for swing bridge, Niagara street, St. Catharines, and the abutments and pier for a towing path bridge.

Contractor, Mr. Patrick Shannon.

*Section 7,* extends a distance of 3,075 feet; it includes Locks Nos. 8 and 9, two regulating weirs, two towing-path bridges, and the abutments and piers for swing bridge for road between St. Catharines and Queenston.

Contractors, Messrs. Higgins and Sullivan.

*Sections 8 and 9,* included in one contract, embrace the formation of canal for 6,338 feet, the construction of three locks, Nos. 10, 11, 12, three regulating weirs, four bridges over the openings, between the side basins, and reaches, the construction of abutments and piers for a public road bridge, and a culvert to pass the waters of Ten Mile Creek.

Contractors, Messrs. Cairns, Morse, Hart & Co.

*Section 10.*—2,107 feet long includes construction of Locks Nos. 13 and 14, two regulating weirs, the piers and abutments for the towing-path bridges, forming basins on west side, and grading approaches to bridge seat formed by the extension of the lower wings of Lock No. 13.

Contractors, Messrs. John Ginty & Co.

*Section 11,* extends 2,250 feet, and includes the construction of two locks, Nos. 15 and 16, a regulating weir, two or more towing path bridges and a culvert under the canal for a public road.

Contractor Mr. Paul Ross.

*Section 12,* extends 2,115 feet and includes the channel and basins on the North-Western side, the construction of two locks, Nos. 17 and 18, two regulating weirs and two towing path bridges. It also includes the work for the diversion of the Great Western Railway, including a tunnel under the canal.

Contractors, Messrs. Lobb, Dawson & Murray.

*Section 13.*—2,000 feet in length includes the construction of two locks, Nos. 19 and 20, two regulating weirs, two towing-path bridges, and the formation of basins on the north side of the canal.

Contractors, Messrs. Ginty and Dickey.

*Section 14.*—1,775 feet long includes construction of locks Nos. 21 and 22, two regulating weirs, and three towing path bridges, and the formation of channels and basins on the north side of canal.

Contractor, Mr. John Brown.

*Section 15.*—2,050 feet in length to the east of the town of Thorold, includes the formation of the canal, cutting a supply race, forming a new water course for the creek, and the excavation necessary to move the track of the Welland Railway to the westward, the construction of two locks, Nos. 23 and 24, two weirs, piers and abutments for a road bridge with retaining walls.

Contractor, Mr. John Brown.

*Section 16.*—3,500 feet long, consists chiefly of clay and rock excavation and the construction of a syphon culvert for Ten Mile Creek, with slope and retaining walls.

Contractor, Mr. John Brown.

*Sections 21 and 22.*—One and nine-tenths miles in length, between Allanburgh and Port Robinson and known as the "Deep Cut." They include lowering of the bottom, to three feet below the level of the mitre sill of Port Colborne Lock and an increase of width chiefly on the west side.

Contractors, 1. Messrs. R. Mitchell & Co.

" 2. Mr. John Brown.

*Section 23.*—About one mile in length includes deepening and widening canal and placing a set of guard gates near the north end of the section.

Contractor, Mr. John Carroll.

*Section 24.*—One mile in length, consists chiefly in widening and deepening canal.

Contractor, Mr. Charles F. Dunbar.

*Section 25,* embraces widening and deepening canal, &c., for one mile, the construction of piers and abutments of a new bridge for the Quaker Road.

Contractors, Messrs. Ferguson, Mitchell & Symmes.

*Section 26,* consists principally in widening and deepening the canal for a mile.

Contractor, Mr. John Carrol.

*Sections 29, 30, 31 and 32.*—Between the Junction and Ramey's Bend; include three and three quarters miles of widening the canal about fifty feet on the west bank, and lowering the present bottom from two to three feet throughout.

Contractors, Section 29, Messrs. R. Mitchell & Co.

" " 30, " John Ferguson & Co.

" " 31, 32, Mr. John Brown.

*Section 36*, embraces the improvement of Port Colborne Harbor, the Lake Erie entrance, including the extension of the west pier, about four hundred feet into the Lake and deepening the entrance channel.

Contractor, Mr. Charles F. Dunbar.

The canal is crossed by the Welland Railway and the Great Western Railway.

The Welland Railway will cross by a swing bridge.

A diversion of over a mile of railway has been made to attain this result.

The Great Western Railway will pass under the canal by a tunnel 750 feet in length, situated 1,850 feet to the south of the present crossing to the north-east of Thorold.

The principle of crossing by a swing bridge, both in the interests of the railway and of the canal, was so objectionable that it was decided to pass under the canal.

The line has been diverted to the extent of  $1\frac{1}{2}$  miles to obtain a fit location.

Much progress has been made in dredging Port Dalhousie Harbor. When the work is completed, the basin will extend over 16 acres with a depth from 16 to 17 feet.

Excepting the entrance lock, all the locks under contract with the minor structures are in fair progress, many of them on the eve of completion; most of them will be finished during the present season.

The excavation of the prism of the canal and the formation of the banks on the new line with the several bridge abutments and piers have been efficiently carried on.

The Thorold road culvert is completed and the Great Western Railway tunnel will be finished in the season of 1877.

The work for deepening Port Colborne Harbor has been carried on successfully.

All the work may be described as being in a satisfactory condition, no delay need be anticipated in any part of the work under contract.

#### BURLINGTON BAY CANAL.

Length of canal.....	$\frac{1}{2}$ mile.
No locks on this canal.	
Average breadth between piers.....	138 feet.
Narrowest " " " .....	108 "

This canal is cut through the sand bar which separates Burlington Bay from Lake Ontario, and is navigable for vessels drawing ten feet of water. It gives access to the Port of Hamilton, and to the Town of Dundas *via* the Desjardins Canal.

This canal closed on 11th December, 1876, and opened 11th April, 1877.

A house for the ferryman has been constructed and some repairs given to the piers.

The Hamilton and North Western Railway Swing Bridge over the canal has been completed and is in regular use.—(Appendix 7, page 39.)

### MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbor of Montreal to the port of Kingston, passing through the Lachine Canal, the navigable sections of the Lower River Ottawa and the Ottawa Canals, to the City of Ottawa, thence by the River Rideau and Canal navigation to Kingston on Lake Ontario,—a total navigation of 246½ miles.

After leaving the Lachine Canal, the works constructed to overcome the difficulties of navigation are:—

The St. Anne's Lock;  
 Carillon Canal;  
 Chute à Blondeau Canal;  
 Grenville Canal;  
 Rideau Navigation;

The total lockage is 533½ feet—(356½ rise, 177 fall)—and the number of locks 59.

The following table exhibits the intermediate distances from Montreal Harbor.

Sections of Navigation.	Intermediate distance.	Total distance from Montreal.
The Lachine Canal.....	8½	
From Lachine Canal to St. Anne's Lock.....	15	23½
St. Anne's Lock and Piers.....	½	23¾
From St. Anne's Lock to Carillon Canal.....	27	50¾
The Carillon Canal.....	2¾	52¾
From the Carillon Canal to Chute à Blondeau.....	4	56¾
Chute à Blondeau Canal.....	⅞	56¾
From Chute à Blondeau Canal to Grenville Canal.....	1¾	58½
The Grenville Canal.....	5¾	64
From the Grenville Canal to entrance, Rideau Navigation.....	56	120
Rideau Navigation, ending at Kingsten.....	126½	246½

## ST. ANNE'S LOCK.

Length of canal.....	$\frac{1}{8}$ mile.
Number of locks .....	1
Dimensions of lock.....	190 ft. by 45 ft.
Total rise of lockage.....	3 feet.
Depth of water on sills.....	{ 6 feet at low water. 7 feet at ordinary high water.

This work, with guide piers above and below, surmounts the St. Anne's Rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains,  $23\frac{1}{2}$  miles from Montreal Harbor.

This lock was closed the 29th November, 1876, and opened the 21st April 1877.

The general repairs during the last season were light.

A new channel is being formed 1,200 feet in length by 120 feet wide, 10 feet 6 inches deep at low water, across the shoal below the lock to the deep water channel by Ile Perrot, the sides being formed of continuous crib work.

Some delay was experienced by the high water of 1876.

The work has been continued without interruption and it is anticipated that it will be finished by the end of the season of 1877. Arrangements have been made for dredging the approaches. (Appendix 3, page 18.)

## THE CARILLON CANAL.

Length of canal.....	$2\frac{1}{8}$ miles.
Number of locks.....	3 (two ascending—one descending.)
Dimensions of locks:—Lift Lock, No. 1.....	128 feet x $32\frac{1}{2}$ feet.
do No. 2.....	$126\frac{1}{2}$ " x $32\frac{1}{2}$ "
Guard Lock, No. 3..	$126\frac{1}{2}$ " x $32\frac{1}{4}$ "
Total lockage.....	$34\frac{3}{4}$ " { $21\frac{3}{4}$ upwards. 13 downwards.
Depth of water on sills.....	6 "
Breadth of canal at bottom.....	30 "
Breadth of canal at water surface.....	50 "

This canal overcomes the Carillon Rapids.

From St. Anne's Lock to the foot of the Carillon Canal, there is a navigable stretch of twenty-seven miles, through the Lake of Two Mountains and the River Ottawa.

It was closed from the 30th November, 1876, to the 26th April, 1877.

The recess wall of Lock No. 2, was rebuilt. The usual repairs have been made.

The maintenance of the North River dams and feeder exacted a large expenditure. It is found difficult to obtain a sufficient supply of water during midsummer. (Appendix 3, page 18.)

#### CHUTE A BLONDEAU CANAL.

Length of canal.....	$\frac{1}{5}$ of a mile.
Number of locks.....	1
Dimensions of lock.....	130 $\frac{5}{8}$ feet x 32 $\frac{5}{8}$ feet at upper end and 36 $\frac{1}{2}$ feet at lower end.
Total rise of lockage.....	3 $\frac{3}{4}$ feet.
Depth of water on sills.....	6 "
Breadth of canal at water surface.....	30 "
Breadth of canal at bottom.....	30 "

Between the Carillon and Chute à Blondeau Canals there is a navigable stretch of four miles. This canal is cut through solid rock, and has only one lock. It is only used by vessels going up the river; all down vessels run the rapids.

Closed 30th November, 1876; opened 26th April, 1877.

The usual repairs have been made.

It is difficult to keep the water in this canal at a sufficiently high level.

#### NEW WORKS.

The new works are situated about  $\frac{3}{4}$  of a mile above the village of Carrillon, and consist of a dam across the river Ottawa, 1800 feet in length, with a timber slide 600 feet long by 12 feet wide. A canal  $\frac{3}{4}$  of a mile long, with 2 locks, 200 feet by 45 feet, with 9 feet of water on the sills is in course of construction on the north bank.

The intent of these works is to replace by an enlarged navigation, the Carillon and Chute à Blondeau Canals. The present Carillon Canal ascends 21.9 by 2 locks, and descends by 1 lock 13 feet. The Chute à Blondeau Canal by 1 lock ascends 3.9—giving a total of 4 locks.

On Lock No. 2, the walls have been carried up to a height of about ten feet. Some progress has been made in the crib-work and earth-work. The rock excavation between the two locks, is nearly completed.

The work at the dam and slides has proceeded but slowly. (Appendix 3, page 19.)

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 THE GRENVILLE CANAL.

Length of canal.....	5 $\frac{3}{4}$ miles.
Number of locks.....	7
Dimensions of locks—Lift Lock No. 5 } Combined....	{ 130 $\frac{2}{3}$ feet x 32 $\frac{1}{6}$ feet.
“ “ No. 6 }	{ 128 $\frac{1}{3}$ “ x 32 $\frac{1}{3}$ “
“ “ No. 7 }	{ 128 $\frac{1}{3}$ “ x 31 $\frac{5}{8}$ “
“ “ No. 8 }	{ 128 “ x 32 $\frac{1}{6}$ “
Locks Nos. 9 and 10 and Guard Lock No. 11.....	200 “ x 45 “
Total rise of lockage.....	45 $\frac{3}{4}$ “
Depth of water on sills. ....	6 “
Depth of water on sill of Locks Nos. 9, 10 & 11. ....	9 “
Breadth of canal at bottom.....	20 to 30 feet.
Breadth of canal at surface of water.....	25 to 60 “

From the head of the Chute à Blondeau Canal to the foot of the Grenville Canal there is a navigable reach of 1 $\frac{3}{8}$  miles.

This canal is situated about 56 miles below the City of Ottawa, and avoids the Long Sault Rapids.

Closed 30th November, 1876 opened 1st May, 1877.

The walls of Locks No. 7 and 8 have been repaired. The works of the canal have been generally maintained.

## NEW WORKS.

The improvement contemplates the enlargement of the canal. The bottom width to be 40 feet, the depth 10 feet with crossing basins.

The new locks to be 200 x 45 feet with 9 feet on the sills.

Locks Nos. 9, 10, 11 of the required dimensions have been completed.

Four crossing basins 600 feet in length have been completed. Located on curves, they have somewhat straightened the line of canal.

Two basins below Lock No. 10 have also been excavated.

Above the guard lock the excavation has only been carried to a depth of 6 feet.

Excavation is still required below the guard lock.

Locks 5, 6, 7, and 8, and the excavation below No. 8 have not been commenced.

(Appendix 3, pages 20, 21.)

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 CULBUTE CANAL.

This Canal is west of the route between Montreal and Kingston, being 107 miles above the entrance to the Rideau navigation at Ottawa. Above the city of Ottawa, the following rapids are met:—The Chaudière, the Duchêne, the Chats, the Chenaux,—popularly called the “Snows”—the Portage du Fort, and the Grand Calumet.

The Canal is designed to overcome the Culbute and L'Islet Rapids, and is situated in the north channel of the Ottawa. It consists of two combined locks, each 200 feet in length and 45 feet in width, with 6 feet of water on the sills, having a total lift of from 18 to 20 feet. The dams have a total length of 520 feet. It opens a navigable reach of 80 miles between Bryson, at the head of the Grand Calumet Falls, and the foot of Des Joachims Rapids.

These works were completed on the 1st of November, 1876.

The distance between the Culbute Canal and Bryson is 40 miles. During the last dry season the shoals in the Calumet Channel, in this reach, had only three feet of water over them. A project for increasing the depth at these shallow spots is under consideration. (Appendix 3, Page 22.)

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 RIDEAU NAVIGATION.

The Rideau navigation connects the River Ottawa at the City of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation.....	126 $\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston.	{ 33 ascending. 14 descending.
Total lockage.....	446 $\frac{1}{4}$ feet. { 282 $\frac{1}{4}$ rise, and } at high water. 16 $\frac{1}{4}$ fall
Dimensions of locks.....	134 by 33 feet.
Depth of water on sills, 5 feet; navigable depth through the several canals.....	4 $\frac{1}{2}$ feet.
Breadth of canals at bottom.....	{ 60 feet in earth. 54 feet in rock.
“ at surface of water.....	80 feet in earth.



The following table gives the distances of the intermediate stations between the Cities of Ottawa and Kingston :—

Number of Station.	Name of Station.	Distance from Ottawa.	Locks.		Dams.		Length of Artificial Canal at each station in miles.
			No.	Lift at Low Water.	No.	Length.	
		Miles.		Rise.		Feet.	
				f In.		230	18
1	Ottawa.....	0	8	82 0	3	1,320	33
2	Hartwell's.....	4½	2	22 0	.....	100	28
3	Hogsback.....	5½	2	13 6	1	320	60
4	Black Rapids.....	9½	1	10 0	1	300	12
5	Long Island.....	14¾	3	27 0	3	850	68
6	Burritt's.....	40¾	1	10 6	1	240	14
7	Nicholson.....	43¾	2	15 2	1	500	9
8	Clowes.....	44½	1	10 6	1	481	15
9	Merrickville.....	46¾	3	25 0	1	150	6
10	Maitland.....	55	1	4 9	1	270	8
11	Edmunds.....	59½	1	10 10	1	343	8
12	Old Slys.....	60½	2	15 6	1	250	20
13	Smith's Falls.....	61½	4	33 9	2	600	24
14	First Rapids, or Poonamalie.....	64	1	7 9	1	260	5
15	Narrows.....	83¾	1	4 0	1	600	9
	Total rise at low water.....			292 3			
				Fall.			
16	Isthmus.....	87½	1	4 0	.....	.....	.....
17	Chaffey's.....	92	1	12 6	.....	.....	.....
18	Davis.....	94¼	1	9 0	1	300	15
19	Jones' Falls.....	97¼	4	60 0	1	300	60
20	Brewer's Upper Mills.....	108¼	2	19 0	1	200	20
21	do Lower Mills.....	110	1	14 2	1	200	12
22	Kingston Mills.....	120¼	4	46 8	1	6,042	14
23	Kingston.....	126¼	.....	.....	.....	.....	.....
	Total fall at low water.....			165 4			
	Total.....		47	.....	24	15,472	.....
							16.46

The navigation closed at Kingston Mills 27th November, 1876, and opened 30th April, 1877.

At Ottawa, navigation closed the 7th December 1876, and opened 1st May 1877.

The summit level of the navigation is at upper Lake Rideau. But several of the descending reaches are also supplied by the waters which have been made tributary to them. The following description gives the sources of supply.

On leaving the summit, the route towards Ottawa passes by the River Rideau, and towards Kingston by the River Cataraqui. The whole duty of keeping the navigation to its level, is thrown upon the reserves, given in detail below.

They may be divided into three systems, viz :—

1. The summit level supplied by Lake Wolfe system.
2. The eastern descending level to Ottawa supplied by River Tay system, discharging into Lake Rideau.
3. The south-west descending level to Kingston, supplied by Lake Devil system, discharging into Lake Mud.

Lake Buck system, discharging into Lake Mosquito, and thence into Lakes Mud and Indian.

Lake Rock system, discharging into Lake Openacon.

Lake Loughboro' system, discharging into Lake Openacon.

Round Tail system, discharging into Lake Cranberry.

The following adjacent waters are totally distinct from the Rideau navigation.

The River Mississippi, which discharges into the River Ottawa, in the Township of Fitzroy.

The River Napanec, Mill Haven Creek and Lake Collins, which discharge into Lake Ontario.

During the last fiscal year the swing bridges have been restored and the works generally maintained at Kingston Mills, Smith's Falls, Merrickville, and Nicholson's.

Gates have been maintained and general repairs performed at Jones' Falls, and Hartwell's.

The dams have been strengthened and general repairs executed at Kingston Mills, White Fish, Black Rapids, and Hartwell's.

The bridge was restored and general repairs attended to at Davis's.

The locks have been repaired at Davis's, Newboro, and Ottawa.

New bridges were constructed at Brewer's Lower Mills, and Jones' Falls.

The bulkhead was rebuilt and general repairs made at Hogsback.

The buildings were restored and repairs generally made at Kingston Mills.

On the 26th August the dam at Mud Lake was torn down. (Appendix 8, page 40.)

TABLE showing the dimensions of the locks on the present canals in the Montréal, Ottawa and Kingston line of navigation; also the size of the largest vessel which may pass through them.

Name of Canal.	Dimensions of Locks.			Dimensions of Vessels.			
	Length.	Breadth.	Depth of Water	Length.	Breadth.	Draught of water when loaded.	Tonnage.
Carillon and Grenville...	128	31½	5½	110	28	5	100
Rideau .....	134	32	5	110	31½	4½	250

#### RICHELIEU AND LAKE CHAMPLAIN.

This navigation, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, forty-six miles below Montreal, and one hundred and fourteen miles above Quebec, continues along the River Richelieu through the St. Ours' Lock to the Basin of Chambly, where it takes the Chambly Canal to St. John's and again follows the River Richelieu to Lake Champlain, of which the Richelieu is an outlet. The distance from Sorel to the Boundary Line is 81 miles.

At Whitehall, the southern end of Lake Champlain, the Champlain Canal is entered, and a connection obtained with the River Hudson, by which the City of New York is directly reached. The distance three hundred and thirty miles is in the Territory of the United States.

The following table shows the distances between Sorel and New York :

Sections of Navigation.	Intermediate distance in Miles.	Total Distance.
Sorel to St. Ours' Lock.....		14
St. Ours' Lock to Chambly Canal.....	32	46
Chambly Canal .....	12	58
Chambly Canal to Province Line.....	23	81
Boundary Line to Champlain Canal.....	111	192
Champlain Canal to Junction with Erie Canal.....	66	256
Erie Canal from Junction to Albany.....	7	265
Albany to New York.....	146	411

## ST. OURS' LOCK AND DAM.

Length of canal.....	.....	$\frac{1}{2}$ mile.
Number of locks.....	.....	1
Dimensions of lock.....	.....	200 feet by 45 feet.
Total rise of lockage.....	.....	5 feet.
Depth of water on sills.....	.....	7 feet at low water.
Length of dam in Eastern Channel.....	.....	300 feet.
“ “ Western Channel.....	.....	600 feet.

At St. Ours', fourteen miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours' Lock is in the eastern channel.

There is a navigable depth of 7 feet between St. Ours' Lock and Chambly Basin, a distance of thirty-two miles.

Closed 30th November, 1876 ; opened 10th April, 1877.

Navigation was interrupted for a total of 25 $\frac{1}{2}$  hours on the 10th, 11th and 17th of April, 1877.

The guide piers and dam have been repaired ; the valves of the lock gates adjusted ; superintendent's house and fencing repaired. (Appendix 3, page 18.)

## RIVER RICHELIEU.

The channel 100 feet wide, between St. Ours' and Belœil has been cleaned out to its depth of 7 feet. Further dredging is required at St. Antoine which, it is anticipated, will be completed at the close of the season of 1877. (Appendix 3, page 17.)

## CHAMBLY CANAL.

Length of canal....	.....	12 miles.
Number of locks.....	.....	9
Dimensions of locks—		
Guard Lock, No. 1, at St. John's.....	.....	122 feet by 23 $\frac{1}{2}$ feet.
Lift “ No. 2.....	.....	124 “ 23 $\frac{7}{12}$ “
“ “ Nos. 3, 4, 5, 6 .....	.....	118 “ 23 to 23 $\frac{7}{12}$ feet.
“ “ Nos. 7, 8, 9 combined.....	.....	125 “ 23 $\frac{3}{4}$ feet.
Total rise of lockage.....	.....	74 “
Depth of water on sills.....	.....	7 “
Breadth of canal at bottom.....	.....	36 “
“ “ surface of water.....	.....	60 “

Succeeding the thirty-two miles of navigation between St. Ours' Lock and Chambly Basin—a natural reservoir formed by the expansion of the River Richelieu—is the Chambly Canal, which overcomes the rapids between Chambly and St. John's, a distance of 12 miles.

This canal was closed 28th November, 1876, and opened 1st May, 1877.

Navigation was uninterrupted.

The works have generally been maintained.

Additions were made to houses at Locks Nos. 7 and 8. The by-wash between Locks Nos. 4 and 5 was rebuilt. The west wing wall of Bridge No. 3 was rebuilt with timber. (Appendix 3, page 17.)

TABLE showing the sizes of the smallest locks on the canals of the Richelieu and Lake Champlain line of navigation to New York, also the dimensions of the largest vessel which may pass through them.

Name of canal.	Dimensions of Lock in feet.			Dimensions of Vessel in feet.			
	Length.	Breadth.	Depth of water on sills.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
U. S.—Erie Canal.....	110	18	7	102	17½	6	210
U. S.—Champlain Canal.....	97	14	4	89	13½	3½	70
Chambly Canal.....	118	23½	7	114	23	6½	230

#### ST. PETER'S CANAL.

Length of canal, about 2,400 feet.

Breadth of canal at bottom, 26 feet.

One tidal lock, 4 pair of gates.

Dimensions, 26 by 122 feet.

Depth of water on sills, 13 feet at lowest water.

Extreme rise and fall of tide in St. Peter's Bay, about 9 feet.

This work connects St. Peter's Bay, on the southern coast of Cape Breton, Nova Scotia with the Bras d'Or Lakes. It crosses an isthmus half a mile long, and gives access to the Atlantic Ocean.

Since June 1876 it has been closed to admit of the progress of the work.

This canal is to be widened to 48 feet at bottom with a depth of 15 feet below summer level of the Bras d'Or, with a tidal lock 200x48 feet with wharves and piers.

The works will include the erection of a Lock-master's house and a swing bridge.

At the close of the Fiscal year, about one quarter of the work under contract had been performed.

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## WORKS ON NAVIGABLE RIVERS.

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### DOMINION RIVERS.

The following rivers are under the control of the Dominion Government:—

The St. Lawrence (to the head of Lake Superior.)

“ Ottawa.

“ St. Croix, New Brunswick.

“ Restigouche, do

“ St. John, do

“ Tidnish, Nova Scotia.

“ Missiguash, boundary line between New Brunswick and Nova Scotia.

“ Fraser, British Columbia.

“ Red, Manitoba.

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## RIVER ST. LAWRENCE.

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### HARBOR OF QUEBEC GRAVING DOCK.

By the Act 38 Vict., Chap. 56, the Quebec Harbor Commissioners were authorized to borrow an amount which, with the sums voted by the Parliament of Canada, or granted by the Imperial Government, will be sufficient to construct a Graving Dock in the Harbor of Quebec.

In conformity with the advertisement of the Harbor Commissioners, competition designs were sent in for the work, and in June, 1875, the Commissioners awarded the 1st prize to Messrs. Kinipple & Morris.

By clause 3 of the above cited Act, the site of the location, the plans, specifications and contract must obtain the approval of the Governor in Council.

After a survey by the Department of the sites named as offering advantages for the location, an Order in Council, dated 26th May, 1877, has established Point Lévis as the site for the work.

#### REMOVAL OF ANCHORS AND CHAINS HARBOR OF QUEBEC.

Owing to the serious obstructions to navigation in the Harbor of Quebec, arising from sunken anchors and chains, an Order in Council was passed on the 16th August, 1876, authorising the removal of such obstructions by the Lifting Barge, and that when obtained the property recovered could be sold by auction and the proceeds applied to the expenditure of the improvement. The work has been commenced, the operations having been attended with success.

The total sales since the commencement of the work up to the 31st December, 1877, for anchors and chains amount to \$2,601.51.

#### DEEPENING CHANNEL BETWEEN QUEBEC AND MONTREAL.

The design is to increase the depth of 20 feet attained in 1865, to 22 feet at lowest water, the channel having a width of 300 feet. This work is being carried on by the Harbor Commissioners of Montreal and is reported as proceeding satisfactorily. (Appendix 23 page 197.)

#### CHAIN TUG SERVICE.

A chain tug 112 feet long, 27 feet beam, and  $7\frac{1}{2}$  feet hold, has been constructed for the purpose of examining the rapids of the St. Lawrence, and hereafter to be used for drilling in the work of deepening the channel of the Galops. Likewise with the design of testing a system of submerged chain towing.

The engines, high-pressure and condensing, have two cylinders of twenty-two inches diameter, and five feet stroke. The links of the chain are  $1\frac{1}{2}$  inch iron, tested to a tensile strain of 21 tons. The breaking strain was found to be from  $4\frac{1}{2}$  to 46 tons.

The vessel arrived at the Galops Rapids on the 23rd August, 1876, and was placed on the line of chain and in the berth prepared for her. It was found practicable to anchor her at the strongest part of the current, in 15 or 16 feet of water, to use the steam drills, and effectively to control the movement of the vessel.

#### NEEBISH RAPIDS.

The Neebish Rapids are situated at the foot of Lake George, half way between Bruce Mines and Sault St. Mary, and extend over a length of 1,600 feet.

The design is to obtain a depth of 14 feet 6 inches on a width of 200 feet. The works were carried on last season and are in progress. Many of the obstructions have now been removed. (Appendix 13, page 60.)

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## HARBORS AND PIERS.

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### ATLANTIC COAST.

#### SAINT JOHN.

The breakwater is on the eve of completion. (Appendix 14, page 63.)

#### RIVER SALMON,

In Queen's County, N. B., flowing into Grand Lake.

Beard's Bar, has been reduced by dredging. (Appendix 14, page 65.)

#### RIVER ST. JOHN.

The Oromocto Shoals were dredged to the extent of one mile.

The deep water terminus at Saint John has been deepened. (Appendix 14, page 65.)

#### CHIPMAN BROOK.

Situated on southern shore, Minas Channel, Bay of Fundy, 60 miles east of Digby Gut.

An addition of 60 feet has been made to the breakwater. (Appendix 14, page 64.)

#### YARMOUTH.

In Yarmouth County N.S., 205 miles south-west of Halifax.

The harbor has received some dredging. (Appendix 14, page 65.)

#### LUNENBURG.

In Lunenburg County, N. S., 68 miles W.S.W. of Halifax.

The harbor has been dredged. (Appendix 14, page 65.)

#### LIVERPOOL.

In Queen's County, N.S., on River Mersey, 108 miles S.W. of Halifax.

The bar at the entrance has been renewed by dredging. (Appendix 14, page 65.)

#### MUSQUODOBOIT.

On the south east coast, about 28 miles north east of Halifax. Several boulders were removed from the bar at the entrance. (Appendix 14, page 65.)

#### L'ARDOISE..

On east side of St Peter's Bay, about 9 miles south east from the entrance to St. Peter's Canal.

A breakwater 400 feet in length has been completed. (Appendix 14, page 63.)

#### COW BAY.

About 30 miles south east of Sydney, Cape Breton.

The breakwater has been repaired.

Further repairs are in progress. (Appendix 14, page 64.)



## LINGAN BEACH.

At the head of Indian Bay, north east coast of Cape Breton, 12 miles south east from entrance to Sydney Harbor.

The breaches in the beach separating Bridgeport Basin from Indian Bay have been protected by brush work. (Appendix 14, page 65.)

## INGONISH.

On the 'Gulf' of St. Lawrence, about 20 miles south of North Cape, Cape Breton. The works were brought to a close last November. (Appendix 14, page 63.)

## CHETICAMP.

In Inverness County, Cape Breton.

The bar at the entrance was removed by dredging. (Appendix 14, page 65.)

## MABOU.

On the north shore of Cape Breton, Inverness County.

This pier has been repaired.

## PORT HOOD.

Inverness County, Cape Breton.

This work has received some repairs.

## BIG TRACADIE.

On the southern shore of St. George's Bay, about 10 miles to the westward of the northern entrance to the Strait of Canso.

Some repairs were executed. (Appendix 14, page 65.)

## HARBOR AU BOUCHÉ.

In Restigouche County, N. S., on St. George's Bay, 30 miles from Antigonish.

The entrance to the harbor was widened. (Appendix 14, page 65.)

## PICTOU.

In Pictou County, N.S., on the straits of Northumberland, and 113 miles north-east of Halifax.

Dredging was executed at the Intercolonial Railway wharf.

The East River was also deepened. (Appendix 14, page 65.)

## RICHIBUCTO.

On the Straits of Northumberland, 40 miles north of Shediac.

Brush protection has been placed to the west of the head of the breakwater.

The bar at the entrance of the harbor has been dredged. (Appendix 14, page 64.)

## RIVER MIRAMICHI,

Emptying into Miramichi Bay, N. B.

The "Horse Shoe Shoal," at its mouth, has been dredged. (Appendix 14, page 65.)

## SHIPPEGAN.

In the County of Gloucester, at the entrance of Bay of Chaleurs, 70 miles from Chatham.

The works brought to a close last season have not been resumed at the close of the fiscal year. (Appendix 14, page 63.)

## GRANDE ANSE.

In Gloucester County, on north shore of Bay of Chaleurs, about midway between Shippegan Sound and Bathurst Harbor.

The work injured by a north-west gale has been restored. (Appendix 14, page 64.)

## COLVILLE BAY.

King's County, P. E. I., leading to Souris, north east terminus of the Railway. The extension of the breakwater has been completed. (Appendix 14, page 64.)

## NEW LONDON.

In Queen's County, P.E.I., about the centre of the Island.

Repairs have been made to the pier at this place.

## TIGNISH.

Near the northern extremity of Prince Edward Island.

The repairs and increase of height in the breakwater have been completed. (Appendix 14, page 64.)

## SURVEYS.

Several harbors on the Atlantic coast have been surveyed. (Appendix 14, page 67.)

## RIVER ST. LAWRENCE.

## MATANE.

Matane lies on the south shore 240 miles below Quebec. A survey of the basin and river mouth has been ordered. (Appendix 13, page 51.)

## RIVER BLANCHE.

This river is situated between the Rivers Tartigoux and Matane, about 26 miles east of the River Métis.

The mooring crib has been completed. (Appendix 13, page 51.)

## TROIS PISTOLES.

185 miles below Quebec, on the south shore.

A survey and examination has been made to determine the best site for a pier, and the cost of construction. (Appendix 13, page 51.)

## RIVER DU LOUP (EN BAS.)

On the south shore of the St. Lawrence, 108 miles below Quebec.

This pier has been restored. (Appendix 13, page 52.)

## RIVER OUELLE.

On the south shore of the St. Lawrence, 75 miles below Quebec.  
This pier has been restored. (Appendix 13, page 52.)

## ST. JEAN PORT JOLI.

55½ Miles below Quebec, on the south shore of the St. Lawrence.

Arrangements have been made for the expenditure of the \$2,000 voted by Parliament in connection with the work performed by the municipality. The whole will be completed in the fall of 1877. (Appendix 13, page 52.)

## L'ISLET.

On the south shore of the St. Lawrence, 47 miles below Quebec.

The work of the restoration of this pier was carried on last season and will be continued during 1877. (Appendix 13, page 53.)

## BERTHIER (EN BAS.)

On the south shore of the St. Lawrence, 24 miles below Quebec.

The work towards the restoration of this pier is in progress and will be completed in the fall of 1877. (Appendix 13, page 53.)

## BAY OF QUINTE.

## BELLEVILLE.

48 miles from Kingston. Additional dredging has been commenced on the eastern side of the Harbor. (Appendix 13, page 53.)

## TRENTON.

At the head of the Bay of Quinte, 60 miles from Kingston and 12 miles above Belleville. It is an important shipping place.

Arrangements have been made for dredging the entrance to the Harbor. The work will be completed in the fall of 1877. (Appendix 13, page 54.)

## LAKE ONTARIO.

## COBOURG.

Is situated on Lake Ontario, 72 miles east of Toronto. The improvement is the construction of a pier 1,470 feet long, 30 feet wide, carried out on the line of Hibernia street; two thirds of the cost to be borne by the Department, and one third by the Harbor Commissioners of Cobourg.

This work was completed at the end of September, 1876. The work of bringing up the superstructure of the outer cribs to a level is now in progress. (Appendix 13, page 54.)

PORT HOPE.

Port Hope is situated 7 miles to the west of Cobourg, on Lake Ontario.

The piers finished in September, 1875, having sunk from the yielding nature of the foundation, were brought up to a level the following season.

NEWCASTLE.

47 miles east of Toronto. Arrangements have been made for dredging the harbor. The work will be completed in the fall of 1877. (Appendix 13, page 54.)

TORONTO.

The work of deepening the western entrance is now in progress. (Appendix 13, page 54.)

OAKVILLE.

Is 19 miles west of Toronto on Lake Ontario. This harbor has been surveyed. (Appendix 13, page 55.)

LAKE ERIE.

PORT BURWELL.

Is situated between Rondeau and Long Point, being distant from the former 62 and from the latter 22 miles.

The harbor has been dredged, the shoal at the entrance removed and the superstructure partially restored. (Appendix 13, page 56.)

PORT STANLEY.

Is about 85 miles from the entrance to the Welland Canal, 112 miles from Erie, and 85 miles from Cleveland, State of Ohio.

A survey has been ordered to determine the condition of the harbor. (Appendix 13, page 57.)

RONDEAU.

At Point Aux Pins, 140 miles above Port Colborne. Instructions have been given for an examination of the openings at the entrance. (Appendix 13, page 57.)

LAKE ST. CLAIR.

RIVER SYDENHAM, NORTH BRANCH.

This branch extends from Wallaceburg to Wilkesport, a distance of 15½ miles by the River and 12 by the road.

The River from Cranston's Bend to Wilkesport has been surveyed.

In order to obtain 8 feet of water, dredging will be necessary on 23 shoals varying in extent from 130 to 2,600 feet. (Appendix 13, page 57.)

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 LAKE HURON.
 

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## BAYFIELD.

Is situated on Lake Huron, 12 miles south of Goderich, in the Township of Stanley.

This work was completed in May last. The harbor has been dredged to a depth of 10 feet. Additional protection has been ordered for the south pier. (Appendix 13, page 57.)

## GODERICH.

Situate at the mouth of the River Maitland, on the east coast of Lake Huron 68 miles from Sarnia. It is also the terminus of the Buffalo Branch of the Grand Trunk Railway.

The northern breakwater, nearly half a mile in length, has been designed to turn the current of the River Maitland from passing between the two extreme piers, so that the harbor will be entirely relieved from the influence of freshets in the River Maitland.

The spit of sand to the north of the harbor proper has been cut through to admit of the passage of the descending stream.

The work has been completed.

## KINCARDINE.

Is situated at the mouth of the River Penetangore, 31 miles north of Goderich on Lake Huron.

Arrangements have been made to replace the damaged pile work by new cribbing. The cribs will be sunk during the fall of 1877. The dredging required to remove the wash from the storms of last autumn is now in progress. (Appendix 13, page 58.)

## CHANTRY ISLAND.

Chantry Island is situated at the mouth of the River Saugeen, on the east of Lake Huron, about 133 miles above the foot of the Lake at Sarnia.

The work consists of a breakwater carried from the northern point of the Island 1,600 feet easterly on a slightly curved line, with a stone talus on each side.

A beacon, an octangular structure of timber 50 feet across, carried up 40 feet above water line, has been placed in 16 feet of water on the extreme point of the shoal running south-west from the Island, "the South Shoal," with a distinguishing drum.

A breakwater from the main shore, 2,000 in length on a curved line has been constructed to within 400 feet of the end of the pier taken out from the island.

A landing pier has been constructed within the harbor from the main shore.

The works have been completed.

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 GEORGIAN BAY.
 

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## OWEN SOUND.

The harbor has been dredged and a winding basin formed. (Appendix 13, page 59.)

## KEPPEL PIER, COLPOY'S BAY.

On Lot 38, Colpoy's Range, a wharf has been constructed to which the Department has contributed. (Appendix 13, page 59.)

## PARRY SOUND.

A survey has been made to determine the cost of removing obstructions found in the channel through the islands. (Appendix 13, page 59.)

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 LAKE SUPERIOR.
 

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## PRINCE ARTHUR'S LANDING, THUNDER BAY.

A survey has been ordered to determine the capabilities of this locality for a harbor. (Appendix 13, page 61.)

## RIVER KAMINISTIQUIA.

This River has been surveyed to the Pacific Railway station. Arrangements are in progress to attain a depth of 13 feet through the shoal at the River's mouth and the shallow spots in the stream. It is anticipated that vessels requiring this depth will be able to reach the dock by September, 1877. (Appendix 13, page 61.)

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 DREDGES.
 

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The dredges, the property of the Department, are as follows:

## ON THE ATLANTIC COAST.

*Elevator Dredges.*

"Canada."

"Saint Lawrence."

*Dipper Dredges.*

"New Dominion," with 11 scows.

"Cape Breton," with 7 scows.

"Prince Edward," with 4 scows.

## SAINT LAWRENCE CANALS.

*Dipper Dredges.*

"Queen of Canada," with 2 scows.

"No. 1," with 2 scows.

## ON THE LAKES.

*Dipper Dredge.*

One dredge, tug and 3 scows.

## BRITISH COLUMBIA.

*Dipper Dredge.*

One Dredge

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 SLIDES AND BOOMS.
 

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The Government slides were constructed to effect the passage of timber, where impediments to navigation exist, and where no canal connects the reaches of natural navigation. The booms form artificially closed bays at the entrance and discharge of the slide, to retain the timber.

The lumbering districts on which Government works have been constructed are situated on the Saguenay, St. Maurice, Ottawa, Trent, Georgian Bay, and their tributaries.

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 RIVER SAGUENAY.
 

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The works on this river consist of one slide 5,849 feet in length, with a boom of 1,314 feet, and dams, piers and bulkhead. The slide takes the timber past the rapids between Lake St. John and the River Saguenay.

The works extend over a distance of about six miles, and are constructed on *La Petite Décharge*, the less of the two affluents of Lake St. John. Commenced in 1856, they were completed in 1860.

The spring freshets caused much damage.

The dam at the mouth of Lake St. John, a portion of the boom, 1,800 feet of slide and the sluice were carried away.

The other works have been maintained.

The portion of the slide carried away in 1876, was repaired by Messrs. Price Bros. (Appendix 12, page 50.)

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 RIVER ST. MAURICE.
 

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The slides and booms on this river and the Vermillion, one of its tributaries are met in the order here given.

STATIONS.	FROM THESE RIVERS.
<i>River St. Maurice</i> :—	
Booms at mouth.....	0 miles.
Grés Falls.....	16 “
Shawenigan.....	20 “
Grand' Mère.....	29 “
Little Piles.....	31½ “
La Tuque.....	100 “
Plamondon Eddy.....	106 “
<i>River Vermillion</i> :—	
Mouth of river.....	116 “
Irōquois Falls.....	121 “

The principal tributaries of the River St. Maurice are the Shawenigan, Mekinak, Matawan, Petit Bostonais, Grand Bostonais, Croche, Vermillion, Tranche, Grand Pierriche and Manouan.

## BOOMS AT MOUTH.

The booms and piers have been repaired and five piers heightened. An additional pier has been built with some piling.

## SHAWENIGAN.

The wharf has been filled with additional stone. An additional pier has been built.

## GRAND'MÈRE.

The booms have been repaired and guy chains obtained.

## LA TUQUE.

Boom master's house repaired and new piers constructed.

## IROQUOIS FALLS.

The old dam has been removed and two dams built at the island at upper entrance of channel. (Appendix 11, page 48.)

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 THE OTTAWA DISTRICT.
 

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The Government works for the descent of timber in the Ottawa district are as follows :

On the Ottawa, main river.....	11 stations.
“ Gatineau.....	1 “
“ Madawaska .....	15 “
“ Coulonge .....	2 “
“ Black .....	1 “
“ Petewawa.....	31 “
“ River du Moine.....	12 “

The following is a table of distances from St. Anne's Lock at the outlet of the River Ottawa to the mouth of its principal tributaries ; also to the stations where slides or other works have been constructed :

PLACES.	DISTANCE FROM ST. ANNE.
Carillon.....	27 miles.
Grenville .....	40 “
River Nation.....	63 “
River Lièvre.....	79 “
“ Gatineau.....	96 “
Chaudière Falls.....	98 “
Little Chaudière.....	100 “



PLACES.	DISTANCE FROM ST. ANNE.	
Remous.....	102	“
Lac Deschènes.....	105	“
River Quio.....	129	“
Chats Station.....	131	“
Head of Chats.....	134	“
River Mississipi.....	134	“
“ Madawaska.....	136	“
“ Bonnechère.....	148	“
Les Chenaux.....	152	“
Portage du Fort.....	156	“
Mountain Station.....	161	“
Calumet.....	163	“
River Coulonge.....	184	“
“ Black.....	193	“
“ Snake.....	204	“
“ Petewawa.....	218	“
Les Joachims.....	236	“
River du Moine.....	244	“
Rocher Capitaine.....	253	“
Deux Rivières.....	266	“
River Matawan.....	286	“
“ Antoine.....	293	“
“ Beauchêne.....	315	“
“ Porc-épic.....	326	“
“ Grand Opemiconne.....	333	“
“ Keopawa.....	349	“
“ Montreal.....	355	“
Fort Temiscamingue.....	367	“
River Ottetail.....	384	“
“ Blanche.....	386	“
“ des Quinze.....	389	“

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### RIVER OTTAWA.

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#### LIST OF SLIDE AND BOOM STATIONS ON THE RIVER OTTAWA.

The distances given are measured on the latest maps, following the channel by which lumber is floated down the river.

Names of stations.	Distance from mouth of Ottawa at St. Anne.
1. Carillon.....	27 miles.
2. Chaudière.... { north side, Hull, } { south side, Ottawa, }	98 “
3. Chaudière (Little).....	100 “
4. Remous.....	102 “
5. Deschênes Rapids .....	104½ “
6. Chats Station.....	131 “
7. Head of Chats.....	134 “
8. Chenaux .....	152 “
9. Portage du Fort.....	156 “
10. Mountain .....	161 “
11. Calumet. ....	163 “
12. Joachim Rapids.....	249 “

The works of these twelve stations consist of:—

2,000	lineal feet of canal.
3,835	“ slides.
29,855	“ booms.
8,656	“ dams.
346	“ bulkheads.
1,981	“ bridges.
52	piers.
3	slide-keeper's houses.
3	store-houses.

The timber was satisfactorily passed through the several slides.

Repairs were made at :

The Joachim	Station.
Calumet	“
Mountain	“
Chenaux	“
Chats	“
North Chaudière	“
South Chaudière	“
Sault au Recollet	“

Some damage was caused to the several works by the extraordinary height of the spring flood. (Appendix 10, page 47.)

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 RIVER GATINEAU.
 

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The River Gatineau flows from the north, and discharges into the Ottawa at a point about 96 miles above the junction of that river with the Saint Lawrence and 2 miles below the City of Ottawa. The length of the Gatineau is 400 miles, and it drains an area of about 9,000 square miles.

The Government works are centred at one station, about a mile from its confluence with the Ottawa.

They consist of:—

- 3,071 lineal feet of canal,
- 4,138 “ “ booms,
- 52 “ “ bridge,
- 10 piers,
- 1 slide-keeper's house.

The works have been maintained in the usual manner. (Appendix 10, page 47.)

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 RIVER MADAWASKA.
 

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The length of the River Madawaska is 240 miles. It drains an area to the south of about 4,100 square miles, and discharges into the River Ottawa 136 miles above St. Anne.

Slide and boom stations on the Madawaska, numbered from the mouth of the river upwards, are as follows:—

- |                     |                      |
|---------------------|----------------------|
| 1. Mouth of River.  | 9. High Falls.       |
| 2. Arnprior.        | 10. Ragged Chute.    |
| 3. Flat Rapids.     | 11. Boniface Rapids. |
| 4. Balmer's Island. | 12. Duck's Island.   |
| 5. Burnstown.       | 13. Bailey's Chute.  |
| 6. Long Rapids.     | 14. Chain Rapids.    |
| 7. Springtown.      | 15. Opeongo Creek.   |
| 8. Calabogie Lake.  |                      |

The works at these stations consist of:—

- 1,750 lineal feet of slides,
- 18,179 “ booms,
- 4,080 “ dams,
- 182 “ bridges,
- 43 piers,
- 1 slide-keeper's house,
- 1 work shop.

The works have been repaired. (Appendix 10, page 47.)

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 RIVER COULONGE.
 

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The river drains an area of about 1,800 square miles, and its length is 160 miles. It discharges into the River Ottawa, 184 miles above St. Anne, on the north shore.

The following is a list of the Government works on this river:

Boom at mouth.....	300 feet long, and 1 <sup>st</sup> support pier.
Booms at Romain's Rafting-ground.....	490 " 3 " piers.
Booms at head of High Falls slide.....	1,848 " 6 "

The works have been repaired. (Appendix 10, page 47.)

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 BLACK RIVER.
 

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This river empties into the Ottawa at a point 193 $\frac{1}{2}$  miles above St. Anne. Its length is 128 miles, and the area to the north drained by it is about 1,120 square miles.

The works consist of:—

1,139 lineal feet of single-stick booms,
873 " slide,
346 lineal feet of glance pier,
135 " flat dam.

The works have been maintained. (Appendix 10, page 47.)

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 RIVER PETEWAWA.
 

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The length of the Petewawa is about 138 miles, and the area of the territory drained by it covers about 2,200 square miles.

It flows from the south, and discharges into the Ottawa 218 miles above St. Anne. Seven miles from its mouth, the Petewawa separates into two branches. On these 7 miles there are five stations, on the north branch eighteen stations and on the south branch eight stations.

List of the slides and booms on this river, in the order in which they occur from the mouth upwards:—

- |                        |                 |
|------------------------|-----------------|
| 1. Mouth of the River. | 4. Third Chute. |
| 2. First Chute.        | 5. Bois dur.    |
| 3. Second Chute.       |                 |

## NORTH BRANCH.

- |   |   |
|---|---|
| 1. Half-mile Rapid  | 11. Devil's Chute.                                      |
| 2. Crooked Chute.   | 12. Elbow of Rapids.                                    |
| 3. Between High Falls and Lake Traverse<br>(a slide and a series of dams and booms) | 13. Foot of Long Sault.                                 |
| 4. Thompson's Rapids.   | 14. Middle of Long Sault.                               |
| 5. Sawyer's Rapids.   | 15. Head of Long Sault.                                 |
| 6. Meno Rapids.   | 16. Between Long Sault and<br>Cedar Lake (south shore.) |
| 7. Below Trout Lake.  | 17. Between Long Sault and<br>Cedar Lake (north shore.) |
| 8. Strong Eddy.   | 18. Cedar Lake  |
| 9. Cedar Islands.   |   |
| 10. Foot of Devil's Chute.  |   |

## SOUTH BRANCH.

- |                  |                   |
|------------------|-------------------|
| 1. First slide   | 5. Fifth slide.   |
| 2. Second slide. | 6. Sixth slide.   |
| 3. Third slide.  | 7. Seventh slide. |
| 4. Fourth slide. | 8. Eighth slide.  |

The works at these 31 stations are as follows:—

## ON THE MAIN RIVER.

2,963 lineal feet of slides,  
8,469 " booms,  
2,077 " dams,  
7 piers.

## ON THE NORTH BRANCH.

480 lineal feet of slides.  
2,671 " booms,  
1,131 " dams,  
23 piers.

## ON THE SOUTH BRANCH.

2,134 lineal feet of slides.  
388 " dams.

The works have been maintained. (Appendix 10, page 47.)

## RIVER DU MOINE.

The length of this river is 120 miles, and it drains to the north an area of about 1,600 square miles. It flows into the river Ottawa at a point about 256 miles above St. Anne.

The present works on this river consist of a pier and retaining boom at its mouth, a single-stick slide, and a series of flat dams from the mouth upward. They may be detailed as follows, viz :-

300	lineal feet of slide,
800	“ booms,
1,324	“ dams,
6	piers.

The boom chain was broken through accidentally. (Appendix 10, page 47.)

#### RIVER TRENT AND NEWCASTLE DISTRICT.

The Trent navigation extends from Trenton on the Bay of Quinté to Fenelon Falls at the north extremity of Sturgeon Lake in the one direction, and following to the south-west on the opposite route passes by the River Scugog into the Lake of that name and continues to Port Perry at the head of the Lake. The distance between the mouth of the Trent and Lindsay on the River Scugog is 161½ miles. Of this distance 34¾ miles is not navigable for vessels drawing 5 feet of water. The distance from Lindsay to Port Perry at the head of Lake Scugog is 28 miles.

From the mouth of the Trent to Nine Mile Rapids, a distance of 9 miles, there is no navigation. The dam previously placed there in 1844 is now decayed and useless.

From] Nine Mile Rapids to Myersburgh, formerly known as Percy's Landing, there is a distance of 19½ miles with 5 feet of water. A broken navigation for 14½ miles succeeds to Heeley's Falls. A reach of navigation 5 feet deep follows by the River Trent and Rice Lake ascending the River Otonabee to Peterboro, a distance of 51¾ miles. The navigation is broken from Peterboro to Lakefield, a distance of 9½ miles. A reach of navigation is obtained through Clear Lake to Burleigh, a distance of 12 miles, where the Burleigh Rapids extending over a distance of 1 mile are met. An open navigation is then taken to Buckhorn Rapids for 7 miles, at which point the navigation is broken for 1 mile.

The navigation from this point is open to Lake Buckhorn and Lake Chemong to Bridgenorth: to Lake Buckhorn, Lake Pigeon and Lake Ball to Bobcaygeon, thence by Lake Sturgeon and the River Fenelon to Fenelon Falls: and by the River Scugog to Lindsay and thence by Lake Scugog to Port Perry.

The following table gives the distance of navigable and unnavigable reaches:

	Navigable.	Unnavigable.
From Trenton, Bay of Quinte, to Nine Mile Rapids....		9
“ Nine Mile Rapids to Percy Landing.....	19½	
“ Percy Landing to Heeley's Falls Dam.....		14½
“ Heeley's Falls Dam to Peterboro'.....	51¾	
“ Peterboro to Lakefield.....		9½
“ Lakefield to Burleigh.....	12	
“ Burleigh Rapids.....		1
“ Burleigh Rapids to Buckhorn Rapids.....	7	
“ Buckhorn Rapids.....		1
“ Buckhorn Dam to Lindsay.....	36½	
	126½	34¾
“ Lindsay to Port Perry at the Head of Lake Scugog	28¾	
	155¼	34¾

Total distance Bay of Quinte to Port Perry. 190 miles.

Passing to Fenelon Falls the distance from Buckhorn

Dam to Fenelon is..... 31½ miles.

The following works are now in operation :

*Chisholm's Rapids.*

Distance from  
Trenton in miles.

The Lock at present is unfit for use but with moderate expenditure could be placed in operation. Owing to the Lock being in this condition the navigation at this point is interrupted..... 15

*Percy Landing.*

There is a retaining boom for saw logs now used..... 28½

*Campbellford.*

The guide booms are in use..... 34¾

*Middle Falls.*

The works consist of 4 dams and 2 slides which are effective for the passage of timber..... 37¾

*Crow Bay.*

The retaining boom is used for logs..... 3

*Heeley's Falls.*

A dam and 1 slide are in operation here..... 2¾

<i>Cook's Rapids, Hastings.</i>	Distance from Trenton in miles.
The works which consist of 1 lock, 1 dam and slide for timber are effective.....	34½
<i>Whitlaw's Rapids.</i>	
Below Peterboro. The lock, dam and canal are in operation.	92¾
<i>Little Lake.</i>	
Three piers and 1 boom which are effective.....	94
<i>Buckhorn Rapids.</i>	
This dam is important in keeping to a high level the water of the lakes west of it as far as Bobcaygeon includ- ing Lakes Pigeon, Ball, Buckhorn and Chemong. The dam is effective.....	125
<i>Bobcaygeon.</i>	
There are 2 dams here with Canal, lock and slide. The dams keep up the level to Fenelon Falls and to the reach as far as Lindsay Lock.....	140¾
<i>Fenelon Falls.</i>	
A large slide and booms which are effective.....	155¾
<i>Lindsay.</i>	
The old lock, owing to dilapidations having become useless, was rebuilt by the Provincial Government. Its dimen- sions are 134 x 34 feet with 5 feet water on the sills. The navigation is, by this work, extended to Port Perry, Lake Scugog.....	161½

The dimensions of the Dominion locks are 133 feet 6 inches x 33 feet with 5 feet depth of water on the sills.

In 1855 a portion of the above named works were transferred to a committee of gentlemen connected with the lumber trade. The Committee was authorized to collect Tolls on timber passing through. The works so transferred, at this date, are the slides and booms at Chisholm's Rapids, the retaining boom at Myersburgh, the guide boom at Campbellford, the dams and slide booms at Middle Falls, the retaining boom at Crow Bay and the slide at Heeley's Falls.

These works are kept in repair by the Committee.

The remaining works of this navigation are under the control of the department excepting the Lindsay lock constructed in 1870 by the Province of Ontario.

During the past season, the following works have been executed:—

*Fenelon Channel.*

The piers and Looms have been generally repaired.



*Bobcaygeon.*

Repairs have been made to the upper and lower dams. Swing bridge temporarily repaired. Some repairs made to lock.

*Buckhorn.*

Piers of slide repaired. New stop logs furnished. Boulders at feet of apron have been removed.

*Little Lake.*

The piers and boom have been repaired.

*Whitlows' Rapids.*

The dam was partially planked, the lock chamber cleaned, the guard boom extended and two piers constructed.

The "Yankee Bonnet" shoal has been partially removed.

*Hastings.*

Repairs have been made to lock gates and sluices in head gates. (Appendix 9, pages 43-45.)

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 LANDS AND LEASES.
 

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A statement with full detail is given (Appendix 17, pages 80-94) of the water power and other property on the canals, leased by the Department during the fiscal year, and of all property purchased and sold, setting forth the names of the parties interested, the prices paid, and the circumstances under which each transaction took place; likewise of the property declared to be no longer under the control of the Department.

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 ARBITRATIONS
 

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During the fiscal year 617 claims were before the arbitrators, the amount claimed being \$401,229.03. 311 cases, involving an aggregate amount claimed of \$179,867.60 were arbitrated upon, the amount awarded being \$25,235.30.

On 1st July, 1877, there remained 306 claims to be settled, involving an amount of \$221,361.43. (Appendix 18, pages 96-115.)

## PUBLIC BUILDINGS.

—  
HALIFAX.  
—

The heating apparatus of the Dominion Building has been re-arranged. (Appendix 16, page 76.)

## QUARANTINE STATION.

Repairs have been made.

—  
PICTOU.  
—

## CUSTOM HOUSE.

This building has been completed and occupied. (Appendix 16, page 79.)

—  
SYDNEY, CAPE BRETON.  
—

## MARINE HOSPITAL.

The hospital has been completed, roads formed, fences erected, and drains constructed. The building has been occupied.

—  
DORCHESTER.  
—

The new Penitentiary for the Maritime Provinces, under contract, is being carried on satisfactorily. (Appendix 16, page 75.)

—  
NEWCASTLE, NEW BRUNSWICK.  
—

## CUSTOM HOUSE.

The damages which resulted from the fire of the 8th October, 1876, have been made good.

—  
CHARLOTTETOWN, P.E.I.  
—

New heating apparatus has been placed in the Dominion Building. (Appendix 16, page 76.)

—  
QUARANTINE STATION, GROSSE ISLE.  
—

The Island is 30 miles below Quebec.

The deficiency in the stone filling of the superstructure of the western pier has been made good. The buildings have been repaired.

---

 QUEBEC.
 

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## POST OFFICE AND OFFICE OF INSPECTOR OF GAS.

The necessary repairs have been made to these buildings.

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 QUEBEC AND LEVIS.
 

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## FORTIFICATIONS.

Some necessary repairs have been made. (Appendix 16, page 75.)

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 THREE RIVERS.
 

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## CUSTOM HOUSE.

The fences and out buildings are now in progress. (Appendix 16, page 75.)

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---

 MONTREAL.
 

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## EXAMINING WAREHOUSE.

It is anticipated that this building will be completed this fall.

## ST. HELEN'S ISLAND.

The necessary repairs to the buildings have been executed. (Appendix 16, page 74.)

## CUSTOM HOUSE.

This building has been repaired.

## INLAND REVENUE.

Repairs have been made to this building.

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 ST. VINCENT DE PAUL PENITENTIARY.
 

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Extensive additions to the Penitentiary are now in progress. (Appendix 16, page 74.)

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 ST. JOHN'S, ON THE RICHELIEU.
 

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## POST OFFICE, CUSTOM HOUSE AND CANAL OFFICE.

A design for this building has been made and tenders will be at once asked for. (Appendix 86, page 75.)

## OTTAWA.

## HOUSES OF PARLIAMENT AND DEPARTMENTAL BUILDINGS.

The chamber of the Supreme Court has been completed.

The clock chamber of the tower has been placed in condition to receive the clock ordered from Messrs. Dent & Co., of London.

The new library is finished and occupied.

The works are so far advanced in the West Block extension that it is anticipated, with the exception of the main tower, the wing will be ready for occupation in the fall of 1878.

The various buildings have been kept in general repair.

The improvements of the grounds are nearly completed with the exception of that portion in rear of the workshops and the new extension, where work is now being carried on.

The new iron gates have been placed in position.

An enclosure wall to the workshops has been constructed.

## POST OFFICE, CUSTOM HOUSE AND INLAND REVENUE OFFICE.

The sidewalks and terrace have been completed and the rear fenced in.

## RIDEAU HALL.

Additions have been made to Secretary's apartment and the rear wing. The Buildings have been kept in repair. (Appendix 16, pages 71-73.)

## KINGSTON.

The Fortifications have generally been repaired.

Additional buildings to the Military College are in progress and will be ready for occupation next year.

Repairs have been made in connection with custom house and post office. (Appendix 16, page 73.)

## IMMIGRANT BUILDINGS.

Some repairs have been executed.

## TORONTO.

## EXAMINING WAREHOUSE.

A hoist with engine has been erected.

## CUSTOM HOUSE.

The building is now occupied.

## POST OFFICE.

The walls and ceilings have been colored. (Appendix 16, pages 73, 74.)

## IMMIGRANT STATION.

Some repairs have been made.

## MAGAZINE (OLD AND NEW FORT.)

This building has been placed in repair.

## GUELPH.

## POST OFFICE, CUSTOM HOUSE AND INLAND REVENUE OFFICE.

It is anticipated that the building now in contract will be ready for occupation early next year. (Appendix 16, page 74.)

## LONDON.

## CUSTOM HOUSE.

Extra accommodation has been obtained for the Inland Revenue Department.

## MILITARY GROUNDS.

Fuel sheds and fencing have been completed. (Appendix 16, page 74.)

## POST OFFICE.

This building has been repaired.

## WINNIPEG.

## CUSTOM-HOUSE, POST OFFICE, LANDS AND REVENUE OFFICES.

These offices have received the necessary fittings and furniture.

The sheds and fences have been completed.

## FORT OSBORNE BARRACKS, NEAR WINNIPEG.

A building has been placed at the disposal of the Department of Agriculture for the storage of grain. It had to be strengthened in order to sustain this weight, and was further repaired.

## PENITENTIARY, STONY MOUNTAIN.

This building has been completed and is occupied. (Appendix 16, page 76.)

## MOUNTED POLICE STATION, RIVER BATTLE.

Plans of barracks for 50 men, officers' quarters, stabling, outbuildings and powder magazine have been prepared by the Department. The work will be done under its superintendence.

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**BATTLEFORD, NORTH-WEST TERRITORIES.**

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The residence of the Lieutenant Governor will be ready for occupation at the end of October 1877.

Houses have been constructed for the Stipendiary Magistrate, the Registrar, the Clerk of the Council.

A Registry Office has likewise been built.

Quarters have been constructed for the Commandant.

These buildings will be ready by the end of the fall of 1877. (Appendix 16, page 77.)

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**WESTMINSTER, BRITISH COLUMBIA.**

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**PENITENTIARY.**

The contract work has been completed. The fittings and furniture are now being made. (Appendix 16, page 77.)

**PUBLIC BUILDINGS, BRITISH COLUMBIA.**

These buildings generally have been repaired.

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**ROCKWOOD ASYLUM.**

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In accordance with Act 34 Vict., chap. 26, which authorizes the sale of the Rockwood Asylum to the Province of Ontario, an arrangement has been made by which the Province is to pay the sum of \$96,500 for the freehold and buildings, and to take at a valuation the furniture and chattels upon the premises. All contracts for supplies were assumed by Ontario.

This agreement was sanctioned by Parliament, 40 Vict., chap. 38. The agreement went into operation 1st July, 1877.

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**RAILWAYS.**


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**INTERCOLONIAL RAILWAY.**


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**LENGTH OF LINE.**


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*Ocean Mail Line.*

	Miles.
River du Loup to Moncton.....	374
Moncton to Painsec.....	8
Painsec to Truro.....	118
Truro to Windsor Junction.....	48
Windsor Junction to Halifax.....	14
	<hr/> 562

*Extensions.*

Moncton to St. John.....	89
Painsec to Shediac.....	11
Truro to Pictou.....	52
Windsor Junction to Windsor.....	32
	<hr/> 184
	<hr/> 746

*Local Branches.*

Rimouski to Wharf.....	2
Newcastle, N.B., to Deep Water Wharf.....	2
Dorchester to Shipping Wharf.....	1
Sackville to Shipping Wharf.....	0·5
Stewiacke to Wharf.....	1 6·5
	<hr/> 752·5

The total expenditure and capital account on the entire line up to 30th June, 1877, is \$35,682,249.11.

The following amounts chargeable to capital account have been expended during the last fiscal year:—

General payments for works between River du Loup and Truro.....	\$965,175 77	
Balance due 30th June, 1876, since paid.....	38,881 39	
	<hr/>	1,004,057 16
Snow sheds between Moncton and Truro.....	1,042 14	
Halifax Extension.....	214,433 56	
St. John, Deep Water Terminus.....	98,819 33	
	<hr/>	314,295 03
		<hr/> <hr/> \$1,318,352 19

The gross earnings for the year have been \$1,154,445 35.

The cost of working the line, with maintenance and renewals, is shewn in the statement of moneys expended by the Department during the fiscal year ended 30th June, 1877, (Appendix 1, page 6) as \$1,661,673.55. In this amount is included the sum of \$200,000 on account of renewing the iron rails on the old Provincial lines with steel rails.

Deducting this amount, the cost of working expenses for the fiscal year ended 30th June, 1877, is \$1,461,673.55.

The grading and masonry of the Halifax extension from the old Richmond Station to North Street, have been completed, and the rails will be laid in the fall of 1877. The passenger station has been completed, the sidings laid in yard, a storehouse for ocean freight built, and additions made to the wharf.

At St. John the grading of Courteney Bay branch to deep water wharf, commenced 1871, has been completed and the track laid and ballasted. At the end of the extension a deep water cribwork wharf, including a slip—Contractor, Mr. Wilmot Kennedy—is under construction. The wharf will have a face of 1,820 feet. The height of the cribwork will be 55 feet standing 4 feet above extreme high water, with a depth of 25 feet at low water. The breakwater east of the slip facing the sea, has a length of 865 feet at the outer end.

The work has recently been commenced. The foundations for the seat are now being dredged by the Department.

Seven miles of snow sheds and eleven miles of snow fences have been constructed, making a total of 12½ miles of snow sheds and 44½ miles of snow fences.

The Rimouski pier has been extended to accommodate the steam tender to the ocean mail service, and the station siding and yard accommodation between River du Loup and Moncton has been increased.

At Stewiacke a branch three quarters of a mile in length, connecting with the navigable waters of the River Stewiacke, has been constructed.

The line throughout is reported in good condition, generally with steel rails with sound sleepers, good road bed, fences in repair, buildings in good condition, water service efficient, rolling stock in good order, shops well supplied, and the whole line in a good state of maintenance.

In accordance with the Resolution of the House of Commons authorizing the Government to lend rails as they are removed from the Government Railway lines which may be required on feeders, the worn iron rails removed from the main line have been lent for use to the Chatham, the Elgin, the Londonderry, the St. Martins and Upham, and the Hillsboro', tributary branches.

In the season of navigation the ocean steamers receive the mails at Rimouski, in winter they are delivered at Halifax.

The quickest time made was 15¼ hours for 561 miles between Halifax and River du Loup, 36 miles an hour.

The cost per train per mile is 82 cents.



The average cost of working per mile has been \$2,327.27.

No casualties are reported.

The general maintenance is detailed Appendices Nos. 15 and 21.

## PRINCE EDWARD ISLAND RAILWAY.

### LENGTH OF LINE.

	Miles.
Tignish to Royalty Junction.....	113½
Royalty Junction to Mount Stewart.....	20
Mount Stewart to Georgetown. . . . .	21
	— 154½
<b>EXTENSIONS.</b>	
Royalty Junction to Charlottetown.....	5
Mount Stewart to Souris... ..	39
	— 44
	— 198½

The capital account now amounts to.....\$3,403,367 84

The gross receipts during the year have been..... 130,664 92

An increase on last year of..... 12,603 92

The working expenses were..... 228,595 25

This amount includes \$18,267.17 for the substitution of steel rails 50 lbs. to the yard, for the present iron rail of 40 lbs. laid between Charlottetown and Royalty Junction, a distance of 5¼ miles.

The amount of passenger traffic has decreased owing to the introduction of second class cars and the issue of return tickets. Freight has increased \$17,908.64.

During the winter of 1876-7, the steamer "Northern Light" made the connection between the main land and Georgetown, Prince Edward Island, across the Straits of Northumberland. This vessel, built specially for the Marine Department for this duty, is the first steamer which has successfully established a regular winter connection. Hitherto steam navigation has been held not to be practicable owing to the extensive ice floes here encountered. This steamer was constructed on the theory of cutting through these obstacles, and for navigating these waters during winter.

The rolling stock has been increased, machine shops have been constructed and supplied with machinery. Board fencing for the greater part of the distance has been substituted for the wire fencing. The yard at Charlottetown has been graded. New siding has been laid down. The wharf at Summerside has been raised, several way stations have been erected and houses built for the trackmen, with various minor works.

19¼ miles of snow fencing has been erected and has proved efficient. Additions to it are in progress.

The line generally is in fair condition, but the cost of renewals and improvements for some time will not be slight.

The cost of working a train per mile without taking account of rail renewals was 85.74 cents per mile.

There have been four casualties on the line during the year, one fatal, three persons being injured. (Appendix 20, page 121.)

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### CANADIAN PACIFIC RAILWAY.

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By the Act 37 Vict., c. 14, it is enacted that, "Within one month of the opening of each Session, a report of the progress of the works, and of the sums expended, together with copies of all contracts entered into since the last report, shall be presented to Parliament."

In accordance with the above provisions the report of the Acting Chief Engineer sets forth the works constructed and in progress up to the 31st December, 1877, with the contracts entered into and the amounts expended during the fiscal year ended 30th June, 1877, together with the progress made in the several surveys, and the results which have been attained by such examinations.

(Appendix 22, page 179.)

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### NORTH-WESTERN COMMUNICATION.

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It has been considered expedient to cancel the contract for moving passengers and freight by this route from Thunder Bay to Winnipeg. This contract would have expired on the close of the navigation of 1876. Notice was, however, given on the 16th February, and the contract cancelled on the 29th April, 1876.

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### FORT FRANCES CANAL.

---

The design is to construct a canal 800 feet in length and 36½ feet in width at the narrowest part, with a lock 200 feet in length by 36 feet in width, having 7 feet depth on the sills with entrance guide piers. The ordinary lift of the lock to be 23½ feet.

It is located near the outlet of Rainy Lake, on the north side of the Grand Falls, being 237 miles from Thunder Bay, Lake Superior, and 215 miles east of Winnipeg-

This canal will connect the 44 miles of navigable water of Rainy Lake with Rainy River and the Lake of the Woods, making a continuous navigation, from Kettle Falls to the north-west angle, of 164 miles, with 7 feet depth of water.

Some improvements will be required in the channel to attain this depth in the navigation, viz.: At 1½ miles above, at the Manitou Rapids 36 miles, and at the Long Sault Rapids 42 miles below Fort Frances.

The rock excavation of the lock-chamber is nearly completed. The timber for the gates will be obtained during winter.

BRITISH COLUMBIA.

TELEGRAPH.

The telegraph is in operation as follows:—

	Distance in miles.
From Victoria, Vancouver's Island, to Saanich, V. I. ....	15
From Saanich, Vancouver's Island, to Swinomish, Washington Territory, including five submerged cables.....	60
<p>These cables are each <math>\frac{1}{2}</math> of an inch in diameter, with seven conducting No. 19 copper wires, twisted together and insulated with two coverings of gutta percha <math>\frac{3}{8}</math> inch diameter, with armour of twelve No. 8 galvanized iron wires. The total length of the cables is 16½ miles. Weight about 5,000 lbs. to the mile.</p>	
From Swinomish to Matsqui, on the River Fraser.....	68
Matsqui to New Westminster, River Fraser.....	36
Matsqui to Hope " .....	59
Hope to Yale " .....	14
Yale to Lytton " .....	57
Lytton to Quesnelle " .....	271
Quesnel to Barkerville, Cariboo " .....	52

There is also a branch of ten miles from New Westminster to Burrard's Inlet constructed by Messrs. Moody & Co.

No breaks occurred in the submerged cables.

The land portion of the line is in fair order.

The expenditure during the year has been \$31,108.74. The revenue \$7,367.42.

Experience has established the fact that the line will always be expensive to maintain.

---

BEAVER ROCK, VICTORIA HARBOR.

---

The work of removing this rock is still unfinished, and but little progress has been made during the year in this work. (Appendix 19, page 118.)

I have the honor to be, Sir,

Your obedient Servant,

T. TRUDEAU,

*Deputy*

*of the*

*Minister of Public Works.*

ANNUAL REPORT

OF THE

MINISTER OF PUBLIC WORKS

FOR THE FISCAL YEAR JULY 1<sup>ST</sup>, 1876 TO 30<sup>TH</sup> JUNE, 1877.

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APPENDICES.

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## TABLE OF APPENDICES.

	PAGE.
Appendix No. 1—Statement of expenditure during fiscal year.....	3
“ 2—Table of distances, (A) St. Lawrence Navigation, from Straits of Belle-Isle to Duluth, (B) from Prince Arthur to Fort Garry.....	7
“ 3—Report on Lachine, Beauharnois, St. Ours, Chambly, St. Anne, Carillon, Chute à Blondeau, Grenville, Culbute Canals, by J. G. Sippell, Engineer in charge.....	9
“ 4—Report on Cornwall Canal, by D. A. McDonell, Superintendent.....	31
“ 5—Report on Williamsburg Canals, by A. G. Macdonell, Superintendent.....	32
“ 6—Report on Welland Canal, by E. V. Bodwell, Superintendent.....	33
“ 7—Report on Burlington Bay Canal, by E. V. Bodwell, Superintendent.....	39
“ 8—Report on Rideau Canal, by F. A. Wise, Engineer, Superintendent.....	40
“ 9—Report on River Trent and Newcastle District Works, by Thomas D. Belcher, Engineer, Superintendent.....	43
“ 10—Report on River Ottawa Works, by Geo. P. Brophy, Engineer, Superintendent.....	46
“ 11—Report on St Maurice District Works, by G. F. Baillairgé, Assistant Chief Engineer, Public Works Department.....	48
“ 12—Report on Saguenay District Works, by D. Boulanger, Superintendent.....	50
“ 13—Report on Harbors, &c., St. Lawrence and Western Lakes, by William Kingsford, Engineer in charge.....	51
“ 14—Report on Harbors, &c., Maritime Provinces, by H. F. Perley, Engineer in charge.....	63
“ 15—Report on Intercolonial Railway (New Works), by Collingwood Schreiber, Engineer.....	68
“ 16—Report on Public Buildings, by Thomas S. Scott, Chief Architect.....	71
“ 17—General statement shewing.....	80
1st. Water power and other Public property leased on Canals, &c.	
2nd. Property purchased or sold by the Department.	
3rd. Property declared to be no longer under the control of the Department.	
“ 18—Statement of claims and awards by the Official Arbitrators.....	96
“ 19—Report on Public Works in British Columbia, by B. W. Pearse, Resident Engineer.....	116
“ 20—Report on Prince Edward Island Railway, by C. J. Brydges, General Superintendent Government Railways.....	121
“ 21—Report on the Intercolonial Railway, by C. J. Brydges, General Superintendent Government Railways.....	150
“ 22—Report on the Pacific Railway by Marcus Smith, Acting Chief Engineer.....	179
“ 23—Report of the Harbor Commission on deepening channel between Quebec and Montreal.....	197
“ 24—Office Staff, etc.....	199
“ 25—Opening and closing of Canals and Harbors.....	202



## APPENDIX No. I.

STATEMENT showing the amount expended by the Department of Public Works, Dominion of Canada, during the Fiscal Year ended 30th June, 1877.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
	\$ cts.	\$ cts.	\$ cts.
<i>Canals.</i>			
Lachine.....	1,439,375 73	19,824 33	33,148 86
Beauharnois.....		15,207 36	14,377 63
Cornwall.....	49,211 37	6,440 54	13,375 70
Williamsburgh.....		10,053 61	7,388 08
St. Lawrence.....	47,377 31		
Welland.....	2,183,147 61	50,048 93	59,698 47
do damages.....	16,815 00		
Burlington Bay.....		489 34	
St. Anne's Lock.....	30,003 08	1,756 93	1,982 65
Carillon and Grenville.....	175,284 20	10,394 06	11,050 27
Carillon Canal and Dam.....	70,453 84		
Culbute Rapids Lock.....	56,081 87		
Rideau.....	214 11	11,198 18	25,959 56
St. Our's Lock.....		750 80	1,533 40
Chambly.....	80 00	10,111 32	10,281 78
St. Peter's.....	63,330 18	17 45	600 00
Bale Verte.....	22 30		
Canals generally.....			51 87
Maitland Pier.....			60 00
<i>Slides and Booms.</i>			
Saguenay.....		518 08	741 05
St. Maurice.....		5,892 27	13,675 26
Ottawa.....	120 00	20,525 65	21,168 36
Newcastle.....		3,540 89	2,325 03
<i>Harbours and Piers.</i>			
Bayfield, Ontario.....	21,200 00		
Chantry Island Breakwater, do.....	36,095 12		
Cobourg, do.....	8,060 41		
Colpoy's Range Pier, Big Bay, do.....		400 00	
Goderich, do.....	86,175 10		
Kincardine, do.....	10,514 56		
Neebish Rapids, do.....	9,601 92		
Port Burwell, do.....	5,173 75		
Port Hope, do.....		4,000 00	
Port Stanley, do.....	3,391 51		
Thunder Bay, do.....	5,000 00		
Toronto, do.....	17,000 00		



## APPENDIX No. 1—Continued.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
	\$ cts.	\$ cts.	\$ cts.
<i>Harbours and Piers—Concluded.</i>			
Berthier Pier, Quebec.....		3,938 17	
L'Islet Pier, do.....		2,821 19	
Malbaie Pier, do.....		141 80	
Rivière Blanche Breakwater, do.....		1,080 16	
Rivière du Loup Pier, do.....		909 30	
Rivière Ouelle do do.....		1,213 78	
River Richelieu, do.....	4,125 87		
River St. Lawrence, removal of chains and anchors. do Deepening between Quebec and Montreal.....	12,000 00		
Grande Anse, New Brunswick.....	122,000 00	998 98	
Richibucto, do.....	1,621 44		
Shippegan, do.....	9,135 63		
St. John, do.....	65,000 00		
St. John River, do.....		55 00	
Chipman's Brook, Nova Scotia.....	2,750 00		
Cow Bay, do.....	8,656 13		
Ingonish, South, do.....	24,851 60		
L'Ardoise (breakwater between Michaud and Mark Points), N.S.....	10,228 29		
Lingan Beach, Nova Scotia.....	2,000 00		
Mabou, do.....	1,750 00		
Musquodoboit, do.....	1,000 00		
McNair's Cove, do.....	115 50		
Port Hood Pier, do.....		964 81	
Tracadie, do.....		873 70	
Colville Bay (Souris), Prince Edward Island.....	19,871 33		
New London, do.....		500 00	
Tignish, do.....	4,750 00		
Dredge Vessels.....	3,142 99		
Dredging, Ontario and Quebec.....	12,582 83		
do Maritime Provinces.....	70,765 91		
do British Columbia.....	566 62		
<i>Surveys.</i>			
Pacific Railway.....	751,624 57		
Generally.....			37,405 77
Arbitrations and Awards.....			6,234 20
<i>Roads</i>			
Red River Route.....		7,236 56	19,881 98
<i>Public Buildings.</i>			
Generally.....			5,870 89
Fort Lennox Barracks, Ontario.....		8 00	
Guelph Custom House, &c., do.....	13,111 74		
Hamilton Custom House, do.....		35 00	
do Post Office, do.....		41 54	
Kingston Custom House, do.....		265 97	
do Immigrant Buildings, do.....		248 22	
do Rockwood Asylum, do.....		23 90	
do Military College, do.....	33,729 79		

## APPENDIX No. 1—Continued.

Name of Work.	Construction.		Repairs.		Staff and Maintenance.	
	\$	cts.	\$	cts.	\$	cts.
<i>Public Buildings—Continued.</i>						
Kingston Penitentiary, Ontario.....			4,853	69		
do Post Office, do .....			149	11		
London Custom House, do .....			1,007	00		
do Drill Shed, do .....			600	00		
do Post Office, do .....			671	64		
Ottawa Parl't and Departmental Bldgs., Ontario.....	258,833	09	97,735	13		
do do Gas, do .....					18,000	00
do do Heating, do .....					40,000	00
do do Removal of snow, do .....					1,023	80
do Post Office, do .....	18,136	34	314	90		
do Public Buildings, Post Office and Rideau Hall (Water), Ontario.....					4,500	00
do Rideau Hall, do .....			35,991	28	5,000	00
Toronto Custom House, do .....	41,939	18				
do do and Ex. Wareh'se, Repairs. Ontario .....			196	75		
do Examining Warehouse, do .....	33,196	87				
do Immigrant Station, do .....			423	72		
do Magazine (Old and New Forts), do .....			2,122	39		
do Post Office, do .....			2,716	22		
do Savings Bank Building, do .....			253	00		
Grosse Isle Quarantine Station, Quebec.....	3,671	68	1,326	40		
Montreal Custom House, do .....						
do Examining Warehouse, do .....	110,229	15	449	80		
do Inland Revenue Office, do .....						
do Post Office, do .....	11,186	95				
Quebec Citadel Buildings, do .....			794	46		
do Cullers' Office, do .....			20	00		
do Custom House, do .....			34	60		
do Fortifications (Quebec & Levis), do .....			5,927	60		
do Inspector of Gas, &c, Office, do .....			1,173	49		
do Observatory, do .....			10	00		
do Post Office, do .....			1,079	36		
do Public Buildings, do .....			75	40		
St. Hélène Magazine, do .....			184	50		
St. Vincent de Paul Penitentiary, do .....	5,907	39				
New Castle Custom House, New Brunswick.....			450	00		
St. John do do .....			76	28		
do Post Office, do .....	4,146	31				
do do (old), do .....					800	00
do Quarantine St'n (Partridge Island), N.B.....					28	00
Halifax Dominion Building, Nova Scotia.....			1,851	38		
do Quarantine Stat'n (Lawlor's Island), N.S.....			228	00		
Pictou Custom House, Nova Scotia.....	7,364	47				
Sydney Marine Hospital, do .....	2,123	60				
Yarmouth do do .....	550	00				
do Quarantine Station, do .....			35	00		
Charlottetown Dominion Bldg., Prince E. Island.....			5,464	89		
Souris Marine Hospital, do .....	807	75				
New Westminster Penitentiary, British Columbia.....	47,216	11				
Public Buildings, do .....			1,564	02		
Manitoba Custom House.....	5,057	98	1,422	16		
do Fort Osborne Barracks.....			2,756	50		
do Penitentiary.....	39,791	04				
Battle River Barracks, N. W. Territory.....	29,982	13				
Lt.-Gov.'s Residence, Battleford, do .....	25,429	99				

APPENDIX No. 1.—*Concluded.*

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
	\$ cts.	\$ cts.	\$ cts.
<i>Public Buildings—Concluded.</i>			
Penitentiaries generally.....		5,000 00	
Maritime Provinces Penitentiary, Dorchester, N. B.	20,294 22		
Telegraph Lines, British Columbia.....			27,108 74
do do Subsidy.....			4,000 00
do Prince E. Island, do.....			1,946 66
<i>Railways.</i>			
Pacific Railway.....	936,525 40		
Intercolonial Railway.....	1,318,352 19		1,661,673 55
Prince Edward Island Railway.....	200,000 00		228,595 25
Totals.....	8,633,928 13	373,298 55	2,279,458 81
Grand Total.....			\$11,286,685 49

J. BAINE,

*Accountant.*

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, 30th June, 1877.

## APPENDIX No. 2.

## ST. LAWRENCE NAVIGATION.—TABLE OF DISTANCES.—A.

FROM STRAITS OF BELLE-ILE TO DULUTH, AT HEAD OF LAKE SUPERIOR, BY WATER.

From	To	Sections of Navigation.	Statute Miles.	
			Inter-mediate.	Total to Straits of Belle-Ile.
Straits of Belle-Ile.....	Cape Whittle.....	Gulf of St. Lawrence.....	240	240
Cape Whittle .....	West Light, Anticosti.....	do do .....	201	441
West Light, Anticosti.....	Father Point.....	River St. Lawrence .....	202	643
Father Point.....	Rimouski .....	do .....	6	649
Rimouski.....	Bic .....	do .....	12	661
Bic.....	Isle Verte .....	do .....	39	700
Isle Verte (opp. Saguenay)	Quebec .....	do .....	126	826
Quebec .....	Three Rivers .....	do to Tidewater .....	74	900
Three Rivers.....	Montreal.....	do .....	86	986
Montreal .....	Lachine .....	Lachine Canal.....	8 $\frac{1}{2}$	994 $\frac{1}{2}$
Lachine .....	Beauharnois .....	Lake St. Louis.....	15 $\frac{1}{2}$	1,009 $\frac{1}{2}$
Beauharnois .....	St. Cécile.....	Beauharnois Canal.....	11 $\frac{1}{2}$	1,021
St. Cécile .....	Cornwall.....	Lake St. Francis.....	32 $\frac{1}{2}$	1,053 $\frac{1}{2}$
Cornwall .....	Dickinson's Landing.....	Cornwall Canal.....	11 $\frac{1}{2}$	1,065 $\frac{1}{2}$
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence .....	5	1,070 $\frac{1}{2}$
Farran's Point.....	Upper end of Croyle's Island..	Farran's Point Canal.....	3 $\frac{1}{4}$	1,071
Upper end Croyle's Island..	Williamsburgh or Morris- burgh .....	River St. Lawrence.....	10 $\frac{1}{2}$	1,081 $\frac{1}{2}$
Williamsburgh.....	Rapid Plat .....	Rapid Plat Canal.....	4	1,085 $\frac{1}{2}$
Rapid Plat .....	Point Iroquois Village .....	River St. Lawrence .....	4 $\frac{1}{2}$	1,090
Point Iroquois Village .....	Upper end Presqu'île .....	Point Iroquois Canal.....	3	1,093
Presqu'île .....	Point Cardinal, Edwards- burgh .....	Junction Canal.....	2 $\frac{5}{8}$	1,095
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097 $\frac{1}{8}$
Galops Rapids .....	Prescott .....	River St. Lawrence.....	7 $\frac{3}{8}$	1,105 $\frac{1}{8}$
Prescott.....	Kingston .....	do .....	59	1,164
Kingston .....	Port Dalhousie.....	Lake Ontario.....	170	1,334
Port Dalhousie.....	Port Colborne .....	Welland Canal.....	27	1,361
Port Colborne.....	Amherstburgh.....	Lake Erie .....	232	1,593
Amherstburgh.....	Windsor .....	River Detroit.....	18	1,611
Windsor.....	Foot of St. Mary's Island.....	Lake St. Clair.....	25	1,636
Foot of St. Mary's Island..	Sarnia .....	River St. Clair.....	33	1,669
Sarnia .....	Foot of St. Joseph's Island ..	Lake Huron.....	270	1,939
Foot of St. Joseph's Island	Foot of Sault St. Mary.....	River St. Mary.....	47	1,986
Sault St. Mary .....	Head of Sault St. Mary.....	Sault St. Mary Canal.....	1	1,987
Head of Sault St. Mary.....	Point aux Pins .....	River St. Mary .....	7	1,994
Point aux Pins .....	Duluth.....	Lake Superior .....	390	2,384

Of the 2,384 miles from the Straits of Belle-Ile to the Head of Lake Superior, 71 $\frac{1}{2}$  miles are artificial navigation, and 2,312 $\frac{1}{2}$  open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical, or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

APPENDIX No. 2—*Continued.*

## TABLE OF DISTANCES.—B.

FROM PRINCE ARTHUR LANDING (LAKE SUPERIOR), TO FORT GARRY (WINNIPEG), BY THE CANADIAN ROUTE.

	Statute Miles.	
	Inter- mediate.	Total.
Prince Arthur Landing to Shebandowan Lake.....	45	45
Shebandowan Lake to North-West Angle.....	312	357
North-West Angle to Fort Garry (Winnipeg).....	95	452

The Steamboat voyage from Collingwood to Prince Arthur Landing is 532 miles.

## APPENDIX No. 3.

CANAL OFFICE,  
MONTREAL, July 1877.

SIR,—I have the honor to submit the following report on the works under my charge for the fiscal year ended 30th June, 1877.

The old works have all been efficiently maintained during the year and fair progress made in the construction of the new works, except at Carillon, where little has been done.

Statements of the amounts collected for fines and damages with monthly returns of the highest and lowest water on each canal are appended.

## LACHINE CANAL.

In the early part of the fiscal year, from July to November 1876, the principal work done was repairing the supporting piers of the booms at Lachine, and building a stop gate at Lock No. 5.

Of these piers, 19 are 52 ft. long by 15 ft. wide. The superstructure was entirely removed and rebuilt to a height of seven feet above low water. The stop gate is built solid, of oak and pine timber, and is 49 ft. long by 16 ft. high, 22 inches thick at bottom and 18 inches at top. It is intended to be used at the lower gate quoins of Lock No. 5 to stop the flow of water should the entire four gates be carried away by accident or otherwise.

Five pairs of spare lock gates were launched and sunk in convenient places for use when required.

To enable the work of enlargement to be proceeded with, this canal was unwatered during the winter. The water was shut off on the 2nd day of December and the gates removed from Locks Nos. 3 and 4. The superstructure of Brewster's Bridge was taken down and removed for the same reason.

During the winter the bridges over the large weir at basin No. 2 and over the small supply weir at Lachine were rebuilt, and superstructure of pier below Lock No. 5 renewed. The gates of Locks Nos. 3 and 4 were furnished with new binders, the valves taken out and repaired, quoins lengthened to fit the new masonry, and the whole painted.

In April, the walls of Locks Nos. 1 and 2 and of the weirs at Basin No. 2 and at Côte St. Paul were pointed. A large quantity of concrete was placed in front of the flumes in Basin No. 2 and at the large weir. The flooring of the tail race below the weir at Lock No. 4 was partially sheeted with plank, and the weir gates received new working chambers, brasses etc.:—Two new valves were placed in the upper gates of Lock No. 2. The entire roof of Flour shed No. 2 and one half of that of No. 1 was covered with asbestos coating.

The water was partially let into the canal on Wednesday, May 2, and the four pairs of gates placed in Locks Nos. 3 and 4, the anchor irons having been previously placed and bolted to receive them. The canal was filled on Sunday the 6th and opened for navigation on Monday the 7th of May.

Since that date all the gates in Locks Nos. 3 and 4 were provided with suspension gear, the wharves and bridges repaired and replanked, and a number of leaks staunched. A great number of snubbing posts were also placed in the new banks.

The navigation of this canal was interrupted for 24 hours on Monday 11th of June while a bad leak was being stopped at the large weir at head of Basin No. 2.

A leak from the old Lock No. 3 into the pit of the new lock was closed at the same time. The water was drawn down five times between Saturday night and Monday morning in May and June, while leaks were being stopped in the bank at upper end of Section 8 and lower end of Section 9.

#### STEAM DREDGE.

The dredge "Queen" and scows are now in the Lachine Canal being fitted up for service at St. Anne's, where they will commence operations as soon as the old boiler and engine have been replaced with new ones of greater power, which were procured for that purpose about three years ago, the old boiler and engine having become practically useless except for the lightest kind of dredging.

#### NEW WORKS OF ENLARGEMENT.

The general plan of this enlargement may briefly be said to consist in forming new entrances at Montreal and Lachine, widening and deepening the prism and duplicating the locks.

It provides for the construction of a channel between the harbor of Montreal and Point St. Charles for vessels drawing 18 ft. of water, and thence upwards to Lachine for vessels drawing 12 feet.

From Basin No. 2 just below the Wellington Bridge to Lock No. 4 at Côte St. Paul, the prism of the present canal is to be enlarged to an average breadth of 200 ft. and from Côte St. Paul to Lachine to an average breadth of 150 ft., with a depth of 13 feet throughout, between these points.

The locks to be 270 feet long between gate quoins, and 45 feet wide at bottom. The two lower locks to have 18 feet of water on mitre sills, and the others 14 feet. The depth of 14 feet on the sills of the locks on the upper reaches is a provision made to meet any future deepening of the canal to give 15 feet of water between the locks. All the other structures have had their foundations laid at that depth.

For convenience in construction, this work has been divided into eleven sections numbering from the lower end.

#### *Section No. 1.*

Sections Nos. 1 and 2 are let in one contract to Messrs James Worthington & Co. The work on Section No. 1 includes forming a new connection with the Harbor of Montreal, the construction of two locks and an intermediate basin, with a regulating weir and bridge abutments. The locks are 270 feet in length between gate quoins, 45 feet in width at bottom and have a depth of 18 feet water on the mitre sills. The basin is 540 feet long by 240 feet wide at the north end and 230 feet at the south end, and has a depth of 19 feet.

#### *Lock No. 1.*

Work was resumed on the 7th July, 1876, after the high water subsided—at that time about three feet of earth remained in the lock pit above foundation level. The excavation of this material, as well as for concrete below that level, was continued during the balance of the season. At the upper end of the pit the bottom was so soft that it was necessary to drive sheet piles along the edge of the pit to prevent the sides from running in. Bearing piles were also driven along the face line of the lock walls to support the foundation timbers.

At the close of the season the excavation was completed except about 1000 cubic yards at lower end, and the foundation, formed of concrete, timber and plank, laid for a distance of 170 feet from the upper end including the upper mitre sill platform.

Masonry was commenced on the 30th of October on the breast wall, and continued downwards on both sides for a distance of 130 feet and to a height of five feet. A large quantity of stone was placed on the timber foundation to prevent it from raising during high water.

During the winter and spring the work was flooded by the river and again unwatered on the 16th of May.

The timber foundation is now extended to within 17 feet of the lower mitre sill platform, and the masonry, with an additional course, to within 35 feet of the same place.

*Basin No. 1.*

During the summer of 1876, the dock walls surrounding this basin were completed except the coping and as much as was necessary to connect with the wing walls of Lock No. 1. The coping has not been completed, but the connection is made with Lock No. 1. The excavation is nearly finished.

*Lock No. 2.*

The concrete and timber foundation, below the lower mitre sill, was completed early in the summer of 1876, and the connection made between the lower wing walls and the dock walls of Basin No. 1.

At the close of the season the side and wing walls were built up to an average height of 21 feet, and the breast wall completed. They are now 29 feet high, or within five feet of being finished.

The masonry forming the recess at the head of the lock for a submerged gate, and the bridge abutment on the south side is well advanced in connection with the lock walls. The bridge abutment and new portion of dock wall above the old lock were commenced and nearly completed last spring previous to the opening of navigation.

*Section No. 2.*

This section embraces the enlargement and deepening of Basin No. 2, and the construction of Wellington Basin. The latter is 1250 feet in length by 225 feet in breadth, and surrounded by a dock wall of ashlar masonry. Both basins to have a depth of 19 feet.

*Basin No. 2.*

The enlargement of this basin is made by the removal of a point of land at its upper end. During the summer of 1876, this was being done by a steam excavator, which worked until 30th September, when the work was flooded by a leak from the canal and further operations with the excavator prevented, after which the excavation of this portion was continued by dredging.

Two dredges are now working in the basin, the work is well advanced and will probably be finished this season.

*Wellington Basin.*

The excavation of this basin was completed last season and the dock walls were nearly finished when the water broke through the bank from the canal and work on the masonry was suspended for the season.

On the 15th of March work was resumed on the dock walls, and they are now completed except laying a few pieces of coping. The brick sewer is also completed, and the wharf around the basin is being put down, of which about 500 lineal feet are finished.

*Section No. 3.*

This section extends upwards about three fourths of a mile from Basin No. 2. The work upon it consists chiefly in the enlargement of the channel, building piers and abutments for Wellington Street Bridge, the construction of a lift lock, regulating weir, raceway and bridge abutments, taking down and rebuilding with new face stone the defective masonry in the walls of present lock, building a dock wall, etc., etc.

Contractors, Messrs. McNamee, Gaherty and Fr chet te.



At the close of the last fiscal year excavation was being carried on and embankments made to enlarge the canal outside the present banks, on the north side from St. Gabriel Basin to the tail race below St. Gabriel Lock, and on the south side from the Wellington Bridge upwards for about 800 feet. The north bank was completed and the water let into the cut on that side on 28th of July.

Two powerful dredges with a steam derrick for unloading the excavated material, commenced work on 7th of July in the prism of the old canal between Wellington Bridge and St. Gabriel Lock. About three fourths of the excavation on that portion of the enlargement was done at the close of navigation, and now nearly the whole of the earth that can be removed with dredges has been excavated.

The dock wall on the south side above Wellington Bridge was begun on the 7th of August, and at the close of the season 760 lineal feet of it had been completed, with the exception of coping.

The abutment at south end of Wellington Bridge was also commenced. It is now completed to its junction with the returned end of the dock wall of the Wellington Basin, except coping and a space occupied by a temporary bridge.

As soon as the canal was unwatered excavation was commenced in rear of the old lock, and the walls of the upper recess and chamber were taken down to the depth of 13 feet, and at the lower recess and wings they were entirely removed.

On the 16th of February work was begun on the concrete wall in rear of the north wall of old lock. Its foundation was carried down to the full depth of the foundation of the proposed new lock, which is five feet lower than that of the old one.

During February a foundation of timber, plank and concrete was prepared for the retaining wall to connect the lower wing of the old lock with that of the new one. The masonry of this wall was commenced on the 5th of March, and that of the lock wall on the 14th, the whole of which was completed and ready for the opening of navigation on the 5th of May.

A temporary weir and raceway were constructed on the south side of the present lock, as the old weir had to be removed, it being situated on the site selected for the new lock and weir. It was built of timber and the work was done by the day under the direction of Mr. Superintendent Conway.

Two abutments and a centre pier have been erected for a fixed bridge over the upper entrance to the proposed new weir, which is also a head race for manufacturing purposes.

The site of the new lock and weir pits has been enclosed by coffer dams, and the excavation commenced.

When the water was let into the canal in May a bad leak was found to be running from under the foundation of the old lock into the pit of the new one. This was staunched by driving piles in rear of the lock wall and filling with concrete between the piles and the wall.

#### *Section No.*

Is 3,800 feet in length, and includes widening and deepening the canal, facing the inside slope with pitched stone walls, the construction of piers and abutments for two bridges, and making alterations in the culvert of the Montreal Water Works.

Contractors, Messrs. Whitney and Doty.

This work was commenced in June 1876. The enlargement on the upper portion of the section being mostly on the south side, an independent cut was made between Brewster's Bridge and the Grand Trunk Railway, outside of the towing path, which was sunk to the full depth of the enlarged canal, and a new bank formed. The trench for the foundation of side walls was also excavated, and 1130 lineal feet of the wall carried up to an average height of  $7\frac{1}{2}$  feet, which has since been raised to water level.

Two steam dredges were employed after the 7th of August on the west side of the canal, above and below Brewster's Bridge. The abutments of Brewster's Bridge were built, and stone delivered and prepared for the piers. Timber for the cribwork to protect piers was also delivered.

Before the opening of navigation, the south bank of the old canal, which separated it from the new cut, was removed, the retaining wall along the north bank for the same distance well started, and the piers as well as the cribwork of Brewster's Bridge constructed.

The Contractors are now driving the protecting piles at Brewster's Bridge, dredging on the lower portion of the section, delivering stone for the remainder of the retaining wall, and preparing stone for the abutments and piers of the Grand Trunk Railway Bridge. They are also excavating on the island at the lower end of the section, intending to build as much of the wall there as possible during the summer.

On the 29th of March the water overflowed the dam at the upper end of the section and flooded the whole work, which caused a delay of several days while the dam was being repaired and the water pumped out.

At Brewster's road a swing-bridge 120 feet long and two fixed bridges 38 feet long each, were built in place of the old one which had been removed. This new swing-bridge turns on a centre pivot and spans two navigable channels of 46 feet each. The material of the old bridge was used as far as practicable in its construction. The work was done by the day by Mr. Conway, Superintendent of Lachine Canal.

#### *Section No. 5.*

This section extends from a short distance above the Grand Trunk Railway Bridge to within about 700 feet of the Côte St. Paul Lock, and is 4,200 feet long. The work upon it consists in widening and deepening the prism of the present canal, building side walls, and the construction of an inverted syphon culvert to carry the water of the River St. Pierre under the canal.

Mr. Alphonse Charlebois is Contractor.

The enlargement on this section is principally on the north side of the canal, but at the lower end there is also quite a breadth on the south side. During the summer and fall of 1876, nearly all of this excavation that could be taken out without endangering the bank of the old canal was removed and the new bank formed. To secure a proper seat for the embankment at the upper end of the section, a large quantity of muck and marl had to be removed to a depth of from three to four feet below canal bottom. The side wall was built at the upper end of the section for a length of 550 feet to an average height of  $8\frac{1}{2}$  feet. The pit at the north end of the St. Pierre Culvert was excavated and the timber foundation laid.

A large amount of excavation was also done on the south side of the present canal at the lower end of the section, and a new bank formed. A steam dredge was employed on the inside slopes and bottom of the present canal from the 15th of August to the close of the season.

During the winter, excavation was carried on in the bottom of this canal, a portion of the old bank on the north side removed, and side wall masonry built. On the 28th of March, the works were inundated by water flowing over the dam from Section No. 6. After eleven days they were again unwatered and the work continued.

The masonry of the north end of the St. Pierre Culvert has been commenced and the excavation for the south end is well advanced. The side or slope wall on the north bank is being extended, and it has been commenced on the south side at the lower end of the section outside of the old bank. It is expected that as much of these walls as can be built while the water is in the canal, will be completed this season.

Dredging in the prism of the old canal is progressing, and the Contractor is making every exertion to push the work forward as fast as possible.

#### *Sections Nos. 6 and 7.*

These two sections were let together to Messrs Wm. Davis and Sons. Their length is 10,000 feet and the work upon them consists in enlarging the channel, constructing a new lift lock, taking down and rebuilding with new face stone the

defective portion of the present lock, protecting the rear side of the north wall and foundation of the present lock with concrete, building a retaining wall to connect the wing walls of the old and new locks, forming an inverted syphon culvert, building a by-wash, piers and abutments for a swing-bridge at Côte St. Paul, and facing the inside slopes with pitched stone, &c.

The excavation of the prism and lock pit, outside of the existing north bank, was commenced in June, 1876, and the new bank formed from the lower end of Section No. 6 to the Côte St. Paul road, a distance of 1,400 feet, and before the close of the season all the excavation that could be removed with safety on this portion was taken out. Part of this work was attended with great difficulty, where muck and marl, extending to a depth of ten to twelve feet below canal bottom, had to be removed and the site refilled with selected material to form a solid foundation for the embankment.

Two steam dredges with a steam derrick for discharging the material over the bank, commenced operations at the upper end of Section No. 7 on the 1st of September, where they worked till the middle of November.

As soon as the navigation closed, the Contractors began to excavate in rear of the walls of the old lock, and to take them down; which work was continued until the walls on both sides above the lower recess were taken down to the depth of 14 feet, and the remainder to the foundation.

In February the concrete wall was formed in a trench in rear of the old lock, and the foundation of the retaining wall at lower end of lock prepared, both of which are five feet below the foundation of the old lock.

On the 28th of February the masonry was commenced, and building was carried on steadily until the retaining wall was raised above the level of the water in the lower reach, the lock walls rebuilt, and navigation resumed.

During the latter part of the winter, that portion of section No. 6 below the lock and between the old banks was excavated to grade of new canal bottom.

The Contractors are now proceeding with the excavation of the new lock pit, which is nearly completed. The greater part of the timber for the foundation, and stone for the masonry of the new lock has been delivered and prepared. The north abutment for the Côte St. Paul Bridge has been built and they are now at work on the by-wash. Some stone has been dressed for the culvert, the ends of which they intend to build this season.

They have two steam dredges at work at the upper end of section No. 7, and are excavating on the south side above water level, and forming a new road to take the place of the old one now being removed.

#### *Section No. 8.*

The work on this section consists in widening and deepening the prism of the present canal, forming a berm bank and road on the south east side, and lining the inside slopes with stone pitching or rip-rap, &c. The Contractors are Messrs O'Brien, Sullivan & Co.

On the 10th of July excavation above surface water was commenced on the south east side, at the upper end of the section, where the material removed was deposited in spoil in rear of the berm bank. The excavation was continued downwards on this side of the canal until November. The material removed was utilized in forming the berm bank, and the public road where it follows the line of canal.

Two dredges commenced work on 20th September at about the middle of the section; one of them was removed from the work in the beginning of November, the other continued at work until the close of the season. The progress made by these dredges was not satisfactory, owing principally to delay in disposing of the excavated material, caused by want of proper appliances for handling it. During the month of November a small amount of excavation was done on the north bank above water line.

When the water in the canal was shut off, earth excavation was commenced upon the bottom and sides, with a large force, which was gradually increased until as many men were employed as could be worked to advantage. Rock excavation in the prism was also commenced and continued until the end of April, when the water was let in.

As soon as the foundations could be prepared, the slope walls were commenced on both sides of the canal, but, owing to the lateness of the season when this work was begun, to the delays caused by flooding of foundation pits, and to a scarcity of suitable stone, little progress was made.

It was found necessary before the water was let into the canal to protect the banks with loose stone in the form of rip-rap. The bottom was also well cleared, all obstructions removed, and the towing path put in a proper state of repair.

Since the opening of navigation, some dredging has been done, and some small culvert masonry built under the road and south bank. Soon after the canal was filled in May a large quantity of water filtered through the north bank at the upper end of the section, which flooded some of the swamp lands and passed off in the little River St. Pierre; an effort was at once made to staunch the flow by lining the face of the bank with puddle, which was only attended with partial success. Special attention should be given to this matter before opening of navigation in May next.

#### *Section No. 9.*

This section includes the principal part of what is known as the "rock cut," and the work upon it consists in widening and deepening the present canal, and forming new towing path and berm bank, side and cross drains, &c. The Contractors are Messrs John Lyons & Co.

At the close of the last fiscal year the heaviest portion of the excavation above surface water was completed. During the summer the force was greatly reduced, and little work was done until towards the close of the season, when a considerable amount of rock above water was removed on both sides of the canal, and the remaining earth work above water was nearly completed. Some stone drains required on the south bank were built, and the old ones repaired.

Preparations for the winter's work were also made. Several steam drills had been at work since July, and the drilling for enlarging the canal was well advanced before the water was drawn off at the close of navigation.

After the water was shut out of the canal, the coffer dams built and the bottom properly unwatered, the excavation below surface water, in both earth and rock was resumed, and continued during the winter season, when a large amount of each class of excavation was done, and the side slopes through the earth cutting protected with dry walls. The foundation of these walls was for some distance in quick sand, and great difficulty was experienced in getting a suitable foundation. In March the section was flooded which caused about two weeks' delay.

Before the water was let into the canal, the bottom and top banks were cleared up, and those parts of the earth slopes where the wall had not been completed, protected with rip-rap.

No work has been done on this section since the opening of navigation.

#### *Section No. 10.*

This section lies to the south of the Guard Lock and Weir at Lachine, and is 1,400 feet in length. It includes all the works connected with the formation of a new channel, for its whole length, the construction of a new guard lock, abutments and turn-table for a swing bridge, retaining walls, &c. Contractors, Messrs Rodgers, Kelly & Co.

Work on this section has been carried on steadily throughout the year. To guard against leakage from the weir and river, a puddle wall was formed across the head and along the north side of the lock pit. The earth excavation is about finished.

Rock excavation in the lock pit is nearly all out, and on the section is excavated to nearly the full depth and width, except about 300 feet at lower end which forms a dam between the old and new works. The embankment in the river has been carried to a distance of 2,340 feet from the shore. A stone drain for carrying the surface water was also built on the south side of the lock.

The rock found at grade in the lock pit being unsuitable for a foundation, it was decided to put in one of timber and plank for the whole extent of the lock walls. Timber for this purpose, as well as oak timber for mitre sills is being delivered.

The quarry opened at Ste. Geneviève last year has been abandoned. Some stone has been got out at Grande Ligne near St. Johns, and stone is now being received from Isle au Motte on Lake Champlain, and cut on the section.

A large quantity of stone has been delivered and prepared for the lock, and arrangements made for building the lock masonry as soon as the foundation is prepared for it.

#### *Section No. 11.*

The work on this contract consists of the construction of a new entrance channel and harbor at Lachine on the south east side of the present entrance. It is to be formed by a line of pier work about 6,200 feet in length, with a stone superstructure faced with a wall of rubble masonry, protected by an ice breaker of timber at the upper end. Messrs Wm. Davis & Sons are the Contractors.

During the early part of the fiscal year a large quantity of timber, lumber and iron was delivered, and some timber framed. In August a steam dredge was employed clearing the site for the coffer dam outside of the present pier. The first crib on this line was commenced on the 18th August, and the framing and sinking of cribs was continued until October.

The double or outside line of crib-work was then commenced, and a few cribs sunk, but so much difficulty was found in clearing the bottom that work was suspended here and resumed in rear of the present pier, and carried on until January 13th, when it was stopped by the severity of the weather.

No further work was done during the winter except delivery of stone for crib filling.

On June 2nd work was resumed upon the double crib work and has been continued without interruption. On this line forty cribs have now been sunk in position, which is equal to about six hundred feet in line of pier.

In the line of coffer-dam adjoining present pier twenty-eight cribs have been sunk, making ten hundred and sixty feet in length of dam.

A large quantity of timber and iron has been delivered for this section since the opening of navigation.

#### BEAUFORT CANAL.

This canal was closed on the 29th of November 1876, and re-opened on the 5th of May 1877, being a navigable season of 209 days, during which time no interruption to the trade occurred.

The lower gates of Locks No. 7, 10, 11 and 12, and the upper gates of No. 12 were taken out, repaired and replaced, and hung by suspension gear.

The knee quoins of lower gates and of one upper gate of Lock No. 8, and of the lower gates of No. 13 were renewed and the foot bridges repaired.

Seven pairs of damaged gates were hauled out and taken apart, and five pairs of them rebuilt.

One new bumping post was put up at each of the Locks Nos. 6, 9, 12 and 14.

A new chamber and valve rod were put on one of the upper gates of Lock No. 6; one new chamber, and two oak mullions were placed on the lower gates of Lock No. 14, and a new chamber on one of the lower gates of Lock No. 10.

When the water was drawn off in the spring, it was discovered that the puddle had been washed out from under the foundation at Lock No. 12, from the lower mitre sill platform downwards to the lower end of the apron. This was remedied by filling up with puddle and concrete, and replanking the bottom.

A large hole was also found between the walls, below the lower mitre sill of Lock No. 13, where a crib of 40 feet by 16 feet was sunk, filled with stones, and planked on top.

The walls forming the upper approach on north side of Lock No. 7, and those on south side of Locks Nos. 6, 7, 8, 9 and 13, were partially taken down and rebuilt, and portions of the lock masonry pointed.

The sluice gates of Regulating Weir's, at Locks Nos. 9, 11, 12 and 13, were furnished with new rods and blocks.

A new crab winch was placed at Lock No. 6, and one at No. 8, and an old one repaired at Lock No. 14.

The swing bridges at Locks Nos. 8, 9, 11, 13, 14 and St. Timothy, received such repairs as were necessary, and timber for a new swing bridge was prepared.

The bridge over the raceway, from weir at St. Timothy, and six farm bridges over side ditches were rebuilt, and at Lock No. 10 the long bridge over the waste weir was partially replanked.

All the dwelling houses of Lock masters and Lock laborers, as well as the house and office of the Collector, have been kept in good repair.

The foundation of a building 66' x 24', has been built at Lock No. 7, which is intended as dwellings for two Lockmen and the Bridge-keeper at that lock.

A shed 80' x 18' for the protection of prepared timber and lumber, and a small store-house for cement, lime, &c., have been built.

The Dyke at Hungry Bay has been raised 15 inches, for a length of 250 yards, and 47 toises of stone drawn to raise the protection walls on the outside.

The banks and slope walls of canal, on both sides, were repaired before the water was let in this spring, as well as the public roads where they front on canal lands, and all race-ways, culverts, ditches, &c., thoroughly cleaned.

Very few spare gates are on hand, and it would be advisable to have a few more constructed, so as to be prepared in case of accident.

#### CHAMBLY CANAL.

Navigation was closed on this canal on the 28th November, 1876, and re-opened on the 1st May, 1877, during which open period of 212 days there was no interruption to the trade.

All the structures, banks, towing paths, &c., were maintained in good working order, throughout the fiscal year. During the winter, a spare swing-bridge was framed and preparations made for general repairs in the spring.

In April a pair of spare gates, built last autumn, were inserted at Lock No. 6, and the mitre sills at this lock, and Lock No. 8, repaired. New sluice gate frames were placed in upper gates of Lock No. 2, and the lower gates of Lock No. 3 repaired.

New fenders were placed at Locks Nos. 2, 3, 4 and 6, and a new balance beam at Lock No. 9.

Bridges Nos. 1, 3, 5 and 6 were repaired, and fitted with new fenders. The wing wall on the west side at Bridge No. 3 was rebuilt with timber, and No. 6 was replanked.

The By-wash at Fryer's received a new bottom and other repairs, and a leak was stopped at Wood's By-wash.

The By-wash between Locks Nos. 4 and 5 was rebuilt, and the weir below No. 6 was replanked.

The banks, towing paths, slope walls, wharves, fences, &c., were also thoroughly repaired, and side ditches cleaned.

The houses of the Lock masters and Bridge keepers, were kept in good repair, and new kitchens built at the houses of Locks Nos. 7 and 9.

#### RIVER RICHELIEU IMPROVEMENT.

Steam Dredge No. 1, was employed on the River Richelieu, from the 1st July 1876, until the 15th of November, when she was removed to the Lachine Canal

where she lay all winter, and was refitted this spring. She resumed operations in the River Richelieu on the 25th of May, and continued work until the end of the year.

The Dredge and two dumping scows were thoroughly repaired in April and May, and are in good order.

Satisfactory progress has been made, and a channel 100 feet in width by 7 feet in depth, at low water, formed between St. Ours Lock and Belœil, except at St. Antoine, where the dredge was employed at the close of the year. It is expected this work will be fully completed during the present season.

#### ST. OURS LOCK AND DAM.

The guide piers at upper approach to this lock were repaired and two mooring posts renewed.

In August, the valves of three of the lock-gates, were taken out, repaired and reinserted.

At the dam, some of the plank sheeting was renewed, the cribs underneath having been previously filled with stone.

In March the ice was sawn at lower end of lock, and the gates freed, to prevent damage.

The Superintendent's house was repaired, as well as the fencing of his grounds.

Navigation was closed by ice on 20th of November 1876, and opened on 10th April 1877. While the valves were being repaired in August the traffic was interrupted as follows:—On the 10th for 13½ hours, on the 11th for three hours, and on the 17th nine hours, making a total of 25½ hours.

#### ST. ANNE'S LOCK AND DAM.

The navigation at this point was closed by ice on 29th November 1876, and opened on 21st April 1877, being an open season of 223 days, without interruption of any kind.

The work done here during the fiscal year has been very light, consisting chiefly of temporary works necessary for the maintenance of the navigation, and repairing the damages caused by the extreme high water of 1876, replacing buoys etc.

#### NEW WORKS.

The new work consists in the formation of a canal across the shoal below the lock, connecting with deep water along the north shore of Isle Perrot. When completed it will be about 1200 feet in length, by 120 feet wide, with a depth of ten and one half feet at low water, supported at the sides with an embankment and with crib work.

The season for operations last year was very short, as the unwatering of the works was not completed until the 1st of August, owing to the unusual high water. After that date the season was favorable, and the work progressed in a satisfactory manner until the 30th November, when the ice took, and the work was suspended.

During the month of November the upper ends of the piers were finished and protected by a sheathing of 4 inch tamarac plank banded with wrought iron straps.

No work was done during the winter. On the 17th June the Contractor resumed operations, and the work is now progressing favorably with every prospect of being completed before the close of the season.

A dredge is now being prepared to do the excavation required in the approaches.

#### CARILLON CANAL.

*Locks Nos. 1, 2, and 3.*—The repairs made to these locks, during the year, have been of the usual nature. On the 18th November last a portion of the face stones, in the recess wall, on the north side of Lock No. 2 was forced out by compressed air from

the water sluiceway in the wall. It was temporarily repaired with plank, and before the opening of navigation this spring, was rebuilt with masonry, which was again displaced on the 5th of May.

It was then found necessary to close the sluice, and pass the water through sluices in the gate.

The gates and sluices have been repaired, the lock walls pointed, and sills grouted. The canal banks, fences, buildings, and towing path were kept in good order, and prism of canal cleaned, before opening of navigation this spring.

A large expenditure was made in maintaining the North River Dams and Feeder during the year. It is found to be very difficult, keeping a sufficient supply of water for the Carillon Canal at all seasons, owing to the leakage through the old lock walls and the decrease in volume of the water in the North River during midsummer.

#### CHUTE À BLONDEAU.

Lock walls, gates, and sluices have been repaired, and the upper entrance to canal and lock cleaned. Vessels of ordinary draft have much difficulty in passing through the canal during low water.

#### NEW WORKS.

The works at this point are intended to supersede the Carillon and Chute à Blondeau Canals. They consist of a flat dam about 1800 feet long, across the River Ottawa in the Rapids, a short distance above Carillon village, a timber slide 600 feet long by 120 feet wide on the south side of the river, and a canal three quarters of a mile long including two locks, and their approaches on the north side.

#### CANAL AND LOCKS.

On the 11th July 1876, work was resumed on the retaining wall along the inside slope of canal embankment, and by the middle of August, the upper portion of the canal, including pit of Lock No. 2, had been unwatered; trestle work for travelling derricks was again erected, and the foundation of the lock which had been prepared the previous season, cleaned and got ready for the masonry.

The first stone for the season was laid on 7th September, and fair progress made afterwards until 17th November, when the fifth course, a height of seven feet ten inches, had been laid.

It was resumed in April, but stopped again about the middle of May for want of stone, and nothing has been done since. The south wall was then eleven feet four inches high, and the north wall, about nine feet eight inches.

Work on the river embankment, and toe crib was recommenced at the latter end of July 1876. About 1,300 lineal feet of the toe crib was built, making a total length now laid of 3,330 feet. The embankment was carried on until stopped by frost. A few days work only were done this season.

The rock excavation in the prism between the two locks, was also nearly completed. About 4,530 cubic yards of rock were removed, 2,340 cubic yards of puddling done, and 33,000 cubic yards of earth from borrowing pits placed in embankments.

At Isle Bizard, quarrying stone for this work was carried on until the middle of March, and about 1,800 cubic yards of stone are now lying there, of which 470 cubic yards are dressed for the lock walls.

#### DAM.

Work was not resumed till the end of August, and after that, proceeded slowly till the close of the season. The temporary bridges were run out from both sides of the river and three cribs for foundation of skeleton bulkhead placed in position, two of these, however, were only to replace others which had been carried away by ice, &c.



At the dam proper, that portion between the slide piers, previously built, had the covering put on; the foundation was laid between the slide pier and south shore, and a short piece, in shallow water, between the north and "Sickle" channels. Three foundation cribs were also placed in deep water, one in the north channel, being the last required there, one in a deep place, between that and the "Sickle" channel, and another in the north side of the "Sickle" channel.

The length of foundation of dam laid during the season, was 364 feet, 82 feet of which was in deep water. About 500 feet in length of the deep water foundation still remains to be laid, which might easily have been done last fall, if proper advantage had been taken of the unusually low water and fine weather.

#### SLIDE.

Work was recommenced here in September. The foundations of both piers were completed, and the piers built up to a safe height before winter set in, and during the winter they were both carried up nearly to the intended height and well filled with stone.

Nothing whatever has been done on any of these works since the middle of May, although the season has been in every way favorable.

When the water had fallen last season, an inspection was made, and it was found that two or three more of the temporary cribs for skeleton bulkhead, had been carried away, and that the permanent work had sustained no serious damage, except that the sills laid in 1874 are worn and rounded on top by the abrasion of ice, timber, &c., passing down the river.

So far as can be seen at present, it does not appear that any damage whatever has been done to the works, by ice or high water last Spring; but a small quantity of the timber stored above Carillon was carried away and lost.

The present Carillon and Chute à Blondeau Canals, are now in such a dilapidated state, that the early completion of the new works has become a matter of necessity; otherwise a large expenditure will necessarily have to be made in rebuilding the old locks, which are now actually failing, or the navigation over this route suspended, until the new works are finished.

#### GRENVILLE CANAL.

The combined locks Nos. 5 and 6, 7 and 8, at the lower entrance of the canal are in a very dilapidated condition and require continual and extensive repairs.

Before the opening of navigation this season, the walls were pointed and the sills of Nos. 7 and 8 repaired. As the stones of which these sills are formed are crumbling away, it was found necessary to remove some of them, which were replaced with timber, strapped and bolted to the rock foundation.

These locks are in a very unsafe condition and should be rebuilt as recommended in previous reports.

At Lock No. 9 no repairs of any consequence were required to either lock or bridge during the year.

At Lock No. 10, three broken valves were removed and replaced by new ones this spring, and the lock house repaired.

At Lock No. 11, no repairs were required except painting foot bridges of gates, and pointing bridge piers.

The prism of canal between Locks Nos. 6 and 7, and above Lock No. 8, as far as By-wash, was cleaned and retaining walls repaired. The towing path, bridges and fences have been kept in good order, and the buildings repaired.

The improvement made on this canal, by contract for its enlargement, during the past winter, has increased the draft of water afforded for vessels from the entrance at Grenville to Lock No. 8.

No detention to the trade whatever occurred on the Carillon, Chute à Blondeau and Grenville Canals, during the fiscal year.

They were all closed by ice on the 30th November 1876. The Carillon and Châte à Blondeau were re-opened on the 26th April, and the Grenville on the 1st May 1877.

#### NEW WORKS OF ENLARGEMENT.

Mr. Goodwin's contract for this work, embraced the completion of this canal from its entrance above Grenville to Lock No. 8, a distance of  $5\frac{31}{100}$  miles.

The bottom width of the enlarged canal, to be 50 feet, above Guard Lock at Grenville, and 40 feet below it, with passing basins; the whole to have a depth of ten feet of water, or one foot below top of mitre sills of the new locks.

The work having been suspended on the opening of navigation in May 1876, was resumed on sections Nos. 2 and 3 in December, immediately after its close.

After the Contractor had completed his arrangements, the force employed during the winter averaged 260 men and 35 horses on section No. 2, and 130 men and 11 horses on section No. 3.

The work done during the season being chiefly excavation and the most of it rock, the drilling was principally done by steam, and the material removed on a tram railway track, laid in the bottom, with inclined planes leading up the bank, on which dumping cars conveyed the excavated material to the spoil bank. The loaded cars were hauled out of the pit by stationary steam engines placed on the bank, which also furnished steam for operating the drills.

#### Section No. 1.

No work was done on this section except building a small bridge over the waste weir, above Lock No. 10.

To complete this section according to its contemplated dimensions a large amount of excavation remains to be done.

The prism above Guard Lock, has, for the most part, only a reliable draught of six feet at extreme low water; a large amount of earth and rock must be removed to give it the required width and depth. Below the Guard Lock, there is still about 22,000 cubic yards of material to be removed to complete this reach to a bottom width of 40 feet, and 10 feet draught of water.

#### Section No. 2.

A large amount of work was done on this section during the season. It consisted in widening and deepening the whole prism between Dewar's Mill, and upper end of approach to Lock No. 9. The excavation on this portion of the canal is nearly completed. Although the amount of work to be done is small, yet there are several points of rock projecting into the channel from the south side having only four feet of water on them, and an unfinished meeting basin, which has been excavated down to the rock, or about  $3\frac{1}{2}$  feet below water surface.

There are a few points also which require to be deepened about one foot to obtain the full depth of 10 feet.

Between Dewar's mill & Lock No. 10, nothing was done, although it requires to be widened or deepened at several points.

A new waste weir was built on this section, on the south side of the meeting basin at Dewar's mill. It is built of rock faced ashlar masonry, with wing walls of rubble work in front and rear.

#### Section No. 3.

The excavation of this Section has been completed to within about 300 feet of the lower approach to Lock No. 9.

The lower part of this section for a distance of 700 feet above Lock No. 8, has been left untouched, its dimensions being sufficiently large for the present navigation

of 6 feet, and when the new enlarged Lock No. 8 is built, the approach to it will probably not follow the present channel of the canal.

A new waste weir has also been built on this section. It is similar to the one built on section No. 2, a short distance above Lock No. 8.

Work on these sections was discontinued early in May. The Engineer has since been employed in preparing the quantities for a "Final Estimate."

#### CULBUTE CANAL.

These works form an addition to the internal navigation of the Upper River Ottawa. They are situated in the North channel, about 100 miles above the City of Ottawa, and when brought into use will open a navigable reach of the River directly between Bryson, at head of Grand Calumet Falls, and Des Joachims at foot of the Rapids of that name, a distance of about 80 miles, and afford access by water to the town of Pembroke.

The works are located in what has been known as L'Islet Rapids, about  $\frac{1}{2}$  mile below the Culbute Rapids, and within three miles of the head of Culbute Channel.

They consist of two combined timber locks, and overcome a fall of 14 feet in low, and 18 feet in high water; they are 200 feet in length between hollow quoins, 45 feet wide at bottom, with 6 feet of water on the mitre sills; and a pier and rolling dam across the head of L'Islet Island and Rapids; the apex of rolling dam being as high as low water in Pembroke Lake, above the Culbute Rapid, and the pier dam across L'Islet and the upper lock walls raised to a height of 3 feet above high water. Necessary guide piers were also built at both entrances.

At the close of the last fiscal year, the locks and their mooring piers and the pier dam on L'Islet, were finished with exception of the top covering, and the foundation cribs and sills of flat dam were well advanced.

In the early part of July the superstructure of the flat dam was commenced. The last foundation crib was sunk on the 12th August, and by the middle of September the whole frame work of the superstructure was finished, leaving only some ballasting, sheeting and gravel filling in front to be done.

This was all finished in October, including the removal of the temporary dam at the Culbute Rapids, so that on the 1st of November, the works under Messrs. Davis & Sons' contract were practically completed.

Soon after the removal of the temporary dam, at the head of the Culbute Rapids, the water flowed over the crest of the flat dam to the depth of ten inches, and the Culbute Rapids had disappeared.

An examination, made a few days afterwards, showed a very direct navigable channel, from the head of the locks upwards to Pembroke Lake and Fort William, with not less than seven feet, at low water on the shoals.

#### LOCK GATES.

This contract embraced the construction of three pairs of lock gates and of one submerged stop gate at the upper entrance, all built of solid timber work.

At the close of the last fiscal year, the stop gate and the lower pair of lock gates had been placed in position. The upper gates were finished and hung in July, and in August, the third or middle pair were placed in position.

The machinery for working the gates, and other fittings were provided and put up, and the lock chambers sufficiently cleaned of the chips and *débris*, to allow of the locks being filled with water on the 11th of November, when the gates and fixtures connected with them were worked and tested.

The locks were also emptied and refilled several times, and the entire works thoroughly inspected, all of which were, and are still staunch and in good working order.

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CHANNEL BETWEEN BRYSON AND THE LOCKS.

The water in the channel between Bryson and the Culbute Locks, had fallen below navigable height during the dry season, and the Union Forwarding Company's Steamer when drawing only three feet of water, could not pass the shoals in the Calumet Channel a few miles above Bryson, and was laid up for the season.

An examination and survey has since been made, for the purpose of determining the most feasible and economical mode of keeping the water in this channel up to navigable height, during the season of low water.

A plan for this purpose consisting of dams and stop logs across the river at the head of Calumet and Flat Rapids, has been submitted for approval, and preparations are now being made to place the necessary works under contract.

Another plan for the improvement of the reaches between Des Joachims and the mouth of the Mattawa was also prepared and forwarded to the Department.

I have the honor to be, Sir,  
Your obedient servant,

JOHN G. SIPPELL,  
*Superintending Engineer.*

F. BRAUN, Esq.,  
Secretary, Public Works,  
Ottawa.

## LACHINE CANAL.

STATEMENT showing the depth of river water on the mitre sill of Lock No. 1, at lower entrance, and Lock No. 5 at upper entrance, during the Fiscal Year ended 30th June 1877. (From Lock Master's Returns.)

Months.	Lock No. 1—Lower Sill.		Lock No. 5—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1876.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July.....	22 5	19 9	14 1	12 3
August.....	19 8	18 3	12 2	11 2
September.....	18 4	17 9	11 4	10 4
October.....	18 1	17 7	11 1	10 6
November.....	18 4	17 11	11 0	10 8
December.....	34 11	17 9	12 2	10 0
1877.				
January.....	32 4	28 5	12 0	10 2
February.....	30 10	27 9	10 6	9 1
March.....	29 10	27 3	11 0	9 11
April.....	31 4	21 0	12 7	10 11
May.....	21 3	19 3	12 10	11 8
June.....	19 3	18 2	11 9	10 10

## BEAUHARNOIS CANAL.

STATEMENT showing the depth of river water on the mitre sill of Lock No. 6 at lower entrance, and Lock No. 14 at upper entrance, during the Fiscal Year ended 30th June 1877. (From Lock Master's Returns.)

Months.	Lock No. 6—Lower Sill.		Lock No. 14—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1876.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July.....	14 0	12 2	13 9	13 0
August.....	12 2	11 4	13 2	12 8
September.....	11 4	10 9	12 11	12 0
October.....	10 9	10 6	12 11	12 1
November.....	10 10	10 7	12 4	11 11
December.....	15 6	10 2	13 2	11 11
1877.				
January.....	21 0	10 8	13 0	11 11
February.....	15 0	12 6	12 0	11 6
March.....	12 6	11 5	12 0	11 7
April.....	12 4	11 5	12 7	12 0
May.....	12 4	11 4	12 5	12 0
June.....	11 4	10 9	12 0	11 9

## CHAMBLY CANAL.

STATEMENT showing the depths of river water on the mitre sills of Lock No. 9, at lower entrance, and Lock No. 1, at upper entrance, during the Fiscal Year ended 30th June, 1877. (From Lock Master's Returns.)

Months.	Lower Sill.		Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1876.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July.....	12 5	10 0	9 9	8 5
August.....	10 0	8 6	8 9	7 0
September.....	8 6	8 4	8 0	7 4
October.....	8 7	7 7	8 4	7 0
November.....	8 6	7 9	7 6	7 0
December.....	8 0	7 3	7 5	7 0
1877.				
January.....	8 7	7 6	7 5	7 0
February.....	9 2	8 2	7 5	7 0
March.....	16 6	8 3	9 7	7 2
April.....	17 10	14 2	10 8	9 8
May.....	14 6	11 6	10 6	9 4
June.....	11 3	9 4	9 6	8 0

## ST. OURS LOCK AND DAM.

STATEMENT showing the depth of river water on the mitre sills of the St. Ours Lock, during the Fiscal Year ended 30th June 1877. (From Superintendent's Returns.)

Months.	Lower Sill.		Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1876.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July.....	14 0	10 3	10 6	8 11
August.....	10 3	8 4	8 11	8 0
September.....	10 0	7 9	8 3	7 9
October.....	9 1	8 1	8 2	7 6
November.....	10 0	8 3	8 5	7 6
December.....	13 7	8 2	8 11	7 4
1877.				
January.....	13 6	11 5	8 11	7 8
February.....	13 11	12 5	9 3	7 11
March.....	17 1	12 8	12 10	8 1
April.....	19 9	14 4	15 8	11 5
May.....	14 7	10 11	11 10	9 10
June.....	10 9	9 0	9 9	8 5

## ST. ANNE'S LOCK AND DAM.

STATEMENT shewing the depth of river water on the mitre sills of the St. Anne's Lock, during the Fiscal Year ended 30th June 1877. (From Superintendent's Returns.)

Months.	Lower Sill.		Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1876.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July.....	11 6	9 5	12 5	19 3
August.....	9 5	8 5	9 1	7 6
September.....	8 6	7 11	8 2	6 1
October.....	8 3	7 8	7 7	6 10
November.....	8 4	7 11	8 7	7 7
December.....	9 8	8 0	8 4	7 4
1876.				
January.....	9 8	8 1	8 5	7 0
February.....	8 4	7 3	8 0	7 0
March.....	11 2	7 2	7 6	7 0
April.....	10 1	8 5	11 0	7 7
May.....	10 3	9 2	11 3	9 10
June.....	9 2	8 4	9 10	8 9

## CARILLON CANAL.

STATEMENT showing the depth of river water on the mitre sill of Lock No. 1, at lower entrance, and Lock No. 3, at upper entrance, during the Fiscal Year ended 30th June, 1877. (From Lock Master's Returns.)

Months.	Lock No. 1—Lower Sill.		Lock No. 3—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1876.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July.....	12 6	8 10	13 3	8 5
August.....	8 9	6 10	8 4	5 10
September.....	6 9	5 11	5 10	4 11
October.....	7 0	6 0	6 3	5 0
November.....	8 1	7 2	7 10	6 5
December.....	8 5	7 6	8 6	7 5
1877.				
January.....	8 10	8 3	9 5	7 6
February.....	8 3	6 7	7 3	6 1
March.....	7 2	6 6	6 9	6 0
April.....	11 0	7 4	11 9	7 0
May.....	10 11	9 8	11 9	10 0
June.....	9 8	8 4	9 11	8 0

## CHUTE À BLONDEAU CANAL.

STATEMENT showing the depth of river water on the lower and upper mitre sills of Lock No. 4, at Chûte à Blondeau, during the Fiscal Year ended 30th June, 1877. (From Lock Master's Returns.)

Months.	Lower Sill.		Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1876.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July .....	14 6	9 9	14 2	9 6
August .....	9 6	6 6	9 4	6 7
September .....	6 7	5 6	6 7	5 7
October .....	7 0	5 7	6 10	5 8
November .....	8 6	7 0	8 5	6 11
December .....	14 3	8 1	13 0	8 0
1877.				
January .....	19 2	13 3	18 9	13 5
February .....	16 0	7 0	17 6	9 6
March .....	8 10	4 10	9 6	4 8
April .....	12 9	5 3	12 6	5 0
May .....	12 9	10 10	12 6	10 9
June .....	10 9	8 7	10 8	8 6

## GRENVILLE CANAL.

STATEMENT showing the depth of river water on the mitre sills of Lock No. 5, at lower entrance, and Lock No. 11, at upper entrance, during the Fiscal Year ended 30th June, 1877. (From Lock Master's Returns.)

Months.	Lock No. 5—Lower Sill.		Lock No. 11—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1876.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July .....	14 3	10 4	19 6	14 10
August .....	10 2	7 0	14 4	11 1
September .....	6 11	6 1	11 1	9 10
October .....	7 4	6 1	11 8	9 9
November .....	8 9	7 6	13 8	11 11
December .....	15 6	8 3	12 10	11 8
1877.				
January .....	19 6	15 9	11 8	10 4
February .....	17 6	8 0	10 4	9 11
March .....	8 0	8 0	10 10	9 9
April .....	12 9	8 6	17 9	11 1
May .....	12 8	11 1	17 9	16 3
June .....	10 10	9 0	16 2	14 0



LACHINE CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ended 30th June, 1877.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Totals.
1876.			\$ cts.	\$ cts.	
July 17	Steam Barge Adventure.....	M. Delanay.....		300 00	to B. Canal.
21	Barge Caroline .....	H. Paquin.....	20 00		
22	Steamer Passport .....	R. and O. Navigation Co.....		1,200 00	to B. Canal.
26	Barge Protecteur.....	F. X. Lambert.....		4 00	
Aug. 9	Propeller Calabria .....	D. Butters & Co.....	4 00		
19	Barge Ernest.....	Lough & Co.....	10 00		
21	Propeller Georgiana.....	J. Burgess.....	40 00		
Sept. 16	Lot of Lumber.....	F. McNamee.....	10 00		
Oct. 6	Raft.....	Wm. Grier.....	10 00		
16	Barge Powerful.....	McPhee & Co.....	20 00		
		Total.....	150 00	1,504 00	1,654 00

M. C. CONWAY,  
*Superintendent.*

LACHINE CANAL OFFICE,  
MONTREAL, July, 1877.

LACHINE CANAL.

STATEMENT of amounts collected for Wood Rent and Wintering Vessels during the Fiscal Year ended 30th June, 1877.

Items.	No. of Cords.	Rates.	Amounts.
Firewood.....	20,452	4	\$818 08
Wintering Vessels.....	82		341 75
Total.....			\$1,159 83

JOHN O'NEIL,  
*Collector Canal Tolls.*

COLLECTOR'S OFFICE,  
MONTREAL, July, 1877.

## LACHINE CANAL

STATEMENT of Basin, Firewood, Fines and Bank dues, collected at Lachine  
for the Fiscal Year ended 30th June, 1877.

Date.	Items.	Amounts.	Remarks.
1876-77.		\$ cts.	
	Basin dues.....	245 77	
	Firewood dues.....	68 10	
	Bank ".....	48 00	
	Fines ".....	10 00	
	Total.....	371 87	

JOHN DYDE,  
*Collector.*

COLLECTOR'S OFFICE,  
LACHINE, July 1877.

## BEAUHARNOIS CANAL.

STATEMENT of amounts collected for Fines and Damages, for the  
Fiscal Year ended 30th June, 1877.

Date.	Name of Vessel.	Master or Owner.	Fines.	Damages.	Totals.
1876.			\$ cts.	\$ cts.	\$ cts.
July 4	Propeller Argyle.....	Captain McLaughlin.....	20 00		
19	" Columbia.....	" Zealand.....	20 00		
19	Steamer Spartan.....	" Bailey.....		75 00	
27	" ".....	" ".....		12 00	
Aug. 10	Propeller Zealand.....	" Zealand.....		25 00	
Sept. 2	" Persia.....	" Vaughan.....		10 00	
Oct. 12	Barge Iroquois.....	" St. Marseille.....	5 00		
16	Propeller Lake Erie.....	" Aumont.....	10 00		
Nov. 2	Raft.....	" Leslie.....	10 00		
9	Prop. F. Russell, of Quebec.....		20 00		
16	Schooner Alice Mary.....	Captain R. William.....	10 00	20 00	
1877.					
April 2	G. Martineau & J. Peterfin.....		2 00		
June 11	Propeller Cuba.....			5 00	
		Totals.....	\$97 00	\$147 00	\$244 00

J. F. BÉIQUE,  
*Superintendent.*

BEAUHARNOIS CANAL OFFICE,  
MELOCHEVILLE, 1st July, 1877.

## CHAMBLY CANAL.

STATEMENT of amounts collected for Fines and Damages, &c., for the Fiscal Year ended 30th June, 1877.

Date.	Name of Vessel.	Master or Owner.	Amount.	Remarks.
1876.			\$ cts.	
July ..	B G. H. Bramley.....	Capt. N. Dubuc.....	3 00	
	" M. L. Rockwell.....	" J. J. Rockwell.....	5 00	
	" J. O. Turner.....	" M. Lynch.....	1 00	
August 1.....	" L. C. Allard.....	" L. Blais.....	15 00	
7.....	" G. H. Burrough.....	" W. Lavallée.....	40 00	
	Wharfage.....		4 40	
			68 40	

Ls. OUIMET,  
*Superintendent.*

CHAMBLY CANAL OFFICE,  
CHAMBLY, July, 1877.

APPENDIX No. 4.

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CORNWALL CANAL.

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CORNWALL, 3rd July, 1877.

SIR,—I have the honor to report on the Cornwall Canal for the fiscal year ended 30th June, 1877.

The canal was kept in good working order from 1st July 1876 to the 8th December following, when it was closed for the winter months. It was opened again on the 26th May 1877, and has continued in good working order to the 30th June.

The works in progress during the year may be classed under the head of ordinary repairs, as follows:

Rebuilding lower gates of Lock No. 17. General repairs to lock gates in use, to waste weirs and bridges, making five new lock gate foot bridges, six new lock gate knees, ten new sheaves, raising slope walls, opening ditches and cleaning drains leading through culverts, &c.

The canal closed on the 8th of December 1876. Opened for navigation on the 26th of April 1877.

I have the honor to be, Sir,  
Your obedient servant,

D. A. McDONELL,  
*Superintendent.*

F. BRAUN, Esq., Secretary,  
Department of Public Works,  
Ottawa.

## APPENDIX No. 5.

## WILLIAMSBURGH CANALS.

MORRISBURG, 25th July, 1877.

SIR,—I have the honor to report on the Williamsburgh Canals for the fiscal year ended 30th June, 1877.

These canals were opened on the 1st May, and continued open without any interruption of the navigation until the 5th December, 1876. They were reopened on the 1st May, 1877.

*Farran's Point Canal.*

The lower gates at Lock No. 22 were taken out and rebuilt during the winter. The pier at the foot of canal requires repair. The stoning for protection of banks was completed last fall, and, with some further repairs to banks, this canal can be kept in good order.

*Rapid Plat Canal.*

The repairs on this canal consisted principally in stone protection to banks with some slight work to locks and gates. Snubbing posts have been placed on the north bank of the canal near Lock No. 23. The gates at Lock No. 24 require repair and some further protection to the banks is required: otherwise this canal is in a good state.

*Iroquois Junction and Galops Canal.*

The upper gates at Lock No. 27, Galops, were taken out and rebuilt during the winter. The lower gates at this lock as well as the lower gates at Lock No. 25, Iroquois, should be repaired.

The pier or dock at the foot of the canal at Iroquois was rebuilt during the last season, and the booms and banks have been kept in good order. Timber was got out for rebuilding the portion of the pier at the head of the Galops carried away some years ago. The rebuilding of this and the portion carried away by ice this spring should be proceeded with and completed before the low water this fall.

I have the honor to be, Sir,  
Your obedient servant,

A. G. MACDONELL,  
*Superintendent.*

F. BRAUN, Esq., Secretary,  
Department of Public Works,  
Ottawa.

## APPENDIX No. 6.

## WELLAND CANAL.

SUPERINTENDENT'S OFFICE,  
ST. CATHARINES July 31, 1877.

SIR,—I have the honor to report on the working and condition of the Welland Canal for the fiscal year ended 30th June, 1877.

The canal was closed on the 15th day of December, 1876, and opened on the 17th day of April, 1877.

There has been but one serious accident on the canal during the year, by which navigation was interrupted for about 27 hours.

On the 18th day of June the schooner "Sea Gull" carried away the head gates of Lock No. 21, at about 5 o'clock a. m.

The break was repaired and navigation resumed at 7.30 a.m. the next day.

The water supply has been very good during the year, by which the mills on the Feeder and Summit Level have been enabled to run a full average of time as compared with former seasons.

The traffic through the canal, though still light, shews a considerable improvement over last year, the number of lockages at Lock No. 3 having been, up to the 30th June from the opening of navigation the present season, 276 more than for last year during the same period, and 526 more than for the same period of 1875.

I append a statement showing the greatest and least depth of water on the mitre sills at Port Colborne and Port Dalhousie locks in each month during the year, also a comparative statement shewing the average depth for the months of June 1876 and 1877, by which it will be seen that the water has been lower this year for June 1 foot 10 inches at Port Dalhousie, and 1 foot 5 inches at Port Colborne.

I have collected in fines and damages from the owners of vessels violating the Canal regulations the sum of \$355.11 which I have deposited in the Imperial Bank of Canada here, to the credit of the Minister of Inland Revenue, a statement of which is appended to this report.

New works and repairs during the year are as follows:—

## DIVISION No. 1.

At Port Dalhousie, light house and crib repaired after fire.

*Lock No. 1.*

New head gate heel path side. Top of waste weir renewed, swing bridge repaired, new stationary bridge at Weaver's point.

*Lock No. 2.*

Addition to watch house. Roof to double lock house renewed, and inside of both houses generally repaired, painted, &c.

*St. Catharines Swing-bridge.*

New pivot beam. Repairs to watch house.

*Lock No. 3.*

Repairs to watch-house. Approach planked.

*Lock No. 4.*

Floating tow path repaired, float bridge replanked, traps and cribs to same repaired. Two kitchens to lock-tenders' houses built and fence repaired.

*Lock No. 5.*

Two stationary bridges replanked, lock and swing-bridge repaired.

*Lock No. 6.*

Lock-tender's house repaired.

*Lock No. 7.*

Swing-bridge and floats repaired.

*Lock No. 8.*

Floats repaired.

*Lock No. 9.*

Float replanked.

*Lock No. 10.*

Floats repaired, aprons renewed and lock-tender's house repaired.

*Lock No. 11.*

Floats and lock-tender's houses repaired. One new bridge built over hydraulic race and one repaired and aqueduct caulked.

*Lock No. 12.*

Lock shanty and floats repaired.

*Lock No. 13.*

Floats repaired.

*Lock No. 14.*

Lock shanty and floats repaired.

*Lock No. 15.*

Swing-bridge and floats repaired and drain opened.

*Lock No. 16.*

Stone wall on heel path built.

*Lock No. 17.*

Float replanked and crib rebuilt, lock-tender's house repaired and fence built.

*Lock No. 18.*

Stone wall to hold bank built and floats repaired.

*Lock No. 19.*

Stone wall built to hold bank. New kitchen built. Railing to protect public against accident at quarry put up, and lock-tender's lot fenced. New top to waste weir. Gravel scow and lifting scow repaired on dry dock, caulked and new painted, and new windlass put on lifting scow.

*Gate yard.*

Two high lift gates built and laid away in reserve behind Lock No. 14, and two ditto behind Lock No. 21.

Two low lift gates, one for No. 24, and one in reserve at Lock No. 21. Two ditto for Lock No. 1, and anchored in reserve below locks. Two ditto for Port Maitland. Two ditto Port Robinson in reserve in Chippewa Creek. Two ditto rebuilt and in reserve in Canal. 50 wheelbarrows repaired. 18 new scoops made. 50 new snubbing posts prepared.

Ordinary repairs over whole division, including cleaning canal and locks in spring, and replacement of all articles wearing out, such as wrists to valves, screws, bolts, castings, snubbing posts, bands, face plates, mitre sill plates, fender planks, crab chains, sheave blocks, crab blocks, bridge plank, repairing banks, &c., &c. Over 50 scow loads of earth and gravel have been used in repairing banks on this division during the year.

## DIVISION No. 2.

*Lock No. 20.*

Lock-tender's house repaired.

*Lock No. 21.*

Two new gates and three new anchor irons. Wall to lock-tender's house repaired.

*Lock No. 24.*

New stationary bridge over waste weir, bridge over old race removed, swing-bridge repaired, new approaches made to same, cement and stone retaining wall built on heel path side next mills and store house.

*Lock No. 26.*

Lock-house grounds fenced.

At the foot of Port Robinson Lock, piles were driven, capped and braced, and filled in behind with stone and clay to repair damage to bank by water and to prevent further wash. Canal was cleaned in spring and general and thorough repairs to lock-gates, mitre sills, &c., &c., were made on this division. The banks have been generally repaired by filling where they had been washed away, and a large quantity of stone and gravel has been used in filling the same.

## DIVISION No. 3.

From the Junction to Port Colborne.

Stone bridge repaired and replanked, floats from Raney's Bend to Port Colborne repaired. Repairs made to mitre sills of Port Colborne Lock by diver.



West pier Port Colborne has had considerable repairs by way of new planking in places and renewing some portions of waling. Ferry boat repaired and ferry ho use moved. Some dredging at head gates of lock has also been done. Back ditch has been cleaned out on west side for about two miles and some portions of same through village well covered with stone.

#### DIVISION No. 4.

From Junction to Dunnville and Port Maitland.

##### *Dunnville Guard Lock.*

One new head gate. Piles on north side of lock capped and cross-braced and covered with plank, constituting a landing wharf 220 ft. long by 14 ft. wide.

##### *Upper waste weir.*

A new bridge built over this weir and general repairs made thereto.

##### *Third waste weir.*

Wing wall extended to protect mill race, a portion of planking on bridge renewed. Embankment at toll bridge repaired with stone and gravel and east side faced with rubble stone. Culverts have been kept clean and back ditch cleaned out where required. Port Maitland Lock cleaned out and two new gates put in, 20 new snubbing posts put in. One new sluice made through bank.

Between Stromness and Marshville the banks of feeder have been raised in many places. The back ditch having been filled up in places with dump earth from dredging, the same has been cleaned out and one mile of new ditch dug where it was found to be cheaper than to clean out the old.

Marshville swing-bridge repaired and banks below faced with gravel for one mile.

Lock-houses and shanties on this division repaired.

In accordance with the permission given in your letter No. 35002 of the 24th day of April 1876, I have placed in the Allamburg Lock (No. 26) one of "Bodwell and Scott's lock gate mitre locks" and find it works easily and answers well the purposes for which it is designed, having been tested at least on one occasion by a vessel not properly snubbed, running against the gates with such force, as in the opinion of the lockmaster, would have certainly carried away the gates and produced a serious disaster, but for the presence of the "Mitre Lock."

I have had the Canada thistles cut on the property of the Department connected with the canal and feeder, and shall extend this service to land required for the new canal the present summer.

On the whole the canal is in a good state of repair and is working satisfactorily

I have the honor to be, Sir,  
Your obedient servant,

E. V. BODWELL,  
*Superintendent.*

F. BRAUN, Esq., Secretary,  
Department of Public Works.  
Ottawa

## WELLAND CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ended 30th June, 1877.

Name of Vessel.	Fines.	Damages.	Total.
	\$ cts.	\$ cts.	\$ cts.
Propeller America .....	20 00		
do Shickluna .....	20 00		
do Lake Erie .....	20 00		
do Zealand .....	20 00		
do Alma Munro .....	20 00		
do do .....	20 00		
Schooner Denmark .....	10 00		
do Bigler .....	25 00		
Barge Republic .....	10 00		
Schooner L. L. Lamb .....		8 86	
do Jane Rolston .....		7 56	
do Senator Blood .....		2 00	
do R. Gaskin .....		43 50	
do Sasco .....		50 00	
Propeller Mineral State .....		12 00	
do Armenia .....		15 50	
do Dominion .....		10 00	
do Milwaukee .....		4 15	
do Lawrence .....		36 54	
/	165 00	190 11	355 11

STATEMENT shewing the Depth of Water on Lower Sill Lock No. 1, Welland Canal, for the Fiscal Year ended 30th June, 1877.

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1876.	Ft.	In.	Ft.	In.	1877.	Ft.	In.	Ft.	In.
July .....	15	7	14	10	January .....	12	11	12	2
August .....	15	0	14	3	February .....	12	9	12	1
September .....	14	4	13	10	March .....	13	0	12	0
October .....	14	2	13	2	April .....	13	5	12	7
November .....	13	10	13	0	May .....	13	6	13	1
December .....	13	5	12	10	June .....	13	6	12	11
	Ft.	In.							
Average depth June 1876.	15	0							
"    "    1877.	13	2							

## WELLAND CANAL.

STATEMENT shewing the Depth of Water on Upper Sill Lock No. 27,  
Welland Canal, for the Fiscal Year ended 30th June, 1877.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1876.	Ft. In.	Ft. In.	1877.	Ft. In.	Ft. In.
July .....	15 9	13 2	January.....	13 4	11 10
August.....	14 0	13 1	February.....	12 3	11 4
September.....	14 3	12 5	March .....	13 4	11 3
October.....	15 1	12 1	April.....	12 5	11 2
November.....	14 6	12 3	May .....	12 10	11 11
December .....	15 8	11 1	June .....	13 2	12 0
	Ft. In.				
Average depth June 1876.	14 0				
“ “ 1877.	12 7				

## APPENDIX No. 7.

## BURLINGTON BAY CANAL.

ST. CATHARINES, 8th August, 1877.

SIR,—I have the honor herewith to transmit report of the working and condition of the Burlington Bay Canal for the year ended 30th June, 1877.

The canal was closed on the 11th day of December, 1876, and opened on the 11th day of April, 1877.

A small house for the ferry man has been built at a cost of about \$400, the old one having become by age and decay uninhabitable and not worth repairing.

Some slight repairs were made to piers and ferry scow.

The ferry scow is so decayed that it will require to be replaced by a new one during the coming winter.

The covering of the piers is badly decayed and broken, but as the whole superstructure is also very much decayed, I do not think any extensive repairs to the covering should be made until the rebuilding of the superstructure, which will be required in the course of 3 or 4 years.

The Hamilton and North Western Railway swing-bridge over the canal is built and trains regularly run over the same.

The traffic over the canal by the ferry has largely increased since the opening of the Brant and Ocean Houses.

I have the honor to be, Sir,  
Your obedient servant,

E. V. BODWELL,  
*Superintendent.*

F. BRAUN, Esq., Secretary,  
Department of Public Works,  
Ottawa.

## APPENDIX No. 8.

## RIDEAU NAVIGATION.

RIDEAU CANAL OFFICE,  
OTTAWA, October 9 1877.

SIR,—I have the honor to submit my Annual Report on the works under my charge during the fiscal year ended 30th June, 1877.

Navigation closed on the 7th December, 1876, and opened on the 1st May, 1877.

The levels of the water in the different reaches were well maintained during the season of 1876.

The opening of navigation this year found our two main Reservoirs, upper and lower Rideau Lake, nineteen and nine inches respectively below the usual spring height.

The upper Rideau Lake (Summit) did not even rise to within seven inches of navigation height, this unusual occurrence, combined with a low rain fall, has been the cause of low water at the Newboro Cut, and there is no probability now of any increase.

No break occurred by reason of any defects in the works, and navigation continued uninterrupted.

The principal repairs executed at the different stations were as follows:

*Kingston Mills.*

Repairs to Lock Master's quarters, painting and repairing-swing bridge and some gravel placed on dam.

*Brewer's Lower Mills.*

New bridge over By-wash.

*White Fish.*

The stanchness of this dam being important, as any water wasted here is lost to the navigation, it was thoroughly overhauled, it is now staunch and the water under control.

*Jones' Falls.*

New bridge over By-wash, man hole on the 4th lock rebuilt, and one pair of gates which shewed signs of weakness, strengthened. Oak timber for a new gate delivered ready for use should it be needed.

*Davis's.*

Repairs to bridge over By-wash. Some masonry repairs to the wing wall.

*Newboro.*

Stone delivered for rebuilding wing wall. The upper wing walls of this lock are in a bad condition, and the leakage through them sufficient to fill the lock in twenty minutes, we are constantly obliged to keep the lower gates shut and under pressure all the time.

The lock being the first one descending towards Kingston from the Upper Rideau Lake, it is important that as little leakage as possible should occur here; the wing walls should be taken down and rebuilt next spring.

*Smith's Falls.*

New stringers and reconstructing swing-bridge.

*Merrickville.*

Swing-bridge renewed and approaches graded.

*Nicholson's.*

Swing-bridge renewed.

*Black Rapids.*

The protecting pier on the east side of the Flat dam rebuilt from the water line and filled with stone.

*Hogsback.*

The rebuilding of the bulk-head at this station was accomplished during the summer without in any way interfering with navigation.

It consists of five openings 20 feet wide closed by stop logs, holding back at navigation height a head of sixteen feet.

As a considerable amount of water had to be encountered owing to the dilapidated state of the old bulkhead, it was important that if possible the work should be done during the summer months when the water was warm, instead of waiting until after navigation closed.

The new bents were therefore built immediately in rear of the old stop logs.

By thus using the old bulkhead as a dam, the new one was successfully built during the summer.

When navigation was closed, the water was drawn down and the apron connecting the new and old work rebuilt.

*Hartwell's.*

Repairs to gates, and stone placed on dam across Dow's swamp.

*Ottawa.*

The sill of the entrance gates of the combined locks was leaking so much, that it was difficult to maintain the level in the locks above. The high gates 35 feet posts were also considered unsafe.

A dam was thrown across the entrance and the lock pumped out. It was found there that the mitre sill had raised at the point some six inches and the planking blown off. New gates were put, in the sill repaired and no trouble is now experienced.

The east side of the basin was cleaned out and an average depth of 5 feet obtained.

Barges and steamers experience no difficulty in now getting to the wharves.

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The material excavated was used in filling in the old By-wash between St. Paul and Rideau St.

On the 26th August the Government Dam at the foot of Mud Lake, common, known as Chaffeys, was torn down by some evil-disposed persons.

This Dam held back a chain of lakes of considerable size (Mud, Birch Desert, Kingston and Canoe) the rain fall of some 75 square miles, and its destruction deprives the navigation of one of our most important water systems supplying the first descending level towards Kingston, known as the Devil Lake system.

The country embraced in this system is of granite formation, the sides of the lakes steep and rocky, and the land flooded, with few exceptions, is not capable of cultivation.

The works generally throughout the canal are in good working order.

I have the honor to be, Sir,  
Your obedient servant,

FRED. A. WISE,  
*Engineer and Superintendent.*

F. BRAUN, Esq., Secretary,  
Department of Public Works,  
Ottawa.

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## APPENDIX No. 9.

## RIVER TRENT AND NEWCASTLE DISTRICT.

## SLIDES, BOOMS AND NAVIGATION.

SUPERINTENDENT'S OFFICE,  
PETERBOROUGH, November 6, 1877.

SIR,—I have the honor to report on the Newcastle District and Trent River Works under my charge for the fiscal year ending 30th June last.

The water throughout the District from July 1st stood at an unusually high level until October 4th when it suddenly fell and continued to fall until the end of March. In consequence of this, and of the low snow fall during the winter, it did not attain to within eight inches of ordinary spring height at its highest stage, which was on May 21st. Notwithstanding this, the lumberers, with few exceptions, succeeded in bringing down their "drives" to their destination.

The traffic through the locks, especially at Bobcaygeon and Peterborough, has been unusually great, no fewer than 352 lockages being made at Bobcaygeon in one month, viz., last June.

Navigation closed on November 24th and opened on April 26th, the navigable season thus being a month longer than the average.

*Lindsay.*

The works at this station are in a good state of repair, and no repairs have been executed by the Department during the past year.

In the autumn months when the water is at its lowest stage, boats drawing more than four feet cannot get beyond the Railway Bridge in consequence of a bar which extends across the channel, so that when steamers are towing barges from the lower stations to Lindsay or Port Perry, they have to cast loose the "tow" at the Railway Bridge, where it is taken in charge by a second steamer held in readiness to receive it above the bar, and towed up the Scugog to Port Perry. It would, therefore, be a great benefit to the shippers of lumber, and other produce, as well as to the Whitby and Port Perry Railway, if this bar were removed.

*Fenelon Channel.*

The piers and booms in this channel have received a general overhauling and fixing, and are in a good state of repair. A petition was presented by the lumberers praying that the Government would authorise an exchange of channels, *i. e.*, that the present steamboat channel might be set apart for the passage of timber and the timber channel for the passage of steamboats; but the steamboat owners and others presented a contrary petition, praying that the present channel be not altered.



*Bobcaygeon.*

The breach in the lower dam which was repaired in a temporary manner, received substantial repairs last winter and it is now in a safe condition.

The upper dam has received temporary repairs consisting of six half bents, to replace those carried away last year, also several string pieces were rock-bolted at the breast of the dam to retain in position the stone blocks between the bents. Both dams were bracketed and every precaution taken to retain as much water as possible on Sturgeon Lake. These dams retain the water at a navigable height up to Fenelon Falls and Lindsay, a most important stretch in the navigation of the District.

The platform of the slide requires renewal, and the side walls of the canal which are in a decayed condition and through which there is a great leakage, require renewal from low water mark to top.

The swing bridge across the canal was repaired in a temporary manner last winter, the repairs consisting of new flooring and the upper booms and transverse girders repaired. It is still in a dangerous condition. The swing portion, with the exception of the lower posts, requires renewal. All the traffic to and from the front has to pass over this bridge, and its present insecure state is the cause of complaint by the residents of the village.

The south head gate of the lock, which worked very hard, has been fixed. It was found that the pivot on which it turned was displaced; the cope stone of the hollow quoin which was fractured, was removed and a new one substituted. The flooring of the canal was partially repaired and also the upper mitre sill of the lock.

*Buckhorn.*

The piers of the slide, which were in a very decayed condition, have been repaired, and a new set of stop logs supplied. Large boulders, which were at the foot of the apron, and with which, cribs in running through, came in contact and frequently got broken up, have been removed. This has given great satisfaction to the lumberers in the district. A further improvement in the extension of the slide, about thirty feet, is desirable.

The dam, which maintains the navigation of Buckhorn, Pigeon and Chemong Lakes, leaks and requires to be gravelled. It is necessary that this dam be bracketed each year to retain as much water as possible, as in consequence of the large area of water surface, the evaporation is so great, that it is impossible in the dry season to detain the water at its navigable height unless this precaution is taken.

*Peterborough.*

As a new trade has been opened up between this town and Cobourg *via* the Otonabee River and the Cobourg Railway, the parties in connection therewith of both towns are anxious to have the obstruction to navigation opposite the town wharf removed. The obstruction consists of a sawdust bank formed at the confluence of two currents immediately opposite the wharf and which prevents steamboats at low water from turning thereat.

*Little Lake.*

The piers and booms have been overhauled and fixed; they are in a fair state of repair.

*Whitlaw's Rapids.*

The repairs executed at this station consisted in partially planking the dam, cleaning the lock chamber, extending the guard boom in the canal 140 feet, and constructing two piers each 15'x15'x12', to prevent steamboats at high water from being carried over the wing dam. This will enable steamboats to run when the water is at its highest stage, which they could not do with safety previously to its erection.

The obstruction in the river between this station and Hastings, known as the "Yankee Bonnet" shoal, has been partially removed. There are still some large boulders remaining which it is necessary to have removed, and a dyke built of boulders, constructed.

The obstruction at the point known as Dangerfield has not yet been removed. When this is done and the mouth of the river cleared, there will be no obstruction to navigation from Peterborough to Harwood, one of the termini of the Cobourg Railway.

#### *Hastings.*

The lock gates have been repaired and work with ease, and the sluices in the head gates which leaked, have been repaired. The swing-bridge is in good repair. The dam requires to be gravelled in order to retain the water at the required navigable height. A bar occurs about one mile above the dam, which from a recent survey I found to be composed of flat rock. The soundings taken shewed that when the water is level with the apex of the dam the depth of water in the channel varies from 3 feet to 3 feet 9 inches, and as the steamboats of the Cobourg and Marmora Mining Company, and the Peterborough Navigation Company, draw 3 feet 10 inches and 4 feet respectively, when the water falls to the level of the apex of the dam, they cannot run. If this bar were removed and the dam gravelled, there would be a free and uninterrupted navigation from Peterborough to Heeley's Falls, a distance of about 52 miles, for boats drawing four feet, when the water is at its lowest stage.

#### *Heeley's Falls.*

The dam at this station requires repairs. No repairs have been executed during the past year, and as it is the means of maintaining the navigation up to the village of Hastings, it is necessary that it should be kept water tight. At present the north half leaks very badly and requires to be gravelled.

The slide and booms at this station are under the management of the "Trent Slide Committee," and they are in a bad state of repair.

#### *Middle Falls.*

The works here are also under the management of the "Trent Committee." They were only erected for the descent of timber. Tolls on timber passing are levied by the Committee, who expend the revenue derived therefrom in repairing the works. They are in fair repair at present.

#### *Chisholm Rapids.*

The lock and canal at this station are not used. The dam is in fair repair. The slide and booms here are also maintained by the "Trent Committee."

I have the honor to be, Sir,  
Your obedient Servant,

THOMAS D. BELCHER,  
*Engineer and Superintendent.*

F. BRAUN, Esq., Secretary,  
Public Works Department,  
Ottawa.

## APPENDIX No. 10.

## SLIDES AND BOOMS—OTTAWA DISTRICT.

## RIVER OTTAWA WORKS.

SUPERINTENDENT'S OFFICE,

OTTAWA, 11th October, 1876.

SIR,—I have the honor to report on the works under my charge for the fiscal year ended 30th June, 1877.

After the very high water season of the spring of 1876, the Ottawa and its tributaries fell to a fair working pitch during the summer and autumn months, and timber of all descriptions passed freely to its destination. As might have been expected, the works at all the stations were more or less damaged by the extraordinary pressure of the spring floods, consequently the running of timber was attended with more expense than would have been the case had there been only an average height of water to contend with.

Many of the works are old, and as perishable materials enter largely into their construction, the closest attention of the staff employed is always required to guard against breaks which would cause serious delays and expense to the lumbermen in moving their timber.

During the year 1876, the following quantities of timber, &c., passed the north and south Chaudière Slides and the Gatineau Boom.

*Ottawa or South Chaudière.*

	Cribs.	Pieces.
Square timber .....	13,536	321,906
Flatted " .....	49	1,002
Mixed, flatted and round.....	81	1,224
Spars mixed in square timber.....		60
Deal, 3 inch.....	299	
Deal and boards, hard and soft wood.....	10	
Boards, 1 inch.....	2	
Round cedars.....	6	
Dimension timber.....	13	
Total cribs and pieces.....	13,996	324,192

*Hull or North Chaudière.*

Sawlogs..... 145,578

*Gatineau Boom.*

Sawlogs..... 246,064  
 Square timber .....

Square timber .....

Flatted .....

Round cedars .....

Total..... 270,749

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Shortly after the close of the season of 1876, the works at the various stations were examined and repairs executed at the following during the winter months, viz: Joachim, Calumet, Mountain, Chenaux, Chats, North Chaudière (Hull), South Chaudière and Sault-au-Recollet on the River Ottawa, and on each of the following tributaries, Dumoine, Petewawa, Black River, Coulonge, Madawaska and Gatineau.

There was an early opening of navigation last spring (1877) and the water was at a favorable height for driving timber and logs on the main river and its principal tributaries up the 30th of June. No accidents were reported further than the breaking of a boom chain at the mouth of the Dumoine, which was caused by the want of proper precautions on the part of some of the lumbermen who had overcrowded the boom with timber and logs, and did not send a sufficient force of men to pass them through in time to relieve the works. Such of the pieces as escaped through the temporary opening were afterwards collected in the upper River Ottawa Improvement Company's boom, a short distance below the Rapides des Joachims.

I am glad to say that during the period covered by this report, there were no obstructions to the navigation of the River Gatineau for steamboats and barges by an over accumulation of logs in the Government booms near the mouth.

Notwithstanding the depressed state of the lumber trade, the returns show that a fair amount of business has been done at the various stations; but it is feared that a great proportion of the timber is being taken to already overstocked markets.

Before the opening of navigation in the spring of 1878, many of the works on the Ottawa and tributaries will have to be thoroughly strengthened and repaired, to prepare them for the passage of timber next season.

The amount of slide and boom dues accrued from Ottawa slides and works under my charge for the year ended 30th June last, was \$98,258.83.

I have the honor to be, Sir,  
Your most obedient servant,

GEO. P. BROPHY,  
*Engineer and Superintendent,  
River Ottawa Works.*

F. BRAUN, Esq.,  
Secretary Public, Works Department,  
Ottawa.

## APPENDIX No. II.

## SLIDES AND BOOMS—ST. MAURICE DISTRICT.

ENGINEER'S OFFICE,  
MONTREAL, 17th Nov., 1877.

SIR,—I have the honor to submit the following report on the St. Maurice Works for the fiscal year. 1876-1877, as requested by your letter, No. 41620 of the 1st ultimo.

## REPAIRS.

The works executed during the first six months, consisted chiefly of repairs to the existing piers, booms, &c., and were carried on in accordance with instructions given Mr. J. B. Normand, the Acting Superintendent, by Mr. G. P. Brophy, Superintending Engineer, of the Ottawa Slides and Booms, their cost amounting to about \$2,400. They may be enumerated as follows, for the various Stations :—

*Mouth of St. Maurice.*

Three piers of 35 x 18 x 15½ feet in height, for the security of the booms.

Five piers of 12 x 12 x 3 feet in height for the fastening of the boom chains.

One floating pier.

Five piers raised 3 feet higher or to the surface of the highest water, which occurred towards May, 1876. This work was done in order to facilitate the working of booms during freshets.

*Shawenegan.*

One wharf, 172 feet in length, 14 feet in height, filled with stone fascines and earth, for the protection of the land whereon the Slide Master's dwelling is located.

*Grand Mère.*

350 lineal feet of single stick booms, with the requisite guy chains provided.  
Three piers of 12 x 12 x 5 feet in height.

*La Tuque.*

Boom Master's dwelling, 30 x 35 feet.

## CONSTRUCTION.

During the subsequent six months the expenditure, which amounted to \$3,500 was principally for the construction of new works, which were executed partly by day's labor, and partly by special agreement, according to my instructions to Mr. Normand, and as authorized by the Department.

The work done at the previous Stations may be described briefly as follows, viz :—

*Mouth of St. Maurice.*

One mooring pier built at lower end of Ile Caron Piling done with stones and fascines behind the same for protection of Government land on the eastern side of the river, where it was undermined by the current.

*Shawenegan.*

One additional pier of 30 x 22 x 26 feet high, built for further security of booms.

*La Tuque.*

One pier 18 x 18 x 5 feet high.

Three piers 12 x 12 x 5 feet high.

380 feet of  $\frac{3}{4}$  inch chains connected with these piers.

Eighteen buoys, 15 feet long and 20 inches square.

*Iroquois Falls on the Vermillion Tributary.*

Two dams built on either side of island at upper entrance of former slide channel, on east side of the river, one of which 54 x 22 x 11 feet high, and one of 74 x 20 x 11 feet high.

Old dam between west shore and small island, opposite old slide entrance, removed.

360 cubic yards of rock removed from shoals at the falls, to facilitate the passage of saw logs.

## WORKS REQUIRED.

In order to maintain the present works in a state of efficiency, it is desirable that a portion of them should be renewed or repaired each year, as some of them have been destroyed from time to time, by the ice, the undermining of the current, freshets or otherwise, and others are suffering from decay, having been constructed some 20 to 25 years ago.

The works most immediately required are shewn in my Report of the 24th of last September, wherein their probable cost is estimated at \$8,800, of which \$5,263 have already been authorized to be expended during the present season, by your letter No. 41625 of the 1st ultimo, and the remaining should be authorized as early as possible next year.

It will also be necessary to construct a small dam across the mouth of the former slide channel at the Grand Mère and two side dams or glancing piers at the Petites Piles, as well as to repair the long dam at the Grandes Piles, which has been much damaged by ice last winter; but these works can be deferred until the next fiscal year of 1877-1878.

## TRAFFIC.

The number of saw logs which came down the St. Maurice during the past season, is about 250,000.

The quantity laying aground on account of low water or otherwise, in the main river and in its tributaries, is estimated at 100,000, of which 12,000 are at the Iroquois Falls, on the Vermillion.

I have the honor to be, Sir,  
Your obedient servant,

G. F. BAILLAIRGÉ,  
Asst. Chief Eng., Public Works, Canada.

F. BRAUN, Esq., Secretary,  
Department of Public Works.

## APPENDIX No. 12.

## SLIDES SAGUENAY DISTRICT.

SAGUENAY, 30th June, 1877.

SIR,—I have the honor to report on the works under my charge for the fiscal year ended 30th June, 1877.

The sum of \$518.28 has been expended in repairing the portion of the slide carried away by the water last year, and in placing booms.

A part of the slide, carried away by the water in 1876, has been repaired by Messrs. Price Bros., and works satisfactorily. An approximate sum of \$750 is required to build a pier at the lower end of the slide 60 ft. x 12 ft. x 9 ft. high, and to repair the remaining portion of the slide.

The expenses of management for the past year have been \$718.

35,000 saw logs passed over the slide in the month of June last.

The dams at Lake St. John and the boom at the head of the slide are in good order.

I have the honor to be, Sir,  
Your obedient servant,

D. BOULANGER,  
*Superintendent.*

BRAUN, Esq., Secretary  
Department of Public Works,  
Ottawa.

## APPENDIX No. 13.

## HARBORS ST. LAWRENCE AND WESTERN LAKES.

OTTAWA, 22nd October, 1877.

SIR,—I have the honor to report upon the Harbor Works and Surveys of the past fiscal year.

## RIVER ST. LAWRENCE.

*Matane.*

Matane is situated on the South Shore, 240 miles below Quebec, at the mouth of the River of that name. Its population is about 1,500.

A basin of some extent at the River's mouth, dry at low water is protected by a spit of sand to the north of it.

The nearest accessible station on the Intercolonial Railway is St. Octave, distant by the way of Little Metis, 30 miles.

A survey has been ordered of the river and basin at its mouth, to determine the capacities presented for a harbor, the extent they may be developed, either as a tidal harbour, or one accessible at all stages of the water. The examination to determine if it be feasible to obtain accommodation for steam vessels of the largest class requiring 30 feet of water, or whether it be desirable to limit the work to a harbor of refuge for lake-going vessels which would exact 17 feet of water only, the depth on the Canal sills being 14 feet.

The examination will be immediately made.

*River Blanche.*

River Blanche is situated between the Rivers Tortigoux and Matane, about 26 miles east of the River Metis.

A mooring crib 70 x 30 feet at base, battering to 60 x 24 feet at top, with a total height of 18 feet from base to summit was completed in August, 1876.

*Trois Pistoles.*

Trois Pistoles may be said to be 135 miles from Quebec; the village, however, extends nearly two miles in length. The only landing places available for the inhabitants are River du Loup and Rimouski, being distant, the former 27 and the latter 39 miles. The population of the district embraced in this consideration is nearly 30,000 souls, half of whom have considerable distances to pass over to reach a landing place.

Much agricultural produce passes westward in the shape of grain, potatoes, butter and cordwood. The inhabitants have asked for a pier where they can load or unload at half tide. Extreme spring tides vary about 18 feet, and neap tides about 10 feet.

Three points present themselves as available for a landing place:—

1st. At Point à Rioux, on the farm of the *cultivateur* of that name, one mile below the church.

2nd. At the old Church Point.

3rd. At Point aux Islets to the west of the land of Hilaire d'Amour.

The last named is shallow and offers few advantages.

Point à Rioux is not central in position and will require a pier of great length.



The old Church Point is situate to the west of the harbor, into which schooners come at high water and is well sheltered from the north-west winds. At low water, vessels are left dry. A harbor can be obtained here at certain stages of the water by the removal of boulders at moderate expense. This locality offers the greatest advantages for the construction of a pier. It is central, and a pier would cost less money here than elsewhere; a pier 600 feet in length will give 8 feet of water at half tide; but such a wharf cannot be constructed as a first-class structure under \$39,000.

It is this difficulty of cost which explains the limited number of wharves below Quebec. The tidal river, and storms which sweep over these waters exact structures of great strength and height.

I cannot, myself, consider that any wharf should have less than 5 feet above high spring tides. There are wharves which have been constructed at a lower level, but the tempests which periodically rage in the lower St. Lawrence call for special consideration.

It may be set down as a rule that a depth of 12 feet is required for any pier to be perfectly serviceable. Schooners frequenting the Gulf ports vary in tonnage, from 50 to 85 tons, with a draught when loaded of from 10 to 12 feet.

In order to obtain this depth, the wharf in this locality would require to be carried out 2,000 feet from the shore, and even then dredging would be called for at the approach to admit the entry of vessels of this character at low water.

On the other hand, it will be possible, at a cost of \$11,000, to construct a wharf 260 feet in length, which would give 7 feet of water at half tide. Such a structure would accommodate the smaller fishing craft of the neighbourhood, the wharf to be 25 feet wide, in cribs 30 feet in length, 25 feet apart, the end crib being 40 feet in length to admit of a landing stage, the work to be roughly and firmly put together.

The extreme height to which all wharves in this part of the Dominion must necessarily be constructed, makes an inexpensive structure impossible. The distinction between the Lower St. Lawrence and the lakes and rivers of Ontario, must never be lost sight of when the question of wharf accommodation is considered in any aspect in a comparative estimate of the two Provinces, for the moderate priced wharves of Ontario are simply impossible in Quebec.

In the view, therefore, that a more expensive wharf would attain only limited results without prospect of improvement, I beg leave to recommend the less costly wharf at \$11,000, should it be determined upon, and that the point selected be the Church Point.

#### *River du Loup*

Is 108 miles below Quebec, on the south shore of the St. Lawrence.

This pier has been restored where the side timbers and cross ties were found to be decayed, and is now in fair repair. The work was carried on between the months of July and September, at a cost of \$909.30.

#### *River Ouelle*

Is situated 75 miles below Quebec.

The sum of \$1213.78 was expended between July and September, in placing the pier in repair. It is generally now in good condition.

#### *St. Jean Port Joli*

Is 55½ miles below Quebec, and on the south shore of the St. Lawrence.

Arrangements have been entered into with the Syndic of the pier for the expenditure of the parliamentary appropriation of \$2,000. This vote is contingent on the expenditure of a like sum by the municipality. Accordingly, a pier 233 ft. × 20 ft., has been constructed, formed of three cribs on which the road way is carried by framed trusses with a crib 60 ft. × 20 ft. at the end. An additional crib will accordingly be added 60 feet long, increasing in width at the end to 40 feet, which will give 11 ft. 6 in.

at half tide. The work will be performed under the Syndic the pier, according to the directions of the Department.

*L'Islet.*

This pier is situated on the south shore of the St. Lawrence,  $46\frac{1}{2}$  miles below Quebec.

It was completed in 1855, and has therefore been constructed 22 years. The original cost was \$113,343.27, and no repairs have been since made of any extent.

Its length is 1,200 feet and it has been repaired over a portion of its length. The work will be continued during the present year; but two seasons will be required before the whole length is thoroughly and efficiently restored.

The side timbers and ties of the pier being generally decayed, it is necessary to replace them with sound timber. The approaches, which were protected by cribwork, also need restoration.

It has been decided to build a protecting wall to the approach, and to place sound timber in the structure where necessary.

The work of restoration was commenced in the season of 1876, and the sum of \$1906.99 was expended. It was resumed early in May, and has been continued till the close of the fiscal year. During the coming season the work will be pushed on as fast as possible, arrangements having been made for the purchase of material. It has also been determined to raise the southern end of the pier to the required height, the original structure being lower at that extremity than at the end. The result has been that in storms when the sea ran high, it was not possible, without risk, to pass over the lower level. On its completion the whole pier will be of one level, viz, that of the present head at the outer end.

*Berthier.*

The pier at Berthier is  $24\frac{1}{2}$  miles below Quebec, on the south shore of the St. Lawrence.

The work of restoration at this pier will be completed this fall. It is 587 feet in length, and was completed in 1853, at a cost of \$37,723.14. It has therefore been built 24 years.

As the side timbers and ties were decayed, it has been necessary to place sound timber where required. The approach has likewise been widened and improved. The work of restoration was carried on during the working season of 1876, during which the sum of \$3,938.17 was expended. The work will be immediately recommenced, and will undoubtedly be completed by the end of October. Hitherto, the roadway has been formed of broken stones, but the effect of heavy seas has been to wash away this material and to leave large holes in the middle of the road. It has, therefore, been determined to plank over the roadway, a protection indispensable in the influences to which the wharf is exposed.

When the projected works are completed, the pier will be thoroughly restored and repairs of a serious character will not be required for many years.

BAY OF QUINTÉ.

*Belleville*

Is an important town on the Bay of Quinté, 48 miles from Kingston and 113 miles from Toronto.

The sum of \$2,000 was allowed out of the dredging fund to the Council of Belleville, provided the municipality paid \$1,000 for deepening the eastern branch of the harbor.

Work was commenced during the last days of June, and it is anticipated that it will be completed towards the end of August.

*Trenton*

Is at the head of the Bay of Quinté, 60 miles from Kingston and 12 miles above Belleville.

The sum of \$4,000 was voted at the last session of Parliament to improve the entrance of the harbor.

A shoal 2,100 feet across, about 4,000 feet from the wharves and elevators, requires to be dredged so that a wider channel be obtained 10 feet in depth at the lowest water.

Tenders will be immediately called for and the work will be executed during the coming season.

Nigger Island, 4 miles from Trenton, was further surveyed in the fall of 1876. Channels were found both on the north and south sides, the latter, however, is the one generally taken. An excellent channel was found of not less than 14 feet at its most shallow part, the narrowest point of which is 300 feet wide. It is somewhat tortuous and requires to be buoyed at the opening of the navigation. But no one appears to take up this duty, although vessels making for Trenton are alone interested in the channel being defined.

## LAKE ONTARIO.

*Cobourg.*

Cobourg, on Lake Ontario, is 72 miles east of Toronto.

A pier 1,500 feet long by 30 feet wide, has been built in continuation of the line of Hibernia street.

This work was completed at the end of September in last year, and was accepted from the contractors.

During the storms of the ensuing winter, the level of the superstructure was effected, owing to the sinking of some of the furthest cribs. This inequality of level extended over half of the outer distance. In the spring of this year, instructions were given to bring up the superstructure to a level, and that work is now progress and will be completed in the course of the ensuing months.

This pier has now been in course of construction since October, 1874. The first contractors failing to commence the work, it was given to other contractors and commenced in May, 1875. 32 cribs were sunk during that season, the remaining 16 cribs were sunk in 1876. Much of the superstructure was also placed during 1875 on the 32 cribs then sunk. The water during this year was 3 ft. 5 in. higher than in 1876, and this difference of level will be hereafter seen in the difference of height of superstructure, which became increased as the water lowered. The structure has been subjected to severe storms, and its stability has stood the test satisfactorily.

*Newcastle.*

Newcastle, on Lake Ontario, is 47 miles east of Toronto.

The harbor was surveyed late last fall to determine the existing impediments to navigation.

The sum of \$5,000 was voted at the last session of Parliament to improve this harbor, and steps have been taken to make the expenditure of the money in conjunction with the Harbor Trust. The whole amount of the vote will be expended in dredging. Tenders will be immediately called for and the work performed this season.

*Toronto.*

The original parliamentary appropriation for the improvement of Toronto Harbor was \$20,000. Of this amount \$1,856.93 was expended on the two surveys necessary to make a thorough examination of the harbor in order that the question

which had been raised that the harbor was filling up and being rendered valueless might be fully considered.

This point was reported on by the writer, on 7th July, 1875, in which he endeavoured to allay the doubts which were then expressed, and he submitted that the improvement immediately called for was deepening and straightening the western entrance, and making it more easy of access to vessels entering the harbor, and that he did not conceive the variation of the sand banks called for any particular attention. Certainly, he formed this opinion in view of the assertion that steps were required for the preservation of the harbor, which, to his mind, is generally in the same condition as when it was first visited by Bouchette.

The western entrance will always be liable to the risk of being more or less filled in with deposit on the close of winter, a result attributable to the wash of the lake against the ice grounded on the shoal, which carries away, as the wind may direct, much of the material forming the surface deposit of Gibraltar Point. Our own operations have distinctly established that the shallow water at the Queen's Wharf is caused by an outcrop of rock, and so disprove the theory that the formation of the Island has been caused by the wash from the lake bank to the south of the harbor being here deposited.

The work of the last fiscal year has consisted of two classes; that performed under contract by dredge, and a party working by time work to blast and remove the stone *in situ*.

The dredge worked from 4th July, to the 3rd of December, 1876; this season it commenced on 25th of May to the 30th of June, and will continue its operations during the coming year.

The point of shoal jutting out from Gibraltar Point has been partially removed, so that a depth of 14 feet at low water has been obtained. This depth has been carried along the front of the Queen's Wharf on a width from 145 feet to 75 feet at the east end, till it meets the rock which crops out near the western line of the warehouses and trends obliquely to the south-east. The rock was then scraped for removal by an explosive.

13,380 yards of excavation were taken out by the dredge in 1876, and 4,168 yards up to the 30th of June last.

Some labor was entailed in removing the ridges left incomplete under previous operations.

645 holes were jumped for nitro-glycerin blasting, the average depth of which was 39 inches, of which 633 were satisfactory exploded.

The whole operations have hitherto been confined to the western approach, and nothing has been done east of the Queen's wharf.

The rock fired last season adjoining the Queen's wharf, has been removed this season. There is, therefore, on a width of 24 feet adjoining the wharf, a depth of 15 ft. 5 in., and an outcrop still remains to be dealt with between that depth and the dredged portion to a depth of 14 feet. The intention, however, this season is more particularly to improve the western approaches. The dredging performed to this date extends over a length of 550 feet west of the wharf at a depth of 14 feet, having a width at the east commencement of 200 feet and at the west of 185 feet. An additional sum of \$5000 from the dredging fund has been appropriated for the continuation of work in this direction while the intermediate stone outcrop left untouched last season will be removed.

The entrance to Toronto, as has been remarked by the writer in previous reports, must be governed by the depth of the Welland Canal. So long as there is but 12 feet on the lock sills, 14 feet will be ample for the western entrance of Toronto, but when the Welland Canal is deepened, the entrance of the Toronto Harbor, *pari passu*, must be deepened with it.

Oakville.

The Harbor of Oakville is situate at the mouth of Sixteen Mile Creek, Lake Ontario, 21 miles from Toronto and 18 from Hamilton.

This harbor was surveyed in July, 1876, with the view, if possible, of determining the boundaries of the harbor property; the question having been raised as to its extent in the matter of its approaches and the superficies of waters held to be included within its limits.

Unusual difficulties present themselves when this question has to be determined, no maps of any character being available to define the limits, and there is no antecedent evidence to shew what at any time was held to constitute the harbor.

The land was originally ceded by the Mississagua Indians. The first patent of the property is dated 2nd March, 1821, and it includes lots 13, 14 and 15, in the Township of Trafalgar, in the County of Halton, reserving all navigable waters and free access to the beach. On the 25th of March, 1828, authority was given by the Legislature of Upper Canada to construct a harbor and to collect tolls. The Act to be in force for fifty years, at the end of which period the harbor to revert to the Crown.

On the 16th March, 1831, authority was given for a loan to Mr. Chisholm of £2,500.

On the 10th February, 1840, payment of the principal was extended ten years from date on mortgage on the harbor.

Eventually all the land adjoining the harbor was formally released from the mortgage.

Owing to the non-payment of the loan and the accruing interest, the Act of 14th April, 1871, was passed to authorize the sale of the harbor. On the 5th November, 1874, the harbor was transferred, by Order-in-Council, to the Town of Oakville, with the appurtenances as vested in the Crown, and on the application of the municipality to define the limits, the survey was made.

It is plain that the rights of the Government have never been defined, and the question is the extent to which they are definable.

All the facts bearing on the case were gathered by the writer and submitted to the Department, and the conclusion which forced itself on his mind was that the question of disputed possession was one remaining for the decision of a Court of Law and not one to be settled arbitrarily by any technical principle.

#### RIVER IAGARA.

This river was surveyed from the old Fort Erie to the International Railway Bridge, including both sides of the river, and soundings were taken on such portions of the river as in any way had bearing on the question which has been raised on the general navigation of the river by the inlet crib of the Buffalo Water Works, constructed in American waters.

These soundings were taken from half a mile above the inlet crib to below the International Ferry Docks.

This work was performed by Mr. Hamel in the months of August, September and part of October.

#### LAKE ERIE.

##### *Port Burwell.*

The Harbor of Port Burwell lies between Rondeau and Long Point, being distant from the former 62 miles, and from the latter 22 miles.

The shoal at the entrance was reduced by dredging, and, with the harbor, brought to a depth of ten feet, this depth extending to a short distance above Brock Street. The work was commenced on the 23rd of June, and was closed on the 21st of October, 1876.

The surplus of \$1,400 which remains will be employed in further improving the western pier by restoring the superstructure, 465 feet having been placed in good condition in 1875. It is expected that 270 feet will be similarly improved this season, making a total restoration of 735 feet of superstructure.

The work will be completed early in the fall.

The total expenditure on Port Burwell voted by Parliament is \$10,000, of which \$5,626.56 has been expended in dredging.

*Port Stanley.*

This harbor is at the mouth of Kettle Creek, on the north shore of Lake Erie, about 110 miles above the mouth of the Welland Canal, at Port Colborne.

Instructions have been received to make an examination of the harbor in order to determine its condition and present capability, and to inquire if, during late years, it has deteriorated in the general accommodation which it formerly furnished to vessels.

*Rondeau.*

This harbor is situated at Point aux Pins, on the north shore of Lake Erie, 140 miles above Port Colborne at the entrance of the Welland Canal.

Instructions have been given for an examination of the openings made by the severe storms of Lake Erie, which have broken through the sand banks hitherto protecting Rondeau Basin. Further, to furnish estimates for the necessary work to protect the Bay from the rough water of the Lake, both on the east and west sides of the cribwork opening.

LAKE ST. CLAIR.

*River Sydenham.—North Branch.*

The North Branch extends from Wallaceburgh at its junction with the East Branch to Wilkesport, a distance of 15½ miles by the river, and about 12 by the road.

The river was examined from Cranson's Bend, about six miles from Wilkesport. 23 shoals were found in this distance. The water from Wallaceburgh to Cranson's Bend is sufficiently deep, having a depth of from 14 to 18 feet.

These shoals vary in extent from 130 to 2,670 feet.

A large amount of cordwood and some lumber is carried over these waters in schooners and steam barges.

Owing to the distance to be made to reach deep water by the scows, and the large amount of sunken timber, much of it hard wood, and partially embedded, the dredging operations necessary to obtain eight feet of water on a width of 50 feet, will require a whole season's operation of eight months. This work would include a winding basin near the bridge at Wilkesport.

*Bayfield.*

In the Township of Stanley, Lake Huron, 10 miles south of Goderich.

This work commenced in April, 1875, and was completed at the end of May last.

There was a Parliamentary appropriation of \$34,000 for this work, and a sum of \$10,000 was voted by the municipality of Stanley, and a further sum of \$10,000 was charged against the dredging fund for deepening the harbor, making a total of \$54,000.

The work consists of a prolongation of the northern pier, measuring 105 feet on the outer side, with an arm of 156 feet, turned to the south-west; with a pier on the south side generally parallel to the main line of the opposite pier, 180 feet distant from it, being 553 feet in length, with a return to the coast line of 153 feet. All the cribwork is 30 feet wide.

The harbor has been partially dredged to a depth of ten feet, while the water at the immediate entrance is 11 ft. 6 in.

During the progress of the work, and since its completion, the storms of the Lake carried away some of the bank on the cross line, forming an opening through

which the water of the Lake passed, so that some additional protection is necessary. Instructions have been given for a rip-rap wall on a foundation of brush, by which the approach will be thoroughly secured. This work is now being carried on, and will be completed in a few weeks.

The opening made by the storms carried some material into the harbor below the crib-work, which it will be advisable to remove when feasible.

The harbor itself, when this dredging is given to it, to the extent of its capacity fulfils the expectation entertained. The water within the crib-work is quiet in all winds when the lake is stormy. Were it possible so to do, it would be advisable to obtain an additional depth of two feet which would turn it into a really safe harbor of refuge for most of the vessels navigating Lake Huron.

#### *Kincardine.*

The Inner Basin has been completely dredged to a depth of 12 feet. This basin extends on the east side 450 feet, on the south side 262 feet, and on the west side to the point opposite Rightmeyer's store, 360 feet, making the superficies from the east of Rightmeyer's store to the line of the west side, of 4.2 acres. It is protected by close piling; the west side has been executed from the designs of the Department and constructed under its direction and paid from the Parliamentary vote. The completion of the west side, 165 feet, was paid from the Parliamentary vote, but constructed by the corporation.

The north and south sides were constructed and paid by the corporation of Kincardine.

The Departmental dredge worked from the 15th May, 1876, to the close of the fiscal year, and it was anticipated to remain about 20 days before its removal of Owen Sound.

The entrance between the piers was dredged out also to a depth of 13 feet.

The additional crib-work at the end of the present piers, each of 100 feet in length, has been completed. The south is somewhat turned in a south westerly direction, to give greater ease of entrance and the position of the new piers has obtained the satisfactory result looked for. But additional crib-work is necessary to place this important harbor in the condition that it should be.

A length of 300 feet of crib-work added to the north pier turned in an almost south-westerly direction would leave the entrance to the harbor open and sufficient, and would entirely protect the water within the piers and leave it calm in extremely stormy weather.

The prevailing winds to be guarded against on Lake Huron are the west and north-west, with occasional gales from the south-west, and no harbor can be looked upon as efficient unless protection be extended against them.

The geographical position of the harbor and the increasing commerce of the Town of Kincardine, the terminus of the Lake Huron Branch of the Great Western Railway, and where there is every probability that railway connection will soon be made with Toronto, point to the peculiar circumstances which give this harbor a strong claim to consideration.

During the storm of last season, five of the large mail steamers navigating Lake Huron sought shelter in the basin, where they lay in perfect security during the storm which raged during three days, and where such protection can always be found in the most severe gales. During this storm, however, a part of the old wharf was seriously damaged. This was the wharf built on piles many years ago with little claim to stability. The consequence was that much of the material of the Lake was washed into the harbor and filled up the channel.

Instructions were given, on the completion of the work at Owen Sound, of the present fiscal year, to put the channel in good order, and the dredge arrived here on the 26th June and commenced the removal of this material on the 28th instant, and will continue the work until sufficient depth has been obtained.

Further to replace the damaged portion of the wharf by crib-work, the sum of \$12,000 was included in the Parliamentary estimates for that purpose.

It is proposed to tear up the old piling and to place nine cribs of 30 feet in length to make the opening good, and it is anticipated that the work will be performed before the end of October.

Some of the superstructure on the north pier, about 300 feet in length, is below the required height, and it is designed to bring it up to the height of the newly constructed pier.

Instructions have been given to have this work executed in connection with the superstructure of the new crib-work, situate in the middle of the distance where the deficiency of height is found.

When this work is completed the north pier to the land line will have been placed in excellent condition. Owing to this wharf being taken regularly by the North-West Transportation Company's boats, the Harbor and Inner Basin require a depth of fourteen feet.

#### GEORGIAN BAY.

##### *Owen Sound.*

This harbor has been generally deepened and its approaches straightened.

A channel from the dry dock to deep water at a short distance outside the outer light on the line of the two lighthouses was dredged 150 feet wide, 12 feet deep. The length is about 2,000 feet. The remainder of the channel up to the swing bridge has a depth of 10 feet and varies from 125 to 200 feet in width, a difference owing to the natural bends of the river.

A winding basin, nearly opposite Smith's dock, 200 feet square, 10 feet deep has also been formed.

The dredging was done by the government dredge "Challenge." Work was commenced on the 27th of July and continued till the 29th of November 1876. It was recommenced on the 19th of May, and continued till the 20th of June, when the dredge was removed: 10,847 cubic yards of material were excavated.

##### *Keppel Pier, Colpoy's Bay.*

This pier is situated on Lot 38, Colpoy's Range, Township of Keppel. It is 335 feet in length, being constructed on eight cribs and taken up to 6 feet above water level. The stringers are carried over corbels and the pier covered with 2-inch plank. The sum of \$400 was paid by the Department towards the construction of this work on the report after examination that it had been satisfactorily executed. The remainder of the charge was borne by the municipality.

##### *Parry Sound.*

The Village of Parry Sound is generally built on the north shore of the River Seguin, in the Township of McDougall. It is distant by water from Collingwood 70 miles.

It has been advanced that connection can be made by steamboat at Penetanguishene with the Railway from Barrie, and at the Midland Harbors with the Midland Railway from Port Hope, the boat passing through the group of islands which lie off the mainland. They are seen in groups to present an unusually picturesque appearance. If a route were opened through them served by a commodious steamboat, they would doubtless be visited by many tourists during summer.

There is an open navigation at present outside of these islands through the Georgian Bay for commercial purposes.

These waters have been examined with the view of making the route through the islands navigable for vessels of moderate draught. Four obstructions were found, viz.:



1. At  $2\frac{1}{2}$  miles from Parry Sound, between Barker and Rocky islands.
2. At 7 miles from Parry Sound, at a place called Burritt Narrows, between the Mainland and McLaren Island.
3. 8 miles from Parry Sound, between small islands.
4. 10 miles from Parry Sound.

The obstructions were found generally to consist of rock *in situ*, which can only be removed at some cost. A channel of seven feet of water is estimated to cost \$20,000, while a channel of 10 feet would call for an outlay of \$60,000.

#### *Neebish Rapids,*

At the foot of Lake George, half-way between Bruce Mines and Sault St. Mary. These rapids must be considered as a reach of the navigation west of Buffalo, being in the direct route to Lake Superior for all vessels, both Canadian and those of the United States.

East of Buffalo the navigation is determined by the water on the sills of the enlarged canals, while the construction of the new St. Mary's Lock has virtually established the limit of navigation hereafter to be obtained on Lake Superior, viz., for vessels which can float over a lock sill with 16 feet of water at low water.

This depth of 16 feet is the depth of the new lock of the St. Mary's Canal, the depth hitherto having been 12 feet. This increased depth seems to have been imposed by Lake St. Clair, which is described as having a depth at its lowest range of nearly 19 feet, and it is held that in stormy weather it cannot be navigated by craft of greater draft than 16 feet.

The first impediment leaving Buffalo and the Welland Canal, is the outcrop of rock at Amherstburg, known as the "Lime Kilns." A line of navigation was obtained by the Department in 1875 of 14 ft. 5 in., marked out by ranges which are lighted at night, so that it can be taken at all hours.

The next natural obstruction is the well-known St. Clair Flats, which has been overcome by the United States Canal, which has a depth of 16 feet of water in the centre, and which possibly will hereafter be somewhat deepened.

Hitherto, the Neebish Rapids have been held to be the next obstruction, but report states that a shoal exists known as the "Chicora Shoal,"—so named from having been run on by that vessel—east of Richard's Landing; some three quarters of a mile on Bear Lake.

The Neebish Rapids succeed where the work has lately been carried on.

The next difficulty hitherto experienced, has been in the shallow parts of Lake George, about the centre of the Lake. The shallow portions were dredged by the United States Government originally to a depth of 14 feet, and this is the channel now followed; but there is reason to believe that it has somewhat filled in, and that 14 feet cannot be obtained at lowest range of water. Our own experience would limit the depth of the two extremities of the cut to 13 ft. 5 in.

Previous to the formation of this channel, the channel in Canadian waters was taken, and when it is expedient, an examination should be made so that its full character can be understood, and the cost of its development established.

From a *reconnaissance*, somewhat imperfect, the impression has been formed that there is only a bar of from 400 to 600 feet which requires to be cut through. The length of the American dredging is about three miles on a width of 200 feet, and by no means straight, so that it cannot be navigated by night, and it would be difficult to light.

From Lake George to Sault St. Mary through what is called Garden River and the River St. Mary, the channel is described in many quarters as being tortuous with frequent obstructions, the principal of which is at Topsail Island, about  $2\frac{1}{2}$  miles east of the lock. Nothing can be found available for reference on this subject, but complaints of shoaly spots and obstructions have been frequently made to the writer by captains of mail vessels, and it is considered that the expense of increasing the navigation beyond its present limit of 12 feet, will be serious. Nothing definite,

however, is known of these waters, and they require to be surveyed and examined from Churchville at Lake George, to the Canal, a distance of between 11 and 12 miles, so that a proper channel can be laid down, and an estimate made of the improvements required at the shoaly spots.

It will be seen by the above that the Neebish Rapids will eventually require to be deepened to 18 feet, at least, to form a link in the system of the future navigation of Lake Superior.

The present design is to make a channel in these rapids 200 feet wide with a depth of 14 ft. 5 in. lowest range.

These rapids extend a length of 1,600 feet, and have been caused by the deposits of many ages of large boulders, several of them of great size, and by outcrops of rock between which the intermediate pockets receive sand and boulders.

Work was commenced here in July, 1876, and continued till the 27th of October, of the same year, when, from unfavorable weather, it was considered advisable to close. It recommenced this year on the 18th of June, and will be continued till the end of the season.

Owing to the distance of the works from any dwelling, it was necessary to build cheap barracks for the men employed.

The operations have been carried on with a tug, scow and divers, the rock *in situ* being removed by nitro-glycerin. Much progress was made in 1876, and by the close of the season, captains of boats recognized that the channel had been considerably improved. There always has been a channel by which the rapids have been navigated, and as hitherto most of the commerce passing in this direction belonged to the United States, the buoys pointing out the channel have been annually placed by agents of that country, although the channel is entirely in Canadian waters.

The natural channel was so narrow and tortuous that it could only be taken by one thoroughly knowing it, and by following land marks arbitrarily established. It has never yet been navigated by night, and it was never taken either way without great precaution being used, and, so far as can be judged, without great anxiety.

The operations of last season gave admitted relief, for the worst points which were well known were first attacked.

It is anticipated that the operations of the present season will almost entirely remove the sense of difficulty which captains of vessels have experienced when passing through these hitherto dangerous waters, so frequently the scene of disaster. It will, however, require another season beyond the present year, thoroughly to place the work in a proper condition so that ranges can be established, and if lighted by night, vessels can ascend as in any other part of the navigation. But Lake George, as it is at present, will still present an obstacle to movement by night.

When the improvement is completed so far as the limit is established, of 200 feet wide by 14 ft. 5 in. deep, the most trying and dangerous reach of navigation between the Welland Canal and the River Kaministiquia, Lake Superior, will have been removed.

The works have been carried on with zeal and ability by my assistant, Mr Andrew Kilganan.

#### *Prince Arthur's Landing.*

Prince Arthur's Landing is on the north coast of Thunder Bay, about 19 miles from Thunder Cape, and 3 miles from the entrance of the River Kaministiquia.

A complete survey of Prince Arthur's Landing has been ordered, with instructions to report on the capacity of the locality for a harbor, and the cost of protecting it from the winds which call for consideration, with additional instructions for the whole matter to be thoroughly investigated.

#### *River Kaministiquia.*

This river was surveyed from the deep water east of the shoal, in itself 3,500 feet across, to the Pacific Railway terminus a distance of 3.2 miles.

The River Kaministiquia possesses the advantage of forming an excellent harbor for shipping, offering perfect protection against all winds.

It presents a marked parallelism to the rivers which have led to the commercial pre-eminence of Chicago and Milwaukee. The drawback to its general excellence is the shoal extending directly across its mouth 3,500 ft. in width. The river is deepest at the Pacific Station, and shallowest at its mouth. The design is to obtain a navigation of 13 feet.

The width of the river is generally 350 feet, and it is evident that we have here a harbor of rare capacity equal to any of the requirements of commerce which the enterprise calling it into being may create, giving efficient protection to shipping with every convenience for wharf construction.

Dredging was commenced on the 24th July and continued till 14th October, when 21,570 yards were removed. One cut was taken entirely across the shoal and one half the second cut made. The work was resumed on the 4th June and continued till the end of the fiscal year. It will be continued during the season, and there is no doubt that the heaviest laden vessels of the North-West Transportation Company, will be able to enter the river to the Pacific Railway Dock by the end of September.

It is proper to put on record that if the channel be limited to 45 feet much difficulty will be experienced by vessels entering. The south-east winds are frequently troublesome and unless sufficient width be given for a vessel navigating the new channel, there is constant danger of grounding, no width under 66 feet, say three cuts of dredge, will be even approximately safe. In fair weather the 44 feet entrance is even barely sufficient when the channel is properly buoyed.

#### *Dredge "Challenge."*

At the commencement of the last fiscal year the dredge was still at Kincardine, where it continued working till the 19th July, having removed up to that time 7,740 yards of material in the harbor.

On Monday, the 24th July, the steamer "City of Owen Sound" arrived at Kincardine to tow the dredge to Owen Sound, which place was reached on Wednesday, the 26th, at 4.30 a.m., and work was commenced the following day.

The dredge worked till the 29th November, when the crew was disbanded and the plant placed in winter quarters. Work recommenced on the 20th May of this year, and was continued till the 20th June, when the dredge was placed in condition to be removed to Kincardine.

It was taken on the 24th and 25th June by the tug "Kate Moffatt," and arrived in the morning of the 26th.

Work was commenced on the 28th June at Kincardine.

During the winter season the two shovels were materially strengthened and the dredge engine and machinery placed in repair and the crane circle also renewed. Further, the tug engine was overhauled; 200 feet of Lake Superior iron chain was also purchased to replace the old one, which was much worn. The total cost, including the chain, was \$655.42. The dredge and scows were also generally painted, the hulls and upper works being left black with a red rubbing streak.

The whole of the dredging plant is generally in good order, the upper works of the tug being excepted.

It may be looked for that the tug will shortly require to be considered in this and other respects.

I have the honor to be Sir,  
Your obedient servant,

WILLIAM KINGSFORD,  
*Engineer in charge.*

*Harbors St. Lawrence and Western Lakes.*

F. BRAUN, Esq., Secretary,  
Public Works Department.

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 APPENDIX No. 14.
 

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MARITIME PROVINCES, ST. PETER'S CANAL, HARBORS, PIERS, RIVERS, &c :

SAINT JOHN, NEW BRUNSWICK,  
October 24, 1877.

SIR,—I have the honor to report on the works under my charge in the Maritime Provinces, for the fiscal year ended 30th June, 1877. These consist of:—

Works under contract in New Brunswick.  
 “ “ Nova Scotia.  
 “ “ Prince Edward Island.  
 “ direct charge in New Brunswick.  
 “ “ Nova Scotia.  
 Dredging.  
 Surveys and examinations.

WORKS UNDER CONTRACT IN NEW BRUNSWICK.

*St. John Breakwater, (at Negro Point.)*

At the close of the fiscal year, the work had been extended out to the full length of 2,250 feet, the wood work being completed to its full height over a length of about 1,600 feet. During the past winter it withstood, in its unfinished state, several south-west storms without damage. It may be stated here that this work was finally completed and accepted in September of this year.

*Shippegan.*

With the closing of navigation last year, the works at Shippegan were brought to a close, and up to the end of the fiscal year were not resumed by the contractor. The work done has proved beneficial in increasing the depth of water in the channel, and boats now freely pass during any time of tide, when in former years they were obliged to wait until high water to do so.

WORKS UNDER CONTRACT IN NOVA SCOTIA.

*Ingonish.*

The works at Ingonish were brought to completion during November last, and the channel formed now freely admits vessels seeking shelter or otherwise to the pond inside.

*L'Ardoise.*

The breakwater described in my report of last year was completed in November. This spring a further quantity of rock ballast was ordered to be placed on the seaward side to further strengthen this structure.

*St. Peter's Canal.*

Steady progress was made by the contractor during the year on the works for the enlargement of the canal. Cofferdams have been placed at each end, the prism pumped dry, and the work of excavating the under water portions proceeded with. At the close of the fiscal year about one quarter of the work under contract had been completed.

*Cow Bay.*

The works under contract for repairing the breakwater at Cow Bay were brought to completion in July. In November, during an easterly gale, a portion of the old work was damaged, and in May further damage was done. At the close of the fiscal year the work of repairing was being proceeded with.

## WORKS UNDER CONTRACT IN PRINCE EDWARD ISLAND.

*Tignish.*

The works of strengthening and repairing the breakwater on the northern side of the entrance to the harbor at this place, were brought to a conclusion in October last. Early this year it was found necessary to raise and repair the breakwater on the southern side, and this work was completed at the end of the fiscal year.

*Colville Bay.*

The construction of an extension of the breakwater built some years ago by the Local Government at Souris, on the eastern side of Colville Bay, was brought to a conclusion at the end of the fiscal year, and the work thus constructed has been of much benefit to fishing vessels seeking shelter, and also to the inhabitants of the locality in providing facilities for the shipment of produce, as Souris is the last port to close in the fall and first to open in the spring in Prince Edward Island.

## WORKS UNDER DIRECT CHARGE IN NEW BRUNSWICK.

*Grand Anse.*

This locality is described in my report of last year. The amount appropriated was expended in replacing the work therein mentioned as having been disturbed during a north-east gale. The work, as far as constructed, has proved to be of benefit to the fishermen in that and neighbouring localities.

*Richibucto.*

At the beginning of the fiscal year it was found necessary to construct brush protection work at high water mark for some distance to the westward of the head of the breakwater, to prevent the sand beach from being cut through behind it. Three and two-thirds acres of land surrounding the head of the breakwater have been purchased by the Department, covering the ground occupied by the beach protection works.

## WORKS UNDER DIRECT CHARGE IN NOVA SCOTIA.

*Chipman Brook.*

Chipman Brook, Kings Co., is situated on the southern shore of the Minas Channel, Bay of Fundy, about 60 miles to the eastward of Digby Gut. The amount

appropriated has been expended in the construction of a length of 60 feet to the breakwater built many years ago by the inhabitants of the locality, assisted by the Local Government.

*Lingan Beach, C.B.*

Lingan Harbor, at the head of Indian Bay, is on the north-east coast of Cape Breton, and about 12 miles south-east from the entrance to Sydney Harbor.

The amount appropriated has been expended in the construction of brush protection work over a length of 1,900 feet on the sand beach separating Bridgeport Basin from Indian Bay, and through which, during easterly gales, the sea had made several breaches. The results from the work done have proved to be satisfactory.

*Big Tracadie.*

Big Tracadie, Antigonish Co., is a harbor on the southern shore of St. George's Bay, about 10 miles to the westward of the northern entrance to the Strait of Canso. The amount appropriated was expended in repairing the work constructed by the Department in 1874-75, and damaged during a gale in November 1875.

*Musquodoboit.*

Musquodoboit Harbor or Inlet is situated on the south-east coast of Nova Scotia, about 28 miles to the north-east of the harbor of Halifax. The amount appropriated was for the removal of boulders on the bar at the entrance, to enable vessels to enter without waiting for a high tide.

DREDGING.

*The "New Dominion."*

This dredge was operating on Beard's Bar on the Salmon River at the head of Grand Lake, Queen's Co., N.B., at the beginning of the fiscal year, working there until the 12th day of August, and removing 13,720 cubic yards of mud, sand and sawdust. On the 15th of August, work was resumed on the Oromocto Shoals on the St. John River, and continued until the 26th of October, removing 23,000 cubic yards of sand, and completing a cut through the "Shoal" of over a mile in length. Owing to the water having risen so high that further work could not be proceeded with, the dredge and plant were ordered to St. John.

After having been put in repair, dredging was commenced on the 19th of February in connection with the works of the Deep Water Terminus of the Inter-colonial Railway at St. John; and, at the end of the fiscal year, 20,580 cubic yards of sand, gravel and mud had been removed.

*The "Canada."*

At the close of the last fiscal year this dredge was reported as working at Yarmouth, N. S. Operations ceased there at the end of August, the dredge having removed 7,020 cubic yards of blue mud and sand. On 31st of August this dredge arrived at Lunenburg, N. S., and continued the dredging commenced in the year previous, and up to December 28th had removed 20,070 cubic yards of mud and vegetable matter. As it was found necessary to repair the boiler, engine, and dredging gear, this dredge was ordered to St. John; and on the 24th of April, the repairs having been completed, she was ordered to Liverpool, N. S., where she arrived on the 27th, commenced work at once and continued until the 16th of June, removing from the "bar" at the entrance to the harbor, 4,140 cubic yards of sand and sawdust. On the 17th of June she was ordered to Bathurst, N. B., and arrived at Pictou, N.S., on the 20th, when she was placed on the Marine Railway to have

the hull scraped and painted and the hopper doors repaired, this work being in progress at the end of the fiscal year.

*The "Cape Breton."*

As mentioned in my last Report this dredge was employed at Cheticamp, Inverness Co., C.B., at the close of the last fiscal year. Dredging was continued there until the 26th of July removing a further quantity of 8,320 cubic yards of gravel and sand, and completing a channel through the "bar" at the entrance to the harbor, and giving a depth of 9 feet at low water. Between the 7th and 25th of August this dredge operated at Harbor au Bouché, Antigonish Co., N. S., in widening the entrance to that harbor and removing 5,103 cubic yards of sand and gravel. On 1st September dredging commenced off the Intercolonial Railway wharf at Pictou and continued until the 15th, when 6,744 cubic yards of mud had been removed, leaving a depth of 14 feet at low water. On the 15th of September dredging was commenced on the East River of Pictou, and continued until the 30th day of November, removing 26,601 cubic yards of sand, gravel and mud, and a large number of sunken logs. As ice had commenced to make in the river, the dredge was removed to Pictou Landing and hauled up for the winter. On the 20th April work was resumed on the East River, and up to the end of the fiscal year a further quantity of 26,617 cubic yards of the materials before mentioned had been removed.

*The "Prince Edward."*

At the commencement of the fiscal year this dredge was ordered from Charlotte town to Vernon River, Prince Edward Island, where dredging was commenced on the 7th July and continued until the 12th of August, removing 8,760 cubic yards of mud, and completing the work required to the satisfaction of the Harbor Master of the Port. On the 21st of August this dredge commenced working in the Montague River, Kings Co., P. E. I., continuing there until the 9th December and removing 36,480 cubic yards of mud and sand. The river then closing, work was discontinued for the winter and resumed on the 21st of April. At the close of the fiscal year the work was still being proceeded with, a further quantity of 29,220 cubic yards of mud and sand having been removed up to that date.

*The "St. Lawrence."*

At the end of the last fiscal year this dredge was at Pictou, N. S., under sailing orders for Richibucto, Kent Co., N. B., where she arrived on the 5th of July and commenced work on the "bar." Up to the 3rd of August 10,850 cubic yards of sand had been removed, and a depth of 15 feet at low water obtained. On that date she sailed to resume work on the "Horse Shoe Shoal" at the mouth of the Miramichi, which had been discontinued the previous season. Dredging was continued until the 13th of October, removing 21,175 cubic yards of sand. The fall gales having set in, work was stopped, and the dredge sailed for St. John, N.B., arriving on the 14th of November. During the passage she came in collision with a schooner at Hawkesbury, Gut of Canso, sustaining some damage. On her arrival at St. John repairs were at once commenced, and the boiler having shewn signs of weakness, was strengthened to the satisfaction of the Government Inspector of Steamboats. On the 20th of February this dredge was put to work with the "New Dominion" at the Deep Water Terminus of the Intercolonial Railway, and continued until the 19th of April, removing during that period 8,365 cubic yards of mud, sand and gravel. On the 26th of April this dredge commenced work at Yarmouth, N. S., and was engaged there at the end of the fiscal year, having removed 23,170 cubic yards of blue clay, stones and débris from the channel opposite the town.

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 SURVEYS AND EXAMINATIONS.

During the year surveys and examinations were made at the following localities; and plans, reports and estimates of the works, have been forwarded.

Antigonish .....	Antigonish Co., N. S.
Clifton .....	Gloucester Co., N. B.
Cow Bay.....	Cape Breton Co., N. S.
Delay's Cove.....	Annapolis Co., N. S.
Gull Cove.....	Charlotte Co., N. B.
Hampton .....	Annapolis Co., N. S.
Malpeque .....	Prince Co., P. E. I.
McNaires .....	Antigonish Co., N. S.
Parrsboro'.....	Cumberland Co., N. S.
Peggy's Cove.....	Halifax Co., N. S.
Petite Rivière.....	Lunenburg Co., N. S.
Port Hood.....	Inverness Co., N. S.
Port Mouton.....	Queens Co., N. S.
Shelburne .....	Shelburne Co., N. S.
Summerville .....	Queens Co., N. S.
Tryon River.....	Prince Co., P. E. I.
West Point.....	Prince Co., P. E. I.
White Head.....	Queens Co., N. S.
Wood Islands.....	Queens Co., P. E. I.

I have the honor to be, Sir,

Your obedient servant,

HENRY F. PERLEY.

F. BRAUN, Esq., Secretary,  
Department of Public Works,  
Ottawa.



## APPENDIX No. 15.

## PUBLIC WORKS.

## RAILWAY DEPARTMENT,

ENGINEER'S OFFICE,

OTTAWA, 4th October, 1877.

SIR,—I have the honor to report on the works upon the Intercolonial Railway for the fiscal year ended 30th June last.

## CONSTRUCTION OF NEW ROAD.

At the close of the previous fiscal year the section of the line between Moncton and Rivière-du-Loup was in a very unfinished state, but, nevertheless, it was in fair running order, and upon being called on to report upon its condition for traffic purposes, I pronounced it safe for passenger and general traffic, at a moderate rate of speed. Accordingly, on the 2nd July 1876, the entire Intercolonial Railway system was put under traffic. Much work, however, remained to be done to bring this section of the road up to the standard of excellence originally designed by the Chief Engineer, Mr. Fleming. Large stretches of the road had received only a very light lift of ballast. Many of the embankments had wasted away upon the frost leaving them in the spring, reducing the width at formation level below that specified. The Trois Pistoles clay cutting had slid and was in very bad condition, threatening to block the way for the passage of trains. A considerable quantity of work had to be done to guard against the slides filling up the cutting. A large increase to the snow sheds and fences then erected was found necessary to enable the traffic during the winter to be conducted with any degree of regularity. The station houses, engine houses, work-shops, fuel sheds and water services were only partially erected. The extension of the Rimouski pier for the accommodation of the Ocean Mail Service, and the sewer for the drainage of the Moncton yard and buildings were only in preparation for commencement. The siding and yard accommodation previously provided was found to be quite insufficient for the business of the road, and a considerable increase to this service was ordered. The rolling stock also had to be increased for the same reason.

This covers the works ordered to be executed during the fiscal year, on the section north of Moncton.

After organizing a thorough system, the works were pushed forward vigorously and successfully to completion.

Twenty-seven engines and three hundred platform cars were employed in the ballasting service, and experienced division supervisors were put in charge of the work, who, by keeping the rolling stock pretty constantly in motion, enabled me to report the completion of the ballasting and the bringing of the embankments up to the required widths early in November last. By placing an energetic foreman over a good gang of men on the Trois Pistoles clay cutting, the work of flattening the slopes &c., was carried through most satisfactorily early in the autumn. This work

entailed the shifting of about 25,000 cubic yards of very stiff blue clay. It was a work of absolute necessity, as heavy slides threatened to block up the road and impede traffic. It may still be a source of trouble, but I think in future the road master will be able to keep a free passage for trains.

The snow sheds and fences received special attention. Four contracts for this service were awarded early in the season, and one section of the work was carried on by day's wages. The result of the summer's labor in this service was the erection of about seven miles of snow sheds and eleven miles of snow fences. As was anticipated, last winter's working of the traffic proved that a further extension of the snow shed system was necessary.

Active operations were carried on during the season in the construction of buildings and water services, all of which were ready at the setting in of winter for traffic requirement. A further supply of machinery may be necessary, and the water supply at Campbellton will have to be increased by laying pipes for a gravitation service.

The buildings through the Metapedia Valley were not taken off the contractor's hands, in consequence of his not having completed them according to contract. He has, however, since done so.

The building of the extension of the Rimouski pier was commenced by contract, but the contractors did not make satisfactory progress and they were relieved of their contract in December last, having accomplished only about one-fourth of the work, which has since been carried on by day's labor under the supervision of a thoroughly competent man. At the close of the year he was making very satisfactory progress. The structure is strong and substantial and admirably adapted to the purpose for which it is designed.

The brick sewer at Moncton has been laid during the year, and has proved of very great benefit to the railway works.

The work of increasing the siding and yard accommodation along the line was carried forward steadily throughout the summer and was completed in good time to serve the autumn traffic. It entailed the shifting of about 60,000 cubic yards of earth, the laying of a large number of switches and several miles of track.

The rolling stock was increased during the year by the construction of eleven snow ploughs, three flangers, four postal cars, one English mail car, and seven hundred box freight cars. These, it is thought, will be sufficient for the present requirements of the traffic.

Semaphore signals have been established at the stations on this section during the year.

The whole of the work is of a very substantial character, and the new road first class in every respect.

#### STEWIACKE BRANCH.

At Stewiacke, a branch line of about three quarters of a mile in length has been built, leading to the navigable waters of the river Stewiacke.

#### HALIFAX EXTENSION.

The work of extending the railway to North street, in the City of Halifax, consisted of grading, track laying &c., the erection of a handsome brick passenger station, a brick freight house, frame warehouses and sheds, an iron bridge and heavy revetment walls. Mr. S. McKean was the contractor for the grading, &c., and Mr. A. Peters for the erection of the brick station. Both contractors have conducted their works satisfactorily to completion. The rest of the work was executed by day's wages. The work might be said to have been practically finished at the close of the year, though there will necessarily be further expenditure required in heating the building with steam, putting up iron railing and many other minor works. Since the extension has been open for traffic it appears to have given general satisfaction.

## INCREASED ACCOMMODATION, ST. JOHN.

During the year the track has been laid and ballasted along Courtenay Bay to the "Ballast Wharf" and a considerable quantity of grading has been done at the ballast heap.

Willmoth Kenedy, contractor for the deep water wharf, has made fair progress with his work, and the dredge has commenced to prepare the bottom for the cribs. This work is under the supervision of Mr. Henry Perley, Superintending Engineer of the Harbors Piers and Rivers in the Maritime Provinces.

In giving a general review of the condition of the entire Intercolonial Railway system I may say, the road is now very nearly "steeled" throughout, the sleeper renewals have received due attention, the drainage of the road bed is improved, the fences are in fair repair, the buildings are in good condition, the water service is generally good, the engine and car stock is in good rolling order, the semaphore system is effective, the repair shops are well supplied with modern machinery and the whole line of railway has been well maintained, and is in fine running condition.

I have the honor to be, Sir,  
Your obedient servant,

COLLINGWOOD SCHREIBER.

F. BRAUN, Esq., Secretary,  
Department of Public Works,  
Ottawa.

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 APPENDIX No. 16.
 

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 REPORT OF THE CHIEF ARCHITECT.
 

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 DEPARTMENT OF PUBLIC WORKS,  
 OTTAWA, 26th November, 1877.

SIR,—I have the honor to transmit herewith my report upon the new works, and the repairs made to the Public Buildings under the control of the Department, for the fiscal year ended 30th June, 1877.

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 PROVINCE OF ONTARIO.
 

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 OTTAWA.
 

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## PARLIAMENT GROUNDS.

Since my last report a large amount of grading, forming roads, crossings, paths, sidewalks, &c., has been done by day's work. A large portion of the sidewalks have been laid with Ewart's patent wood pavement and the balance with gravel.

The grounds generally have been sodded or seeded down and groups of trees planted east and west of the Parliament Buildings, which in a few years, it is expected, will add materially to the beauty of the grounds.

An ornamental summer-house has been built at the north-west side of the Parliament Grounds near the edge of the cliff, thus affording rest and shelter for visitors. Ornamental fences have been built around portions of ground in rear of the Parliament Building used for stacking fuel.

Generally the grounds are now approaching completion, except portion around West Block, as hereafter mentioned.

The ornamental iron gates in front of the East and West Blocks, made by Messrs. Ives & Co., of Montreal, have been fixed in place, and it is intended to have the same decorated at an early date.

Stone crossings have been laid on Wellington and Bank Streets opposite to the several entrances to the Parliament Grounds.

Sketches for the central fountain, also for lamps to the grounds and Wellington Street fence are now being prepared.

The grading of grounds around the West Block and Workshops is now being proceeded with.

Some of the bridges and steps to the Lovers' Walk have been repaired and other minor improvements made around the Parliament Grounds.

The foregoing works have been executed by the Department.

## PARLIAMENT BUILDINGS.

The adaptation of the old library room and rooms adjoining, for the Supreme Court purposes, mentioned in my last report, has been completed. The Court is 70 feet in length by 35 feet in width, and is fitted with dais, desks and chairs for the Judges, desks and seats for the Counsel &c., and seats for the public.

Adjoining the Court, six rooms have been fitted up for the Judges, with conveniences and rooms for Judges library and Secretary. Private entrance for the Judges is provided at the north east end of building.

The new library is now completed and occupied.

The floor is laid with the following Canadian woods, viz. oak, ash, cherry and walnut, arranged in various ornamental patterns.

The book cases or fittings are executed in pine, richly panelled, moulded and carved, supported by and secured to a skeleton framing of wrought iron.

The book cases are arranged in three tiers against the wall of library, with eight projections or wings: the space between these wings, forming, on the ground floor, small alcoves, are enclosed with a light iron railing on side next central part of library, and each alcove is provided with table, chairs, etc.

The two upper tiers of book cases have projecting galleries, the floors of same being made of glass on iron frames so as to intercept as little of the top light as possible; the gallery fronts have ornamental iron railings.

The galleries are reached by stone staircases on outside of library proper.

The desks, &c., for officers in charge are in the centre of the room so that they command a good view of all parts of the library.

Octagonal reading desks of ornamental character are placed on the floor of library.

The Librarian, Secretary, etc. have offices immediately adjoining to and opening in the library.

The library is heated by fresh air which passes over steam coils in the basement and thence into the library by openings, inside the octagonal reading desks before mentioned for library proper, and by coils of steam pipes in annexes by Messrs. Mitchell and Co., Montreal.

Painting and decoration of library, and Supreme Court, was executed by Mr. McKay, Ottawa.

The upper stages of main tower have been fitted and arranged to receive the clock contracted for by Messrs. Dent of London, England, but owing to delay on their part the clock has not yet been received.

The ordinary and usual repairs have been executed.

All the foregoing works (except such portions otherwise named) have been executed by and under the superintendence of the Department.

#### WEST BLOCK EXTENSION.

Works on this extension have, since my last report, been carried on in accordance with contract, except as to time by the several contractors, and will, it is expected, be completed and fit for occupation this fall, excepting the main tower which will not be fully completed before the fall of 1878.

A full description of this extension will be found in my report for 1875-6.

The heating apparatus, plumbers' work, &c., for the extension is arranged to be done by the Department—that is labor only. Tenders for boiler, pipes, &c., &c., were advertized for and awarded to the following parties, viz: for boiler, Messrs. Inglis and Hunter, Guelph; for steam tubing, G. Reaves, Montreal; lead, Messrs. Robertson and Co., Montreal; marble work, R. Forsyth, Montreal; cast iron steam and water pipes, E. Chanteloup, Montreal; brass fittings, James Morrison, Toronto; radiator castings, Chas. Garth & Co., Montreal.

#### WEST BLOCK DEPARTMENTAL BUILDINGS.

Alterations have been made to certain rooms on each floor of the old portion of building at the north-west angle, where the same joins the new extension; these alterations have been necessitated by the blocking up of windows in the old portion by the erection of the extension.

It is proposed to erect an iron staircase and hoist from basement to attic in the old building and adjoining the extension, thus occupying a space that could not be utilized for offices, and adding to the efficiency of the departmental accommodation; this portion is being done by day's work.

## WORKSHOPS.

Enclosure wall with gateways; drying shed for lumber, 2,450 superficial feet area, and drying house, 27 feet 6 inches by 12 feet 6 inches have been erected.

Contractor for the above works, Mr. F. Jones.

The above adjuncts to the workshops add materially to their convenience.

Drawings for the above prepared, and work superintended by the Department.

## POST OFFICE, CUSTOM HOUSE AND INLAND REVENUE OFFICE.

The sidewalks adjoining this building, on Sparks and Wellington Streets, and the terrace in front of building have been laid with Ewart's wood block pavement.

The terrace wall has been completed and surmounted with cast iron railing. Roadway in rear of building has been formed and fenced in, with gateways to Wellington and Sparks Streets, thus enclosing the property in rear for reception and despatch of mails. Work done by the Department.

## RIDEAU HALL.

Additional rooms connected with kitchen wing and Private Secretary's apartments have been erected.

The supply of gas being found very deficient, it has been determined to erect a gas-holder on the grounds, in rear of the Hall, so that when required, a proper supply can be obtained. Plans and specifications are being prepared by this department and tenders will be called for at an early date.

The usual and necessary repairs have been executed.

## KINGSTON.

Slight and necessary repairs have been executed in connection with Custom House Building and Post Office Building.

A large amount of work has been executed at the fortifications and buildings connected therewith.

The contract work on the Educational Block, and addition to the Military College, is now in progress, and it is expected that the building will be ready for occupation at an early date next year.

This building covers an area of about 1080 superficial yards, with a frontage of 185 feet and mean depth of 64 feet. It is plain in design and substantial in character. The outer walls are built of local limestone with cut stone quoins, plinth, strings and drawings to windows and doors; the stonework is supplied by and cut at the Kingston Penitentiary. The building will be four stories in height, including the basement; basement 10 feet 6 inches high, ground floor 15 feet high, first floor 14 feet 6 inches high; and attic story in mansard 10 feet 6 inches high. Accommodation provided is as follows: one basement floor, boiler room, fuel cellar, cellars, kitchen, scullery, pantries, store rooms, cells, and rooms for Purveyor. On ground floor, dining hall, pantry, servery, water-closets, library, day room, visitors room, clerks office, room for Cadet Captain, Commandant's office, draughting room, Quartermaster's office, pay-office, and Messenger's room. On first floor, lecture room, laboratory, class room, Professors room and store room. On second floor: model rooms, store rooms and class rooms.

The building will be heated by steam, plans for which are now being prepared by this department.

Contractor, Mr. W. Irving, Kingston,

Local architect, Mr. R. Gage.

## TORONTO.

## EXAMINING WAREHOUSE.

A boiler, engine and hoist, the latter capable of carrying a weight of four tons, has been erected in this building.

Plans prepared by this Department.

Contractor, Mr. J. Fensom, Toronto.

## CUSTOM HOUSE.

The building is now occupied and the fence has been erected around same and grounds graded.

## POST OFFICE.

The walls and ceilings of Post Office proper have been colored in distemper.

## GUELPH.

## POST OFFICE, CUSTOM HOUSE AND INLAND REVENUE OFFICE.

A full description of this building appeared in my Report for year 1876.

Contract for same was awarded to Messrs. Dobbie and Grierson, who are now proceeding satisfactorily with the work. It is expected that the building will be ready early next year.

Plans and specifications were prepared by the Department, and work is being executed under the superintendence of Mr. A. Dalgleish, Clerk of works.

Drawings of Post Office, furniture and fittings are now being prepared.

## LONDON.

## CUSTOM HOUSE.

Extra accommodation having been required for the Inland Revenue Department, viz: offices for inspector of gas, weights and measures, it was found necessary to erect additional rooms over the present examining warehouse.

Plans and specifications were prepared by this Department, and the contract awarded to Messrs. Wright and Durand, London.

Local architects, Messrs. Peters and Son.

## MILITARY GROUNDS,

Plans and specifications were prepared by this Department for fuel sheds and fencing. Contract awarded to Messrs. J. C. Dodd and Son, London, who completed the work in a satisfactory manner.

Local architects, Messrs. Peters and Son.

## PROVINCE OF QUEBEC.

## MONTREAL.

## EXAMINING WAREHOUSE.

This building is roofed in and contract work will it is expected, be completed this fall.

Plans and specifications for boiler, engine, hoisting machinery, &c., are now in course of preparation by this Department, and contracts for same will be let at an early date.

Contractors, Messrs. Bourgeoin and Lamontagne.

Architects, Messrs. Bourgeau and Leprohon, of Montreal.

Usual and necessary repairs have been executed at the Custom House and Inland Revenue offices.

## ST. HELEN'S ISLAND.

Repairs considered necessary have been executed.

## PENITENTIARY ST. VINCENT DE PAUL.

Plans have been prepared by this Department for extensive additions to the penitentiary proper. In the meantime 60 stone cells have been erected; also, a barn with root cellar under.

The work on barn is now in progress, being done by the convicts under the superintendence of the Prison Instructor and direction of the Supervising Architect, Mr. John Bowes.

The additions to Penitentiary are to be erected in rear of, and adjoining the present building, one portion of which forms a large guard hall 60 feet square and 45 feet high to the springing of the roof. This hall is lighted by windows at each angle and by dormers in the roof. In the centre of this hall is the main smoke shaft surrounded by four ventilation flues, the whole being 14 feet in diameter. Around the shaft and flues iron staircases are arranged, leading to two galleries, which are at same level as galleries to cells in wings hereafter described. The basement beneath the large hall is arranged for boiler house and fuel stores.

From three sides of large hall (the fourth being against the old portion) wings 120 feet long by 48 feet wide project, two of these wings have each three tiers of 44 cells on each floor, making a total of 264.

The cells are built disconnected from the outer walls by a corridor 10 feet wide around each of the cell wings. The two upper tiers of cells open upon narrow galleries on same levels as those in large hall.

### ST. JOHN'S.

#### CUSTOM HOUSE, POST OFFICE AND CANAL OFFICE.

Plans and specifications for this building have been prepared by the Department. Tenders for the erection of same will be asked for at an early date.

### THREE RIVERS.

The necessary fences and out buildings for the Custom House &c., are now in progress.

### QUEBEC.

#### FORTIFICATIONS, QUEBEC; AND FORTS, LEVIS.

During the past year a large amount of necessary repairs have been done, principally by day's work. They were of such a nature that contracts could not be entered into, as they consisted of a variety of small works, the extent of which could not be easily ascertained.

Local superintendent of works, Mr. J. B. Bertrand.

## PROVINCE OF NEW-BRUNSWICK.

### DORCHESTER.

#### PENITENTIARY FOR MARITIME PROVINCES.

Tenders were asked in 1876 for the erection of this building, and contract awarded to Mr. A. McKenzie. A description of the building was given in my last report.

Owing to bad quality of ground it was considered necessary to carry foundation walls down to a solid foundation, if this work had not been required progress would have been greater; at present time, walls of main building and cells are level with the surface—work on the same is now being proceeded with satisfactorily.

Drawings and specifications prepared by this Department. Local Architect, Mr. M. Stead, St. John, N.B. Contractor, Mr. Alexander McKenzie.



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## PROVINCE OF NOVA SCOTIA.

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### PICTOU.

#### CUSTOM HOUSE.

Since my last report this building has been completed and occupied by the various local offices for whose use it was erected.

It measures 53 feet by 48 feet, three stories in height, with a projection in rear, 16 feet by 13 feet which is four stories in height. The style of architecture adopted is simple but effective. The foundations, basement walls and dressing, throughout, are of stone, while the remainder of the walls are of brick.

The basement story is appropriated for examining warehouse, tide waiters room, furnace room, fuel room and water closets; the ground floor for long room, Collector's room, Locker's room and room for Standard weights and measures—while on the first floor are the shipping office, Inland Revenue office, waiting room, ante-room and Collector's room.

Local Architects, Stirling and Dewar, Halifax.

Contractors, Messrs. W. L. & J. A. Dodge.

### HALIFAX.

In the Dominion Building a new boiler is arranged for and the heating apparatus reconstructed where found deficient. Other necessary repairs have been executed.

Local Architect, Mr. Elliott.

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## PROVINCE OF PRINCE EDWARD ISLAND.

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### CHARLOTTETOWN.

It having been found necessary for the proper economical heating of the Dominion Building, to provide a new boiler and steam heating apparatus with brick smokestack. These works were carried out under the direct superintendence of officers of this Department.

The usual and necessary repairs in connection with this building have also been done.

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## PROVINCE OF MANITOBA.

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### WINNIPEG.

#### CUSTOM HOUSE, POST OFFICE, LANDS AND REVENUE OFFICES.

The fittings and furniture for the Post Office and Revenue Offices and the necessary sheds and fences required for the various buildings, have been completed and occupied.

Local Architect, Mr. J. P. M. Lecourt. Contractor, Mr. Jos. Wood.

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## STONY MOUNTAIN.

### PENITENTIARY.

This building has been completed and occupied. The stockade fence surrounding the building lately used as a penitentiary at Stone Fort, was taken down and removed to the new penitentiary to be utilized there. Three buildings erected and used by the Contractors while carrying on their works were purchased and have been converted into quarters for the keepers.

The various works have been carried out under the superintendence of the Department.

Contractors, Messrs. Morrison and Barclay, Guelph, Ontario.

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## BRITISH COLUMBIA.

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### WESTMINSTER.

#### PENITENTIARY.

The contract for this building has been completed. Plans and specifications have been prepared for the necessary fittings and furniture which are now being manufactured. Arrangements are now in progress for supplying the building with water from a high level.

Local Architect, Hon. B. W. Pearce.—Contractors Messrs. Kinsman and Style

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## NORTH-WEST TERRITORIES.

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### BATTLEFORD.

The residence of the Lieutenant Governor will, it is expected, be completed and ready for occupation by the end of October 1877. This building has foundations of masonry and walls constructed of hewn logs put up "Red River Style," the joints being filled up with lime and sand. The inside of walls are strapped, lathed and plastered. The outside of building is strapped, clap-boarded and painted. The roofs are covered with sawn shingles, eaves finished with bracketted corners. The internal finish throughout is good. The accommodation provided consists of a Reception Room 50 feet by 30 feet; a Dining Room 24 feet by 16 feet; a Drawing Room 24 feet by 16 feet; a Parlor 15 feet by 16 feet. The last three rooms are so arranged with large folding doors between that when so required they form one large room. An office 13 by 12 feet; a large entrance hall; a hat and cloak room; a kitchen; a summer kitchen; a pantry; a large cellar; and eight bed-rooms, the largest being 24 feet by 16 feet, and the smallest 15 feet by 9 feet 6 inches.

The residences for Stipendiary Magistrate, Registrar and resident Clerk of the Council, it is expected, will be completed by the middle of October 1877.

The residence for the Stipendiary Magistrate provides accommodation as follows: a dining room, a parlour, an office, six bed rooms, a kitchen, a cellar and a pantry.

The residence for Registrar consists of a dining room, a parlour, four bed rooms, a kitchen, a pantry, &c.

The Clerk of the Council's residence has a dining room, a parlour, three bed rooms, a cellar, a kitchen, a pantry, &c. Construction of the above is similar in materials and workmanship to the Lieutenant Governor's residence.

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**REGISTRY OFFICE.**

The walls of this building are of brick, on stone foundations; size of building, 43 feet by 24 feet, divided into three rooms, two for storage of deeds (one of these being vaulted and fireproof) and the remaining one for an office.

The doors throughout are to be of iron, and the windows protected by iron guard bars and shutters.

**COMMANDANT'S QUARTERS, ETC., ETC.**

It is expected that the Commandant's residence and the buildings required will be ready by the end of October, 1877.

The accommodation provided for the Commandant consists of a dining room, a parlor, three bed rooms, a kitchen, a summer kitchen, a cellar, a pantry, &c. The construction is similar in materials and workmanship to the other official residences.

I have the honor to be

Sir,

Your obedient servant,

THOS. S. SCOTT,

*Chief Architect.*

F. BRAUN, Esq.,  
Secretary,  
Department of Public Works.

APPENDIX No. 17.  
  

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## GENERAL STATEMENT SHOWING:

- 1st. Water Power and other Public Property leased on Canals, &c., during the year ended 30th June, 1877.
  - 2nd. Property purchased or sold by the Department, during the fiscal year.
  - 3rd. Property declared to be no longer under the control of the Department.
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GENERAL STATE

1st. Water Power and other Public Property leased on

Date.	Term of Lease.	Lessees.	Property Leased.	For what purpose Leased.
July 19, 1876	Pleasure of Government.	Robt. E. Hardy .....	Part of Rideau Canal Reserve, on lots 22, 23, Con. A, Nepean.	Pasture .....
Jan. 20, 1877		Chas. McCaffrey .....	Part of Rideau Canal Reserve, on lot S $\frac{1}{2}$ 4, 2nd Con., Nepean.	Farming .....
Sept. 4, 1876		R. W. Baxter .....	Part of Rideau Canal Reserve, on lot G, Con. C, Nepean.	Gardening .....
Aug. 18 "		Henry Jackson .....	Part of Rideau Canal Reserve, on lot B, Con. C, Nepean.	" .....
Dec. 13 "		Geo. May .....	Part of Rideau Canal Reserve, on sub-lots 29, 30, of lot K, Con. B and wharf privilege. Nepean.	Wharfage .....
April 3, 1877		Thos. O'Neil .....	Part of Rideau Canal Reserve, on lot I, Con. B, Nepean.	Gardening ..
Mar. 31 "		Wm. Powell .....	Part of Rideau Canal Reserve, on lot N $\frac{1}{2}$ 5, 2nd Con., Nepean.	Farming .....
April 3 "		John Blair .....	Part of Rideau Canal Reserve, on lot N $\frac{1}{2}$ 6, 2nd Con., Nepean.	" .....
June 12 "		Daniel Delaney .....	Part of Rideau Canal Reserve, on lot S $\frac{1}{2}$ 8, 2nd Con., Nepean.	" .....
" 12 "		Michael Kilroe .....	Part of Rideau Canal Reserve, on lot N $\frac{1}{2}$ 8, 2nd and 1st Con., Nepean.	" .....
" 13 "		Wm. Rowland .....	Part of Rideau Canal Reserve, on lot N, Con. B, Nepean.	" .....
" 7 "		T. & P. Collins .....	Part of Rideau Canal Reserve, on lot 9, 1st Con., Gloucester.	" .....
" 25 "		H. Hartney .....	Part of Rideau Canal Reserve, on sub-lots 64, 65, of lot I, Con. B (R. F.), Nepean.	Tilling & gardening.
Aug. 8 "		A. Howlett, widow .....	Part of Rideau Canal Reserve, on lot 40, 1st Con., Nepean.	" ..
July 21, 1876		A. Quackenbush .....	Part of lot 23, 2nd Con., Grant-ham, at George's Point, or Martindale Point, Welland Canal.	Pleasure ground...
" 20 "		Her Majesty .....	Release by J. M. & J. Walker Government, cancelling lease of their property, St. John, N.B.	Post Office .....
Feb. 3, 1877		N. F. Birely .....	Part of Government Reserve on Burlington Beach.	Hotel, Burlington Bay.
Oct. 14, 1876		Bridget Perry, widow .....	" " .....	" " ..
Jan. 20, 1877		J. C. McKeaud .....	" " .....	" " ..
Aug. 2 "		R. N. Walsh .....	Wharf lot at Valleyfield, above Guard Lock.	Beauharnois Canal
Mar. 29 "		H. Holbrook .....	Three sheds and a cottage at the camp, New Westminster, B.C.	.....
Oct. 14, 1875		A. Peele .....	Part of Assay Office at the camp, New Westminster, B.C.	.....
Dec. 1 "		J. Maury .....	" " .....	.....
Dec. 28, 1876		* E. Dickenson .....	Government House and Entrance Cottage, New Westminster, B.C.	.....
Sept. 6 "	H. Pruneau .....	To attach his boat-house to shore Ordnance Property, south side Cathcart Street, Ottawa River.	Pleasure boats.....	
April 7, 1877	Corporation and Water Commissioners, City St. Catharines	To lay main pipe of water works across Welland Canal and Government Lands, St. Catharines.	Welland Canal ....	

\* Term of lease, one year.

**MENT SHOWING:**

*Canals, &c., during the Fiscal Year ended 30th June, 1877.*

Amount of water power Leased.	Area of property Leased.	Date from which Lease is reckoned.	Annual Rental.	Terms of payment.			Remarks.
				Amount of each Instalment.	When payable each year.	When first Instalment was due.	
.....	8 acres.	June 6, 1876	\$12 00	\$12 00	January 1 .....	On delivery of lease.	First payment \$6, up to 1st January, 1877.
.....	15 "	Jan. 1 "	11 25	11 25	" .....	"	
.....	2 r. 30 p.	Date of lease	1 00	1 00	" .....	"	50cts. for first half year
.....	900 feet.	" .....	1 00	1 00	" .....	"	Stewart's property.
.....	1 acre.	" .....	2 00	2 00	" .....	"	
.....	6 acres.	Jan. 1, 1877..	9 00	9 00	" .....	"	
.....	11 "	" 1 "	8 25	8 25	" .....	"	This cancels lease of 18th January, 1876.
.....	10 "	" 1 "	7 50	7 50	" .....	"	" " "
.....	6 "	" 1 "	4 50	4 50	" .....	"	" " "
.....	11 "	" 1 "	8 25	8 25	" .....	"	This cancels lease of 26th February, 1876.
.....	4 "	June 1, 1877.	3 00	3 00	June 1.....	"	
.....	6 "	" 1 "	4 00	4 00	" .....	"	
.....		" 1 "	1 00	1 00	" .....	"	
.....	½ acre.	July 1, 1877..	2 00	2 00	July 1.....	"	
.....	3½ acres.	" 1, 1876..	25 00	25 00	" .....	"	A bathing building.
.....							\$800 for residue of term.
.....		Jan. 1, 1877..	100 00	100 00	January 1 .....	Jan. 1, 1877.	This cancels lease of 19th April, 1876.
.....		" 1, 1876..	100 00	100 00	" .....	" 1, 1876.	
.....		" 1, 1877..	10 00	10 00	" .....	" 1, 1877.	
.....	100 feet front.	Aug. 1 "	23 00	23 00	August 1.....	On delivery of lease.	
.....		Mar. 1 "	{ 120 00	12 00	1st day of each month.		
.....		Oct. 1, 1875..	{ 24 00	15 00	1st day of each quarter.		
.....		Dec. 1 "	60 00	9 00	"		
.....		Mar. 31, 1877	36 00	30 00	"		
.....	100 X 50 feet.	Sept. 1, 1876	1 00	1 00	May 1.....	On delivery of lease.	
.....			Free.				

2nd.—Property purchased or sold by the Department during the Fiscal Year ending 30th June, 1877.

Date.	Vendors.	Purchasers.	Property purchased or sold.	For what purpose used.	Area of Land.	Price of Sale.	Remarks.
July 18, 1876	J. W. Holmes.....	Her Majesty.....	Release for damages } Dunnville Dam, } Welland Canal. }			\$ cts. 350 00	
"	14, 1876 H. Robb.....	"	"	"	"	50 00	
"	14, 1876 W. T. Robb.....	"	"	"	"	50 00	
"	16, 1876 Wm. G. Scott.....	"	"	"	"	100 00	
"	16, 1876 H. Penn.....	"	"	"	"	50 00	
"	14, 1876 E. & E. A. Blott.....	"	"	"	"	50 00	
"	15, 1876 S. Lawson.....	"	"	"	"	100 00	
"	14, 1876 A. Vabinder.....	"	S. part lot 16, 4th Con., S. Cayuga.....	"	5½ acres.....	450 00	
August 5, 1876	Eliz. B. Gardiner.....	"	Lot 32, 2nd Con., N. Cayuga.....	"	"	15 00	
"	8, 1876 Sarah Fradenburgh.....	"	Lots 21, 22, 3rd Con., S. Cayuga.....	"	"	20 00	
"	1, 1876 Ed. Martin.....	"	Lot 1, town of Cayuga.....	"	"	125 00	
"	8, 1876 C. B. Pradenburgh.....	"	S. part lot 24, 3rd Con., S. Cayuga.....	"	"	15 00	
"	4, 1876 Eliz. Hoppell et vir.....	"	S.E. part lot 19, 3rd Con., S. Cayuga.....	"	"	25 00	
"	5, 1876 Geo. Parsons.....	"	Lot 1, N. Cayuga.....	"	"	180 00	
"	5, 1876 Wm. McFarlane.....	"	N. part S. half lots 28, 29, 30, 1st Con., N. Cayuga.....	"	"	40 00	
"	6, 1876 Chas. Parson.....	"	N., part lot 2, town of Cayuga.....	"	"	150 00	
"	5, 1876 Geo. Gifford.....	"	Part lots 19, 20, 3rd Con., S. Cayuga.....	"	"	70 00	
"	7, 1870 John Bradt.....	"	Centre part lot 4, N. Cayuga.....	"	"	150 00	
"	7, 1876 John Garvey.....	"	N. part lots 31, 32, 33, 1st Con., N. Cayuga.....	"	"	45 00	
"	6, 1876 Ed. Campbell.....	"	Lot 7, town of Cayuga.....	"	"	50 00	
"	7, 1876 David Thompson.....	"	Lot 4, town of Dunnville.....	"	"	50 00	
"	5, 1876 John McCormell.....	"	Lots 20, 30, 31, 2nd Con., N. Cayuga.....	"	"	450 00	

“	5, 1876 Edith Gibson.....	“	“	“	40 00
“	5, 1876 Geo. Lishman.....	“	“	“	600 00
“	5, 1876 H. N. Misener.....	“	“	“	30 00
“	7, 1876 Marg & R. Beasley	“	“	“	10 00
“	8, 1876 D. McMullen.....	“	“	“	75 00
“	7, 1876 J. W. Fradenburgh	“	“	“	150 00
“	8, 1876 D. Campbell.....	“	“	“	50 00
“	8, 1876 T. H. Darling.....	“	“	“	80 00
“	8, 1876 Gilbert Young.....	“	“	“	5 00
“	8, 1876 Wm. H. Lambier...	“	“	“	6 90
“	4, 1876 S. Darling et al.....	“	“	“	1,352 00
July	29, 1876 S. Meyer.....	“	“	“	30 00
“	29, 1876 J. & W. B. Johnson	“	“	“	240 00
“	29, 1876 E. Logan.....	“	“	“	100 00
“	29, 1876 J. Hamilton.....	“	“	“	105 00
“	29, 1876 Wm. McBay.....	“	“	“	20 00
“	29, 1876 R. Logan.....	“	“	“	130 00
“	29, 1876 J. Boose.....	“	“	“	60 00
“	29, 1876 J. Rittenhouse.....	“	“	“	30 00
“	31, 1876 A. Dickson.....	“	“	“	10 00
“	31, 1876 A. Dickson.....	“	“	“	30 00
“	31, 1876 J. G. Winslow.....	“	“	“	660 00
“	31, 1876 Emma Darling.....	“	“	“	80 00
“	31, 1876 O. Burbam and E. Evans.....	“	“	“	45 00
“	31, 1876 Geo. W. Messmore.	“	“	“	50 00
“	31, 1876 B. Alair.....	“	“	“	40 00
“	31, 1876 Chas. Edie.....	“	“	“	40 00



2nd.—Property purchased or sold by the Department, &c.—Continued.

Date.	Vendors.	Purchasers.	Property purchased or sold.	For what purpose used.	Area of Land.	Price of Sale.	Remarks.
July 31, 1876	Geo. Wright .....	Her Majesty .....	Release for damages } Dunnville Dam, } Welland Canal. } Cayuga .....	Damages .....	.....	\$ cis. 100 00	
August 1, 1876	A. M. Burham <i>et vir</i>	" .....	Part lots 8, 9, Canboro'.	" .....	.....	60 00	
July 31, 1876	U. Rittenhouse .....	" .....	Part of S. part lot 2, 2nd Con., Dunnville	" .....	.....	50 00	
" 31, 1876	Wm. Quider .....	" .....	Lots 14, 16, town of Dunnville .....	" .....	.....	100 00	
August 4, 1876	E. E. Armour <i>et vir</i>	" .....	Lots 26, 27, 28, town of Dunnville .....	" .....	.....	150 00	
" 4, 1876	S. Auger <i>et vir</i> .....	" .....	Part of W. part of N. half lot 5, 2nd Con., Dunnville .....	" .....	.....	15 00	
July 29, 1876	Wm. Dashwood .....	" .....	N.-W. part lot 12 and N. part lot 13, 4th Con., S. Cayuga .....	" .....	.....	110 00	
August 3, 1876	D. Auger .....	" .....	W. part of N. part lot 8, 2nd Con., Dunn- ville .....	" .....	.....	15 00	
" 3, 1876	V. Maul .....	" .....	E. part of N. part lot 7, 2nd Con., Dunnville	" .....	.....	30 00	
" 3, 1876	J. Fawcett .....	" .....	N. part lot 9, 1st Con., Dunnville .....	" .....	.....	60 00	
" 3, 1876	W. H. Griffin .....	" .....	E. part lot 2 and N. part lot 8, 2nd Con., Dunnville .....	" .....	.....	150 00	
July 31, 1876	Jos. Lovegrove .....	" .....	E. part of S. part lot 15, 4th Con., S. Cayuga .....	" .....	.....	60 00	
" 31, 1876	R. F. Lattimore .....	" .....	Lot 1, town of Dunnville	" .....	.....	50 00	
" 1, 1876	W. H. Johnson .....	" .....	S. part lot 9, 3rd Con., and lot 9, 4th Con., N. Cayuga .....	" .....	.....	100 00	
" 4, 1876	O. T. Meadows .....	" .....	Lot 20, 21, 3rd Con., S. Cayuga .....	" .....	.....	60 00	
July 31, 1876	E. Allair (Widow)	" .....	Part lots 4, 5, 3rd Con., Dunnville .....	" .....	.....	10 00	

"	31, 1876	C. V. Davis et alr.	"	"	W. part of S. half of lot 5, 3rd Con., N. Cayuga.....	"	20 00
"	31, 1876	S. M. Davis et alr.	"	"	E. part lot 1 and S. half lot 5, 3rd Con., N. Cayuga.....	"	30 00
August 3,	1876	W. J. Aikins.....	"	"	N. part of W. part lot 13, 1st Con., Dunnville.....	"	15 00
"	3, 1876	R. Armour.....	"	"	N. half lots 10, 11, 1st Con., Dunnville.....	"	600 00
"	3, 1876	A. Armour.....	"	"	Lots 10, 11, 2nd Con., Dunnville.....	"	75 00
"	3, 1876	M. Gifford.....	"	"	E. part of N. half lot 5 and S. part of W. part lot 6, 2nd Con., Dunnville.....	"	40 00
"	1, 1876	E. Lee et al., Executors of Aikins' Estate.....	"	"	W. part of N. part lot 8, 2nd Con., Dunnville.....	"	25 00
"	2, 1876	E. & N. Arderly.....	"	"	Lot 2, town of Dunnville.....	"	50 00
"	2, 1876	Municipal Council of Dunnville.....	"	"	All lands within village of Dunnville.....	"	1,500 00
"	2, 1876	H. B. Briggs.....	"	"	Centre part lot 7, Canborough.....	"	160 00
"	2, 1876	A. M. Kinneear.....	"	"	Part of lot 1, town of Cayuga.....	"	110 00
"	3, 1876	W. Teasdale.....	"	"	Part of lot 1, Huff Tract; part of lots 4, 5, Jones' Tract; Gore between these tracts, N. Cayuga.....	"	300 00
"	1, 1876	C. Brown (Widow)	"	"	Lot 6, 4th Con., S. Cayuga.....	"	100 00
"	1, 1876	A. Lynch.....	"	"	E. half of N. half lot 8, 1st Con., Dunnville.....	"	30 00
"	3, 1876	A. Low.....	"	"	Part lot 9, Canborough.....	"	20 00
"	1, 1876	E. Lee, Executor of Beatty Estate.....	"	"	N. part lots 12, 13, 1st Con., Dunnville.....	"	60 00
Oct. 25,	1876	A. M. & A. C. Burnham.....	"	"	Part lot 5, Canborough.....	"	25 00
"	21, 1876	A. Burnham.....	"	"	" 8, 9 "	"	45 00
"	27, 1876	J. C. Alair & J. P. Falip.....	"	"	" 8, 9 "	"	55 00
"	25, 1876	H. F. Middaugh.....	"	"	" 10 "	"	30 00
"	25, 1876	J. J. Dockstader.....	"	"	" 11 "	"	40 00
"	25, 1876	Wm. Quider.....	"	"	" 12 "	"	60 00
"	25, 1876	M. Lymburner.....	"	"	" 13, &c. "	"	60 00

2nd.—Property purchased or sold by the Department, &c.—Continued.

Date.	Vendors.	Purchasers.	Property purchased or sold.	For what purpose used.	Area of Land.	Price of Sale.	Remarks.
Oct. 26, 1876	J. Lymburner.....	Her Majesty.....	Release for damages } Dunnville Dam, } Welland Canal.			\$ cts.	
" 27, 1876	Municipal Council of North Cayuga	"	H. Lymburner's farm, Canbo- rough.....	Damages.....		4 00	
" 26, 1876	John Murphy.....	"	Lands, &c, N. Cayuga..	"		618 00	
" 26, 1876	Wm. Bruce.....	"	S. part lot 13 "	"		10 00	
" 27, 1876	G. H. Windecker...	"	S. part lot 13 "	"		10 00	
" 23, 1876	J. E. Rees & Wm. Walters.....	"	Part lot 18 "	"		10 00	
" 27, 1876	E. B. Gardiner.....	"	N. part lots 28, 29, 2nd Con., N. Cayuga.....	"		40 00	
" 27, 1876	Executors of R. V. Griffith.....	"	S. part lots 31, 32, 33, 1st Con., N. Cayuga..	"		15 00	
" 28, 1876	Municipal Council of South Cayuga	"	Lots 32, 33, N. Cayuga..	"		250 00	
" 25, 1876	P. Tofford.....	"	Lands, roads & bridges, S. Cayuga.....	"		200 00	
" 21, 1876	Edward Evans.....	"	N. part lot 14, 4th Con., S. Cayuga.....	"		150 00	
" 25, 1876	Municipal Council of the village of Cayuga.....	"	S. part lot 25, 3rd Con., S. Cayuga.....	"		15 00	
" 26, 1876	D. McMullen & J. Walsh.....	"	Lands, roads & bridges, village of Cayuga...	"		200 00	
" 23, 1876	J. E. Johnson and J. Nicholson.....	"	W. part lot 10, village of Cayuga.....	"		60 00	
" 23, 1876	J. P. Merritt.....	"	Lot A, south of Main Street, and lot E, north of Main Street, town of Dunnville...	"		350 00	
" 23, 1876	J. S. Minor.....	"	Part lot 3, south of Main Street, Dunnville...	"		25 00	
" 21, 1876	Municipal Council of the township of Dunnville.....	"	Part lot 25, south of Main Street, Dunnville...	"		60 00	
		"	Lands, roads & bridges, township Dunnville	"		300 00	

"	26, 1876 H. Rittenhouse	"	"	Part lots 3, 4, 5 & 6, 3rd Con., township Dunnville.	"	30 00
"	20, 1876 E. Bradt, C. Knight, H. Rittenhouse, S. Anger and A. C. Burham	"	"	Part lots 4, 5, 6, 3rd Con., township Dunnville.	"	315 00
"	25, 1876 H. Grier	"	"	N. part of W. corner of lot 6, 2nd Con., township Dunnville.	"	10 00
"	21, 1876 U. Rittenhouse	"	"	N.-W. corner of lot 6, 2nd Con., Dunnville	"	5 00
"	31, 1876 B. & E. Baxter	"	"	Lots 10, 11, 12, Jones' Tract, N. Cayuga	"	40 00
Nov.	4, 1876 Municipal Council of the township of Canborough	"	"	Lands, roads, bridges, &c., Canborough	"	1,000 00
Jan.	10, 1877 B. Alair	"	"	Part of island in front of lots 6, 7, 4th Con., S. Cayuga, and lot 1, 3rd Con., Dunnville	"	150 00
"	16, 1877 Charlotte Hurley	"	"	Lot 17, 3rd Con. N. Cayuga	"	150 00
"	17, 1877 Bank of Upper Canada (Estate)	"	"	Lots 22, 23, 24, south of Main St., Dunnville	"	150 00
March	12, 1877 } D. & W. & W. A. McCrea	"	"	Lot D, north of Main Street, Dunnville	"	100 00
Dec.	22, 1876 } Grand Trunk Railway Co., per R. Wright, Treas.	"	"	N.-W. half lot 3, south of Main St., Dunnville	"	25 00
March	5, 1877 } County of Haldimand	"	"	Main St., Dunnville County Court House grounds, village of Cayuga	"	100 00
Feb.	13, 1877 } Jos. Lovegrove	"	"	S. part lot 14, 4th Con., S. Cayuga	"	35 00
March	15, 1877 } Robt. Glenny	"	"	Lot 3, Jones' Tract, N. Cayuga	"	400 00
"	17, 1877 } New England Co.	"	"	Lot 1, Jones' Tract, N. Cayuga	"	30 00
June	6, 1877 } C. McNeal	"	"	Lot 13, village Dunnville	"	50 00
"	9, 1877 } Merritt Estate	"	"	Lots 12, 13, south of Main St., Dunnville	"	100 00
"	4, 1877 } Estate T. C. Street	"	"	Lot 17, south of Main Street, Dunnville	"	50 00
"	5, 1877 } Romain Smith	"	"	Part lot 6, Jones' Tract, N. Cayuga	"	6 00
"	7, 1877 } Bank of Upper Canada Estate	"	"	Part lot 5, south of Main Street, Dunnville	"	50 00

Bank of Upper Canada Estate intervening party.

2nd—Property purchased or sold by the Department, &c.—Continued.

Date.	Vendors.	Purchasers.	Property purchased or sold.	For what purpose used.	Area of Land.	Price of sale.	Remarks.
June 11, 1877	Six Nations Indians per J. E. Gilkison	Her Majesty	Release for damages } N. part lot 9, 2nd Dunnville Dam, } Welland Canal. } Con., Dunnville...	Damages		\$ cts.	
" 11, 1877	do	"	Land both sides Grand River, south of Philip & Whippewa Streets	"		75 00	
" 11, 1877	do	"	Lots 5, 11, 12, 13, east of Oneida Street; lots 1, 2, 3, 4, east of Delaware Street, and lot 3, west of Oneida Street, town of Cayuga	"		175 00	
" 9, 1877	Hursell Estate	"	E. part lot 10, east of Oneida St., Cayuga	"		217 00	
Dec. 1, 1875	Jane Parke	"	Deed of lot No. 1, village of Port Colborne	Welland Canal Enlargement		25 00	
June 17, 1876	Pat. Nihan et ux	"	" 17, 3rd Con., Grantham	"	0.35 acres.	300 00	
" 17, 1876	do	"	" 18, " "	"	" 1.15 "	345 00	
Aug. 11, 1876	J. W. Seymour	"	Release damages to lot 11, 6th Con., and lot 12, 7th Con., Grantham	"	" 4.18 "	1,455 00	
June 3, 1876	John Brown	"	Release damages to lot 5, 10th Con., Grantham	"		1,100 00	By cutting fences
" 3, 1876	do	"	Release damages to lot 1 in Gore of Thorold	"		280 00	To crops & fences
Sept. 5, 1876	Pat. Gaffrey	"	" 15, " "	"		60 00	" "
July 8, 1876	R. Wightman et al.	"	Deed of part of lot 203, broken front, Thorold	"	1.45 acres.	175 00	By cutting his farm in two.
Sept. 8, 1876	M. Grayford	"	" 18, 19, 20, 8th and 9th Con., Grantham	"	" 0.09 "	75 00	
" 5, 1876	do	"	Release damages to lots 18, 19, 20, 8th and 9th Con., Grantham by overflowing them	"		500 00	To overflow them
" 25, 1876	B. F. Reynolds	"	Release damages to lots 22, 23, 10th Con., Grantham, by overflowing them	"		500 00	
						900 00	

														As mortgage holders.
"	25, 1876 S. & H. Neelon.....	"	.....	Release damages to lots 22, 23, 10th Con., Grantham, by overflowing them.....	"	.....	.....	.....	.....	.....	.....	.....	1 00	At \$300 per acre.
Nov.	13, 1876 J. W. Seward.....	"	.....	Deed of part of lot 12, 7th Con., Grantham, by overflowing them.....	"	.....	.....	1-75 acres.	"	.....	.....	.....	525 00	At \$146 "
Dec.	6, 1876 J. P. Wilson.....	"	.....	Deed of part of lot 247, township of Thorold or Block O.O., village of Welland.....	"	.....	.....	5 01 "	"	.....	.....	.....	744 60	At \$140 "
"	14, 1876 H. Reuter et ux.....	"	.....	Deed of part of lot 238, township of Thorold or Block T., village of Welland.....	"	.....	.....	3-53 "	"	.....	.....	.....	494 00	At \$140 "
"	6, 1876 J. Reuter et ux.....	Her Majesty.....	.....	Deed of part of lot 247, township of Thorold or Block W., village of Welland.....	"	.....	.....	3-04 acres.	"	.....	.....	.....	1,000 00	.....
"	26, 1876 Synod of Diocese of Niagara, for Ch. of England.	"	.....	Deed of part of lot 247, township of Thorold or Block Y., village of Welland.....	"	.....	.....	3-15 "	"	.....	.....	.....	1,650 00	.....
"	6, 1876 G. R. E. Bugar.....	"	.....	Deed of part of lot 238, township of Thorold or Block T., village of Welland.....	"	.....	.....	0-67 "	"	.....	.....	.....	263 15	.....
"	11, 1876 B. L. Franklin.....	"	.....	Deed of part of lot 238, township of Thorold or Block U., village of Welland.....	"	.....	.....	4-03 "	"	.....	.....	.....	1,300 00	.....
"	6, 1876 W. D. Jeffrey.....	"	.....	Deed of part of lot 247, township of Thorold or Block Z., village of Welland.....	"	.....	.....	2-91 "	"	.....	.....	.....	849 00	.....
"	6, 1876 J. McGlashen, Assignee of D. D. Everardo.....	"	.....	Deed of part of lot 247, township of Thorold or Block X., village of Welland.....	"	.....	.....	2-03 "	"	.....	.....	.....	25 75	At \$175 per acre.
Sept.	26, 1876 Thos. Nihan.....	"	.....	Deed of part of lot 9 of 16, 4th Con., Grantham, (Sheustan Estate).....	"	.....	.....	0-18 "	"	.....	.....	.....	100 00	.....
Oct.	May 12, 1874 Mark Bryant et ux.....	"	.....	Deed of part of lot 5 of 10, 7th Con., Grantham.....	"	.....	.....	2-42 "	"	.....	.....	.....	5 44 50	At \$220 "
Feb.	5, 1877 S. D. Andrews.....	"	.....	Deed of Saw Mill lot at Waste Weir No 1, Port Dalhousie.....	"	.....	.....	.....	"	.....	.....	.....	2,200 00	.....
June	29, 1877 Jos. Reaveley et ux.....	"	.....	Deed of part of lot 214, township of Thorold " 215.....	"	.....	.....	5-03 acres.	"	.....	.....	.....	503 00	At \$100 "
"	29, 1877 do.....	"	.....	" " 214, 215 " (Report of Master in Chancery).....	"	.....	.....	5-22 "	"	.....	.....	.....	522 00	At \$100 "
Feb.	16, 1877 Young & Reaveley (Estate).....	"	.....	Deed of part of lot 7 1/2, township of Thorold of Master in Chancery).....	"	.....	.....	.....	"	.....	.....	.....	940 98	.....
July	17, 1877 H. Higgins et ux.....	"	.....	Deed of part of lots 203, 20, village of Port Robinson.....	Welland Canal Repairs.....	.....	.....	0-08 acres.	"	.....	.....	.....	25 00	.....
"	31, 1877 J. Donahoe.....	"	.....	Release damages to crops, fences, &c., lot 19, 3rd Con., Grantham.....	Welland Canal Enlargement.....	.....	.....	1-06 "	"	.....	.....	.....	189 00	.....
Jan.	22, 1876 C. Brown.....	"	.....	Deed of lot 1, between Erin and Brussels Streets, St. John, N. B.....	"	.....	.....	.....	"	.....	.....	.....	120 00	.....
March	3, 1876 Her Majesty.....	Thos. Proud.....	.....	Deed of lot 2, between Erin and Brussels Streets, St. John, N. B.....	Not required for Intercol'Ry.....	.....	.....	35 ft. wide.	"	.....	.....	.....	500 00	.....
"	2, 1876 ".....	H. Walsh (widow).....	.....	Deed of lot 3, between Erin and Brussels Streets, St. John, N. B.....	"	.....	.....	31 1/2 "	"	.....	.....	.....	325 00	.....
"	2, 1876 ".....	J. Nickerson.....	.....	Deed of lot 4, between Erin and Brussels Streets, St. John, N. B.....	"	.....	.....	39 "	"	.....	.....	.....	420 00	.....
"	3, 1876 ".....	J. McCutcheon.....	.....	Deed of lot 4, between Erin and Brussels Streets, St. John, N. B.....	"	.....	.....	31 "	"	.....	.....	.....	301 00	.....
"	3, 1876 ".....	Geo. V. Nowlin.....	.....	Deed of lot 5, between Erin and Brussels Streets, St. John, N. B.....	"	.....	.....	50 "	"	.....	.....	.....	260 00	.....

2nd.—Property purchased or sold by the Department, &c.—Continued.

Date.	Vendors.	Purchasers.	Property purchased or sold.	For what purpose used.	Area of Land.	Price of Sale.	Remarks.
March 3, 1876	Her Majesty.....	S. F. Matthews.....	Deed of lot 6, between Erin and Brussels Streets, St. John, N.B.....	Not requir'd for Intercol R'y Breakwater.....	50 ft. wide. 3½ acres.	\$ cia.	
"	"	"	"	"	"	400 00	
May 2, 1876	D. G. DesBrissay... G. W. Chandler et al. B. Chandler.....	Her Majesty.....	Deed of land on N. Beach, Richibucto Harbor	Penitentiary.....	"	250 00	
"	"	"	" at Dorchester, N.B. ....	"	"	13,000 00	
"	"	"	"	"	"	4,400 00	
"	"	"	"	"	"	4,200 00	
Aug. 25, 1876	J. A. Buck et al..... Corporation of St. John, N.B.....	"	Deed of land for Branch Railway and Break-water, Courtney Bay, St. John, N.B.....	Intercol R'y.....	{ 40 ft. wide. 24½ acres. }	50,000 10	Way (and Ballast Wharf, 180 ft.) and land for Breakwater.
Dec 14, 1876	W. E. Cunningham	"	Deed of land, at Ballantyne's (or McNair's) Cove, Antigonishe, N.S.....	Breakwater.....	4 "	100 00	
June 19, 1874	Municipality, Parish of Montreal, and Seminary of St. Sulpice.....	"	Deed of part of lots 2513, 3410, 3409, Côte St. Paul Ward, Lachine Canal	Road.....	"	Free.	Right of way.
Aug. 10, 1875	J. Davidson et al.....	"	Deed of lots on Hector, Frederica, Gore and Water Streets, Fort William.....	Canadian Pac. Railway.....	14½ acres.	6,650 00	
"	H. E. Leys et al.....	"	Deed of lots on Frederica, Gore, Edward and Chief Streets, Fort William.....	"	5 "	2,025 00	
"	H. Morsey et al.....	"	Deed of land on Frederica St., Fort William	"	1 "	450 00	
"	J. L. & A. Baker....	"	Frederica, Edward & Gore Streets, Fort William.....	"	1½ "	606 00	
"	L. King.....	"	Gore Street	"	1 "	250 00	
"	M. Newton et al....	"	Water Street	"	1 "	300 00	
"	R. Thompson et al..	"	"	"	1 "	300 00	
Oct. 10, 1876	E. E. Horton.....	"	Frederica and Gore Streets, Fort William.....	"	1 "	475 00	
Aug. 10, 1876	A. McNabb et al.....	"	Chief Street, Fort William	"	1 "	225 00	
"	S. Wakelin et al....	"	Water and Hector Streets, Fort William.....	"	1 "	550 00	
Nov. 28, 1876	J. R. Blackwood et al.....	"	Part of lot 7, 1st Con.,	"	"		

Aug.	26, 1876	J. Varnock et uz.	Neebing, on Kaministiquia River.	3 06	450 00
"	11, 1876	S. Scarlett	Frederica St., Fort William	2	300 00
"	21, 1876	M. J. Street et vir.	Frederica and Chief Streets, Fort William.	2	900 00
"	14, 1876	J. D. Banks.	Water, Gore & Chief Street,	2 1/2	1,300 00
Oct.	2, 1876	John Kay et uz.	Fort William.	2 1/2	250 00
Aug.	24, 1876	J. McLaren et uz.	Gore Street, Fort William.	2 1/2	300 00
Sept.	15, 1876	H. Dela Ronde.	Water Street "	5	4,600 00
Aug.	25, 1876	P. W. Bell et uz.	Water and Hector Streets, Fort William.	1 1/2	800 00
"	21, 1876	Alex. Stevenson.	" "	1	275 00
"	21, 1879	John McLeod.	Gore Street	1	700 00
"	23, 1876	Kate McKellar.	Frederica & Agnes Streets, Block V., Neebing.	1 1/2	340 00
"	22, 1876	J. W. Plummer et uz.	Water Street, Fort William	1 1/2	250 00
"	21, 1876	Geo. Munro et uz.	Frederica Street "	1 1/2	275 00
"	21, 1876	M. Street et uz.	Agnes Street, Block T., Neebing.	1 1/2	637 00
Oct.	4, 1876	Geo. Murphy et uz.	Water and Hector Streets, Fort William.	1 1/2	900 00
Aug.	11, 1876	do	Frederica St., Fort William	1 1/2	100 00
"	22, 1876	S. Hazlewood et uz.	" "	1 1/2	100 00
"	21, 1876	N. K. Street & M. Street et uz.	Frederica, Water & Hector Streets, Fort William.	2 1/2	1,375 00
"	25, 1876	J. McIntyre et uz.	Frederica, Water, Gore and Chief Sts., Fort William	6	3,000 00
"	21, 1876	Geo. Faulkner.	Water and Hector Streets, Fort William.	3	2,000 00
"	21, 1876	Chas. Baker et uz.	Frederica St., Fort William	1 1/2	100 00
Aug.	8, 1876	J. J. Vickers et uz.	Water Street	3	300 00
Nov.	28, 1876	do	Water Street, Fort William	3	1,200 00
"	7, 1876	Jas. Pearson.	Part 9, 10, 1st Con., Neebing	8 02	400 00
Aug.	17, 1876	A. C. Thomson et uz.	Frederica St., Fort William	1	275 00
"	14, 1876	J. Davidson et uz.	Hector Street	1	750 00
"		and J. Leys et uz.	Water and Hector Streets, Fort William, and part of lot 8, 1st Con., Neebing.	{ 6 acres. 4 a. 6 per. }	3,550 00
"	22, 1876	T. & G. Marks et uz.	Water Street, Fort William	0 10	1,280 00
"	22, 1876	T. Marks et uz.	Frederica Street	0 35	80 00
"	10, 1876	J. A. Musgrove et uz.	" "	1 1/2	225 00
Sept.	21, 1876	J. Taylor et uz.	Chief Street	1 1/2	675 00
Nov.	13, 1876	Neebing Hotel Co.	Gore & Water Sts.	1	5,029 38
Aug.	31, 1876	J. Parks et uz.	Frederica Street	1 1/2	60 00



2nd.—Property purchased or sold by the Department, &c.—Continued.

Date.	Vendors.	Purchasers.	Property purchased or sold.	For what purpose used.	Area of Land.	Price or Sale.	Remarks.
Oct. 19, 1876	J. Davidson et ux...	Her Majesty.....	Deed of lots in Blocks S, T, U, V, and part of lot 6, 1st Con., Neebing.....	Can. Pac. R'y.	7 1/2 acres.	5,485 62	Right of way. Corrected by deed of 19th Oct., 1878.
Aug. 10, 1876	do	"	"	"	"	600 00	
" 10, 1876	C. Davidson et vir.	"	Frederica St., Fort William	"	1 1/2 acres.	725 00	
" 14, 1876	M. J. Brown et ux.	"	Gore Street	"	2 "	1,000 00	
March 1, 1877	W. Thos. Wells et ux.	"	"	"	4.40 "	39 60	
March 1, 1877	W. Chaplain et ux.	"	Part 7, 4th Con., Paipoonge	"	4.42 "	44 20	
Feb. 27, 1877	J. S. Finch	"	Part 24, 3rd Con., Neebing.	"	33 feet.	10 00	
April 21, 1877	J. Parke et ux.....	"	Frederica St., Fort William	"	"	"	
" 21, 1877	R. R. Smith & L. Baker	"	"	"	"	"	
March 20, 1877	R. Pather et ux.....	"	Part 36, 37, Con. B., Dawson Road Survey.....	"	9.99 acres.	79 92	
Jan. 31, 1877	A. M. Clark.	"	Part 19, 20, 2nd Con., Neebing	"	7.11 "	71 10	
Feb. 21, 1877	D. Cameron et ux.	"	Part 11, 12, 13, 2nd Con. "	"	12.14 "	222 35	
March 13, 1877	D. F. McDonald.	"	Frederica St., Fort William	"	"	100 00	
Feb. 15, 1877	N. Ramsey et ux.....	"	Water Street	"	"	427 66	
" 19, 1877	J. W. Driscoll et ux	"	Frederica St., Fort William	"	14 1/2 perches.	100 00	
" 22, 1877	J. G. Murray.....	"	"	"	"	100 00	
" 28, 1877	R. Thompson et ux.	"	Part K. 87, (Mining lot) District of Thunder Bay.	"	14.97 acres.	119 76	
" 19, 1877	J. M. Hamilton et ux	"	Part 22, 23, 3rd Con., Neebing.....	"	"	83 30	
" 26, 1876	J. Davidson et ux...	"	Part 4, 5, 3rd Con., Paipoonge.....	"	8.52 "	76 78	
" 27, 1877	Wm. Thomas.....	"	Part 11, 12, 13, 4th Con., Paipoonge.....	"	11.31 "	101 70	
" 28, 1877	J. Leys et ux.....	"	Part 6, 8, 10, 4th Con., Paipoonge.....	"	11.17 "	100 53	
" 2, 1877	A. McGregor	"	Part 1, 2nd Con., and 6, 3rd Con., Paipoonge.....	"	5.28 "	41 88	
" 7, 1877	H. O'Brien et ux.....	"	Gore Street, Fort William.	"	4.29 "	300 00	
Jan. 26, 1877	J. S. McMurray et ux	"	Part 25, 3rd Con., Neebing.	"	4.16 "	42 90	
June 11, 1877	J. J. Vickers et ux.	"	Part 18, 2nd Con. " 14, 15, 16, 17, 2nd Con., and 20, 31, 3rd Con., Neebing	"	23.30 "	41 60	
						233 00	

7, 1877	Dominion Gov't	Ontario Gov't	Provisional agreement for sale of Rockwood Asylum, Kingston	Lunatic Asy'm	96,500 00
May 2, 1877	Jas. Hunter	Her Majesty	Release damages to part of lot 22, 15th Con., Storrington, by Hart's Lake Dam	Rideau Canal	70 00
July 26, 1876	J. McElhinney	"	Release damages to part lot 13, 7th Con., N. Elmsley, by Poonamalie Dam	"	1,200 00
April 6, 1876	A. Snyder et uz.	"	"	"	1 00
April 3, 1876	J. Merrick and A. R. Ward	"	Order in Council reserving land and water at Merrickville, lots 8, 9, Con. A., Wolford	"	2 acres.
" 16, 1875	John King et uz.	"	Release damages to part of lots 17, 18, 6th Con., N. Elmsley, by Poonamalie Dam	"	5 50 00
" 12, 1875	D. Campbell et uz.	"	Release damages to S.E. half lot 21, 6th Con., N. Elmsley, by Poonamalie Dam	"	3 45 00
" 17, 1875	Jas. Beveridge	"	Release damages to part of lots 17, 18, 6th Con., N. Elmsley, by Poonamalie Dam	"	10 40 00
May 1, 1877	Her Majesty	Port Dover and Lake Huron Railway Co., Marine and Fisheries Dep't., Harbor Commissioners Mont'l	Deed to them of the Port Dover Harbor at mouth of Patterson's Creek	Harbor	6,200 00
April 22, 1876	"	"	Order in Council transferring Goderich Harbor to Dep't. of Marine and Fisheries	"	16,987 50
July 23, 1877	"	"	Discharge of balance of price of lot No. 1, Common Street, Montreal, sold to them 3rd Feb., 1876	"	1,493 97
					Principal. Interest

*3rd.—Public Property declared to be no longer under the control of this Department, or transferred, during the Fiscal Year ended 30th June, 1877.*

Date of Order in Council.	Published in the Canada Gazette.		Property.	To whom transferred or abandoned.	Remarks.
	Page.	Year.			
Jan. 6, 1877...	920	1877	The Asylums at Toronto and Orillia, the Reformatory at Penetanguishene, and the Jail and Court House at Sault Ste. Marie.....	Government of Ontario.....	Transferred.
Jan. 19, 1877...	917	1877	NOTE.—The S.W. quarter of section 11, township 13, in 2nd range, east of the principal meridian of 160 acres; and legal sub-division 1 and S. half 8, same section, of 60 acres; and 15 and 16 in section 2, said township, of 80 acres, are declared to be Dominion property for a Penitentiary in Province of Manitoba.....	Domition Government.....	Act 38, Vic., c. 44, (1875).
			NOTE.—On the 12th May, 1876, by an instrument under the hand of the Minister of Public Works, the tolls proposed to be levied by the Mississippi River Improvement Co., for timber running down through their works were reduced.		

H. A. FISSIAULT.

OTTAWA, 30th October, 1877.

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APPENDIX No. 18.

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**STATEMENT**

Of Claims referred to and arbitrated upon by the Official Arbitrators  
during the Fiscal Year ended 30th June, 1877.

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STATEMENT of Claims referred to and arbitrated upon by the Official Arbitrators during the Fiscal Year ended 30th June, 1877.

Claimant.	Subject of Claim.	Date of reference to Arbitration.	Amount claimed. \$ cts.	Amount awarded. \$ cts.	Date of Award.	Remarks.
James S. Evans.....	Land taken for Lachine Canal Enlargement.....	May 23, 1876.				
Charles Esplin.....	do	do	5,486 32	2,234 00	July 15, 1876.	Claimant fails to appear when called.
Theophile Gariépy.....	do	do	24,410 00	7,444 00	do	
Edward Wilgress.....	do	do	16,210 00	3,362 00	do	
Representatives of the late Mrs. Wm. Brophy.....	Land taken by Dep't of Marine and Fisheries for a Lighthouse at Wolfe Island, Lake Ontario.....	May 26, 1876.	650 00	400 00	Dec. 7, 1876.	Notice of appeal given by the Claimant.
J. Bte. Pouliot.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 1.....	June 8, 1876.	500 00			
J. B. A. Chamberland.....	do	do	160 00			
Désiré Nadeau.....	do	do	155 00	33 00	Jan. 22, 1877.	
Alexis Nadeau.....	do	do	185 00	33 00	do	
Michel Lagassé.....	do	do	300 00	40 00	do	
Aristobule Gagnon.....	do	do	10 00		do	Claimant fails to appear when called.
Jean Bérubé.....	do	do	1,536 66	160 00	do	
J. Bte. Pelletier.....	do	do	60 00	10 00	do	
Joseph Chassé.....	do	do	1,095 00	140 00	do	
Louis Bérubé.....	do	do	1,040 00	60 00	do	
Widow Max. Chassé.....	do	do	2,166 67	110 00	do	
Jacques Ponée.....	do	do	1,653 33	65 00	do	
Félix Gagnon.....	do	do	2,166 66	Nil.	do	
François Bérubé.....	do	do	1,570 00	Nil.	do	
Paul Bélanger.....	do	do	150 00	Nil.	do	
Georges Desjardins.....	do	do	215 00	10 00	do	
Joseph Gagnon, Cacouna.....	do	do	100 00	45 00	do	
François Vaillancourt.....	do	do	200 00	50 00	do	
Urban Dumont.....	do	do	400 00	50 00	do	
Pierre Martin.....	do	do	2,416 66	100 00	do	
Georges Saindon.....	do	do	303 33	Nil.	do	

Felix Saindon.....	do	do	do	20 00	Nil.	do	do	Claimant fails to appear when called.
Pierre Dumont.....	do	do	do	236 67	Nil.	do	do	
Isaac Gagnon.....	do	do	do	541 66	80 00	do	do	
J. Bre. Côté.....	do	do	do	110 00	50 00	do	do	
J. Bre. Dumont.....	do	do	do	151 66	60 00	do	do	
Edouard Côté.....	do	do	do	100 00	50 00	do	do	
Pierre Saindon and heirs.....	do	do	do	120 00	.....	do	do	
Marcel LeBel.....	do	do	do	70 00	40 00	do	do	
Henri Brillant.....	do	do	do	40 00	25 00	do	do	
Pierre Brillant.....	do	do	do	30 00	25 00	do	do	
J. Bte. Pelletier.....	do	do	do	100 00	50 00	do	do	
Widow N. Caron.....	do	do	do	250 00	50 00	do	do	
Basile Côté.....	do	do	do	60 00	25 00	do	do	
Joseph Dédé Gagnon.....	do	do	do	115 00	50 00	do	do	
Adolphe Dionne.....	do	do	do	230 00	Nil.	do	do	This claim is for damage by a railway snow fence, and Arbitrators treat such cases by special report.
Xavier Dufour.....	do	do	do	310 00	Nil.	do	do	
Joseph Gagnon, St. Arsène.....	do	do	do	300 00	.....	do	do	
Georges Dionne.....	do	do	do	100 00	25 00	do	do	
Hippolyte Lapointe.....	do	do	do	216 66	Nil.	do	do	Claimant fails to appear when called.
Elie Mailloux.....	do	do	do	150 00	.....	do	do	
Adolphe Dufour.....	do	do	do	50 00	.....	do	do	
Norbert Demeul.....	do	do	do	750 00	Nil.	do	do	
Cyprien Soucy.....	do	do	do	50 00	Nil.	do	do	
Joseph Malenfant.....	do	do	do	750 00	100 00	do	do	
Marcel Garneau.....	do	do	do	400 00	50 00	do	do	
Damase Lucas.....	do	do	do	600 00	50 00	do	do	
Charles Pelletier.....	do	do	do	450 00	25 00	do	do	
Charles Bertrand.....	do	do	do	800 00	.....	do	do	Claimant appears when called and withdraws claim.
J. Bte. Marquis.....	do	do	do	500 00	100 00	do	Jan. 22, 1877..	
Guillaume Simard.....	do	do	do	300 00	.....	do	do	
Joseph Chenard.....	do	do	do	300 00	65 00	do	Jan. 22, 1877..	
Marcel Talbot.....	do	do	do	150 00	Nil.	do	do	
Joseph Caron.....	do	do	do	150 00	.....	do	do	
Théophile Levasseur.....	do	do	do	300 00	.....	do	do	Claimant fails to appear when called.
Joseph St. Pierre.....	do	do	do	200 00	50 00	do	Jan. 22, 1877..	
Jude Ouellette.....	do	do	do	150 00	165 00	do	do	
Frs. Ouellette.....	do	do	do	400 00	50 00	do	do	
Hilaire Dubé.....	do	do	do	300 00	100 00	do	do	
Joseph Paré.....	do	do	do	200 00	50 00	do	do	
Amable Ouellette.....	do	do	do	200 00	Nil.	do	do	
David Dumont.....	do	do	do	100 00	35 00	do	do	
Joseph Rouleau son.....	do	do	do	120 00	50 00	do	do	

APPENDIX No. 18.—Statement of claims referred to and arbitrated upon by the Official Arbitrators, &c.—Continued.

Claimant.	Subject of Claim.	Date of reference to Arbitration.	Amount claimed.	Amount awarded.	Date of Award.	Remarks.
			\$ cts.	\$ cts.		
Widow N. Bertrand	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 1.	June 8th, 1876	400 00	Nil.	Jan. 22, 1877.	
L. A. Bertrand	do	do	400 00	20 00	do	
Jean Labrie	do	do	933 33	25 00	do	
Hubert Delisle	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 2.	do	32 00			Claimant fails to appear when called.
Cyrille Leclerc	do	do	50 00	Nil.	Jan. 22, 1877.	do
Ignace Rioux	do	do	160 00	Nil.	do	do
Widow George Drapeau	do	do	250 00	50 00	do	do
Hypolite LeBel	do	do	100 00		do	do
Emile LeBel	do	do	740 00	332 00	Jan. 22, 1877.	
Anselme Métayer	do	do	880 00	360 00	do	
J. Bte. Métayer	do	do	880 00	363 00	do	
Anselme Rioux	do	do	55 00	Nil.	do	
Eugène Godbout	do	do	300 00		do	do
Eugène LeBlond	do	do	60 00		do	
Paul Gagnon	do	do	40 00		do	
Pascal Beaulieu (Hudson)	do	do	30 00		do	
Joseph LeBlond	do	do	110 00	25 00	Jan. 22, 1877.	
Ulgere Dion	do	do	90 00	Nil.	do	
Solomon Dion	do	do	80 00	Nil.	do	
J. Bte. LeBlond	do	do	18 00	18 00	do	
Théophile Bélanger	do	do	60 00		do	Claimant fails to appear when called.
Joseph Rioux	do	do	844 95	326 00	Jan. 22, 1877.	
J. Bte. Soucy	do	do	100 00		do	Claimant appears when called and withdraws claim.
Julien Rioux	do	do	100 00		do	do
Ruben Rioux and Théophile Rioux	do	do	5,083 34	361 00	Jan. 22, 1877.	do

These three claims are for damages by a railway snow fence, and arbitrators treat such cases by special report.





APPENDIX No. 18.—Statement of Claims referred to and arbitrated upon by the Official Arbitrators, &c.—Continued.

Claimant.	Subject of Claim.	Date of reference to Arbitration.	Amount claimed.	Amount awarded.	Date of Award.	Remarks.
Stanislas Bélanger	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 2.	June 8, 1876.	\$ 100 00	\$ 25 00	Jan. 22, 1877.	Claimant fails to appear when called.
Jean Bélanger	do	do	75 00	Nil.	Jan. 22, 1877.	do
Louis Gauvin	do	do	289 24	Nil.	Jan. 22, 1877.	do
Eusèbe Pelletier	do	do	75 00	Nil.	Jan. 22, 1877.	Claimant appears when called and withdraws claim.
Abraham Théroberge	do	do	Not stated.	Nil.	Jan. 22, 1877.	do
Noël Gagnon	do	do	100 00	Nil.	Jan. 22, 1877.	do
Joseph Coulombe, sen.	do	do	26 00	Nil.	Jan. 22, 1877.	do
Théophile Théroberge	do	do	56 00	Nil.	Jan. 22, 1877.	do
Cyrille Bélanger	do	do	Not stated.	25 00	Jan. 22, 1877.	do
Samuel Caron	do	do	do	do	do	Award postponed.
Joseph Coulombe, jun.	do	do	do	do	do	Claimant appears when called and withdraws claim.
Irénée Bélanger	do	do	do	do	do	do
Chrysologue Thibault	do	do	do	do	do	do
Narcisèe Lemieux	do	do	do	do	do	do
Veuve Ezechias Levesque	do	do	do	do	do	do
Antoine Bélanger	do	do	do	do	do	do
Philippe Théroberge	do	do	do	do	do	do
Wilfrid Gauvin	do	do	do	do	do	do
Georges Gauvin	do	do	50 00	Nil.	Jan. 22, 1877.	do
J. Bte. Bélanger	do	do	800 00	do	do	do
Théophile Bélanger	do	do	30 00	do	do	do
Marcel Théroberge	do	do	do	do	do	Arbitrators made special report in this case.
Joseph Caron	do	do	do	do	do	Claimant appears when called and withdraws claim.
Widow Pierre Garant	do	do	do	do	do	do
Jacques Bélanger	do	do	do	do	do	do
Abraham Ouellette	do	do	Not stated.	Nil.	Jan. 22, 1877.	do
David Ouellette	do	do	do	do	do	do
	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 5.	do	Not stated	12 00	Jan. 22, 1877.	Claimant fails to appear when called.

<i>Olivier Gagnon</i>	do			25 00	do	do	do	do
<i>Joseph Bélanger</i>	do			32 00	do	do	do	do
<i>Euprem Bélanger</i>	do			25 00	do	do	do	do
<i>Vallères Bélanger</i>	do			12 00	do	do	do	do
<i>Joseph Fournier</i>	do			20 00	do	do	do	do
<i>Épiphane Bélanger</i>	do			20 00	do	do	do	do
<i>Édouard Gagnon</i>	do			55 00	do	do	do	do
<i>Pierre Morais</i>	do			12 00	do	do	do	do
<i>John Deguise</i>	do			20 00	do	do	do	do
<i>Bruno Fortin</i>	do			15 00	do	do	do	do
<i>Cyriaë Dastou</i>	do			100 00	do	do	do	do
<i>Théodule Levesque</i>	do			20 00	do	do	do	do
<i>Octave Thibault</i>	do			60 00	do	do	do	do
<i>Bruno Lizotte</i>	do			100 00	do	do	do	do
<i>Hilaire Fournier</i>	do			40 00	do	do	do	do
<i>Pierre Coulombe</i>	do			1,333 33	do	do	do	do
<i>Romain Bérubé</i>	do			90 00	do	do	do	do
<i>Joseph Bélanger</i>	do			50 00	do	do	do	do
<i>Pierre Coulombe</i>	do			40 00	do	do	do	do
<i>Widow Chs. Bélanger</i>	do			40 00	do	do	do	do
<i>Fabien Bélanger</i>	do			275 00	do	do	do	do
<i>Napoleon Gaudreau</i>	do			615 00	do	do	do	do
<i>Octave Morin</i>	do			380 00	do	do	do	do
<i>Zéphirin Albert</i>	do			252 00	do	do	do	do
<i>Charles Coulombe</i>	do			185 00	do	do	do	do
<i>Joseph Desjardins</i>	do			52 00	do	do	do	do
<i>Noël Fortin</i>	do			260 00	do	do	do	do
<i>Louis Fortin</i>	do			100 00	do	do	do	do
<i>Octave Bérubé</i>	do			11 00	do	do	do	do
<i>do</i>	do			10 00	do	do	do	do
<i>Elic Gagnon</i>	do			200 00	do	do	do	do
<i>Louis Gagnon</i>	do			40 00	do	do	do	do
<i>do</i>	do			5 00	do	do	do	do
<i>Georges Gagnon</i>	do			10 70	do	do	do	do
<i>Elic Gagnon</i>	do			1,378 83	do	do	do	do
<i>Nicholas Leeras</i>	do			32 00	do	do	do	do
<i>Zéphirin Dastous</i>	do			Nil.	do	do	do	do
<i>Achille Côté</i>	do			330 00	do	do	do	do

APPENDIX No. 18.—Statement of Claims referred to and arbitrated upon by the Official Arbitrators, &c.—Continued.

Claimant.	Subject of Claim.	Date of reference to Arbitration.	Amount claimed.	Amount awarded.	Date of Award.	Remarks.
			\$ cts.	\$ cts.		
Joseph Berger .....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 5.....	June 8, 1876..	225 00	.....	.....	Claimant appears when called and withdraws claim.
Olivier Roy, dit Desjardins...	do do	do	1,057 00	50 30	Jan. 22, 1877..	Claimant fails to appear when called.
Marcel Rioux.....	do do	do	340 00	.....	.....	Claimant appears when called and withdraws claim.
Fabien Onellete.....	do do	do	215 00	.....	do	do
Agapit Bélanger.....	do do	do	17 00	.....	.....	Claimant fails to appear when called.
Romuald Gagnon.....	do do	do	30 00	.....	.....	do
Joseph Daurjon.....	do do	do	1,250 00	.....	.....	do
Adolphe Gagnon.....	do do	do	34 00	34 00	Jan. 22, 1877..	do
Vital Roy, dit Lauzon.....	do do	do	795 00	25 00	do	do
Thadée Roy, dit Desjardins.	do do	do	460 00	Nil.	do	do
Désiré Boulanger.....	do do	do	408 00	40 00	do	do
Mrs. François Fortier.....	do do	do	200 00	.....	.....	do
Pascal Roy, dit Lauzon.....	do do	do	600 00	50 00	Jan. 22, 1877..	do
Vincent Rioux.....	do do	do	550 00	50 00	do	do
Théophile Boulanger.....	do do	do	550 00	50 00	do	do
Charles Beaubien.....	do do	do	400 00	.....	.....	Claimant appears when called and withdraws claim.
Antoine Boucher.....	do do	do	420 00	.....	.....	do
Hypolite Martel.....	do do	do	216 00	.....	.....	Claimant fails to appear when called.
Louis Desmeules.....	do do	do	372 00	.....	.....	Claimant appears when called and withdraws claim.
Abraham Gagnon.....	do do	do	255 00	Nil.	Jan. 22, 1877..	do
Fabien Coulombe.....	do do	do	205 00	Nil.	do	do
Magloire Boucher.....	do do	do	500 00	.....	.....	do
Euloge Rioux.....	do do	do	410 00	25 00	Jan. 22, 1877..	do
Sifroi Gagnon.....	do do	do	524 00	12 00	do	do
Octave Boulanger.....	do do	do	140 00	.....	.....	Claimant fails to appear when called.
Boufface Côté.....	do do	do	142 00	.....	.....	do

<i>Magliore Gagné</i> .....	do	513 00	75 00	Jan. 22, 1877..	Claimant appears when called and withdraws claim.
<i>Joseph Lévesque</i> .....	do	300 00	45 00	do	
<i>Elséar Gagnon</i> .....	do	306 00	40 00	do	
<i>J. B. Michaud</i> .....	do	100 00	50 00	do	
<i>Cyrille Larrivé</i> .....	do	218 00			
<i>Joseph Roy, dit Lauzon</i> .....	do	190 00	25 00	Jan. 22, 1877..	Claimant fails to appear when called.
<i>Cyprien Turcotte</i> .....	do	212 00			
<i>Raphaël Rioux</i> .....	do	300 00			Claimant appears when called and withdraws claim.
<i>Jules Rioux</i> .....	do	300 00			Claimant fails to appear when called.
<i>Vincent Rioux</i> .....	do	120 00	100 00	Jan. 22, 1877..	Claimant appears when called and withdraws claim.
<i>Augustin Deschênes</i> .....	do	100 00			do
<i>Zacharie Camuel</i> .....	do	100 00			Claimant fails to appear when called.
<i>Marie Gagné, wife of Lucien Béanger</i> .....	do	160 00			Claimant appears when called and withdraws claim.
<i>Cyprien Damour</i> .....	do	400 00			
<i>Etienne Michaud</i> .....	do	190 00	100 00	Jan. 22, 1877..	Claimant fails to appear when called.
<i>Damase Morin</i> .....	do	150 00			
<i>Charles Morin</i> .....	do	220 00	50 00	Jan. 22, 1877..	
<i>Thomas Gendreau</i> .....	do	120 00	50 00	do	do
<i>Samuel Pelletier</i> .....	do	250 00	100 00	do	
<i>Abraham Morin</i> .....	do	340 00	75 00	do	
<i>Théophile Michaud, fils de Magloire</i> .....	do	100 00	25 00	do	
<i>Marie Gagné, widow of Baptiste</i> .....	do	100 00			do
<i>Joseph Côté</i> .....	do	50 00	10 00	Jan. 22, 1877..	Claimant fails to appear when called.
<i>Alex. Côté</i> .....	do	Not stated.			
<i>Théophile Michaud, fils de François</i> .....	do	25 00			Claimant appears when called and withdraws claim.
<i>Widow F. Boucher</i> .....	do	75 00	Nil.	Jan. 22, 1877..	do
<i>Séverin Thibault</i> .....	do	245 00			Claimant fails to appear when called.
<i>Pierre Picard</i> .....	do	50 00			do
<i>Louis Rioux</i> .....	do	40 00			Claimant appears and refuses to give bond for costs.
<i>J. B. Michaud</i> .....	do	525 00			Claimant appears when called and withdraws claim.
<i>Jean Côté</i> .....	do	50 00			do
<i>Olivier Michaud</i> .....	do	446 00			do

APPENDIX No 18.—Statement of Claims referred to and arbitrated upon by the Official Arbitrators, &c—Continued.

Claimant.	Subject of Claim.	Date of reference to Arbitration.	Amount claimed.	Amount awarded.	Date of Award.	Remarks.
			\$ cts.	\$ cts		
J. seph Lèvesque.....	Damages, &c., to property resulting from construction of Intercolonial Railway, Section No. 5.....	June 8, 1876.	Not stated.			Claimant fails to appear when called.
Firmin Guerrette.....	do	do	325 00			do
André Côté.....	do	do	350 00			Claimant appears when called and withdraws claim.
Félix Guerrette.....	do	do	50 00			Claimant fails to appear when called.
Chas. Gagnon.....	do	do	636 00	Nil.	Jan. 22, 1877.	do
Widow Magloire Gagné.....	do	do	50 00	Nil.	do	do
Antoine Roy.....	do	do	100 00			do
Laurent Derosiers.....	do	do	150 00			Claimant appears when called and withdraws claim.
Ambroise Voyer.....	do	do	110 00	50 00	Jan. 22, 1877.	do
Stanislas Brillant.....	do	do	280 00			Claimant appears and refuses to give bond for costs.
Ferdinand Bernard.....	do	do	100 00			Claimant appears when called and withdraws claim.
J. B. Lafrance.....	do	do	Not stated.			Claimant fails to appear when called.
Théophile Couture.....	do	do	25 00			do
Joseph Bernier or Joseph Lamarre.....	do	do	340 00	30 00	Jan. 22, 1877.	do
Joseph Bérubé.....	do	do	430 00	Nil.	do	do
André Morin.....	do	do				do
Joseph Rioux.....	do	do	150 00			Claimant appears and refuses to give bond for costs.
Widow Chas. Longchamps.....	do	do	50 00			Claimant fails to appear when called.
Hector Geo. Bérubé.....	do	do	140 00	20 00	Jan. 22, 1877.	do
Antoine Charest.....	do	do	80 00	20 00	do	do
Octave Rioux.....	do	do	100 00	20 00	do	do
Julie Gagné.....	do	do	375 00			do
Majorique Rioux.....	do	do	450 00			Claimant appears when called and withdraws claim.

Widow D. Taibot.....	do	150 00	12 00	Jan. 22, 1877..	Claimant fails to appear when called.
L. E. Gauvreau.....	do	150 00			
Arthur Chamberland.....	do	125 00	65 00	Jan. 22, 1877..	Claimant appears when called and withdraws claim.
Fabrique of Bic.....	do	200 00			Claimant fails to appear when called.
Fortunat Côté.....	do	25 00			do
Georges Sylvain.....	do	100 00			do
Pierre Santerre.....	do	400 00	100 00	Jan. 22, 1877..	
Charles Lavoie.....	do	325 00	25 00	do	do
François Beaulieu.....	do	275 00			do
Isaac Campbell.....	do	80 00			do
Edouard Voyer.....	do	100 00			do
Alfred Ouellette.....	do	100 60			do
Pierre Ouellette.....	do	500 00	125 00	Jan. 22, 1877..	Claimant appears when called and withdraws claim.
Wm. Chamberland.....	do	125 00			Claimant appears and refuses to give bond for costs.
Nazaire Ouellette.....	do	220 00			Claimant appears when called and withdraws claim.
Georges Lavoie.....	do	100 00			Claimant fails to appear when called.
W. D. Campbell.....	do	164 00			do
Henri Plourde.....	do	74 00			do
André Ouellette.....	do	50 00			do
Louis Lavoie.....	do	250 00	10 00	Jan. 22, 1877..	
Martial Labrie.....	do	150 00	12 00	do	
François Parent.....	do	485 00	Nil.	do	
Octave Brillant.....	do	330 00	50 00	do	
Joseph Pineau.....	do	100 00			do
Alex. Desjardins.....	do	200 00	Nil.	Jan. 22, 1877..	do
Jean Gagnon.....	do	40 00			do
Henri Gagnon.....	do	1,100 00			do
Pierre Gagnon.....	do	150 00	Nil.	Jan. 22, 1877..	do
Jerome Turcotte.....	do	100 00			do
Joseph Dubé.....	do	1,185 00	100 00	Jan. 22, 1877..	do
Timothée Pineau.....	do	50 00	15 00	do	do
Casimir Pineau.....	do	666 67			do
Eustache Roy.....	do	400 00			do
Widow A. Bradley.....	do				Claimant appears when called and withdraws claim.
Alex. Fraser.....	do	575 00	Nil.	Jan. 22, 1877..	Claimant appears when called and withdraws claim.
Norbert Roussel.....	do	200 00			
Pierre Lavoie.....	do	150 00	10 00	Jan. 22, 1877..	
Ferdinand Tremblay.....	do	126 00	10 00	do	

APPENDIX No. 18.—Statement of Claims referred to and arbitrated upon by the Official Arbitrators, &c.—Continued.

Claimant.	Subject of Claim.	Date of reference to Arbitration.	Amount claimed.	Amount awarded.	Date of Award.	Remarks.
			\$ cts.	\$ cts.		
Eliz'ar Lavoie.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 5.....	June 9, 1876.	380 00			Claimant fails to appear when called.
Felix Lévesque.....	do do	do	32 00			Claimant appears when called and withdraws claim.
Widow P. Langis.....	do do	do	367 00	Nil.	Jan. 22, 1877.	
Joanem Dubé.....	do do	do	100 00	Nil.	do	
Jean Langis, fils de Louis.....	do do	do	93 60			Claimant fails to appear when called.
Eliz'ar Drapeau.....	do do	do	10 00			Claimant appears when called and withdraws claim.
Jean Langis, fils de Germain.....	do do	do	200 00	Nil.	Jan. 22, 1877.	
Auguste Langis.....	do do	do	142 80	Nil.	do	do
François Castonguay.....	do do	do	200 00	Nil.	Jan. 22, 1877.	
Etienne Patris.....	do do	do	1,250 00	25 00	do	
Angèle Caron.....	do do	do	120 00	50 00	do	
Joseph Parent.....	do do	do	650 00	54 00	do	
Eliz'ar Pinault.....	do do	do	1,100 00	50 00	do	
Pascal Parent.....	do do	do	426 00	50 00	do	
Auguste Parent.....	do do	do				Claimant fails to appear when called.
Louis Ouellette.....	do do	do				
Louis Lavoie.....	do do	do	5,850 00	Nil.	Jan. 22, 1877.	
The Seminary of Rimouski.....	do do	do	560 00	104 00	do	
The Bishop of Rimouski.....	do do	do	840 00	164 00	do	
Eusèbe Lepage.....	do do	do	3,396 00	Nil.	do	
Mrs. P. L. Gaurreau.....	do do	do	200 00	50 00	do	
Joseph Garon.....	do do	do	150 00			Claimant appears when called and withdraws claim.
Joseph St. Laurent.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 8.....					
Lazare St. Laurent.....	do do	do	152 00	77 00	Jan. 22, 1877.	
L. A. Foulot.....	do do	do	345 00	207 00	do	
P. R. Pincue.....	do do	do	720 00	366 00	do	
	do do	do	735 00	166 25	do	

Pierre Côté.....	do	585 00	150 30	do	do	do	do
Joseph Gasse.....	do	450 00	148 00	do	do	do	do
Joseph Garon.....	do	110 00	Nil.	do	do	do	do
David Chouinard.....	do	600 00	Nil.	do	Jan. 22, 1877..	do	do
Sifroi Beaulieu.....	do	1,000 00	Nil.	do	do	do	do
L. A. Pouliot.....	do	336 00	Nil.	do	do	do	do
Pierre Pineau.....	do	50 00	do	do	do	do	do
Régule de Banville.....	do	150 00	do	do	do	do	do
J. Bte. de Banville.....	do	300 00	do	do	do	do	do
Paul Côté.....	do	200 00	do	do	do	do	do
Amable St. Laurent.....	do	200 00	do	do	do	do	do
Theophile Rioux.....	do	690 00	25 00	do	Jan. 22, 1877..	do	do
Jean St. Laurent.....	do	160 00	do	do	do	do	do
Municipality of St. Anaclet..	do	33 00	do	do	do	do	do
Germain Lemieux.....	do	200 00	do	do	do	do	do
J. E. Grondin.....	do	160 00	2 00	do	Jan. 22, 1877..	do	do
Pierre Poirier.....	do	10 00	do	do	do	do	do
Ignace Poirier.....	do	550 00	5 00	do	Jan. 22, 1877..	do	do
Laurent Poirier.....	do	25 00	do	do	do	do	do
Achille Gagué.....	do	54 00	do	do	do	do	do
Jean Pierre St. Laurent.....	do	2,050 00	5 00	do	Jan. 22, 1877..	do	do
Geo. Stephen.....	do	1,000 00	Nil.	do	do	do	do
Frs. Jos. Pouliot.....	do	2,000 00	Nil.	do	do	do	do
J. N. Pouliot.....	do	1,600 00	Nil.	do	do	do	do
Victor Bouillon.....	do	1,000 00	Nil.	do	do	do	do
Wm Lavoie.....	do	2,090 00	Nil.	do	do	do	do
Melchior St. Laurent.....	do	25 00	do	do	do	do	do
Pierre Roy.....	do	14 00	do	do	do	do	do
Olivier Ruest.....	do	160 00	Nil.	do	Jan. 22, 1877..	do	do
Jean Heppel.....	do	65 00	Nil.	do	do	do	do
Sylvain Lavoie.....	do	500 00	50 00	do	do	do	do
Pierre Heppel.....	do	50 00	do	do	do	do	do
Laurent Poirier.....	do	100 00	do	do	do	do	do
Joseph Heppel.....	do	do	do	do	do	do	do
Benoni Gagnon.....	do	29 00	Nil.	do	Jan. 22, 1877..	do	do
Joseph Ross.....	do	110 00	25 00	do	do	do	do
Julien Lévesque.....	do	110 00	do	do	do	do	do
Napoléon Lavoie.....	do	300 00	25 00	do	do	do	do
Germain Lavoie.....	do	833 33	25 00	do	Jan. 22, 1877..	do	do
Anoine Proulx.....	do	40 00	Nil.	do	do	do	do
Joseph Langlois.....	do	do	do	do	do	do	do
Jean Chasseur.....	do	100 00	15 00	do	Jan. 22, 1877..	do	do
James and Daniel Banville...	do	Not stated.	Nil.	do	do	do	do
J. Bte. Caron.....	do	450 00	Nil.	do	do	do	do



APPENDIX No. 18.—Statement of Claims referred to and arbitrated upon by the Official Arbitrators, &c.—Continued.

Claimant.	Subject of Claim.	Date of reference to Arbitration.	Amount claimed.	Amount awarded.	Date of Award.	Remarks.
Léon Roy	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 8.	June 8, 1876.	\$ 100 00	\$ 25 00	Jan. 22, 1877.	Claimant appears when called and withdraws claim.
Joseph Lavoie	do	do	200 00	58 00	do	Claimant fails to appear when called.
L. N. Gagné	do	do	do	do	do	do
Prudent Onellette	do	do	2,504 99	Nil.	Jan. 22, 1877.	Claimant appears when called and withdraws claim.
Louis Parent	do	do	Not stated.	Nil.	do	do
Frs. Rosaire Pineau	do	do	Not stated.	20 00	do	do
Théophile Mongrain	do	do	120 00	40 00	do	do
Joseph Tanguay	do	do	do	do	do	do
Gobert Tremblay	do	do	120 00	40 00	Jan. 22, 1877.	Claimant appears when called and withdraws claim.
Mamert Gagnon	do	do	250 00	40 00	do	do
Célestin Otié	do	do	150 00	40 00	do	do
Michel Charette	do	do	200 00	40 00	do	do
Paul Langevin	do	do	300 00	40 00	do	do
Jean Morrissette	do	do	50 00	Nil.	do	do
Fabien Drapeau	do	do	380 00	40 00	do	do
Laurent Lavoie	do	do	200 00	25 00	do	do
Frs. Xavier Gagné	do	do	400 00	40 00	do	do
Treffé Mongrain	do	do	100 00	do	do	do
Sylvet de Champlain	do	do	100 00	40 00	Jan. 22, 1877.	Claimant fails to appear when called.
Pierre de Champlain	do	do	Not stated.	40 00	do	do
Florence de Champlain	do	do	300 00	20 00	do	do
André de Champlain	do	do	43 75	43 75	do	do
Alexis Desrosiers	do	do	600 00	100 00	do	do
Joseph Faucher	do	do	1,000 00	50 00	do	do
Hubert Langlois	do	do	Not stated.	50 00	do	do
Simeon Lavoie	do	do	100 00	do	do	do
Abolon Desrosiers	do	do	650 00	30 00	Jan. 22, 1877.	Claimant appears when called and withdraws claim.
Olivier St. Laurent	do	do	300 00	30 00	do	do

Laurent Proulx .....	do	1,200 00	Nil.	do		
Hilaire Vaillantcourt.....	do	Not stated.	30 00	do		
Eizéar St. Laurent.....	do	200 00	30 00	do		
Ferdinand Vaillantcourt.....	do	206 00	.....	do		
Fortunat Carrier .....	do	560 00	.....	do		
Denis Lacroix .....	do	200 00	10 00	do	Jan. 22, 1877.	
J. Bte. Dumont .....	do	200 00	20 00	do	do	
Célestin de Champlain.....	do	110 00	30 00	do	do	
Octave Côté.....	do	150 00	Nil.	do	do	
Siméon de Champlain.....	do	369 60	40 00	do	do	
Améone Bérubé.....	do	125 00	.....	do	do	Claimant fails to appear when called.
George Pelletier.....	do	Not stated.	Nil.	do	Jan. 22, 1877.	
Napoléon St. Laurent.....	do	520 00	.....	do	do	Ruled out; claimant having died since reference to arbitration.
Victor Langlois.....	do	1,100 00	60 00	do	Jan. 22, 1877.	
Paul Desrosiers.....	do	1,157 33	60 00	do	do	
Gobert Girard.....	do	892 00	60 00	do	do	
Ferdinand Roy.....	do	666 00	60 00	do	do	
Louis de Champlain.....	do	778 00	25 00	do	do	
François Dubé.....	do	637 00	80 00	do	do	
Jean Auchut .....	do	Not stated.	Nil.	do	do	
Ferdinand Langis.....	do	226 00	Nil.	do	do	
F. X. Charette.....	do	Not stated.	Nil.	do	do	
J. Bte. Bariault.....	do	200 00	Nil.	do	do	
Marvel Gaudreau.....	do	635 00	.....	do	do	Claimant fails to appear when called.
François Bouchard.....	do	Not stated.	.....	do	do	Claimant appears when called and withdraws claim.
Ferdinand Roy.....	do	666 00	.....	do	do	Ruled out by the Arbitrators.
Xavier Drapeau.....	do	Not stated.	50 00	do	Jan. 22, 1877.	
Joséph Jharrette.....	do	297 00	100 00	do	do	
J. B.e. Charette.....	do	30 00	.....	do	do	
Michel arrivée.....	do	460 00	50 00	do	Jan. 22, 1877.	
Chs. L. rivée.....	do	272 00	50 00	do	do	
Eizéar Deschênes.....	do	320 00	50 00	do	do	
Edouard Cloutier.....	do	375 00	25 00	do	do	
Edouard Smith .....	do	400 00	70 00	do	do	
Pierre Gagné .....	do	450 00	40 00	do	do	
Paul Ross .....	do	178 00	20 00	do	do	
Alexandre Ross.....	do	227 00	.....	do	do	
Augustin Ross.....	do	1,606 00	Nil.	do	Jan. 22, 1877.	
Louis Desrosiers.....	do	700 00	Nil.	do	do	
Germain Thibault.....	do	200 00	Nil.	do	do	
Joseph Martel.....	do	400 00	Nil.	do	do	
Alex. Lavoie.....	do	100 00	20 00	do	do	
Frs. X. Pelletier.....	do	150 00	Nil.	do	do	

APPENDIX No. 18.—Statement of Claims referred to and arbitrated upon by the Official Arbitrators, &c.—Continued.

Claimant.	Subject of Claim.	Date of reference to Arbitration.	Amount claimed.	Amount awarded.	Date of Award.	Remarks.
Frs. X. Parent.....	Damages, &c., w property, resulting from construction of Intercolonial Railway, Section No. 8.....	June 8, 1876.	\$ 300 00	\$ cts.	.....	Claimant fails to appear when called.
Alex. Dntremble.....	do	do	300 00	Nil.	Jan. 22, 1877..	do
Victor Duguay.....	do	do	250 00	Nil.	Jan. 22, 1877..	do
F. N. Blanchet.....	do	do	300 00	Nil.	do	do
J. Ete. Saucier.....	do	do	800 00	Nil.	do	do
Alex. Marquis.....	do	do	120 00	Nil.	do	do
Laurent Thibault.....	do	do	155 00	.....	.....	Claimant appears when called and withdraws claim.
Edouard St. Ouge.....	do	do	109 00	Nil.	Jan. 22, 1877..	Claimant fails to appear when called.
F. X. Bernier.....	do	do	408 00	.....	.....	do
Edouard Bernier.....	do	do	22 34	.....	.....	do
Elzéar Ouellette.....	do	do	142 00	.....	.....	do
Hilaire Roy.....	do	do	100 00	.....	.....	do
J. Ete. Paradis.....	do	do	450 00	Nil.	Jan. 22, 1877..	do
Joseph Dubé.....	do	do	1,200 00	.....	.....	do
François Levasseur.....	do	do	410 00	Nil.	Jan. 22, 1877..	do
George Dubé.....	do	do	420 00	Nil.	do	do
Olivier Caron.....	do	do	250 00	Nil.	do	do
Rémi Dubé.....	do	do	Not stated.	.....	do	do
Solomon Bélanger.....	do	do	26 40	26 40	do	do
Olivier Caron and Solomon Bélanger.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 13.....	do	8 60	8 60	do	do
Jacob Lepage and Paschal Ouellette.....	do	do	303 00	110 50	do	do
Melchior Ouellette.....	do	do	200 00	50 00	do	do
Olivier Bérubé.....	do	do	120 00	.....	do	do
Frs. X. Ferreault.....	do	do	200 00	.....	do	do
Widow J. St. Laurent.....	do	do	1,200 00	50 00	Jan. 22, 1877..	do
Jos. Prudent Hudon.....	do	do	1,425 00	10 00	do	do

André Bérubé.....	do	do	841 00	5 00	do	Claimant appears and refuses to give bond for costs.
Honoré Charette, jun. ....	do	do	284 00	Nil.	do	Claimant fails to appear when called.
Etienne Fortin, fils de Joseph	do	do	100 00	Nil.	do	Claimant appears when called and withdraws claim.
Narcisse Richard.....	do	do	152 00	Nil.	do	Claimant fails to appear when called.
Octave Morin.....	do	do	200 00	.....	do	do
Jean Bastille.....	do	do	80 00	.....	do	Claimant appears when called and withdraws claim.
F. X. Michaud.....	do	do	15 00	.....	do	Claimant fails to appear when called.
Alex. Smith.....	do	do	15 00	.....	do	do
Ferdinand Moreau .....	do	do	22 50	.....	do	do
Jas. McEwing.....	do	do	8 00	.....	do	Claimant appears when called and withdraws claim.
Angus Campbell.....	do	do	.....	.....	do	do
Louis Bérubé.....	do	do	.....	.....	do	do
do	do	do	515 00	30 00	Jan. 22, 1877..	do
Richard Jenkins .....	do	do	4 00	.....	do	do
Louis Dubé.....	do	do	30 00	.....	do	do
Joseph Beaulieu.....	do	do	330 00	Nil.	Jan. 22, 1877..	do
Joseph Bouchard.....	do	do	550 00	Nil.	do	do
Louis Fortin.....	do	do	Not stated.	Nil.	do	do
L'héodore Richard.....	do	do	160 00	.....	do	do
Anselme Bastille.....	do	do	400 00	40 00	Jan. 22, 1877..	do
Etienne Fortin, fils de Louis Marie.....	do	do	600 00	Nil.	do	Claimant fails to appear when called.
François Bastille .....	do	do	52 00	.....	do	do
Louis Miller.....	do	do	Not stated.	.....	do	do
Joseph Ouellette.....	do	do	400 00	.....	do	Claimant appears when called and withdraws claim.
Hector Routhier.....	do	do	140 00	.....	do	Claimant appears and refuses to give bond for costs.
F. X. Turgeon.....	do	do	300 00	.....	do	Claimant appears and withdraws claim.
Magloire Bérubé .....	do	do	73 50	.....	do	Claimant fails to appear when called.
Aristobule Roy .....	do	do	190 00	.....	do	Claimant refuses to give bond for costs.
Octave Gendron.....	do	do	Not stated.	.....	do	Claimant fails to appear when called.
Bruno Richard.....	do	do	400 00	.....	do	Claimant appears and refuses to give bond for costs.
Wm. Saucier.....	do	do	Not stated.	.....	do	Claimant appears and withdraws his claim.
Eizéar Bernier.....	do	do	Not stated.	.....	do	Claimant appears and refuses to give bond for costs.

APPENDIX No. 18.—Statement of Claims referred to and arbitrated upon by the Official Arbitrators, &c.—Continued.

Claimant.	Subject of Claim.	Date of reference to Arbitration.	Amount claimed.	Amount awarded.	Date of Award.	Remarks.
Fredif Thibault.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 13.....	June 8, 1877..	\$ cts. Not stated.	\$ cts. .....	.....	Claimant appears and withdraws claim.
Daniel Smith.....	do do .....	do .....	21 00	.....	.....	Claimant fails to appear when called.
Octave Blanchet.....	do do .....	do .....	50 00	16 00	Jan. 22, 1877..	Claimant appears and refuses to give bond for costs.
Germain Ruest.....	do do .....	do .....	100 00	.....	.....	do
Robert Carroll.....	do do .....	do .....	80 00	.....	.....	do
M. Roy .....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 14.....	do .....	1 01	.....	.....	Claimant fails to appear when called.
Pierre Ross.....	do do .....	do .....	50 00	50 00	Jan. 22, 1877..	do
Léon St. Laurent.....	do do .....	do .....	99 00	.....	.....	do
Edouard Brousseau.....	do do .....	do .....	.....	.....	.....	do
Jean Brochu.....	do do .....	do .....	.....	.....	.....	do
Thos. Fréchette.....	do do .....	do .....	Not stated.	10 00	Jan. 22, 1877..	do
Lazare Roy.....	do do .....	do .....	50 00	.....	.....	do
Joseph Poirier.....	do do .....	do .....	Not stated.	100 00	Jan. 22, 1877..	do
Thos. Beaulieu.....	do do .....	do .....	Not stated.	25 00	do .....	do
Jérôme Bernier.....	do do .....	do .....	801 86	9 00	do .....	do
Chrysostôme Bernier.....	do do .....	do .....	189 80	N/I.	do .....	do
Adolphe Otis.....	do do .....	do .....	22 00	.....	.....	do
D. Robitaille.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 17.....	do .....	.....	.....	.....	do
D. McLeod.....	do do .....	do .....	46 20	.....	.....	do
Isate Ritchot.....	do do .....	do .....	54 60	.....	.....	do
Pierre Desjardins .....	do do .....	do .....	278 96	.....	.....	do
Jean Berubé.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 1.....	Aug. 19, 1876..	130 00	.....	.....	do
François LeBel .....	do do .....	do .....	153 33	.....	.....	do
Jérémie Lebel .....	do do .....	do .....	476 00	.....	.....	do
.....	do do .....	do .....	430 68	.....	.....	do

J. Candide Dion.....	do	do	50 00			
Wm. Simard.....	do	do	133 33			
Hilaire Dubé.....	do	do	75 00			
Jude Onelletté.....	do	do	333 33			
Alexis Leclerc.....		Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 3.....				
	do	do	416 66			
Ulger Dion.....	do	do	100 00			
Théophile Bélanger.....	do	do	62 00			
Nazaire Tétu.....	do	do	333 34	50 00	Jan. 22, 1877..	
Magloire Dubé.....	do	do	281 00			
Cyrille Gagnon.....		Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 8.....				
	do	do	566 66			
Joseph St. Laurent.....		Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 17.....				
	do	do	200 00	Nil.	Jan. 22, 1877..	
Napoléon Côté.....		Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 1.....				
	do	do	130 00			
Hilaire Dubé.....		Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 2.....				
	do	do	60 00			
Narcisse Belleisle.....	do	do	80 00			
Widow Théo. Soucy.....	do	do	100 00			
Sifroi Dubé.....	do	do	100 00			
Vital Rioux.....	do	do	40 00			
Joseph Michaud.....	do	do	40 00			
Napoléon Rioux.....	do	do	50 00			
do	do	do	181 25			
Jules Larrivée.....	do	do	80 00			
Hermidas Denis.....	do	do	90 00			
Celestin Bernier.....	do	do	Not stated.			
Widow P. Garaut.....	do	do	Not stated.			
Cyriac Dastous.....		Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 5.....				
	do	do	20 00			
Magloire Dubé.....	do	do	18 00			
Fabien Onelletté.....	do	do	300 00			
Lucien Bélanger.....		Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 8.....				
	do	do	380 00	Nil.	Jan. 22, 1877..	
Joseph Heypet.....	do	do	Not stated.			
	do	do	300 00	25 00	do	
do	do	do	35 00		do	
Ignace St. Pierre.....		Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 13.....				
John Smith.....	do	do	230 00	Nil.	Jan. 22, 1877..	
Edras Dechêne.....	do	do				
Lazare Verreault.....	do	do				

APPENDIX No. 18.—Statement of Claims referred to and arbitrated upon by the Official Arbitrators, &c.—Continued.

Claimant.	Subject of Claim.	Date of reference to Arbitration.	Amount claimed.	Amount awarded.	Date of Award.	Remarks.
Marcel Brochu .....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 14.....	Sept. 5, 1876..	260 00	15 00	.....	
A. Poirier .....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 17.....	do ..	60 00	.....	.....	
Hubert St. Laurent.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 8.....	do ..	150 00	10 00	.....	
Joseph St. Laurent .....	do do	do ..	1,000 00	.....	.....	
Pierre Dumont.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 1.....	Oct. 4, 1876.	181 33	.....	.....	
Elic Martin.....	do do	do ..	136 00	.....	.....	
Prudent Caillonet.....	do do	do ..	100 60	.....	.....	
Hypolite Lapointe .....	do do	do ..	Not stated.	.....	.....	
Jos. Dubé.....	do do	do ..	150 00	.....	.....	
Jos. Caron .....	do do	do ..	50 00	.....	.....	
Xavier Terrault.....	do do	do ..	166 66	.....	.....	
John Clark.....	do do	do ..	Not stated.	.....	.....	
Narcisse Dumas.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 2.....	do ..	Not stated.	.....	.....	
F. X. Godbout.....	do do	do ..	Not stated.	.....	.....	
Absalon Leclerc.....	do do	do ..	200 00	.....	.....	
Louis Turcot.....	do do	do ..	60 00	.....	.....	
Widow Jonas Kloux .....	do do	do ..	50 00	.....	.....	
Joseph Parent.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 5.....	do ..	100 00	.....	.....	
André Parent.....	do do	do ..	80 00	.....	.....	
Pierre Gagnon.....	do do	do ..	150 00	.....	.....	
G. St. Pierre and his wife, Eloise Vrasier.....	do do	do ..	.....	.....	.....	
Chas. LePage.....	do do	do ..	575 00	202 66	.....	

Jean Langis.....	do	do	do	do	33 33	.....
Etienne Patry .....	do	do	do	do	33 33	.....
Basile Côté.....	do	do	do	do	Not stated.	.....
François Parent.....	do	do	do	do	112 00	.....
Joseph Parent and Angèle Caron.....	do	do	do	do	204 00	.....
Victor Réhel.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 8.....	do	do	do	220 00	.....
Jules Michand.....	do	do	do	do	200 00	.....
P. Beauville.....	do	do	do	do	300 00	.....
Sylvain Lavoie.....	do	do	do	do	500 00	.....
Alex. de Champlain.....	do	do	do	do	65 00	.....
Octave Côté.....	do	do	do	do	200 00	.....
Julien St. Laurent.....	do	do	do	do	Not stated.	.....
Alfred Blais.....	Damages, &c., to property, resulting from construction of Intercolonial Railway, Section No. 17.....	do	do	do	50 00	.....
I. K. Ward.....	Land taken, &c., for Lachine Canal enlargement.....	do	do	do	40,899 75	.....
W. Evans.....	do	do	do	do	8,701 58	.....
L. Fautoux.....	do	do	do	do	9,442 66	.....
A. St. Denis.....	Land taken for Carillon Canal enlargement.....	do	do	do	Not stated.	.....
Estate late Hon. Wm. Chipman.....	Land taken, &c., by Intercolonial Railway, for depot, grounds, &c., at St. John, N.B.....	do	do	do	114,430 40	.....
F. X. Jary.....	Land taken for Lachine Canal enlargement.....	do	do	do	2,931 76	.....

F. H. ENNIS,  
Secretary, O. A.

OTTAWA, 27th November, 1877.



## APPENDIX No. 19.

## BRITISH COLUMBIA.

PUBLIC WORKS DEPARTMENT,  
VICTORIA, BRITISH COLUMBIA, 20th July, 1877.

SIR,—I have the honor to report on the works under my charge during the fiscal year 1876-77, together with a statement of amounts received on revenue account, rents, sales of land, Government property, &c. :

*Penitentiary.*

The contract for this work was executed on the 31st October, 1874. The time specified for the completion of the works was 30th September, 1876. The work embraced in the contract was completed on 6th March, 1877. The Contractors allege that the delay in the completion of the work was due to the neglect of the Government in not furnishing the grates. This argument is not a valid one, inasmuch as the Government agreed only to find the grates, but not by any particular date, and had moreover a perfect right to elect to have open fireplaces in lieu of grates. In point of fact, the work was not and could not, independently of the grates and mantels, have been completed by the time specified in the contract. The whole of the work has been satisfactorily performed, excepting the pointing of the exterior walls of the basement. During my inspection last November, I observed that this pointing had not hardened, and that in places it had crumbled away, and directed the Contractors to rake out the joints and repoint all defective portions. This they did, under the close inspection of the clerk of the works, and still it does not harden. It is the opinion of practical men here, that the mortar mixed with iron filings and forge ashes is not suitable for the damp climate of New Westminster. The repointing with cement can be done hereafter for about \$200.

We are at present engaged in bringing in water to the building by means of iron pipes communicating with a dam across the stream at a point about 3,600 feet from the building. This dam will be about 4 feet high. A pipe 1½ inches in diameter will give a supply of 259 gallons an hour, a 2-inch pipe 504 gallons : either of which will give an amply supply for ordinary use as well as in case of fire. The cost of this water supply will be about \$3,125.

The following is an abstract of payments made on account of the Penitentiary in this Province to 30th June, 1877.

Surveys of site and inspection.....	\$	517	00
Wages of Clerk of works.....		3,120	00
Corridor locks, extra work on locks, freight, &c., &c....		638	68
Stoves and cooking range.....		325	13
Miscellaneous .....		13	2
Wages of caretaker.....		227	00
			<hr/>
		4,967	53
Estimated cost of water supply.....	\$	3,125	00
do furniture and fittings,			
excepting those for hospital.....		2,300	00
			<hr/>
		5,425	00
Amount of original contract.....		139,305	00
do authorized extras.....		280	00
			<hr/>
		139,585	00
			<hr/>
		\$149,977	53
			<hr/>

There is also a further sum which the Contractors claim to be due them, which is now under consideration and against which I have thought it my duty to bring a set-off for the substitution by the Contractors, with my consent, of cedar in lieu of white pine for the joiner work. Reports in full on these points have been submitted by me under date 22nd March and 1st June last.

The building will be ready for occupation by about the end of October.

#### *Dredging.*

No dredging operations have been carried on this year. The vessel and steam tug have been in charge of a caretaker, who besides his regular duty, has given each of them a coat of paint or tar, and is now engaged in replacing broken or damaged sheets of copper on the hull of the dredge. A survey was held, by a proposed charterer, on the tug, and she has been pronounced perfectly sound. She requires a new plate of iron to connect the stern post with the keel, which will cost probably \$25.00. I have caused a survey of the dredge to be held by an experienced shipwright, and I regret to state that he reports her upper works very much decayed in places, and that to make her perfectly fit for her heavy work, an expenditure of from \$3,000 to \$4,000 will be required, and that this will occupy at least three months. The hull below the water, and her internal frame and timbers are quite sound, and her machinery and boiler are in an excellent condition. She is a valuable and costly vessel, and capable of doing an immense amount of work, and I would suggest the expediency of having her put into repair next year, even though dredging operations be not resumed.

The total expenditure for the year has been:

Wages of caretaker.....	\$480 00
Paint, coal tar and assistance in towing.....	86 62
	<hr/>
	\$566 62

#### *Beaver Rock.*

I regret to be compelled to again report that this work is still unfinished, though progressing very slowly every day. There would appear to be no advantage to the Government or to the public in stopping it, as it would be impossible to relet the contract to any responsible person for the same sum. In my last annual report I gave a detailed account of the interesting operation of blasting the rock, and the opinion then expressed as to the efficacy of the blast is still held by me, although it is impossible to confirm it at present, as the shattered rock is piled up in huge masses and more or less covered with silt and clay from the coffer dam. The contractor has removed, according to the report of the dredge keeper, whom I have placed for this purpose in charge, to the 30th June..... 253 tons.

The total amount to be removed is..... 1,768 "

Leaving to be removed on 1st July..... 1,515

The operation of getting up the rock by means of a diving bell is necessarily a slow one. Each large rock has to be slung by men below in chains and hoisted up to the deck of the scow. Very large rocks have to be again broken by means of dynamite. The smaller ones are placed in a wire crib and then hoisted up.

The rate of removal hitherto has been about 90 tons a month, but as a marked improvement in this respect has taken place lately, I think we may fairly expect that the monthly quantity will be about 130 tons. Last week the Contractor took up 40 tons.

The amount agreed to be paid was.....	\$11,950.00
" " certified under Progreys estimate No. 1, less	
drawback, was.....	2,987.50
The amount paid to Contractor was.....	2,210.63

I have agreed with the Contractor to allow him to sell the rock and pay one third of the proceeds to the Government.

*Custom House, Victoria.*

Water at a high pressure has been brought into this building, and suitable hose to be used in case of fire has been provided. Government vessels will draw their supply from here. Total cost of this work has been \$207.25.

*Post Office building.*

The roof of this building has received its usual coat of paint at a cost of \$35.50. Flag poles and Dominion flags were provided in honor of the visit of his Excellency the Governor General at a cost of \$60.75.

The sum of \$160 has been expended in replacing the four stone sills which were damaged, I believe, during the conflagration on opposite side of street.

The sum of \$94.50 has been expended in the purchase of hose and fitting a supply pipe in the hall to be used in case of fire.

*Telegraph maintenance.*

During the past year I am happy to be able to report that no break has occurred in the submerged cables. The land portion of the line is in fair working order, although many miles of poles are required to make the line perfect. Most of the ordinary repairs are performed by the operators, but during severe storms and heavy falls of snow, extra men have to be employed. The line will always be a difficult and expensive one to maintain, as the country over which it passes is so rugged and sparsely settled. The poles are for the most part those which were originally set in 1865 and from constant cutting and resetting they have become too short and unfit for the work. If a sufficient sum were expended in setting new ones, a very material reduction in the monthly expenditure would result.

We have on hand 4 miles of new submerged cable and 2½ miles of old but serviceable cable. This will be used more or less in repairing the break which has just occurred and which I reported under date 18th July. We have also on hand about 12 miles of new land *galvanized* wire, which we propose to use at once in place of the old *black* wire which is very rotten from oxidation and which is constantly breaking. The following is an abstract of the expenditure for the fiscal year under the head of service.

Salaries .....	\$17,825 00
Rent .....	396 00
Hire of horses regularly employed.....	1,080 00
Hire of extra assistance in men and horses and sustenance of same whilst employed in repairs.....	2,487 47
Purchase and freight of 12M new wire.....	2,462 59
Special repairs to line.....	1,616 77
Postage.....	81 16
Printing.....	227 50
Travelling expenses of Superintendent.....	289 00
Transport of operators, &c.....	136 00
Repairs of telegraph scow.....	507 25
Subsidy to Western Union Telegraph Co., for 1 year.....	4,000 00

\$31,108 74

*Land sales.*

Application was made to purchase lot 4, Block V, New Westminster City. This application was referred by me to Ottawa, with a recommendation that it should be sold by public auction at the upset price of \$1,600. The auctioneer's estimate of its value was \$1,300. The lot was sold by auction on 26th May to Messrs. Macnamara and McGirl for the sum of \$2,225 payable in 3 instalments, monthly, without interest. The first instalment of \$1000 was paid on day of sale, and the second of \$500 was paid on the 25th of June. The total charges for commission (5 p. c.) and advertising amounted to \$135.50.

The second instalment of \$180 due on eastern half of lot 5, Block XIV, New Westminster City, sold to Mr. J. K. Suter the previous year, was paid by him on 29th June, amounting to \$180 with interest at 7 per cent for 1 year, amounting to \$12.60.

*Mint Engine and Boiler.*

The balance due by Messrs Muirhead and Mann on the purchase money of this engine, amounting to \$630.00, was paid on 18th August.

*Rents of Lots and Buildings.*

The following is a list of the sums received by me during the fiscal year, by way of rental from tenants holding under the Government of the Dominion.

Jonathan Nurcy, in full to 30th June.....	\$ 36 00
Henry Holbrook, do do .....	166 00
Edward Dickenson do do .....	60 00
Adolphus Peek, on account.....	40 00
	<u>\$302 00</u>

## List of arrears due for rent to 30th June.

John Kinsman.....	\$ 60 00
Adolphus Peek.....	65 00
	<u>\$125 00</u>

*Revenue received from Telegraph Line.*

1876.		Dep. receipt.	Amount received.
Sept. 4	July.....	1183	\$647 10
" 29	August .....	1268	697 25
Oct. 23	September .....	1347	758 33
Nov. 24	October.....	1462	760 74
" 29	Refund of taxes by Western Union Teleg. Co. 1874-75	1473	41 50
Dec. 28	November.....	1565	686 87
Feb. 2	December .....	1691	469 50
" 28	January .....	1792	361 00
March 22	February.....	1891	216 00
April 23	March (part).....	2026	502 45
" 27	do (balance).....	2048	50 00
May 30	April .....	2187	534 20
June 21	May.....	2298	885 33
July 13	June .....	2421	757 15
			<u>\$7,367 42</u>

The falling off in the revenue this year is attributed by the Superintendent to the depression in mining and commercial centres, but it is confidently expected that a new impetus will be given to the former industry during the coming year, and that this will materially increase the use of the Provincial Telegraph.

I have the honor to be, Sir,  
Your obedient servant,

B. W. PEARSE,  
*Resident Engineer.*

F. BRAUN, Esq., Secretary,  
Public Works Department,  
Ottawa.

APPENDIX No. 2c.  
PRINCE EDWARD ISLAND RAILWAY.

RAILWAY DEPARTMENT,

MONTREAL, October, 1877.

SIR,—I now enclose you the accounts for the working of the Prince-Edward Island Railway for the year ended 30th June, 1877.

The returns are 13 in number and are classified as follows :

1. Statement of capital account.
2. Detailed statement of capital expenditure.
3. Revenue account.
4. Locomotive expenses.
5. Car                   “
6. Maintenance of way expenses.
7. Station expenses.
8. General charges.
9. Renewals of permanent way.
10. Monthly receipts.
11. Store account.
12. General balance.
13. Comparative statement of averages.

I also transmit herewith copies of reports made to me by the Superintendent, the Engineer, and the Mechanical Superintendent, with their annexed details.

CAPITAL ACCOUNT.

The total cost of the railway now amounts to the sum of \$3,403,367.84, which includes the outlay of \$200,000 voted by Parliament for improving the physical condition of the railway and increasing the rolling stock.

That outlay has been completed and the railway is now in a very much improved condition.

The ordinary fencing is now in a satisfactory state, except for about 40 miles between Wellington and Alberton. The renewal of this portion of the old wire fence is being gradually effected.

The snow fencing erected during the year, proved of very great service during the winter, and not only diminished the cost of working, but greatly improved the regularity of the train service.

Additions are now being made to this protection from snow, and still more satisfactory results are hoped for during the coming winter.

The shops, machinery and additional rolling stock, which have been provided, have enabled the work to be performed in a much more satisfactory and economical manner than formerly, and until the traffic shews symptoms of increased activity, I do not recommend any addition to the rolling stock.

A grain warehouse at Charlottetown, capable of holding about 150,000 bushels of oats, would be of great advantage, and I recommend that it be erected next summer. The cost would be about \$12,000

## REVENUE ACCOUNT.

The gross receipts amounted to the sum of.....	\$130,664 92
Against, in the previous year.....	118,060 96
Being an increase of.....	\$ 12,603 92

There was a decrease in the passenger traffic of \$4,647.83, and an increase in the freight of \$17,908.64.

The number of passengers carried in 1877 was 93,478, and in 1876 93,968, or a decrease of 490.

The reduction of receipts is mainly due to the putting on of second class cars, and the issue of return tickets at reduced rates.

The number of tons of freight carried in 1877 was 41,039, as against 28,358 tons in 1876, or an increase of 12,681 tons.

During the four months of January, February, March and April 1876, the gross traffic was \$22,063, and for the same months in 1877, it amounted to \$31,017, or an increase of \$8,954. This would lead to the hope that the improving regularity of working will increase the winter traffic. This may be further increased, if the communication between the main land and the Island by the "Northern Light," continues to be successful. Arrangements are now being perfected, to greatly improve the communication between the steamer and the railway stations, on both sides of the Straits; and this will doubtless considerably increase this traffic, both in passengers and freight.

## WORKING EXPENSES.

The ordinary working expenses for the year ended	
30th June, 1877, amounted to.....	\$210,329 08
For the previous year they were.....	214,930 43
Being a decrease of.....	\$ 4,600 35

The substitution of heavier steel rails for the light iron rails, which are wearing so rapidly, as stated in my last report, has caused an expenditure of \$18,266.17 as per abstract No. 9.

The account therefore stands thus:

	1876.	1877.
Gross receipts.....	\$118,060 96	\$130,664 92
Ordinary expenses .....	214,930 43	210,329 08
Renewals of rails .....		18,266 17
Total.....	\$214,930 43	\$228,595 25
Total loss.....	\$ 96,869 47	\$ 97,930 33

It would thus seem that the renewals required have been effected without materially increasing the loss for the year.

Sleepers are now requiring renewal also. About 35,000 will be put in during the current year. Another 500 tons of steel rails weighing 50 lbs. to the yard, have been ordered for the current year. The extremely sharp curves and steep gradients are telling rapidly upon the light iron rails, especially between Charlottetown and Summerside, where the traffic is the heaviest.

The locomotive charges are lower, the improvements made in the engines, having proved to be very valuable.

The car expenses are higher, and will continue to be large, until the improvements now being made in the car stock, are completed.

The use of larger wheels, as the present small ones wear out, is proving of great advantage, especially in winter. The old trucks were too weak, and are constantly breaking down, and are being replaced by stronger ones.

The ballasting and drainage which has been executed has greatly improved the track, but a good deal of ballasting has yet to be done.

The condition of the masonry on the line has been largely improved, and the outlay on this item will not be very large in future.

The wooden bridging has also had very considerable improvements and repairs.

The expenditure upon buildings and wharves, has been heavy, and will continue to be so, until all the original structures, which were built in a cheap manner, have been overhauled and repaired.

The fact is, that the whole line and rolling stock, are going through a process of reconstruction, owing to original defects, and this will make the working expenses heavy for several years.

#### STORES.

The stock of stores, on the 30th June, 1877, was as follows :

Ordinary stores.....	\$30,339 92
Coal .....	6,815 77
Rails, new and old.....	11,457 74
Total.....	\$48,613 43

The last item will probably increase, whilst the process of substituting steel for iron rails continues.

The cost of working per train mile run, was 85.74cts. in 1877, exclusive of rail renewals, or 93.88cts. including the renewals, against 93.06cts. in 1876, without any renewals.

The present station at Souris is very badly placed, both for the local trade and for shipping purposes. Now that the breakwater there is completed, and a good safe harbour provided at Souris, I recommend that the station be changed, so as properly to accommodate the growing trade of that place, and, to put the railway in proper communication with the new harbour for shipping purposes.

A great improvement can be made in the curvature of the line, at a not very large expenditure.

Plans for this purpose are being prepared. A comparatively moderate outlay would shorten the distance between Charlottetown and Summerside by about five miles, and greatly improve the line, both as regards safety and economy of working.

The whole line is now in a fair condition, but as I have already stated the cost of working will be large for several years owing to the original plan of the road being faulty.

I have the honour to be, Sir,  
Your obedient Servant,

C. J. BRYDGES,  
*General Superintendent of Government Railways.*

F. BRAUN, Esq., Secretary,  
Department of Public Works,  
Ottawa.



## PRINCE EDWARD ISLAND RAILWAY.

## SUPERINTENDENT'S REPORT.

GENERAL OFFICES,

CHARLOTTETOWN, August 15, 1877.

SIR,—I have the honor to transmit herewith statements and reports relating to the operations of this Railway for the fiscal year ended 30th June, 1877.

## CAPITAL ACCOUNT.

This being more immediately under the control of the General Superintendent I shall not go much into detail.

The four Kingston Locomotives added to our stock during the first two months of this fiscal year are giving very good satisfaction and have enabled us to move the increased freight with ease, avoiding the delays and annoyances of the previous year, consequent upon the constant breaking down of the tank engines, large and small. These tank engines, on account of their boilers not being large enough for their cylinders, make very poor work on the main line unless with a very light load, say three to five cars at most, and are only good for shunting purposes. They are able for quite heavy lifts in a yard and would be very useful in coal pits.

I would recommend the sale of six of them for such purposes, and that four large engines similar to those lately purchased be procured in their stead. The additional box cars received during the year, raising the total number to 150 fully meet our wants for the present. The new cars being well built and carrying ten tons each, are much in demand. The same applies to the new flat cars. The number, however, 100 new and old is not sufficient for our wants; what with coal and ballast trains in addition to the ordinary traffic, we are often unable to supply cars when wanted for traffic purposes.

I would therefore recommend a further addition of twenty-five flat cars.

These could easily be made in our own shops, where we now have all suitable machinery and every required facility.

The new shops and the enlargement in Charlottetown yard add greatly to the efficiency of the establishment and will result in greater economy in the future.

The extension of the Charlottetown freight shed having been much required, is giving good satisfaction. A further addition will, however, soon be needed in consequence of the rapidly increasing traffic.

At Summerside the new station building, with the improvements upon the wharf and the increased freight shed accommodation, cannot fail to give satisfaction.

The new stations at County Line and Morrell are found to be a great improvement upon those built by the Contractors, being better adapted for the business, and affording as they do comfortable dwelling rooms for the agents, enabling them to be on duty at all hours when required, which is a very desirable object, the want of which is very much felt at almost all the other stations, so much so, that I would strongly urge the immediate construction of suitable dwellings at each not now so provided. The cost will not exceed \$500 per dwelling.

The new fence from Georgetown to Miscouche is doing good service, claims for cattle killed on this portion of the road having almost entirely ceased, whereas on the portion still nominally protected by wire fence, the slaughter of horses, cattle and sheep has been very great, so much so, that I would respectfully urge that no time be lost in replacing it with good board or rail fence.

The newly erected snow fences materially assisted in keeping the road open last winter, although, being on account of the narrowness of the roadway, too near the track, they did not answer the purpose as well as they would otherwise have done.

The Engineer is now engaged in purchasing land and moving these fences back and in erecting more in places where last winter's experience demonstrated the necessity.

We shall be in a much better position for contending with snow in the coming winter than in either of the two previous seasons.

#### REVENUE ACCOUNT.

This railway having been in operation for two complete years we are enabled to make comparisons with the results of a previous year.

Earnings year ending 30 June, 1876.....	\$118,060 96.	For 1877	\$130,664 92
Expenses do do .....	214,930 43.		210,329 08
Loss.....	96,869 47		79,665 16

Working expenses per mile of road, 1876....	\$1,096 58 cts.		
do do 1877....	1,073 11 "	Decrease	\$23 47

do per train mile, 1876....	93.06 cts.		
do do 1877....	85.74 "	do	7.32 cts

There not having been any outlay on account of renewals during the former year we are unable to compare.

Loss for year ended June 30, 1877.....	\$79,665 16
Add cost of renewals of permanent way.....	18,266 17
Total loss on year's operations.....	\$97,931 33

You will observe (statement No. 3) there is a net increase in earnings of \$12,603.96, and a decrease in working expenses of \$4,601.35.

The increase in earnings is confined entirely to the freight business which shows a gain of \$17,908.64, whereas the passenger traffic has declined \$4,647.83, and the mails and sundries \$656.85. The satisfactory result of the freight traffic may be attributed to several causes,—primarily, the abundant harvest with which the whole Island had been favored, secondly, the gradual withdrawal of business from the old water channels of communication to the railway.

By referring to the descriptive statement you will perceive the increase consists principally in the carriage of oats, potatoes, flour, oysters, timber, live stock and general merchandise. The fishing business was almost a failure, which will account for the decrease in the traffic resulting therefrom.

The decrease in the passenger traffic arises from two causes, first the novelty having worn off, people did not travel so much for pleasure as during the first few months after the opening of the road. The main cause, however, lies in the lowering of fares by the introduction of second class tickets and the issue of return tickets at reduced fares to all stations both flag and regular, which, without increasing the number of passengers, materially lessened the amount of revenue; the receipts for each passenger being 64.57 cts. for 1877, against 69.70 cts. in previous year.

The decrease in mails and sundries arises from the discontinuance of the express business, the receipts from which were formerly included in sundries.

#### WORKING EXPENSES.

You will observe there is a decrease in every item of working expenses (see Report No. 3), car expenses excepted, which shows an increase of \$6,253.85. This was necessitated altogether by the inferior character of the old rolling stock—the passenger coaches requiring extensive alterations and strengthening.

The trucks under the box and flat cars being too weak, and the wheels too small, we are being forced to renew them by substituting 33-inch wheels and trucks in proportion. Were it not for this, our car expenses would also have shewn a reduction. This expenditure will not cease until all those trucks have been renewed.

The amount expended in 1876 for repairs of engines tenders and engine tools was \$26,075.63 against \$17,540.87 for 1877, shewing a saving of \$8,534.76. This is the result of the large expenditure of the previous year having brought the locomotives up to a good working condition.

The method adopted last winter of building snow ploughs upon the tank engines, acted admirably; bringing the power and the work to be accomplished much closer together (a very desirable object upon the many sharp curves of this Railway). The great weight also of these locomotive ploughs prevented their leaving the track, whereas during the previous winter it was almost impossible to keep the wooden ploughs on the track.

The decrease in the cost of shovelling snow, caused by the snow fences and the improved snow ploughs, added to the increase in earnings during the months of last winter, consequent upon the more regular running of trains, is almost sufficient to cover the cost of both snow fences and improved ploughs. This being the result of only one year's operations, demonstrates the wisdom of the expenditure incurred.

Cost of clearing ice and snow, 1876.....	\$19,089 27		
do do 1877.....	7,617 23	Saving	\$11,472
<hr/>			
Earnings Jan., Feb., March and April, 1876....	\$22,063 00		
do do 1877....	31,019 00	Increase	\$8,956
<hr/>			
Total saving and increased earnings consequent upon the improved means of contending with ice and snow.....			\$20,428

We have a very good excursion business during the summer months, in order to meet the requirements of which we are forced to put temporary seats in box and flat cars, at considerable cost and inconvenience. I would advise that authority be given us to build, say six large plain inexpensive carriages with wooden seats suitable for such occasions.

There is a very great want for storage accommodation on Charlottetown wharf. During the busy seasons in the fall and spring we are forced at times to allow cars to lie two and three days before being discharged, and although demurrage is charged the business is nevertheless delayed.

I would recommend that a warehouse be constructed with a capacity of 150,000 bushels, which would enable us to have all cars promptly discharged and thus virtually add to their carrying power. A storage charge upon all grain going into said warehouse (to which shippers would not object) would, I have not the least doubt, pay a fair rent on the cost of the building.

The practice heretofore has been for merchants to refrain from buying until the fall fleet came in, when a great effort had to be made in order to get the vessels loaded and away before the ice formed. Now with such a warehouse they could begin to buy along the line of the railway, as soon as threshing would begin and have the warehouse full before the fleet arrived, which also could be loaded and despatched much earlier in consequence. It would also be of great service for the storage of grain purchased during winter for shipment by the spring fleet.

**STORES.**

Supplies are purchased by tender as heretofore.

Our stock at the end of the year, including ordinary stores, fuel, rails and fastenings on hand amounts to \$48,613.43. We are forced to keep on hand a larger stock on account of our isolated position than would otherwise be necessary.

We are paying for coal delivered at Georgetown, Charlottetown and Summerside \$2.69 per ton, which is much less than we were able to purchase it for heretofore.

CASUALTIES.

September 15, 1876, 7.15 A.M., Summerside. Allen McMillan, engine cleaner, went under engine to rake out ashes. The engine driver not knowing that he was there started the engine, hauling McMillan some ten feet and bruising him severely. He has since recovered but complains at times of internal weakness.

November 9, 1876, 9.35 A.M., at O'Leary Station. Alex. Beaton was standing on step of engine. When train started he fell between car steps and platform and was bruised severely, but has since recovered without permanent injury. He was neither a passenger nor an employé and had no right on step of engine.

February 28, 1877, 12.33 A.M., County Line Station. Conductor W. A. Archibald killed. He was on flanger car just leaving County Line yard, looking out of side door when car rubbed against a snow bank, suddenly closing the door, catching his head in so doing. Verdict of inquest, "That the deceased came to his death from fracture of the base of the skull caused by the unnoticed closing of the sliding door of the flanger car on which he was on duty." By the death of conductor Archibald, the Government lose the services of a valuable servant. He was a general favourite both with the travelling public and his fellow employes.

March 5, 1877, 7.45 P.M., near Harmony Station. Mrs. McDonald, collar-bone broken. Car ran off track and fell on its side, throwing Mrs. McDonald across the car.

We are very happy to be able to draw your attention to the fact that with the exception of the slight injury to Mrs. McDonald, not a passenger has been either injured or killed since the opening of this Railway.

I have the honour to be, Sir,  
Your obedient Servant,

W. McKECHNIE,  
*Superintendent.*

C. J. BRYDGES, Esq.,  
General Superintendent Government Railways,  
Montreal.

## PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE statement of Freight earnings for the Year ended 30th June, 1877.

Description of Freight.	Quantities.		Tons.		Amount.	
	1876.	1877.	1876.	1877.	1876.	1877.
Oats..... Bush.	393,890	628,792	7,636	10,699	9,230 79	14,178 30
Wheat and other grains..... "	3,243	2,030	66	50	85 84	102 71
Potatoes and roots..... "	5,938	174,911	146	5,434	239 38	7,470 84
Flour..... Brls.	19,032	29,437	1,893	2,945	3,394 74	4,758 85
Mackerel..... "	2,275	3,053	341	458	641 24	589 14
Herrings..... "	4,549	2,615	679	394	1,235 37	632 31
Cod and other Fish..... "			171	244	375 19	425 87
Oysters..... "	1,728	3,222	172	322	328 31	534 18
Fish barrels..... No.	8,996	6,394	141	100	413 51	323 71
Timber hewn and unhewn..... C. ft.	218,211	241,245	6,261	6,791	5,517 39	6,082 83
Lumber sawn..... L. ft.	1,212,401	1,188,380	1,708	1,524	1,656 13	1,338 69
Shingles..... "			402	585	450 99	650 75
Cordwood and tan bark..... Cords	706	837	1,154	1,351	706 24	965 20
Coal..... Cars.	80	59	368	481	238 79	332 55
Lime..... Brls.	1,730	1,453	258	181	195 83	198 74
Limestone..... Cars	69	46	552	379	291 04	203 16
Brick and building stone..... "	41	38	305	303	199 80	205 35
Salt..... "			219	347	288 56	380 86
Live stock, all kinds..... No.	710	1,823	195	469	571 06	1,005 12
Mussel mud..... Cars		27		29		170 10
Fresh beef..... "				270		107 12
Pork in carcass..... "			140	213	370 27	577 68
Pork in barrels..... Brls.	740	1,193	112	179	279 23	294 75
Butter..... "			7	20	29 85	77 99
Eggs..... Pkgs.	3,647	6,243	173	240	587 79	745 80
Merchandise..... "			5,859	7,031	17,254 72	20,053 31
Wharfage, storage, etc..... "					722 73	807 52
			28,358	41,039	45,304 79	63,213 43

## STATEMENT OF PASSENGER TRAFFIC.

Total number carried.....	1876.	1877.
Receipts.....	93,968	93,478
Receipts for each passenger.....	\$65,005.24	\$60,357 41
	69.70 cts.	65.57 cts.

W. McKECHNIE,  
Superintendent.

## PRINCE-EDWARD ISLAND RAILWAY.

## ENGINEER'S DEPARTMENT,

CHARLOTTETOWN, 30th June, 1877.

SIR,—I have the honor to submit the following report on the working of my Department, during the fiscal year now ended.

## MAINTENANCE.

The total expense of maintenance of road, including repairs to buildings, bridges, wharves, &c., together with the removal of ice and snow amounts to \$72,493.24, shewing a decrease of \$6,463.09 as compared with last year (see statement No. 6). This decrease was effected during the winter and spring months, and was due to the much improved condition of the track, owing to the expenditure that had been made on it during the summer of 1876.

Early in July of last year the section gangs throughout the line were doubled, and the whole track lifted, and packed up with ballast. The extra cost of this, amounting to \$8,926.88, was charged against capital. The effect was to render the track much drier and firmer, and less liable to heaving from the frost, and in the spring months the running of the trains was much safer than previously.

The cost of "Repairs of Track" (being chiefly section men's wages) this year was \$36,282.79, against \$40,002.72, shewing a decrease of \$3,719.93. The total cost of maintenance for the three spring months, April, May and June, of this year, was \$12,267.23 against \$19,317.15 for corresponding months last year, shewing a decrease of \$7,049.92.

A considerable amount must still be expended in ballasting before the line can be considered satisfactory.

2,681 sleepers have been used in ordinary repairs. The stock of sleepers was very small, and it was found necessary this spring to renew a considerable number—under the head of renewals (statement No. 9) 1,600 sleepers are charged.

46½ tons of new iron rails and 34 tons of old rails have been used in repairs, lengthening sidings, &c.

In November last the 46.10 tons of rails above mentioned were all that we had in stock, and an additional supply of old rails for repairs through the line, ballasting, sidings, &c., was obtained by taking the rails from Charlottetown to Royalty Junction, a distance of 5½ miles, and relaying with steel.

29,618 lbs. of spikes have been used in the track.

A Sum of \$2,168.06 has been expended on repairs of bridges, as against \$712.01 during the previous year.

This expenditure was necessary in order to widen the bridges, and put on guard stringers, so as to give greater strength and security. In the case of Scrimgeours Bridge, near Georgetown, the masonry abutments shewed indications of giving way, and in order to render the bridge secure it was found necessary to rebuild from deeper foundations. The new foundations were sunk 8 feet lower than originally. Ten bridges have been strengthened and widened, representing a total length of 475 feet.

During the present season it is intended to widen and strengthen 11 bridges, having a total length of 693 feet 6 inches. The total length of bridging of the line is 2,462 feet.

A total sum of \$7,141.74 has been expended on "Repairs of Buildings," as against \$3,343.61 of the previous year, being an increase of \$3,798.13. Of this sum \$2,841.46

though charged under head of repairs is in reality for small works of construction executed at different parts of the line. The following is a list of such works :

Coal sheds at Port Hill and Harmony.  
 Tank houses at Mount Stewart (burnt) and Wellington.  
 Accommodation for news agent at Charlottetown.  
 Platforms at Souris and Royalty Junction.  
 Engine shed at Mount Stewart.  
 Anthracite coal shed, ice house and car tenders room, Charlottetown.  
 Engine pits in Round House, Charlottetown.  
 Placing blacksmith shop, Charlottetown, on piles.  
 The amount expended in actual repairs on buildings is therefore \$4,300.28.

Windmills have been erected at various watering stations, throughout the line for the purpose of pumping water. Their working has been extremely satisfactory since they were erected last summer, and the cost of pumping water will be reduced 75 per cent.

The mills are "Stovers Patent" and were erected complete by Mr. A. B. Almour, of Halifax, at a cost of \$210 per mill, including pump gearing, &c. The following is a list of places where these mills have been put up :

Georgetown,	Milton,
Baldwin's,	Blueshank,
Mount Stewart,	Wellington,
Union,	Morell,
Charlottetown,	Harmony.

Under the heading "Station Yards and Approaches" a sum of \$1,315.73 has been expended, as against \$112.56, shewing an increase of \$1,203.17. It was found necessary for the business of the road to grade and clear many of the station yards that had been left in a very unfinished state and to lengthen the sidings: hence the outlay.

The cost of "removing ice and snow" was \$7,617.23, as against \$19,089.27 of the previous year, shewing a decrease of \$11,472.04. This decrease is very largely owing to the erection of snow fences along the line of railway. The snow fall during last winter was not heavy though the temperature was very much lower than for many previous winters.

A sum of \$776.47 was expended on "Turn-tables," being chiefly caused by the necessity for putting in proper trussing and bracing.

The total length of line maintained is 198½ miles, including the Cascumpec and Souris wharf tracks.

The total length of sidings is 9.3 miles. There has been an increase of 1.4 miles of sidings during the year, inclusive of those laid in at Charlottetown and Summerside, and charged against capital.

Enclosed is a comparative statement of the cost of maintenance for this year as compared with last year.

#### RENEWALS.

During the last year the line from Charlottetown to Royalty Junction, a distance of 5¼ miles, was renewed with steel rails. The rails are of a heavier section than the iron rails at present in the track, being 50 lbs. to the yard in place of 40 lbs. 397½ tons of steel rails were laid down, and this liberated and made available for repairs and extensions &c., on other parts of the line, 313½ tons of iron rails. The iron rails were considerably worn, particularly on the curves, but can be employed in ballast pits during the ensuing season. The steel rails were laid early in November, and stood the winter well, a marked improvement in the "heaving" of the track being noticeable owing to the greater stiffness of the rail.

16,000 new sleepers have been placed in the track up to date, they are white hemlock and were obtained by tender from D. C. Ramsay at a cost of 10 cents per sleeper.

## CAPITAL.

A total cost of \$121,096.70 has been expended by my department on capital account (*See Statement No. 2*) up to date. Owing to the dilapidated condition of the wire fence throughout the line it was found necessary to replace it with a post and board fence. Tenders were invited for this in the autumn of 1875, but were not accepted as they were deemed unsatisfactory.

The lowest tender for common pole fence was 79 cents per rod, for post and board fence, \$1.25 per rod, and for snow fence \$3.79 per rod. It was therefore decided to supply the material for the erection of a post and board fence, and to give small contracts at a fixed rate for the labour of erection. In order to arrive at the actual cost of fence erected during the summer of 1876, it is necessary to include a sum of \$5,000 charged in the capital account of 1875-76. When the season's work was completed the account stood as follows:

Post and board fence 55,400 $\frac{1}{2}$  rods (= 86 $\frac{1}{2}$  double miles) \$48,184.14 = 86 cts per rod.

Snow fence 6,120 rods (19 $\frac{1}{4}$  single miles) \$18,732.72 = \$3.06 per rod. This covers the cost of all labour, material, train hire, superintendence and inspection, together with the purchase of additional land for the snow fence.

4,317,000 feet B. M. of boards and scantling were used in the erection of fencing, and twenty-three different parties were employed in supplying this quantity. The average price paid was \$8.78 per M. feet. The price allowed for the labour of erecting the fence was 17 cents per rod except through a distance of 24 miles where the ground being more stoney 20 cents a rod was allowed; the price allowed for erecting snow fencing was 60 cents per rod. \$10 per mile was paid for having the fence thoroughly examined and fence posts cut off evenly. Sixteen contractors were engaged in the work of erecting and six in cutting off posts.

The filling in of yard at Charlottetown, was executed in order to make ground whereon to place the machine shop, car shop and engine house.

A length of 3,490 feet of sidings was laid down in Charlottetown yard to give access to the new shops, etc. Forty-six tons of old rails were used in this work.

Semaphore signals were erected at the following places, viz:

Summerside.....	2
Kensington.....	1
Royalty Junction.....	3
Charlottetown.....	1
Mount Stewart.....	3
Total.....	10

The average cost of these complete was \$155.38 each. They were erected by the carpenters of the Engineer's Department.

The wharf at Summerside as originally constructed was too low and at high tide a very light breeze would cause the sea to break over it washing out the ballast. It was decided to raise the wharf 2 feet higher with timber work, brush and stone. The wharf is 1,733 feet in length by 40 feet wide. 295 tons of timber, 4,303 loads of brush, and 983 cubic yards of stone were used. The cost was \$5,278.75.

The work was done by the Engineer's Department. The material was purchased at a fixed price 48, cents per load being paid for brush, 30 cents per cubic yard for stone, and \$2.25 per ton for timber. The labour was executed under a foreman.

Two section men's houses were erected at Royalty Junction, at a cost of \$380.00 each. The material was supplied by the Railway and a contract entered into with Mr. Michael Sullivan for the erection, for the sum of \$170 per cottage. A further sum of \$90.46 was expended in providing well and pump, and grading. The cottages are rented to section foremen at \$42.00 per annum each.

A machine shop 120 ft. x 40 ft. and engine-house 30 ft. x 26 ft., of native stone, and brick chimney 59 feet in height, were erected in Charlottetown yard. The masonry work was executed directly under the Engineer's Department.



A contract was entered into with Mr. James Barclay for the execution of roofing and all carpenter work for a sum of \$2,586.55.

A car shop 212 ft. x 40 ft., and a blacksmith shop 75 ft. x 25 ft. of wood, were also erected. The contract for these was awarded to Mr. J. Walsh of Charlottetown at \$3,697.65 and \$1,241.05 respectively. Part of the cost of these is charged in the capital account of last year.

The coal shed at Charlottetown was lengthened 100 feet and set on piles alongside the wharf, so that vessels discharging coal should be able to place it immediately in the coal shed and thus save handling. The capacity of the shed is 1,500 tons. The labour of driving piles, moving and lengthening the shed, was executed by Mr. Charles Roper for a sum of \$540.00, the material was supplied by the Railway.

A contract for the erection of a station-house and waiting-rooms with agent's dwelling at Summerside, was awarded to Mr. A. Smith of Summerside for the sum of \$3,712.57. The ground plan of the building is 110 feet by 23 feet. It was occupied in October of last year. A further sum of \$545.81 was expended in furnishing and grading.

The coal shed at Summerside was moved and lengthened 100 feet in a similar manner to that at Charlottetown, giving a total length of shed of 200 feet: capacity 1,200 tons.

Mr. C. Roper constructed a crib work to carry the coal shed and moved the old shed for a sum of \$195.00, the material being supplied to him.

The crib work for the extension and the extension itself was executed by Messrs. MacDonald and Grady for a sum of \$270.00, the material also being supplied.

A contract for the erection of a station-house with agent's dwelling at County Line, was awarded to Mr. Donald Gouldrup of Evapond for the sum of \$1,982.44. The ground plan is 40x22 feet and it is two stories and a half in height. A further sum of \$437.86 was expended in furnishing, providing well and pump, and grading.

The building was occupied in October.

A contract for the erection of a similar building at Morell was awarded to Mr. Joseph Egan for the sum of \$1,798.22. A further sum of \$540.84 was expended in furnishing, grading and extending siding accommodation. The building was occupied in October.

Two new tanks have been erected at Baldwin's road and Elliott's Mill at a cost of \$1,320.30, including well, wind-mill pumps, etc.

The tank at Baldwin's is pumped by a wind-mill and that at Elliott's is filled by gravitation from a spring.

Eleven cattle pens have been put up at various stations at an average cost of \$81.36 each.

No casualties or accidents worthy of mention have occurred in my Department.

I have the honour to be, Sir,

Your most obedient Servant,

GRANVILLE C. CUNNINGHAM,

*Engineer.*

C. J. BRYDGES, Esq.,

General Superintendent of Government Railways,  
Montreal.

PRINCE EDWARD ISLAND RAILWAY.

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MECHANICAL DEPARTMENT,

CHARLOTTETOWN, 30th June, 1877.

SIR,—I beg to submit the report of my Department for the year ended 30th June, 1877. Appended are statements.

1. Statement of performance and cost of locomotive for the year.
2. Monthly statement of cost of locomotive power “ “
3. Monthly abstract from locomotives returns “ “
4. Monthly statement of car mileage “ “
5. Statement showing number of locomotives and cars.

The work on the new rolling stock, and the fitting out of the new shops chargeable to capital were completed last January. Both were very much needed and we now feel the benefit.

The locomotives are in good order and only one will need a new fire box. The repairs will be lighter than formerly. No. 3 that was used as a stationary in the temporary shop got a new fire box and a general repair, and is in first-rate order for a light train.

While the expenses have diminished in locomotive repairs, they have increased in cars. Since the better shop accommodation has been afforded us and our engines became better able to handle heavy trains, it became necessary to strengthen the cars and increase their safety. The passenger coaches had to be stripped and stayed on the roof; drawbars and bolsters had to be strengthened—six have been double seated giving 25 per cent more sitting room,—nine have been furnished with larger wheels and trucks rebuilt.

Three second class and three postal have been changed,—changing the baggage room from the second class to the postal, so as to give more room for second class passengers.

The old box cars had to be renailed and painted. The frames under box and platform cars had to be refastened by through bolts to keep the ends from being pulled out, drawbar fastenings had to be made stronger and safety straps put on trucks to keep the body from being pulled off the trucks.

Two box cars have been rebuilt after the pattern of the new stock, and five platform cars. Twenty-five sets of trucks have been rebuilt for box and platform cars.

As the small wheels wear out, 33-inch ones will keep taking their place fitted for axles such as are used under the new stock which will take about three years time, and as we rebuild the bodies, they will be capable of carrying ten tons instead of at present eight.

25 box cars will need covering with sheet iron instead of canvas, wearing out.

5 engine ploughs and four large ploughs are in good order.

I have the honour to be, Sir,

Your obedient Servant,

A. STRONACH,  
*Mechanical Superintendent.*

C. J. BRYDGES, Esq.,  
General Superintendent of Government Railways,  
Montreal.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

CR.

CAPITAL ACCOUNT.

DR.

1876.		cts.	\$	cts.	1876.		\$	cts.
June 30....	To Cost of Road and Equipment to date .....			3,196,562 60	June 30....	By Dominion of Canada. ....		3,203,367 84
	Add balance chargeable for outlays prior to opening of line.....							
1877.				6,805 24	1877.			
June 30....	To Expenditure, year ended 30th June, 1877, classified as follows :—				June 30....	By Dominion of Canada. ....		200,000 00
	Fencing, including Snow protection. ....	65,140 46						
	Roadway and Works .....	19,308 04						
	Wharf Service .....	5,228 75						
	Buildings, Stations and Water Service.....	31,419 45						
	Machinery and Tools .....	7,806 78						
	Rolling Stock.....	71,096 52						
	Total.....			200,000 00				
				3,403,367 84		Total .....		3,403,367 84

E. and O. E.

THOS. WILLIAMS,  
*Accountant.*

CHARLOTTETOWN, P.E.I.,  
30th June, 1877.

## No. 2.—PRINCE EDWARD ISLAND RAILWAY.

## DETAILED STATEMENT of Capital Expenditure for the Year ended 30th June, 1877.

Account.	Expenditure.
Fencing.....	\$43,210 15
Snow fencing.....	21,930 31
	<u>65,140 46</u>
Breastwork at Charlottetown.....	521 28
Filling in yard at Charlottetown.....	5,263 41
Sidings in yard at Charlottetown.....	2,792 59
Sidings at Summerside.....	250 00
Semaphores at main stations.....	1,553 88
Lifting track, ballasting, &c.....	8,926 88
Wharf improvements, Summerside.....	5,228 75
Section-men's houses, grading, &c., at Royalty Junction.....	850 46
Machine shop, Charlottetown.....	9,588 27
Car shop, Charlottetown.....	2,681 50
Blacksmith shop, Charlottetown.....	1,101 64
Oil store and tanks, Charlottetown.....	947 13
Moving coal shed, and lengthening, Charlottetown.....	1,614 12
Tank and windmill, Charlottetown.....	531 81
Station house, waiting rooms, &c., Summerside.....	4,258 38
Altering shed into freight shed, &c., Summerside.....	630 69
Moving coal shed and lengthening same, Summerside.....	1,584 65
Station house, grading, &c., at county line.....	2,420 30
Station house, grading, &c., at Lot 40.....	2,339 06
Tanks (2).....	1,320 30
Cattle pens (11).....	895 04
Outfit of stations.....	128 00
Vault doors, steel-lined safe, &c., Cashier's office.....	528 10
New machinery and fitting up same, Charlottetown.....	6,889 25
Stationary engine for shops, Charlottetown.....	917 53
Four locomotives.....	33,290 00
Fitting up twenty eight (8-ton) flat cars with trucks, &c.....	7,537 30
Twenty two box freight cars.....	12,354 36
Thirty five (10-ton) flat cars.....	12,596 48
Four Conductors' vans.....	4,000 17
Two engine snow ploughs.....	1,498 27
Total.....	<u>200,099 00</u>

THOS. WILLIAMS,  
Accountant.

CHARLOTTETOWN, P.E.I.,  
30th June, 1877.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT, for Year ended 30th June, 1877.

Previous Year.	Expenditure.	Year ended 30th June, 1877.	Previous Year.	Receipts.	Year ended 30th June, 1877
\$	cts.	\$	cts.	\$	cts.
62,413 44	Locomotive Power, per Abstract 1.....	55,967 07	65,005 24	Passenger Traffic.....	60,367 41
25,027 54	do 2.....	39,281 39	45,304 79	Freight Traffic.....	63,213 43
78,956 33	Maintenance Way and Works, Abst. 3.....	72,493 21	7,750 93	Mails and Sundries.....	7,094 08
23,188 88	Station Expenses do 4.....	22,757 03	118,060 96	Total Receipts.....	130,664 92
27,344 24	General Charges do 5.....	19,830 35	96,869 47	Balance.....	97,930 33
214,930 43	Total Ordinary Expenditure.....	210,329 08			
	<i>Renewals.</i>				
	Permanent Way, per Abstract 6.....	18,266 17			
214,930 43	Totals.....	228,595 25	214,930 43	Totals.....	228,595 25

E. and O. E.

THOMAS WILLIAMS,  
Accountant.

CHARLOTTETOWN, P.E.I.,  
30th June, 1877.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.  
LOCOMOTIVE POWER.—(Abstract 1.)

	Amount.
	\$ cts.
Mechanical Superintendent's salary, Clerks, office and travelling expenses .....	2,520 75
Wages of Drivers, Firemen and Cleaners .....	12,086 01
Fuel .....	11,641 26
Oil, tallow, waste and small stores .....	2,646 54
Repairs to engines, tenders and engine tools .....	17,540 87
Water, including pump and tank repairs .....	7,692 30
Miscellaneous .....	1,839 34
Total .....	\$55,967 07

E. and O. E.

THOMAS WILLIAMS,  
*Accountant.*

CHARLOTTETOWN, P.E.I.,  
30th June, 1877.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.  
CAR EXPENSES.—(Abstract 2)

	Amount.
	\$ cts.
Repairs to passenger cars .....	9,670 88
do postal express and baggage cars .....	1,121 30
do freight cars and vans .....	14,954 90
Wages of Conductors, Train Baggage Masters and Brakemen .....	8,330 48
Oil and waste for packing .....	1,221 05
Small stores and fuel .....	3,593 76
Miscellaneous .....	389 02
Total .....	\$39,281 39

E. and O. E.

THOMAS WILLIAMS,  
*Accountant.*

CHARLOTTETOWN, P.E.I.,  
30th June, 1877.

## No. 6.—PRINCE EDWARD ISLAND RAILWAY.

## MAINTENANCE OF WAY AND WORKS—(Abstract 3.)

	Amount.
	\$ cts.
Engineer's salary, Clerks, office and travelling expenses.....	3,582 30
Wages in repairing roadway, fences and semaphores.....	38,008 50
Rails, chairs and spikes.....	6,544 51
Sleepers.....	649 77
Timber and lumber for repairs to bridges, cattle guards and fences.....	5,068 78
Repairs to Wharves.....	529 01
do Buildings.....	7,141 74
do Snow ploughs, flangers and tools.....	3,351 40
Clearing ice and snow.....	7,617 23
Miscellaneous.....	.....
Total.....	\$72,493 24

E. and O. E.

THOS. WILLIAMS,  
*Accountant.*CHARLOTTETOWN, P.E.I.,  
30th June, 1877.

## No. 7.—PRINCE EDWARD ISLAND RAILWAY.

## STATION EXPENSES—(Abstract 4.)

	Amount.
	\$ cts.
Salaries and wages of Station Masters, Agents, Clerks, Telegraph Operators, Station Baggage Masters, Yardmasters, Switchmen, Watchmen and Laborers.....	15,985 02
Fuel, oil, light, stationery, tickets and other incidental expenses.....	6,759 06
Miscellaneous.....	12 95
Total.....	\$22,757 03

E. and O. E.

THOS. WILLIAMS,  
*Accountant.*CHARLOTTE TOWN, P.E.I.,  
30th June, 1877.

## No. 8.—PRINCE EDWARD ISLAND RAILWAY.

## GENERAL CHARGES—(Abstract 5.)

	\$ cts.
Superintendent's and Train Despatcher's salaries, Clerks, office and travelling expenses.....	6,656 44
Accountant and Auditor's salary, Clerks, office and travelling expenses.....	5,107 58
Paymaster and Cashier's salary, Clerk, office and travelling expenses.....	2,222 73
General Express and Baggage Agent's salary, office and travelling expenses.....	444 16
Advertising ..	1,533 89
Damages to men, animals and goods.....	1,169 43
Telegraph expenses (not including pay to Operators).....	249 84
Miscellaneous.....	894 38
Storm damages, Souris Branch, 17th November, 1875.....	1,551 90
Total .....	\$19,830 35

E. and O. E.

THOS. WILLIAMS,

*Accountant.*

CHARLOTTETOWN, P.E.I.,  
30th June, 1877.

## No. 9.—PRINCE EDWARD ISLAND RAILWAY.

## RENEWALS OF PERMANENT WAY—(Abstract 6.)

	\$ cts.
Rails and Fastenings.....	\$18,266 17

E. and O. E.

THOS. WILLIAMS,

*Accountant.*

CHARLOTTETOWN, P.E.I.  
30th June, 1877.



## No. 10.—PRINCE EDWARD ISLAND RAILWAY.

## MONTHLY STATEMENT OF RECEIPTS.

Months.	Passengers.	Freight.	Mails and Sundries.	Total.
1876.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	8,351 85	4,051 23	592 25	12,995 33
August.....	6,651 05	3,396 73	651 34	10,699 12
September.....	6,691 55	3,519 30	915 51	11,126 36
October.....	4,790 97	6,106 65	528 94	11,426 56
November.....	5,936 19	10,960 16	502 27	17,398 62
December.....	4,494 91	6,729 6)	680 09	11,904 60
1877.				
January.....	3,017 29	2,090 37	491 33	5,598 99
February.....	1,973 20	2,574 25	486 93	5,034 38
March.....	3,210 76	3,565 09	556 74	7,332 59
April.....	4,921 85	7,636 63	495 33	13,053 81
May.....	5,367 81	7,969 18	505 98	13,842 97
June.....	4,949 98	4,614 24	687 37	10,251 59
Totals, 1877.....	\$60,357 41	63,213 43	7 094 08	130,664 92

E. and O. E.

THOS. WILLIAMS,

*Accountant.*CHARLOTTETOWN, P.E.I.,  
30th June, 1877.

## No. 11.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Store Account, year ended 30th June, 1877.

		\$	cts.	\$	cts.
1876.					
June 30.....	To Balance.....				31,964 55
1877.					
June 30.....	To Purchases during the year, including rails.....	103,315	99		
	Charges from other Departments.....	5,594	32		
	Pay rolls.....	3,475	65		
					112,385 96
1877.					
	Cr.				144,350 51
June 30.....	By Issues during the year.....				95,737 08
	Balance, 30th June, 1877.				
		{	Ordinary stores..... 30,339 92		
			Fuel..... 6,815 77		
			Rails and fastenings		
			on hand..... 11,457 74		
		}			\$48,613 43

E. and O. E.

THOS. WILLIAMS,  
*Accountant.*CHARLOTTETOWN, P.E.I.,  
30th June, 1877.

No. 12.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE.		CR.
DR	\$ cts.	\$ cts.
General stores.....	48,613 43	51,806 69
Cash .....	753 18	378 30
Stations.....	112 84	
Post Office Department.....	1,547 04	
Suspense Account.....	1,158 50	
Total .....	\$52,184 99	\$52,184 99
		Total.....

E. and O. E.

THOS. WILLIAMS,  
*Accountant.*

CHARLOTTETOWN, P.E.I.,  
30th June, 1877.

## No. 13.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE Statement of Averages, for the Year ended 30th June, 1877.

DETAILS.	1877.	1876.
Train mileage.....	243,494	230,955
Car mileage.....	897,507	835,590
Receipts, per train mile..... Cents.	53 68	51 11
do per mile of railway..... \$.	666 66	602 36
Percentage of passenger earnings to gross receipts.....	46·19	55·06
do freight do do.....	48·38	38·37
do other do do.....	5·43	6·57
Expenses per train mile—		
Drivers', firemen's and cleaners' wages.....	4·96	4·82
Fuel.....	4·78	4·98
Oil, tallow, waste and small stores.....	1·09	1·20
Repairs to engines.....	7·20	11·29
Water and tank repairs.....	3·16	2·93
Miscellaneous.....	·76	·43
Total.....	21·95	25·65
Mechanical Superintendent's salary, office and travelling expenses.....	1·03	1·37
	22·98	27·02
Locomotive power.....	22·98	27·02
Car expenses.....	15·50	9·97
Maintenance way and works.....	29·77	34·19
Station expenses.....	9·35	10·04
General charges.....	8·14	11·84
Total (except renewals).....	85·74	93·06
Renewals of permanent way and cars.....	8·14	.....
Total per train mile..... Cents.	93·88	93·06
Ordinary working expenses, per mile of railway.....	1,073 11	1,096 58
Renewals of permanent way and cars per mile of railway.....	93 19	.....
Total.....	\$1,166 30	\$1,096 58.

R. and O. E.

THOS. WILLIAMS

*Accountant.*

CHARLOTTETOWN, P.E.I.,

30th June, 1877.

PRINCE EDWARD

MECHANICAL

No. 1.—STATEMENT of the performance and cost of

Engine No.	Builders.	In shop the whole of	Hours in steam.	Train mileage.				Miles run by Engines.			
				Passenger.	Freight and mixed.	Ballasting.	Piloting.	With train.	Light.	Shunting.	total.
1	Hingler Engine Company, Leeds, England.	August & November .....	1,544	1,406	652	326	4,159	6,543	88	2,544	9,175
2		October, April, May & June .....	1,727	64	227	4,249	3,961	8,501	327	1,742	10,570
3		Year .....									
4		.....	2,499	8,409	3,324	928	98	12,813	46	3,541	16,400
5		Sept., October, Nov., March, April & June..	1,183	166	112	.....	4,236	4,514	215	2,804	7,533
6		.....	1,865	4,364	2,793	.....	2,707	9,864	384	1,517	11,765
7	Black, Hawthorne & Co., Gateshead on Tyne.	July.....	1,701	81	856	3,788	422	5,147	586	4,987	10,720
8		March & June..	1,591	789	1,043	1,305	116	3,253	573	5,213	9,039
9		Jan'y & June .	1,201	446	554	2,905	1,669	5,574	373	1,087	7,034
10		May.....	2,920	322	787	260	69	1,438	274	13,421	15,133
11	Baldwin Locomotive Works, Philadelphia.	.....	3,075	190	22,920	2,955	99	26,164	660	1,177	28,001
12		.....	2,830	1,187	15,715	1,545	781	19,226	252	1,328	20,806
13		.....	2,763	301	25,810	98	296	26,505	35	1,039	27,579
14	Canadian Engine and Machinery Co., Kingston, Ont.	August, Sept. & June.....	2,537	339	17,765	70	22	18,196	3	1,674	19,873
15		.....	2,722	568	10,221	7,893	1,388	20,070	502	1,576	22,148
16	.....	.....	2,753	336	17,339	22	1,789	19,486	121	442	20,049
17		.....	2,930	931	15,898	1,168	479	18,476	308	2,674	21,458
18		Nov. & April...	2,182	441	18,969	503	343	15,255	216	2,268	17,739
Total.....			38,023	20,340	149,985	28,066	22,634	221,025	4,963	49,034	275,022

## ISLAND RAILWAY.

## DEPARTMENT.

Locomotives, for the year ending 30th June, 1877.

Total mileage of		* Average of cars per mile run with train.	Cost of					Averages per 100 miles run by Engines.				
CARS.	Snow ploughs.		Enginemen's wages.	Fuel.	Oil, Tallow, Waste, &c.	Repairs.	Total.	Enginemen.	Fuel.	Oil, Tallow, &c.	Repairs.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	cts.	cts.	cts.	cts.	cts.
6,836	4,766	2.86	528 29	326 88	89 78	888 85	1,833 80	5.76	3.56	.98	9.68	19.98
26,131	4,716	5.75	598 23	342 72	93 14	913 77	1,947 86	5.66	3.24	.88	8.64	18.42
							1,678 54	1,678 54				
41,688	.....	3.27	869 80	638 24	153 38	467 51	2,128 93	5.30	3.89	.94	2.85	12.98
976	4,382	3.51	406 11	226 72	70 92	920 53	1,624 28	5.39	3.01	.94	12.22	21.56
21,292	2,755	2.97	720 45	449 60	134 15	575 65	1,879 95	6.12	3.82	1.14	4.89	15.97
26,931	.....	5.70	550 17	427 20	116 78	671 82	1,765 97	5.13	3.98	1.09	6.27	16.47
16,644	.....	5.30	492 18	391 52	105 29	688 67	1,677 66	5.45	4.33	1.16	7.62	18.56
21,794	2,043	5.58	424 67	428 48	100 82	1,017 24	1,971 21	6.04	6.09	1.43	14.46	28.02
6,732	.....	4.91	866 72	440 64	126 41	456 51	1,890 28	5.73	2.91	.83	3.02	12.49
167,339	419	6.42	1,190 21	1,696 48	334 58	1,408 30	4,629 57	4.25	6.06	1.19	5.03	16.53
102,741	.....	5.57	1,009 80	1,218 72	255 14	899 51	3,383 17	4.85	5.86	1.23	4.32	16.26
152,411	317	5.81	1,152 05	1,692 32	315 66	1,200 57	4,360 60	4.18	6.14	1.14	4.35	15.81
106,449	.....	5.85	937 86	1,003 36	176 92	1,599 98	3,718 2	4.72	5.05	.89	0.05	18.71
135,416	.....	7.24	923 47	1,336 80	248 32	814 40	3,322 99	4.17	6.03	1.12	3.68	15.00
100,352	234	5.67	989 44	1,380 32	277 74	1,008 97	3,656 47	4.93	6.88	1.39	5.03	18.23
95,710	255	5.31	1,057 93	985 44	243 29	613 44	2,930 10	4.93	4.59	1.13	3.00	13.65
70,268	.....	4.71	781 37	823 84	225 24	1,797 64	3,628 09	4.41	4.64	1.27	10.13	20.45
1,099,708	19,887	5.54	13,498 75	13,809 28	3,067 56	17,651 90	48,027 49	4.91	5.02	1.11	6.42	17.46

\* Deduct Piloting from train mileage in making these averages.

A. STRONACH,  
Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.  
MECHANICAL DEPARTMENT.

No. 2.—MONTHLY statement of the cost of Locomotive Power for the Year ended 30th June, 1877.

Months.	Miles run by Engines.	COST OF						AVERAGE PER MILE RUN.							
		Enginemen's Wages.	Fuel.	Oil, tallow, &c.	Repairs.	Water, including pump and tank repairs.	Miscellaneous, including expenses of office and engine houses.	Total.	Enginemen's Wages.	Fuel.	Oil, tallow, &c.	Repairs.	Water.	Miscellaneous.	Total.
		\$ cts.	\$ cts.	cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
July .....	20,972	968 07	821 54	232 17	835 81	464 43	257 12	3,579 14	4 61	3 92	1 11	3 98	2 21	1 23	17 06
August .....	20,870	1,077 68	608 80	208 33	1,144 77	625 32	263 58	3,928 48	5 16	2 92	1 00	5 48	3 00	1 26	18 82
September .....	19,264	978 08	531 32	208 95	1,375 48	506 47	330 18	3,930 48	5 08	2 76	1 08	7 14	2 63	1 71	20 40
October .....	18,905	919 33	524 86	204 69	1,896 65	902 49	310 51	4,758 53	4 86	2 78	1 08	10 03	4 78	1 64	25 17
November .....	22,052	1,025 87	939 32	227 16	1,504 17	867 44	349 46	4,913 42	4 65	4 26	1 03	6 82	3 93	1 59	22 28
December .....	23,500	1,111 25	1,211 36	273 66	1,692 14	772 48	506 01	5,566 90	4 73	5 15	1 16	7 20	3 29	2 15	23 68
January .....	21,479	1,185 17	1,166 00	251 11	2,209 70	720 79	731 81	6,564 58	5 52	5 43	1 17	10 29	3 35	3 40	29 16
February .....	19,015	1,098 31	1,029 64	240 34	1,512 26	622 81	447 23	4,950 59	5 78	5 41	1 26	7 95	3 28	2 35	26 03
March .....	20,037	1,016 66	1,096 32	209 57	1,601 83	713 61	322 97	4,960 96	5 07	5 47	1 04	8 00	3 56	1 61	24 75
April .....	16,013	788 56	861 60	177 47	1,644 74	565 48	316 43	4,355 28	4 92	5 38	1 11	10 27	3 54	1 97	27 19
May .....	21,554	1,006 21	1,532 88	226 17	1,316 14	482 38	288 70	4,822 48	4 67	6 97	1 05	6 10	2 24	1 31	22 37
June .....	19,833	910 82	1,347 62	186 92	807 18	417 60	236 09	3,936 23	4 59	6 79	.91	4 07	2 26	1 19	19 84
Total .....	243,491	12,086 01	11,641 26	2,646 54	17,540 87	7,692 30	4,360 09	55,967 07	4 96	4 78	1 09	7 20	3 16	1 79	22 98

A. STRONACH,  
Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

No. 3.—MONTHLY ABSTRACT from Locomotive Returns for the Year ended 30th June, 1877.

Months.	Hours in Steam.	Mileage of			Consumption.			Average Mileage.			Consumption per 100 miles of Engines.			
		Loco-motives.	Cars.	Snow Plows.	Bushels of Coal.	Pints of Oil.	Pounds of Tallow.	Pounds of Waste.	Miles Run to One Hour in Steam.	No. of Cars to one of Engine.	Bushels of Coal.	Pints of Oil.	Pounds of Tallow.	Pounds of Waste.
July .....	3,481	25,684	121,814	.....	7,817	1,528	763	468	7.37	4.74	30.43	5.94	2.97	1.82
August .....	3,794	27,274	125,441	.....	6,749	1,424	755	422	7.18	4.59	24.74	5.22	2.76	1.54
September .....	3,527	27,015	131,618	.....	6,228	1,376	746	432	7.65	4.87	23.05	5.09	2.76	1.59
October .....	3,306	23,399	99,782	.....	5,541	1,164	640	438	7.07	4.26	23.67	4.97	2.73	1.87
November .....	3,322	23,947	107,319	.....	7,203	1,128	627	445	7.20	4.48	30.07	4.71	2.61	1.85
December .....	3,260	23,713	74,531	4,574	7,869	1,312	710	430	7.27	3.14	33.18	5.33	2.99	1.81
January .....	3,239	21,479	45,201	6,180	7,239	1,168	611	394	6.63	2.24	33.70	5.43	2.98	1.83
February .....	3,010	19,015	48,297	5,490	6,301	1,116	554	322	6.31	2.53	33.13	5.86	2.91	1.69
March .....	2,870	20,037	58,693	3,243	6,730	912	510	344	6.98	2.92	33.38	4.	2.54	1.71
April .....	2,196	16,218	75,119	.....	5,340	796	449	303	7.38	4.63	32.92	4.90	2.70	1.86
May .....	3,052	23,916	105,789	.....	9,803	1,152	427	398	7.83	4.42	40.98	4.8.	1.78	1.62
June .....	2,966	23,325	103,104	.....	9,488	952	578	401	7.86	4.42	40.67	4.08	2.47	1.71
Total .....	38,023	275,022	1,099,708	19,887	86,308	14,028	7,400	4,787	7.23	4.00	31.38	5.10	2.69	1.74

A. STRONACH,  
Mechanical Superintendent.



## No. 4.—PRINCE EDWARD ISLAND RAILWAY.

## MECHANICAL DEPARTMENT.

## MONTHLY STATEMENT of Car Mileage for the Year ending 30th June, 1877.

Months.	First Class.	Second Class.	Postal, Baggage and Express.	Box, Stock and Hay.	Platform and Coal.	Total.
July .....	20,876	10,655	13,029	27,649	49,605	121,814
August .....	18,626	6,536	17,814	22,483	59,982	125,441
September .....	20,368	9,049	17,806	24,066	60,429	131,618
October .....	15,368	8,032	13,093	37,248	26,041	99,782
November .....	15,582	7,821	12,504	56,522	14,890	107,319
December .....	13,624	6,500	10,524	39,268	4,615	74,531
January .....	9,991	6,244	6,965	17,943	7,058	48,201
February .....	9,341	6,115	5,982	16,746	10,113	48,297
March .....	12,072	7,195	7,472	17,725	14,229	58,693
April .....	12,641	9,326	7,775	35,443	9,934	75,119
May .....	17,963	11,247	12,754	36,204	27,621	105,789
June .....	15,890	17,853	6,129	29,175	34,057	103,104
Totals .....	182,242	106,573	131,847	360,472	318,574	1,099,708
Less Ballasting .....	117	11,577	6,232	967	183,308	202,201
Balance .....	182,125	94,996	125,615	359,505	135,266	897,507

A. STRONACH,  
*Mechanical Superintendent.*

## No. 5.—PRINCE EDWARD ISLAND RAILWAY.

## MECHANICAL DEPARTMENT.

STATEMENT showing the number of Locomotives and various Class of Cars on hand, 1st July, 1876 and 1877.

Particulars.	Locomotives.	Classification.					
		1st Class.	2nd Class.	Postal, Bag- gage and Express.	Box and Stock.	Platform.	Vans.
On hand, July 1st, 1876 .....	14	14	9	5	128	72	3
Increase during year .....	4	.....	.....	.....	22	28	1
Total, 1st July, 1877 .....	18	14	9	5	150	100	4

A. STRONACH,  
*Mechanical Superintendent.*

## APPENDIX No. 21.

## INTERCOLONIAL RAILWAY.

## RAILWAY DEPARTMENT,

MONTREAL, 16th November, 1877.

SIR,—I now beg to report upon the working of the Intercolonial Railway for the year ended 30th June, 1877.

The section between St. Flavie and Campbellton, 105 miles, was opened on the 1st July, 1876, then completing the entire line.

The mileage worked during the year was, therefore, as follows:—

River du Loup to Moncton .....	374 miles.
St. John to Halifax.....	276 “
Pictou Branch.....	52 “
Point du Chêne Branch.....	11 “
Total.....	713 “

In addition, the Windsor Branch of 32 miles which was leased, was maintained by the Department, and the following local branches were also maintained and worked, viz:—

The Rimouski Branch.  
 Dorchester “  
 Sackville “

The average mileage worked during the previous year was 512 miles, or an increase during the year ended 30th June, 1877, of 201 miles.

I now append the following Statements:—

- No. 1. General capital account.
2. Capital account under Act 1867.
3. Revenue account.
4. Abstract of Locomotive power.
5. “ Car expenses.
6. “ Maintenance of way and works.
7. “ Station expenses.
8. “ General charges.
9. Statement of general stores account.
10. Comparative statement of averages.
11. General balance sheet.
12. Statement of renewals of permanent way.

I also enclose copies of reports by the Engineer and the Mechanical Superintendent.

## CAPITAL ACCOUNT.

The total expenditure to 30th June, 1877, for the entire line has amounted to the sum of \$35,682,249.11.

There has been no capital expenditure during the year upon the o.d. lines in New Brunswick and Nova Scotia.

There has been expended during the year on the Intercolonial proper, between River du Loup and Truro, the sum of \$965,175.77. This has been for the completion of the ballasting, sidings, station buildings, work-shops, machinery and rolling stock. These expenditures, except on account of rolling stock, and for law costs in connection with the petitions of right, and the settlement of some items not yet brought into the books, are nearly all completed.

There has been expended on account of the extension into Halifax, the sum of \$214,433.56, and on account of the deep water terminus at the St. John, the sum of \$98,819.33.

The outlay on the Halifax extension will be completed during the present fiscal year, but the St. John terminus will not be finished until the close of 1879.

During last year, all works of improvement on the old lines, usually and heretofore charged to capital, have been defrayed by revenue, increasing thereby the cost of working. It is intended to continue this plan, except for any additions to the rolling stock.

#### REVENUE ACCOUNT.

The gross earnings for the year amounted to the sum of \$1,154,445.35, against the sum of \$848,861.46 in the previous year, but as the mileage and circumstances were so completely altered, no comparison can be made.

The portion opened between St. Flavie and Campbellton runs for the greatest part of its length through what at present is a wilderness, and produces practically no traffic in itself.

On the parts of the line previously opened the trade has been greatly depressed. The staple industries of coal, timber and shipbuilding have shown no signs of improvement, and the traffic in those items has consequently been injuriously affected.

The general trade of the country has also, for the same reasons, been small and languid. In fact, what has been the case everywhere else throughout the Dominion as well as in the United States, has tended greatly to diminish the traffic upon the Intercolonial Railway.

The through business between Quebec, Montreal and the west, and the Lower Provinces, along the line of the Intercolonial Railway, has largely exceeded expectations and is steadily increasing.

This trade, it is now clear, is to be a steadily growing one, not only in provisions, but in general merchandise which used to be so largely purchased in the United States. This trade is now, by the aid of the railway, being largely diverted to Canadian markets.

The carriage of fish has developed already considerable results, and promises to be a largely increasing one every year. Special arrangements are being made to foster this trade to the greatest possible extent. The trade in salmon is already large, and what are called "freezers" are being erected by private enterprise at many stations on the line, which enables fresh fish to be placed in all the cities of Canada and the United States, weekly, throughout the year.

The large iron works at Londonderry, in Nova Scotia, have been brought into operation, and are giving a large and rapidly increasing traffic to the railway. Pig, and merchant bar iron, as well as car wheels, are now being shipped over the Railway in considerable quantities to all parts of Canada. Londonderry, which at the opening of the line was completely in the woods, is now, with the exception of the *termini*, the largest receiving and shipping station on the Intercolonial Railway. With this, and other new sources of business, and with reviving prosperity in the coal, lumber and shipbuilding interests, the increase of traffic on the line will be very considerable.

#### ORDINARY WORKING EXPENSES.

These have amounted to the sum of \$1,461,673.55, but for reasons already stated, no comparison with the previous year can be fairly made.

I have already stated that all the outlay heretofore and usually charged to capital on the old lines, has been included in working expenses for the past year. These various items include ballasting, to bring the old line up to the standard of the new one, costing about \$30,000; taking down and rebuilding decayed masonry, principally in Nova Scotia, and replacing worn-out bridges, about \$12,000; new and enlarged station buildings, about \$8,000; additional sidings, about \$3,000; and various other items, making a total of upwards of \$65,000.

In the previous year a sum of upwards of \$56,000 was expended for similar purposes, and charged to capital.

A large sum has also been expended in completing the renovation of the rolling stock belonging to the old lines. This rolling stock was in very bad condition, and much of it had to be entirely rebuilt.

During the last year, ten first-class cars, besides many others of various kinds, have been entirely rebuilt, and now the rolling stock of the line is in first-rate order, and will be maintained economically. This process of reconstruction has been going on for several years, and is now nearly completed. All the outlay on this account has been charged to working expenses, and, for last year, amounted to upwards of \$40,000.

Revenue has therefore been charged during the year ended 30th June, 1877, with upwards of \$100,000, to bring the permanent way and rolling stock of the old lines into a condition equal to the new parts of the Intercolonial proper, and to provide increased station and siding accommodation for the traffic.

Deducting then this exceptional outlay, the cost of working the Intercolonial Railway for the first year of its complete operation, has exceeded the receipts by about \$200,000.

The mileage of engines for the year was 2,176,201, and the mileage of cars was 15,973,420.

The cost per train mile run was 82 cents which is exceedingly low.

The rate per train mile in 1874, before the Northern Line was opened, was \$1.02, shewing a reduction of 20 per cent. The weight of the trains is now also considerably higher.

In the working expenses is included a sum of \$13,530.65 for hire of cars used in interchange of traffic with other lines. The rapid growth of the through business found the railway with an insufficient stock of freight cars; 700 box cars were ordered, and are now nearly completed, but whilst they were under construction, mileage had to be paid for the use of foreign cars. The stock on the line is now sufficient, and the mileage account with other lines will in future be nearly balanced.

In addition to thoroughly renovating and reconstructing the stock of cars, the locomotive stock is being also carefully attended to. The repairs of the engines have been heavy during the last year, and the whole stock is now in good condition.

Two engines were purchased last year to supply the necessary depreciation, and charged to working expenses. It is intended for the present to procure three per cent. of the stock of engines yearly at the cost of revenue, to provide for all future depreciation.

During the season of navigation on the St. Lawrence, the ocean mails are delivered to, and received from, the mail steamers at Rimouski.

This has effected a large saving of time, both with the west and with the Lower Provinces.

Mails for Europe are now in summer made up weekly at Toronto, Halifax and St. John, on Friday night, and are collected and put on board the steamer at Rimouski on Saturday evening.

The delivery of the mails from England has been very greatly expedited in the Lower Provinces by this plan.

Passengers are also availing themselves of this route, upwards of 400 having landed and embarked at Rimouski during the present season.

The cost of working the mail tender at Rimouski, and of the special trains run in connection with it, are included in the working expenses of the railway.

During last winter the mails were landed and delivered at Halifax. On the

arrival of the steamers there, special trains were at once despatched with the mails, and reached Montreal in advance of the arrival of the steamers at Portland. By this arrangement the mail service was greatly expedited to the west, and was of great benefit to the Lower Provinces.

These mail trains were run with great regularity and at a considerable rate of speed throughout the winter. The quickest run was made between Halifax and River du Loup in 15½ hours, the distance being 561 miles, or equal to 36 miles an hour.

The whole line is now well provided with snow sheds and fences, and no effort will be spared to make the mail service in winter successful. The line between River du Loup and Quebec is, unfortunately, not in nearly so satisfactory a physical condition as the Intercolonial, and no safeguards have been provided against heavy snow storms.

#### RENEWALS.

The renewal of the old iron rails in New Brunswick and Nova Scotia has been steadily proceeded with. The sum of \$200,000 has been charged during the year ended 30th June, 1877, on account of this. This is about the average amount which has been charged for several years back on this account. A similar sum will be charged annually until the whole work is completed and paid for, which will probably be by the 30th June, 1879. The entire line will then be laid with steel rails between River du Loup and Halifax and St. John. All the old and defective masonry will be replaced, and all the old bridging converted into permanent structures. There is still a good deal to do in the last two items. The ballasting of the old parts of the line, the cost of which is being charged to working expenses, will also be completed and made equal to the Intercolonial proper. The intention is to make the whole line first class in every respect, fit for running trains at a high rate of speed, and to be worked economically.

This process of reconstruction has been steadily progressing since 1871, and has been applied both to the line and rolling stock. All the outlay has been charged and will continue to be charged against revenue, and, in the aggregate, will amount to about one and three quarter millions of dollars.

The whole line and rolling stock are now in a fairly satisfactory condition, and will be entirely so when the ballasting is completely finished.

#### STORES.

The stock of stores on the 30th June, 1877, was as follows:—

General stores, including fuel.....	\$ 118,370 02
Old rails.....	190,704 68
Old materials for sale.....	39,963 08
Total.....	<u>349,037 78</u>

The general stores are about as low as they can be upon a line of upwards of 700 miles.

The item of old rails will hereafter diminish, but not very rapidly as long as the market for old iron remains so low.

Old materials are not being pressed for sale at present low prices, but this item will probably diminish in future.

Coal has been contracted for at the following prices for the present year:—

At Stellarton.....	\$1.65 per gross ton.
At Spring Hill Junction.....	1.90 " "

The price of all stores has been greatly lessened during the last three years, partly by lower general prices, and partly by asking for tenders for the different articles required.

The following list will show the difference in prices paid now and in 1873-4, and the percentage of difference, taking the present prices as the basis of the calculation:—

	Cost in 1876-7.		Cost in 1873-4.		Reduction.
	\$	cts.	\$	cts.	
Cast-iron car wheels.....	11	75 each.	18	00 each.	53 per cent.
Steel-tyred wheels.....	37	50 "	52	50 "	40 "
Cast-iron castings.....		02.28 per lb.		04.25 per lb.	86 "
Bar iron.....		01.90 "		04.31 "	126 "
Coal.....	1	77 per ton.	3	73 per ton.	110 "
Cut spikes.....	0	2.65 per lb.	05.20	per ton.	96 "
Oak lumber.....	39	50 per M.	58	50 per M.	48 "
White Oak.....	29	00 "	60	00 "	106 "
Spring Steel.....	0	06 per lb.	0	18 per lb.	200 "
Steel springs for cars...	33	25 "	0	55 "	66 "
Waste.....	06	"	0	13 "	116 "

In the cost of printing and stationery, the reduction in the prices paid, has amounted to a very much larger percentage on the average of the articles used.

The average cost of working the railway in operation for the year ended 30th June, 1874, was \$3,839.38 per mile of railway.

For the year ended 30th June, 1877, the average was \$2,327.27 per mile, or a reduction of \$1,512.11 per mile.

In the last year was included the cost of running winter mail trains between Halifax and River du Loup, the mail service at Rimouski in summer, the large outlay for ballasting and works of construction heretofore charged to capital, and the large expenditure for rebuilding so much of the old rolling stock.

The steamer "Northern Light," which has been greatly strengthened and improved during the summer, will, after the close of the ordinary navigation, ply between Pictou and Georgetown, and it is hoped will materially assist the interchange of traffic between the Intercolonial and Prince Edward Island Railways.

The traffic of the line is now steadily increasing, and there is every reason to hope that within three or four years, when the renewals are fully completed, it will be possible to make the gross earnings cover the entire cost of working the railway.

I have the honor to be, Sir,  
Your obedient servant,

C. J. BRYDGES,  
*General Superintendent of Government Railways.*

F. BRAUN, Esq., Secretary  
Department of Public Works,  
Ottawa.

DR.		CAPITAL ACCOUNT.		CR.	
1876.		\$	cts.	\$	cts.
June 30.....	To Cost of Road and Equipment.....			13,548,916	07
	Less amounts charged in previous years to Consolidated Fund, and for difference between Nova Scotia and Dominion currency prior to June, 1870.....			767,207	29
	Outlay on the Halifax Extension.....	214,433	56		
	do Deep Water Terminus at St. John.....	98,819	33		
	do Snow Sheds.....	1,942	14		
	Expenditure on Intercolonial Railway, under Act of 1867, between Rivière du Loup and Truro.....			22,686,245	30
				\$35,682,249	11
				12,781,708	78
				314,295	03
				22,686,245	30
				\$35,682,249	11

E. & O. E.

THOS. FOOT,  
Accountant.

MONCTON, N.B., 30th June, 1877.



No. 2—INTERCOLONIAL RAILWAY

DR.

BALANCE SHEET at the 30th June,

SERVICES.	Amount.	Amount.	Amount.	Expended at 30th June, 1876.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Buildings.....				679,585 88
Engineering and Survey.....				1,273,913 92
Legal expenses, Land Survey and Valuation Management.....				72,933 22
Printing, Advertising and Stationery.....				151,680 01
Right of way.....				27,134 54
Rolling Stock.....				269,330 01
(a) Postal and Baggage and Mail Cars.....	3,349 95			(a) 1,564,252 82
Conductors' Vans.....	8,241 52			
Snow Ploughs and Flangers.....	11,591 88			4,038,830 40
Rolling Stock expenses (renumbering Cars).....	53 17			
Box Freight Cars.....		23,236 52		
Works and Permanent Way, June 30th, 1876 and 1877, as per respective Balance Sheets.....		293,315 58	316,552 10	
Contracts completed by the Government:—				
1875-76.....				
1876-77.....				
(b) No. 3. F. N. Berlinguet & Co.....	\$97,112 97	97,112 97		
6. " ".....	63,104 60	63,104 60		
9. J. B. Bertrand & Co.....	25,091 89	25,091 89		
15. " ".....	95,090 32	94,904 19		
12. Summer & Somers.....	105,141 95	105,141 95		
13. W. E. Macdonald & Co.....	113,925 65	113,977 79		
16. King & Gough.....	24,255 21	24,224 50		
17. S. P. Tuck.....	11,344 59	16,982 87		
22. C. Cummings & Co.....	168,143 71	168,143 71		
23. Sutherland, Grant & Co.....	95,135 34	95,000 51		
	\$798,346 23	803,484 98		
		798,346 23	803,484 98	(b)
Advances in 1875-76 and 1876-77.....		16,533,296 12	17,000,882 29	
(c) No. 18. R. H. McGreevy.....	55,996 49	58,517 28		
	17,710 84	17,710 84		
	73,707 33	76,228 12		
		73,707 33	76,228 12	c
		16,607,003 45	17,077,110 41	
		944,923 01	944,923 01	
		17,551,926 46	18,022,033 42	
Carried forward.....				17,551,926 46
				21,590,756 86

—CONSTRUCTION ACCOUNT.

1877. Per General Ledger.

CR.

Expended in Years 1876 and 1877.	Total Expended at 30th June, 1877.	CREDITS.	Amount.	Total.
\$ cts.	\$ cts.		\$ cts.	\$ cts.
125,729 92	805,315 80	The Dominion of Canada.....		22,586,245 30
8,902 31	1,282,816 23	Duncan MacDonald, balance due on percentage retained on contract for Tracklaying and Ballasting.....	2,522 17	
3,493 98	76,427 20	Alexander Grant, balance due on contracts for Station Buildings.....	2,162 57	
12,443 92	164,123 93	John J. McDonald & Co., balance due on contract for loading Ballast by Steam Shovels .....	800 00	
212 61	27,347 15	Augustin Lepage, balance due on contract for Snow Sheds and Fences...	43 49	
15,962 77	285,292 78	Alex. McNaughton, Paymaster, amount refunded in excess of balance at his debit on the 30th June.....	0 55	5,528 78
316,552 10	1,880,804 92			
483,297 61	4,522,128 01			
470,106 96	18,022,033 42			
953,404 57	22,544,161 43	Carried forward.....		22,591,774 08

## No. 2—INTERCOLONIAL RAILWAY

DR.

BALANCE SHEET at the 30th June,

SERVICES.	Amount.		Amount.		Expended at 30th June, 1876.
	\$	cts.	\$	cts.	
<i>Brought forward</i> .....					21,590,756 86
Telegraph Line.....					16,830 00
Mail Tender, "Rimouski".....					16,804 00
Petitions of Rights expenses.....					
H. D. Finlay, Paymaster, balance in hands at 30th June, 1876.....					2,207 45
Right of way, Province of Quebec, balance in hands of the Accountant (being the aggregate amount of three official Arbi- trators' awards on land claims) awaiting legal advice as to the disposal of the money.....					
Less—The Paymaster's balance in hands at 30th June, 1876.....					21,626,598 31
					21,626,593 31

INTERCOLONIAL RAILWAY OFFICE,  
OTTAWA, 30th June, 1877.

—CONSTRUCTION ACCOUNT.—*Continued.*

1877. Per General Ledger.

CR.

Expended in Years 1876 and 1877.	Total Expended at 30th June, 1877.	CREDITS.	Amount.	Total.
\$ cts.	\$ cts.			\$ cts.
953,404 57	22,544,161 43	<i>Brought forward</i> .....		22,591,774 08
.....	16,830 00			
2,365 72	19,169 72			
10,985 93	10,985 93			
.....	.....			
627 00	627 00			
967,383 22	22,591,774 08			
2,207 45	.....			
965,175 77	22,591,774 08			22,591,774 08

THOS. C. DUPLESSIS,  
*Accountant.*

**No. 3.—INTERCOLONIAL RAILWAY.**  
**REVENUE ACCOUNT for Year ending 30th June, 1877.**

Expenditure.	Year ending 30th June, 1877.	Receipts.	Year ending 30th June, 1877.
	\$ cts.		\$ cts.
Locomotive power per Abstract No. 1.....	442,895 26	Passenger traffic.....	460,368 15
Car expenses do 2.....	325,270 45	Freight do .....	607,664 99
Maintenance, way and works do 3.....	384,280 84	Mails and sundries.....	86,512 21
Station expenses do 4.....	157,475 85	Balance	1,154,445 36
General charges do 5.....	136,220 50	{ Receipts against	
Car mileage .....	13,530 65	{ Working expenses. } .....	307,228 20
<b>Total ordinary expenditure.....</b>	<b>1,461,673 55</b>		<b>1,461,673 55</b>

E. and O. E.

**THOMAS FOOT,**  
*Accountant.*

**MONCTON, N.B.,**  
 30th June, 1877.

## No. 4.—INTERCOLONIAL RAILWAY.

## LOCOMOTIVE POWER.—(Abstract No. 1.)

	\$ cts.
Mechanical Superintendent's salary, Clerks' office and travelling expenses.....	6,795 39
Wages of Drivers, Firemen and Cleaners.....	97,825 88
Fuel .....	142,510 13
Oil, tallow, waste and small stores.....	19,487 00
Repairs to engines and tenders and engine tools.....	136,940 81
Water, including pump and tank repairs.....	25,238 31
Miscellaneous.....	14,97 74
	\$442,895 26

E. and O. E.

THOS. FOOT,

*Accountant.*

MONCTON, N.B.,

30th June, 1877.

## No. 5.—INTERCOLONIAL RAILWAY.

## CAR EXPENSES.—(Abstract No. 2.)

	\$ cts.
Repairs to passenger cars.....	97,622 84
do Postal, express and baggage cars.....	11,956 72
do Freight cars and vans.....	80,506 89
Wages of Conductors, Train Baggage Masters and Brakesmen.....	86,827 67
Oil and waste for packing.....	5,211 89
Small stores and fuel.....	30,623 95
Miscellaneous.....	9,520 49
	\$325,270 45

E. and O. E.

THOS. FOOT.

*Accountant.*

MONCTON, N.B.,

30th June, 1877.

**No. 6.—INTERCOLONIAL RAILWAY.**  
**MAINTENANCE OF WAY AND WORKS.—(Abstract No. 3).**

	\$	cts.
Engineer's salary, Clerks' office and travelling expenses.....	9,333	45
Wages in repairing roadway, fences and semaphores.....	249,131	50
Rails, chairs and spikes.....	8,285	86
Sleepers.....	17,916	01
Timber and lumber for repairs to bridges, cattle guards and fences.....	13,584	12
Repairs to wharves.....	10,139	08
Repairs to buildings.....	28,500	49
Repairs to snow ploughs, flangers and tools.....	17,537	22
Clearing ice and snow.....	28,771	88
Miscellaneous.....	1,281	33
	<b>\$384,280</b>	<b>84</b>

E. and O. E.

THOS. FOOT,

MONCTON, N.B.,  
30th June, 1877.

*Accountant.*

**No. 7.—INTERCOLONIAL RAILWAY**  
**STATION EXPENSES.—(Abstract No. 4).**

	\$	cts.
Salaries and wages of Station Masters, Agents, Clerks, Telegraph Operators, Station Baggage Masters, Yardmasters, Switchmen, Watchmen and Laborers.....	116,578	23
Fuel, oil, light, stationery, tickets, and other incidental expenses.....	40,897	62
Miscellaneous.....		
	<b>\$157,475</b>	<b>85</b>

E. and O. E.

THOS. FOOT,

MONCTON, N.B.,  
30th June, 1877.

*Accountant.*

**No. 8.—INTERCOLONIAL RAILWAY.**  
**GENERAL CHARGES.—(Abstract No. 5.)**

	\$	cts.
General Superintendents' and Superintendent's salaries, his Assistants, Train Despatchers, Clerks, &c., and Passenger and Baggage Agent, and office and travelling expenses.....	40,292	73
Accounting Department, salaries of the Accountant, Auditor, Paymasters and Cashiers, Clerks' office and travelling expenses.....	28,113	29
Damages to men, animals and goods.....	8,856	06
Ferry service.....	25,266	22
Telegraph expenses (not including pay to Operators).....	4,247	72
Miscellaneous, printing, advertising, &c.....	20,931	89
Agency expenses.....	10,512	59
	<b>\$138,220</b>	<b>50</b>

E. and O. E.

THOS. FOOT,

MONCTON, N.B.,  
30th June, 1877.

*Accountant.*

## No. 9.—INTERCOLONIAL RAILWAY.

STATEMENT of General Stores Account, Year ending 30th June, 1877.

		Dr.				Cr.	
				\$	cts.	\$	cts.
1876.							
June 30	To Balance .....					155,788	46
1877.							
June 30	Purchases during year.....			1,107,226	02		
	Charges from other Departments .....			331,624	03		
	Pay Rolls .....			11,207	09		
						1,450,057	14
						1,605,845	60
June 30	By Issues during year .....			1,171,802	41		
	Material, &c. sold:—						
	Old Rails, 3,824 tons, 16 cwt. 2 qrs. 17 lbs ...	75,382	05				
	“ Cast Scrap, 599,637 lbs.....	3,839	94				
	“ Cast Iron Chairs, 359,605 lbs.....	2,148	43				
	“ Scrap, Axles 860 lbs .....	12	90				
	“ Steel, 121,834 lbs.....	1,311	99				
	“ Spikes, 53,800 lbs .....	957	00				
	“ Scrap Wheels, 3,100 lbs.....	27	90				
	“ Wrought Scrap, 380 lbs .....	5	70				
	“ Frogs, 1.....	30	00				
	New Spikes, 150 lbs.....	4	50				
	“ Frogs, 3.....	285	00				
				85,005	41		
						1,256,807	82
	Balance stores on hand:—						
	Ordinary Stores .....			118,370	02		
	Old Rails.....			190,704	68		
	Old Material .....			39,963	08		
						349,037	78

E. and O. E.

THOS. FOOT,  
Accountant.MONCTON, N. B.,  
30th June, 1877.



## No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT OF AVERAGES, Year ending 30th June, 1877.

Details.	1877.	1876.
Mileage of railway open .....	714	462
Engine mileage .....	2,176,201	1,162,856
Train do .....	1,773,621	947,092
Car do .....	15,973,420	7,352,271
	Cts.	Cts.
Receipts per engine mile .....	53 05	72 99
do per mile of railway .....	\$1,616 87	\$1,837 36
	Cts.	Cts.
Percentage of passenger earnings to gross receipts .....	39 88	41 51
do freight do .....	52 62	52 84
do other do .....	7 50	5 65
Expenses per engine mile—		
Drivers, Firemen and Cleaners' wages .....	4 50	5 29
Fuel .....	6 55	5 26
Oil, tallow, waste and small stores .....	0 89	1 00
Repairs to engines .....	6 29	7 09
Water and tank repairs .....	1 16	1 16
Miscellaneous .....	0 65	0 80
Total .....	20 04	20 60
Mechanical Superintendent's salary, office and travelling expenses .....	0 31	0 43
	20 35	21 03
Locomotive power .....	20 35	21 03
Car expenses .....	14 95	13 11
Maintenance, way and works .....	17 66	23 83
Station expenses .....	7 24	9 17
Car mileage .....	0 62	.....
General charges .....	6 35	6 22
Total (except renewals) .....	67 17	73 36
Renewals .....	9 19	20 62
Total per engine mile] .....	76 36	93 98
Ordinary working expenses per mile of railway .....	\$2,047 16	\$1,846 50
Renewals per mile of railway .....	280 11	518 81
Total .....	2,327 27	2,365 31

E. and O. E.

THOS. FOOT,  
Accountant.MONCTON, N.B.,  
30th June, 1877.

No. 11.—INTERCOLONIAL RAILWAY.

GENERAL BALANCE.

	\$	cts.	\$	cts.
Cash.....			10,658 01	
General Stores:—				
Ordinary Stores.....	118,370	02		
Old Rails.....	190,704	68		
Old Material.....	39,963	08		
Stations.....			349,037	78
Post Office Department.....			24,972	24
Windsor and Annapolis Railway:—			69,726	16
Old Traffic Account.....				
Punchard, Clarke & Co.....	857	35		
Windsor Branch (one-third earnings).....	7,652	34		
	1,456	18		
Chatham Branch Railway.....			9,965	87
Elgin Branch Railway.....			1,395	24
Prince Edward Island Railway.....			573	13
Spring Hill and Parrsboro' Railway.....			3,832	20
New Brunswick and Canada Railway.....			1,086	60
C. H. and Indianapolis Railway.....			34	15
Vermont Central.....			29	39
A. E. Killam (Albert Railway).....			3	82
Renewals Suspense Account.....			3,385	94
Bills Receivable.....			343,591	68
Suspense Account.....			16,178	36
Vale Coal Company.....			49,161	21
Intercolonial Coal Company.....			14,182	57
Spring Hill Coal Company.....			830	83
Acadia Coal Company.....			3,407	64
Drummond Coal Company.....			7,936	83
Steel Company of Canada.....			1,805	18
Nova Scotia Forge Company.....			204	35
Dominion Telegraph Company.....			1,617	04
Picton Custom House.....			2,151	86
Coldbrook Rolling Mills Company.....			233	00
Intercolonial Express Company.....			1,982	03
Individual Accounts.....			1,722	20
			30,315	42
			949,981	38
By Dominion Account.....				
Accident Insurance.....			940,008	97
Grand Trunk Railway.....			5,195	12
Unpaid Account.....			1,395	11
			3,382	18

THOS. FOOT, Accountant.

E and O. E.

MONCTON, N.B., 30th June, 1877.

## No. 12.—INTERCOLONIAL RAILWAY.

## RENEWALS.—(Abstract No. 6).

	\$	cts.
Rails and Fastenings, Fencing, &c .....	200,000	00

E. and O. E.

THOS. FOOT,  
*Accountant.*MONCTON, N.B.,  
30th June, 1877.

## INTERCOLONIAL RAILWAY.

ENGINEER'S OFFICE,

MONCTON, N. B., 16th July, 1877.

SIR,—I have the honor to submit the following Report upon the operations of the Engineering Department for the fiscal year ended 30th June, 1877.

The total length of iron rail on the Main Line and the Pictou Branch, on the 1st July 1876, was 133 miles, or 11,970 tons, and there were also 12 miles or 1,188 tons of old, H iron rails on the track on the Windsor Branch which had become unfit for traffic, the balance of the latter branch (20 miles) was relaid in the previous year.

The estimated cost of substituting steel for the iron rail on the Main Line and the Pictou Branch, and of replacing that on the Windsor Branch with new T iron rail, amounted to \$600,000 of which \$200,000 are annually being charged out, thus requiring three years to close the renewal account.

126,242 sleepers were renewed on the Main Line and Branches.

A total length of 15,768 rods of new fence was erected throughout the line, at a cost of \$12,694.94.

There was also an outlay of \$11,468.51 for repairs of fences on the Main Line and Branches.

An expenditure of \$34,478.71 was incurred in ballasting various portions of the Main Line between Halifax and St. John and its branches, to supply original deficiencies, and to bring the whole up to the standard of a first class railway.

Work on the extension into Halifax had progressed sufficiently to admit of the line being opened for freight traffic on the 2nd October, 1876, and on the 16th of the same month passenger trains were run to a temporary station erected adjacent to the new passenger buildings, now nearly ready for occupation, the contract for which expires on the 1st September next. The passenger buildings are of brick, and consist of a main building with a frontage of 113 feet and a depth of 50 feet, together with shed 400 feet long and 80 feet broad and having its roof covered with corrugated galvanized iron, supported on 24 iron trusses placed 16 feet apart.

The main building has two clear stories and a Mansard roof, the sides of the latter being covered with slate, and the top asphalt gravel roofing.

There is also a basement under one half of the main building, in which are placed the furnace and boiler for heating the various offices and waiting rooms with steam.

The gas pipes are laid throughout the building and the fixtures will also shortly be in place.

There will be three tracks inside the shed and two platforms, each 400 feet long and 18 and 20 feet wide, respectively.

The baggage room is 80 feet long and 15 feet wide, it has three large doors connecting with the passenger shed, which admit of baggage being transferred to and from the cars with despatch.

On the east side of the shed there will be eight doors 6½ feet wide each, for the exit of the travelling public, on the arrival of the trains. The baggage room will be supplied with two depot scales, sunk in the floor, of a weighing capacity of two tons each.

An iron railing is in course of erection on North and Lockman Streets, and on the stone wall which divides the passenger from the freight building; the latter being on a lower level to suit the grade of Water Street upon which it fronts. The latter

building is of brick and was erected last year, its length is 500 feet, one half being 40 feet wide and the other half 30 feet, and in it are four depot scales of a weighing capacity of six tons each.

A double track coal trestle 232 feet long has been erected, and has been divided into five compartments for the convenience of the various Coal Companies shipping coal to Halifax for local use.

The land acquired for the extension is being enclosed with a picket fence eight feet high, except that portion on North Street terminus, where the iron railing alluded to is in course of erection.

At Richmond the following frame buildings have been erected in connection with the extension into Halifax for traffic purposes :

A freight shed 260 feet long, one half being 38 feet and the other 25 feet wide.

A car shed 200 × 45 feet for housing and repairing passenger cars.

A warehouse 480 × 34 feet for the reception of bonded goods arriving by the ocean steamers and destined for the various Provinces.

A shed 96 × 25 feet for cattle, sheep, &c., arriving by train. This shed is open at the sides, but is roofed over and is divided into four compartments, each being connected by a gate which admits of the whole building being thrown into one when necessary.

A crib 200 feet long and 40 feet broad has been built against the seaward side of the deep water wharf to prevent the tendency of a few cribs to move on the shelving bottom, and its construction has answered every expectation. One of the cribs in the centre of the wharf has been replaced by a new work to carry a track leading from the station grounds to the warehouse above alluded to.

This wharf is 750 feet long and 114 feet wide, with a depth of water on the west or shore side, ranging from 10 to 36 feet, and from 32 to 52 feet on the east or seaward side.

Heavy repairs have also been made to the old wharf at this station, as it has become unsafe to sustain the weight of trains.

Three cranes have been erected on the deep water wharf for the transfer of heavy freight.

All the tracks in Richmond yard have been re-arranged and extensive additions have been made to the siding accommodation.

So soon as the tracks now in hand at North Street terminus are completed, which will shortly be the case, there will be 42 in the two yards, representing a total length of 36,941 lineal feet, or 25,391 feet of standing room, equivalent to about five miles.

During the year past distant semaphore signals have been erected at eighteen telegraph stations, and it is intended to supply these safety signals to all regular stations.

The Stowiacko Branch was completed and was opened for traffic on the 16th October, 1876. Its length is 5,110 feet, and it diverges from the Main Line 2,236 feet south of Stowiacko Station. This Branch connects with the Stowiacko River at its juncture with the Shubenacadie River, about 22 miles from the flourishing village of Maitland.

Both the above are tidal rivers, and the latter flows into the Bay of Fundy at Maitland, with which place a large business is done over the railway.

A wharf 150 feet long and 50 feet wide, and a shed 40 × 120 feet have been provided to facilitate the handling of freight. Ordinary tides rise 10 feet at this wharf, and at high water there is a depth of 12 feet.

An iron lattice girder bridge of 150 feet span supported on stone abutments is being built over the Nine Mile River at Elensdale, to replace a wooden structure about 600 feet long.

The existing bridge spans the above river and the interval on its north bank, and has nineteen spans of 30 feet each, which have become unfit for traffic.

An embankment has been partially formed across the interval and will be finished in a few weeks. The new bridge is being erected without detention to trains, and in the course of a month will be ready for use.

The long wooden bridge over Robinson's meadow at Brookville Station, consisting of 20 spans of 30 feet each, received extensive and substantial repairs.

The old bents consisted of spruce timber which had become unsound, and pitch pine was substituted in its place.

Jardine's Bridge, a wooden structure near St. John, and having ten spans of 10 feet each has been entirely renewed except the foundation piles.

The piles have been cut off at the water line, and new bents, flooring, &c., have been erected thereon.

The renewal of the bents, stringers, &c., of Misquash Bridge has been commenced within the last few days. This bridge is about three miles west of Sussex, and has four spans of 15 feet each and one span of 26 feet.

Slight repairs have been made on several other wooden bridges between Halifax and St. John.

The masonry of 40 small bridges, culverts and cattle guards on the line between Halifax and St. John received heavy repairs, some being almost rebuilt, and the construction of two new culverts was required to provide for the passage of water during seasons of freshet.

At Moncton the following works have been carried out :

The sidings have been increased in number and length to suit the requirements of the traffic.

A freight shed 200 feet  $\times$  30 feet has been erected on the site of the old building, and a track scale with a weighing capacity of 50 tons has been provided.

A cattle yard has been built adjacent to the new freight shed.

A building for the storage of ice for train service has been erected, and a reservoir, with a capacity of  $1\frac{1}{2}$  million gallons of water, has been built to provide for engine and fire purposes.

A brick sewer 2,310 feet long, has been built through the station grounds to drain the yard and the various buildings erected therein.

Owing to the absence of sufficient office accommodation, an addition of 17 feet has been made to the general offices, and fire-proof vaults have been provided for the storage of books, plans, and documents of various kinds, no provision having been previously made for their safe keeping.

Dwellings have been erected for the Superintendent and Engineer on the railway property adjacent to the station, for which a rent is paid by the occupants.

In Moncton yard there are 18 dwellings belonging to the Railway Department, for which an annual rental of \$1,359 is received.

On the 1st July, 1876, the remaining link of 105 miles between Campbellton and St. Flavie was opened for traffic, making the distance between the termini at Halifax and Rivière du Loup 561 miles. Adding to this the line from Moncton to St. John, 89 miles, and the Pictou, Shediac and Windsor Branches, of the respective lengths of 52, 11 and 32 miles, the aggregate length of road which has been maintained by this Department during the past years is 745 miles, in addition to  $82\frac{1}{2}$  miles of track in the 440 sidings laid throughout the line, and the short branches at Stewiacke, Dorchester, Sackville, Moncton, Newcastle and Rimouski.

The whole road is at present divided into seven districts, each being under the supervision of a trackmaster, and these districts are again divided into sections of an average length of  $5\frac{1}{2}$  miles, each in charge of a foreman and two men whose duty it is to inspect the track daily and to make the necessary repairs.

The outlay incurred in keeping the track clear of snow and ice during the winter months was \$28,771.88, for a total length of 713 miles.

The following statement will show the number and length of snow sheds and the length of snow fence erected throughout the line, to the 30th June last:—

Districts.	Number of Sheds.	Length of Snow Sheds in feet.	Length of Snow Fence in feet.
Between Truro and Pictou .....			11,847
Truro and Painséc .....	12	16,470	36,454
St. John and Point du Chêne .....			14,817
Moncton and Bartibogue .....	1	1,197	7,364
Bartibogue and Campbellton .....	7	7,480	76,288
Campbellton and St. Octave .....	36	29,276	2,817
St. Octave and Rivière du Loup .....	7	9,012	85,475
Total .....	63	63,435	235,062

In addition to the foregoing, 11,000 feet of snow fence and 2,000 feet of snow shed between St. Flavie and Causapsal stations, are in course of erection, there being 18 cuttings between these points which require protection.

The following work was performed in connection with the water supply:—

Elmsdale being an important watering station, and as the old tank had become unfit for further use, a new one of 6,250 gallons capacity has been furnished, and is filled by a steam pump brought from Glenfallock temporary tank, which ensures a bountiful supply on all occasions and prevents detention to trains.

Repairs to the tank at Riversdale were made, and the reservoir at Pictou Landing was enlarged to provide the necessary supply of water for engine purposes. The tanks at these two stations are fed by gravitation.

At Folly Lake a new steam pump was erected and an additional tank provided, the joint capacity of the two being 9,193 gallons.

At Amherst, 3,000 feet of four-inch iron pipe was substituted for the 1½ inch pipe originally laid, as the latter had become so reduced in size from corrosion, &c., as to be unable to vent a sufficient supply.

A second tank was built adjoining the old one, their joint capacity being 12,000 gallons.

At Greenville, the water supply is limited, and there being but three tanks between Folly Lake and Amherst, excluding the tanks at the latter station, it became necessary to provide a supply at two other points to overcome the detention which sometimes occurred to freight trains during the winter months.

Thompson and Spring Hill were selected as the most important places, and a tank filled by hand pump has therefore been erected at these stations with a capacity of 5,300 gallons in the one case, and 3,530 gallons in the other.

The tank at Hampton being old, burst from the pressure of water in it and has been replaced with a new one, the capacity being 5,300 gallons. This is a gravitation supply.

A temporary tank filled by hand pump and holding 1,000 gallons was erected one mile north of Bartibogue, the supply at Red Pine station having failed.

As there are generally 18 locomotives stalled daily at Campbellton during the winter months, and as the water supply there is not more than sufficient for the machine shops, a tank with a capacity of 5,300 gallons, was erected six miles north, and a temporary tank was also erected two miles south, to insure a proper supply for the larger number of engines leaving that station.

The water is conveyed by gravitation to those tanks, through wooden boxes

supported upon timber trestles. At the latter point it will be necessary to erect a larger tank, and to lay down about 600 feet of four-inch iron pipe before the winter.

Owing to the insufficiency of water at Campbellton for engine purposes, a large outlay will be required to provide a gravitation supply.

The water in St. Flavie well having failed, a tank house and a tank were erected about a mile south of the station, where there is now a good supply. This tank is filled by hand pump, and holds 4,175 gallons.

Much difficulty was experienced during the winter months in maintaining a continuous supply at St. Octave and St. Fabien as the wells are filled from surface water, which was quickly converted into ice by the intense frost.

The trackmen at these points had frequently to be out nearly the whole night cutting open the trench to keep up the necessary supply for engine use.

There are altogether 80 watering stations on the main line and branches, of which ten are fed by steam pump, twenty-eight by hand pump, seven by windmills, and thirty-five by gravitation.

Improvements were made to the buildings and station yards at the following points:—

At Windsor Junction the passenger station was re-arranged, and increased accommodation was provided.

At Shubenacadie the freight platform and cattle pen were renewed, and the freight shed received necessary repairs.

A hay shed, in size 15×40 feet, open at the sides, and a platform 10×30 feet, were built for the convenience of shippers at this station, and two sidings were extended and connected with the main line by a three-throw switch, which added 871 feet to the standing room in the yard.

The two sidings at the south end of Stewiacke yard were extended 200 feet each.

At Brookfield the freight shed was repaired, and the passenger platform was renewed.

The waiting rooms and offices at Truro were repaired and painted, and a siding 715 feet long was laid for use during the Provincial Exhibition held there in October 1876.

The frame engine shed at Stellarton was repaired and strengthened, and at Pictou the Agent's office was enlarged, and necessary repairs were made.

At Londonderry one of the sidings was lengthened 1,334 feet, and the grading for additional siding accommodation at Spring Hill was commenced.

A siding 1,020 feet long was laid at Mattinson's Mill near Thompson Station, and 665 feet to McMann's Mill,  $3\frac{1}{2}$  miles north of Memramcook, and one 520 feet long to Jones' Mill, near Painsec, the owners of the property having graded the road bed and furnished the sleepers.

At Meadow Brook the platform was renewed, and two at Sussex were lengthened; the freight platform at the latter station was renewed, and the roof of the freight shed was re-shingled and painted.

At Moncton the waiting rooms of the passenger station were repaired and painted and during the present summer the exterior of the building will require painting. The old passenger building of this station, converted about four years ago into two dwellings and occupied by employees of the mechanical department, was accidentally destroyed by fire in April last.

Necessary repairs were made to the offices and dwelling apartments of the Agents at Salisbury and Anagance, and the roof of Hampton Station building was reshingled and painted.

The site of the flag station at Torryburn having been found inconvenient it was changed and a new shed and platform were provided a few hundred feet south.

At St. John necessary repairs were made to the station agents' apartments; an extension of twenty feet was made to the baggage room, and the old car shed at the south end of the yard was converted into a freight shed, a floor and platform being provided and the roof reshingled and painted.

The piles which supported the large freight shed at this station having settled



on the west side, thereby springing some of the arched ribs, it became necessary to block up the defective part, and put in timbers where needed.

The platform on the outside of this building was relaid with four-inch plank its whole length, there being a heavy traffic over it.

The old store house near the passenger station has been converted into two dwellings and rented to employees.

A platform 35×8 feet was laid down at the west end of the yard for the convenience of parties sending milk to the city.

At Weldford the siding has been extended 156 feet to afford necessary accommodation for train crossings.

A siding having a length of 343 feet, and platform 12 feet wide and 100 feet long, were provided at Acadieville 2 miles south of Carleton.

For the convenience of the residents of Derby, a siding 278 feet long has been laid at the north end of S. W. Miramichi bridge, and two platforms have been provided on opposite sides of the track, one 120×12 feet for passengers, and the other 150×15 feet for freight.

At the Newcastle Wharf and at Bathurst Station, a coal trestle and siding have been supplied for the storage of coal required for the local use, and at the four following stations, coal sheds have been built to contain a large supply for engine purposes.

These sheds are approached by a trestle work upon which the hopper cars are run, and their contents are deposited into the shed readily, and at a minimum expense.

Station.	Size of Shed in feet.	Length of Trussle work in feet.
Miramichi .....	162 x 25	715
Campbellton.....	136 x 24	900
St. Flavie.....	117 x 25	824
Rivière du Loup.....	110 x 30	477

The wood shed at Bathurst was converted into a freight shed and those at Bartibogue, Jacquet River, Dalhousie, and at six stations in the Metapedia Valley, into coal sheds.

Freight and passenger platforms were built at Poplar Grove, 6½ miles north of Bathurst; at Nashe's Creek, 5 miles north of Jacquet River; at Eel River, 5½ miles north of Charlo; at Christopher's Brook, 6 miles north of Campbellton, and at Sandy Bay Road, 3½ miles north of Sayabec.

Small buildings of brick for the storage of oil were erected at Campbellton, St. Flavie and Rivière du Loup.

Two dwellings houses were erected in the Metapedia Valley for the use of the trackmen.

Slight repairs have been made to a number of station buildings and platforms throughout the line, in addition to those herein mentioned.

Before the close of another year it will be necessary to rebuild the masonry of Enfield Bridge on the Eastern Division, owing to the defective state in which it now is.

This bridge has three iron girder spans of 49 feet each, and the track is 25 feet above the bed of the stream.

The new bridge could be built of one span of 100 feet, thus dispensing with two stone piers.

The wooden bridge over Barney's Brook, 3 miles north of Elmedale, of three spans of 30 feet each and 40 feet high, will also require attention as the masonry is in a very defective condition.

The replacing of the long timber bridge over Hall's Creek near Moncton, with an iron girder of 50 feet span, supported upon abutments of masonry, should be undertaken before the close of the present fiscal year; one of the girders from the Enfield Bridge will answer for this work.

The timber bridge over Beaver Brook, near Windsor Junction, consisting of four spans of 20 feet each, should be replaced with iron plate girders, as well as the bridges at a road crossing near Torryburn and at Davidson's Cove, near Rothesay, they having one span of 27 feet and 33 feet each, respectively.

The foregoing are the most important bridges which require attention during the present year; there are also several culverts between Halifax and Truro upon which extensive repairs are necessary, a large outlay being required to place the masonry in proper condition and equal to that between Moncton and Rivière du Loup.

The drainage of the road bed has received careful attention during the past year, and the track throughout the whole line is in good running order.

I have the honor to be, Sir,  
Your obedient servant,

ALEX. MACNAB,  
*Engineer.*

C. J. BRYDGES, Esq.  
General Superintendent Government Railways.  
Montreal.

#### INTERCOLONIAL RAILWAY.

MECHANICAL SUPERINTENDENT'S OFFICE,  
MONCTON, N.B., 24th September, 1877.

SIR,—I beg to submit a report of the operations of the Mechanical Department for the year ending June 30th, 1877.

Appended hereto will be found the following statements:—

- A. Shewing the number of locomotives, and the various classes of cars.
- B. Statement of cars.
- C. Abstract of locomotive returns.
- D. Statement of locomotive and car mileage, with average number of cars hauled per mile.
- E. Comparative statement of the cost of locomotive power for each month.
- F. General statement of the expenses of the Mechanical Department.

Ten first class, three second class, one stock, nine platform and three coal cars were rebuilt and charged to repairs, besides two new cattle cars were added to the stock from Revenue.

Two engines were purchased and charged to Revenue.

In addition to the work of keeping the car stock in good condition, there have been built in the shops, twelve conductor's vans, four wing and seven ordinary snow ploughs, three flangers, five postal cars one hundred and twenty-five box cars. Fifteen of the latter were constructed as refrigerators, under Wicke's patent, for carrying fresh fish, &c.

One engine was converted from broad to narrow guage for St. Martin's and Up-  
ham Railway, and one was converted for A. E. Killam.  
The rolling stock is generally in good condition.

I am, Sir,  
Your obedient servant,

H. A. WHITNEY.  
*Mechanical Superintendent.*

C. J. BRYDGES, Esq.,  
General Superintendent Government Railways,  
Montreal.

**A.—STATEMENT showing the Number of Locomotives, and of the various Classes of  
Cars, July 1st, 1876, and June 30th, 1877.**

Particulars.	Locomotives.	The various Classes of Cars.										
		1st Class Passenger.	2nd Class Passenger.	Postal and Smoking.	Express and Baggage.	Conductors' Vans.	Box Freight.	Stock.	Hay.	Platform.	Coal Hoppers.	Snow Plows.
On hand, July 1st, 1876 .....	100	46	34	16	13	4	401	44	34	1028	900	19
Purchased to maintain the Stock, and paid for out of Running Expenses ...	2											
Built at Moncton and charged to Car Expenses.....								2				
Built at Moncton as increased Stock, and charged to Capital ....				1		12	115					11
Built by Jas. Croyen at cost of Capital.....							118					
Built by the Ontario Car Works at cost of Capital.....							100					
<b>Total .....</b>	<b>102</b>	<b>46</b>	<b>34</b>	<b>17</b>	<b>13</b>	<b>16</b>	<b>734</b>	<b>46</b>	<b>34</b>	<b>1028</b>	<b>900</b>	<b>30</b>

**B.—STATEMENT of Cars, June 30th, 1877.**

	Total.	Condemned to be Rebuilt.	Being Rebuilt.	Repairing.	Serviceable.
First-class .....	46		1		45
Second-class .....	34			3	31
Postal and Smoking .....	17				17
Baggage and Express.....	13			1	12
Conductors' Vans .....	16		1		15
Box Freight.....	734	4	2	22	706
Stock.....	46			5	41
Hay .....	34		1		33
Platform .....	1,028		7	34	981
Hoppers .....	900	3		38	859
<b>Grand Total.....</b>	<b>2,868</b>	<b>9</b>	<b>10</b>	<b>103</b>	<b>2,746</b>

C.—ABSTRACT OF LOCOMOTIVE RETURNS, JUNE 30TH, 1877.

Months.	Hours in steam.	Mileages.			Consumption.				Averages.			Consumption per 100 miles.			
		Locomotives.	Cars.	Snow Ploughs.	Tons of Coal.	Oil, pints.	Tallow, lbs.	Waste, lbs.	Miles to 1 hour steam.	Cars to 1 mile run.	Snow Ploughs to 1 mile run.	Coal, lbs.	Oil, pints.	Tallow, lbs.	Waste, lbs.
July .....	15,502	153,271	1,015,083	.....	3,696	10,138	7,186	3,284	9.88	6.62	.....	54.01	6.61	4.68	2.14
August .....	17,149	167,249	1,190,385	.....	4,263	10,135	7,740	3,424	9.75	7.11	.....	57.09	6.05	4.62	2.04
September.....	17,617	170,019	1,272,464	.....	3,852	9,598	7,634	3,377	9.65	7.48	.....	50.75	5.60	4.49	1.98
October .....	19,872	184,463	1,498,863	.....	4,601	9,124	7,252	3,460	9.28	8.12	.....	55.87	4.94	3.93	1.82
November .....	20,027	184,467	1,492,067	.....	4,501	8,752	6,698	3,310	9.41	7.91	.....	53.49	4.64	3.66	1.75
December .....	21,355	194,263	1,257,331	5,214	5,283	8,563	6,274	2,950	9.09	6.44	0.24	60.91	4.40	3.23	1.51
January .....	23,467	193,449	1,127,962	24,397	5,918	10,330	6,940	2,914	8.24	5.83	0.10	68.52	5.34	3.68	1.50
February .....	21,162	178,008	1,230,399	15,367	4,725	8,586	6,207	2,760	8.41	6.91	0.72	59.45	4.82	3.48	1.55
March .....	21,221	188,239	1,349,060	9,568	4,819	8,472	6,137	3,012	8.87	7.16	0.45	57.34	4.50	3.25	1.60
April .....	19,080	172,720	1,364,366	287	4,190	7,173	5,298	2,594	9.05	7.89	.....	54.34	4.15	3.06	1.50
May .....	20,110	193,719	1,606,818	.....	4,393	10,294	7,151	3,703	9.63	8.29	.....	50.79	5.31	3.69	1.91
June .....	19,324	192,334	1,568,622	.....	4,364	9,426	6,633	3,496	9.95	8.15	.....	50.82	4.90	3.44	1.81
	235,886	2,176,201	15,973,420	40,793	54,605	110,521	81,142	38,287	9.18	7.31	0.02	56.20	5.12	3.70	1.76

D.—STATEMENT of Locomotive and Car Mileage, June 30th, 1877.

Months.	Locomotive Mileage.		Car Mileage.							Average Number of Cars per mile.	
	Passenger.	Freight.	1st Class.	2nd Class.	Express, Postal and Baggage.	Box, Stock and Hay.	Platform and eight-wheel Coal.	Four wheels, two rated as one.	Total.	Passenger.	Freight.
July .....	70,072	59,771	162,833	114,767	87,360	389,384	203,863	57,076	1,015,083	5.20	10.87
August.....	71,743	67,245	172,754	128,071	90,360	468,924	245,529	84,747	1,190,385	5.45	11.88
September .....	68,584	72,140	157,070	123,221	93,672	539,111	231,031	128,359	1,272,464	5.69	12.45
October .....	67,195	84,278	154,684	128,195	95,225	695,449	252,979	172,331	1,498,863	5.63	13.30
November .....	65,864	89,776	137,129	127,634	97,209	637,844	333,133	159,118	1,492,067	5.49	12.58
December .....	69,993	85,318	138,974	136,911	86,789	537,084	260,769	103,804	1,257,331	5.22	10.45
January .....	64,415	85,946	115,787	114,095	83,071	452,297	192,203	170,509	1,127,962	4.85	9.48
February .....	55,913	87,180	104,502	104,527	79,735	481,778	202,397	287,460	1,230,399	5.16	10.80
March .....	62,972	91,565	121,199	128,854	86,299	528,042	257,786	226,880	1,349,060	5.37	11.05
April.....	60,003	81,427	113,209	127,605	84,456	683,685	216,981	138,120	1,364,366	5.40	12.76
May .....	63,020	94,576	140,540	142,906	85,207	791,015	275,639	173,511	1,606,818	5.80	13.09
June .....	63,781	90,864	149,421	148,671	85,590	775,865	277,139	131,936	1,568,622	6.01	13.40
Totals .....	783,535	990,086	1,668,102	1,528,457	1,054,973	6,960,788	2,937,249	1,803,851	15,973,420	5.68	11.84

E.—COMPARATIVE STATEMENT of the cost of Locomotive Power for each month from 1st July, 1876, to 30th June, 1877.

Months.	Miles run by Engines.	Cost per 100 miles run by Engines.																							
		Divers and Firemen's Wages.	Fuel.	Oil, Tallow, Waste and Small Stores.	Repairs to Engines, Tenders and Tools.	Water, including Tank Repairs.	Miscellaneous, including Office and Engine Houses.	Total.	Divers' Wages.	Fuel.	Oil, Tallow, Waste and Small Wares.	Repairs.	Water.	Miscellaneous.	Total.										
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
July.....	153,271	6,418 11	6,497 05	1,491 85	7,983 24	50 98	918 64	23,369 87	4 19	4 24	0 97	5 22	0 03	0 60	15 25										
August.....	167,249	6,249 49	8,122 30	1,376 61	5,545 96	292 63	1,241 93	22,828 92	3 74	4 86	0 84	3 31	0 16	0 74	13 65										
September.....	170,019	6,266 88	7,216 87	1,375 67	3,915 98	301 66	1,201 10	20,278 16	3 68	4 24	0 82	2 31	0 17	0 67	11 89										
October.....	184,463	7,776 44	16,172 87	1,470 90	6,607 27	1,436 52	1,382 45	34,846 47	4 22	8 77	0 79	3 58	0 79	0 75	18 90										
November.....	188,467	8,573 10	11,529 95	1,584 58	6,095 63	1,566 73	1,367 13	30,717 12	4 54	6 10	0 83	3 30	0 82	0 71	16 30										
December.....	191,263	9,405 12	15,001 47	1,871 50	10,682 91	3,391 17	2,193 89	42,525 86	4 84	7 72	0 96	5 48	1 76	1 12	21 88										
January.....	193,449	9,631 90	17,001 43	2,052 42	16,697 18	3,394 02	2,486 44	51,263 39	4 97	8 78	1 06	8 64	1 75	1 28	26 48										
February.....	178,008	9,401 04	12,897 96	1,795 65	14,821 15	6,116 86	2,077 68	47,110 24	5 29	7 24	1 01	8 32	3 44	1 16	26 46										
March.....	188,239	8,734 17	13,431 58	1,733 06	16,467 75	2,809 12	1,967 97	45,133 64	4 64	7 13	0 92	8 74	1 49	1 05	23 97										
April.....	172,720	8,201 93	11,563 86	1,378 22	17,332 10	2,502 14	1,869 66	42,847 91	4 75	6 70	0 80	10 03	1 45	1 08	24 81										
May.....	193,719	9,105 03	12,216 61	1,901 37	17,131 28	1,948 98	1,473 30	43,776 57	4 70	6 31	0 98	8 85	1 00	0 76	22 60										
June.....	192,334	8,062 67	10,858 18	1,465 18	13,680 34	1,427 50	2,713 24	38,197 11	4 19	5 64	0 75	7 12	0 74	1 42	19 86										
Totals.....	2,176,201	97,825 88	142,510 13	19,487 00	136,940 81	25,238 31	20,893 13	442,895 26	4 49	6 55	0 89	6 29	1 17	0 96	20 35										

F.—GENERAL STATEMENT of Expenses of the Mechanical Department, Year ended  
30th June, 1877.

The miles run by Trains were.....	1,773,621
“ “ Engines.....	2,176,201
“ “ Cars.....	15,973,420
“ “ Snow Ploughs.....	40,793
	\$ cts.
The cost of Locomotive power was.....	442,895 26
“ Repairs to cars.....	193,085 45
“ Oil and Waste for packing.....	5,211 89
“ Repairs to Passenger Cars.....	97,622 84
“ Postal, Express and Baggage.....	14,956 72
“ Freight Cars and Vans.....	80,506 89
The cost of Locomotive power per 100 miles run by Trains was.....	24 96
“ “ “ Engines.....	20 35
“ “ “ Cars.....	2 77
The cost of repairs to cars per 100 miles run by Trains was.....	10 89
“ “ “ Engines.....	8 87
“ “ “ Cars.....	1 21
The cost of oil and waste for packing per 100 miles run by Trains was.....	0 29
“ “ “ “ Engines.....	0 24
“ “ “ “ Cars.....	0 03
Repairs to passenger cars per 100 miles run by them.....	3 05
“ postal, express and baggage.....	1 41
“ freight cars and vans.....	0 68

## APPENDIX No. 22.

## PACIFIC RAILWAY.

## CANADIAN PACIFIC RAILWAY.

OFFICE OF THE ENGINEER IN CHIEF.

OTTAWA, January 4, 1878.

SIR,—I have the honour to report on the progress made in surveying operations and construction to the 31st December, 1877.

## SURVEYS IN THE EASTERN OR WOODLAND REGION.

In the season of 1876, a trial location survey was made from the proposed Eastern terminus, near Lac Amable du Fond, about 23 miles south-east of Lake Nipissing, to Cantin's Bay on French River, and from this line, explorations were made of the country extending northwestward, on a course as direct as practicable to a point on the north shore of Lake Superior near the mouth of the River Pic.

These explorations were not completed; and portions of the trial location above referred to were not satisfactory, as the low gradients that had been expected were not obtained.

During the past season, four surveying parties were employed in completing these exploratory surveys, and improving the location of the line of the previous year. The plans and profiles are in progress, and the following is an outline of the results of the season's work.

*Location of the line from South River to Cantin's Bay on French River.*

This line commences at a point on South River about 3 miles from its mouth on Lake Nipissing, and 22 miles north-west of Lac Amable du Fond, where the survey of the previous year commenced. It follows down the left bank of the river to the shore of Lake Nipissing: thence it takes a course nearly west to the 20th mile, from which its course is south-west to the 35th mile, where it joins the survey of the previous year, and then follows that line on a course nearly west to the head of Cantin's Bay, 49½ miles from the point of beginning. If extended to the foot of the bay, its length will be 55½ miles.

This bay—a sheet of water about 5 miles in length, and averaging nearly a quarter of a mile in breadth—lies at the confluence of the Pickerel and south branch of French River, about 20 miles from the mouth of the latter on the Georgian Bay. Its altitude varies from 4 to 6 feet higher than that of the latter; so that to extend the navigation of the Georgian Bay to Cantin's Bay, a lock would be required to surmount the rapids near the mouth of the river, the rest of the distance being still water; it is, in fact, a long, narrow lake.

The country traversed is generally rocky, and broken up with numerous lakes and small streams running in narrow valleys or ravines.

The altitude at the starting point on South River is estimated 678 feet above sea level, being 530 feet lower than that of Lac Amable du Fond, and the highest point on the line is 813 feet, being 407 feet lower than the summit altitude of the line of the previous year. But still the proposed maximum gradient of 1 in 200, or 26.40 feet per mile, has not been obtained. The gradients can, however, be kept down to a maximum of 1 in 150, or 35.20 feet per mile, rising eastward, without involving very heavy works. Of this gradient of 1 in 150 there are ten separate lengths,



making a total of about 8 miles. In descending to Cantin's Bay, however, the gradient is 1 in 133, or 39.60 feet per mile; but it is expected that this can be reduced by a slight deviation, and lengthening of the line. Of the maximum of 1 in 100, rising westward, there are seven short lengths, making an aggregate of  $5\frac{1}{2}$  miles.

The works will be generally lighter than on the corresponding length of the line surveyed in 1876. The heaviest will be in rock cuttings, running from 5 to 25 feet of maximum depth, and 300 to 800 feet in length, with embankments of somewhat larger dimensions. There will be about 12 miles on which work of this character will occur, and 14 miles on which there will be rock cuttings varying from 6 to 15 feet of maximum depth, and averaging about 500 feet in length. The balance will be moderately light work.

The principal bridging will be as follows:—

*Beatty's Creek.*—Ravine 250 feet wide with a maximum depth of 40 feet.

*Commando Creek.*—Breadth of valley 620 feet, maximum depth 62 feet, breadth of stream 120 feet.

*Outlet of Lake Malmasagawising.*—One span of 100 feet.

*Pickrel River.*—One span of 150 feet.

*Pickrel River branch.*—Breadth of ravine 220 feet, maximum depth 35 feet, breadth of stream 40 feet.

In addition to these, there will probably be some bridging required in ravines where materials for embankments cannot be obtained in the vicinity.

#### *Surveys and Explorations from French River to Lake Superior.*

Exploratory surveys have been made of two lines extending westward from different points on the line last described, and meeting at a common point in the valley of the Wahnapiatpee.

The northern, and most direct, line diverges at the 19th mile of the located line, and takes a general course a little to the north of west. Continuing the mileage from South River (Lake Nipissing) it crosses the main branch of French River near the 26th mile, at the Chaudière Falls, where the trough of the river is contracted to 200 feet, and the breadth of the stream to 50 feet. Near the 29th mile, it strikes the north branch of this river, and follows down its left bank to the 34th mile, where the line crosses the river, which at this point is 200 feet wide, and 10 feet deep.

At the 39th mile, it crosses another arm of French River, 200 feet wide; thence it follows a chain of narrow valleys which are separated by low rocky ridges. Near the 61st mile, it crosses Lake Maskinonge, 1700 feet wide and 18 feet deep, which can however be reduced by drainage. The line reaches the Wahnapiatpee Valley at the 72nd mile.

There is very little variation in the altitude of the country throughout this section, and the gradients are generally easy. The works would be variable, as the line alternately runs in the valleys or across intervening ridges. There will be an aggregate of about 11 miles on which rock cuttings varying from 5 to 15 feet of maximum depth, but in short lengths, would occur. On the rest of the line the works would be medium or moderate.

The southern line leaves the located line at the 48th mile near the head of Cantin's Bay, and within half a mile it crosses the Pickrel River, which is here 250 feet wide and 5 feet deep. It then follows the north shore of Cantin's Bay, and crosses the main branch of French River at the Horse Rapids, where the channel is 200 feet wide. Near the 55th mile, it crosses another branch of this river, 40 feet wide, and at the 57th mile it crosses the north branch, where the channel is 250 feet wide.

Thence, the line takes a generally north-westward course, following a chain of narrow valleys and lakes. It crosses the south end of Lac de l'Isle at the 74th mile, and following another chain of valleys and flats, separated by rocky ridges, it joins the line last described near the 81st mile.

This is  $9\frac{1}{2}$  miles longer than the northern line, but the whole of it would be part of the main line, while the northern would have a branch of 30 miles to Cantin's Bay, making  $20\frac{1}{2}$  miles more line to be constructed. The gradients on this line are very

easy, and the works would be very similar to those on the northern line first described.

On both lines there are detached tracts of land fit for cultivation, with spruce, tamarac, cedar, birch and poplar, which would furnish railway ties. There is a small quantity of hemlock and pine, but most of the latter has been burnt off by bush fires. On Cantin's Bay and near the Chaudière Rapids, there are large patches of sugar maple.

*Explorations with barometer and compass.*

The altitudes and distances from this forward must be taken as approximate. The distances hereafter referred to are estimated from the starting point of South River by the northern or direct route.

The River Wahnapiitæpee is 200 feet wide where the line crosses it, and the altitude is 632 feet above sea level. Thence the line of survey takes a general north-west course, ascending diagonally the slope or water shed of Lake Huron over a rough and rocky country intersected with numerous, narrow, trough-like valleys, and indented with lakes and swamps, rocky ridges intervening. Still, a feasible line has been found without very high gradients or exceptionally heavy work up to the Vermilion River, at the 106th mile. At the 85th mile it crosses the long valley running in a south-west direction, in which lies the chain of narrow lakes known as Long Lake. The altitude at this point is 810 feet. The rocks up to the 97th mile are generally gneissoid, but westward of this, slate is the characteristic of the country. The highest point on this section is at the 97th mile, where the altitude is 1010 feet: at the crossing of Vermilion River, 106th mile, near the foot of Vermilion Lake, it is 936 feet.

The line follows the north shore of Vermilion Lake 4 miles, then crosses a hilly and rocky tract to Spanish River, which is reached at the 135th mile, altitude 1070 feet. Between this and the River Aux Sables, the country is very rough, and the course of the line tortuous.

The ascent is by terraces, and in some places is very abrupt, more especially from the 147th mile to Rocky River at the 160th mile, where the altitude is 1411 feet. There will be some high gradients, and a large proportion of heavy works throughout the section from Vermilion River to the River Aux Sables. At the 175th mile, the line crosses this river near the foot of Lake Aux Sables, altitude, 1512 feet. This is near the water shed between Lake Huron and Hudson's Bay. Thence its course is more uniform, and there is very little variation in the altitude for the next 100 miles, so that the gradients are very easy, and the works will be generally light or medium.

The line strikes the River Epinette at the 204th mile, about a mile above its confluence with the Mississagua. Thence it follows up this stream, and its affluent the Cypress, to the source of the latter in Lake Wagong at the 220th mile, where the altitude is 1440 feet. It crosses the River D'Embarras at the 222nd mile, and passes the south end of Lake Winnibegon at the 235th mile. The River Montreal, Lake Superior, is crossed at the 274th mile, altitude 1410 feet, and the Shequamkah at the 286th mile, where the altitude is 1345 feet.

On the last 12 miles the plateau is broken by numerous detached hills rising to a height of 300 or 400 feet. To avoid these, the curvature of the line would be increased, and the works would be heavier than on the rest of the plateau.

From the Shequamkah to Lake Superior a new line was explored during the last season, keeping more to the north than that of 1876, passing by the head of Dog Lake and the valley of White River, and thereby avoiding the high ground east of Sandbeach River.

The line, however, is still open to objection in many parts. The country is intersected at intervals by deep valleys and high rocky ridges, often at nearly right angles to the general course of the line, causing great variations of altitude and a large amount of curvature, with occasional high gradients, involving a considerable proportion of heavy works.

At the 306th mile, the line reaches the valley of the Michipicoton near the foot of White Fish Lake, an expansion of the river, altitude 900 feet.

The River Magpie is crossed at the 335th mile, where the altitude is 963 feet. The highest intermediate point is 1,230 feet at the 318th mile.

From the Magpie to the head of White River at the 370th mile, the course of the line is tolerably direct, with generally easy gradients, and the works would not be heavy. The altitude at this point is 1,380 feet. Thence the line follows down the valley of White River to the 417th mile, where the altitude is 1,060 feet. There is a large amount of curvature in this section, but with easy gradients, and the works would be moderately light.

From White River to the River Pic, at the 440th mile, the country is rough and full of hills, the line tortuous, with high gradients, and the works generally would be rather heavy.

The last point is on the same level as Lake Superior, 600 feet. Thence the line passes through a valley to Heron Bay, and follows the shore of Lake Superior to Peninsular Harbour, where it joins the survey of 1874, at the 452nd mile. The shore of Lake Superior from Peninsular Harbour to the River Nepigon is deeply indented with numerous bays, coves and bights surrounded by high rocky bluffs, involving a large amount of curvature on the line with occasional high gradients, and, in construction, a large quantity of rock excavation with a number of short tunnels. (*Vide Report of 8th February, 1877, pages 206 to 210.*)

The line crosses the River Nepigon near the foot of Lake Ellen, to which the length from South River is 569 miles; and if it were extended to a common point near the south-east angle of Lake Nipissing, it would be 26 miles longer than the line No. 2, explored in 1873. (*Vide Report of 26th January, 1874, page 205.*)

Following the exploratory survey of 1874 from the River Nepigon *via* Dog Lake to a point on the line under construction from Fort William westward, the total length would be, approximately, 661 miles.

These exploratory surveys show that a feasible line, with fair gradients and only a moderate proportion of rather heavy works, can be obtained from South River to Vermilion Lake, 106 miles. But between that point and the high plateau reached at Lake Aux Sables at the 175th mile, the country is not so favourable. The course of the line is tortuous, the rise occasionally abrupt, requiring high gradients, and a considerable proportion of the works would be heavy.

The almost uniform altitude of this plateau or watershed for a long distance on the line explored, and at different points where it has been crossed by previous surveys, suggests the course of avoiding the heavy works on the shore of Lake Superior by diverging from the present line at some point in the vicinity of Lake Winnibegon, and following the watershed which trends more to the northward, to Long Lake, and there joining the line No. 2 of the survey of 1873. Thence, it follows that line to the crossing of River Nepigon near its outlet from Lake Ellen.

If this were found favourable, we should then have the choice of two feasible lines between the south-east angle of Lake Nipissing and the River Nepigon; one passing the south of Lake Nipissing and the watershed between Lakes Huron and Superior and Hudson's Bay; the other running to the north of Lake Nipissing, and generally north of the watershed.

#### SURVEYS ON THE CENTRAL OR PRAIRIE REGION.

During the past season, surveys have been made with the view of improving the crossings of some of the rivers and deep ravines in this region, with the following results:—

*South Branch of the Saskatchewan; at the 878th mile, from Fort William, Lake Superior.*

The eastern approach to this river can be improved from a gradient of 0.75 per 100 to one of 0.50 per 100, or 26.40 feet per mile; but the line will be lengthened about a mile and one third, and the formation level above the bottom of the valley, raised from 88 to 95 feet.

*Grizzly Bear Coulé at the 1078th mile.*

By former surveys, the breadth of the Coulé or trough was 2200 feet at the top 1000 feet at the bottom, and 155 feet deep. By the last survey it is 2400 feet wide at the top, 1200 feet at the bottom, and 125 feet deep. Neither the rate of the gradients nor the quantity of excavations in the approaches has been increased.

The summit altitude, west of the Coulé at the 1087th mile, has been reduced 54 feet, and the gradients have been improved.

*Buffalo Coulé, at the 1101st mile.*

The breadth of this, by former surveys, was 1600 feet at the top, 700 feet at the bottom, and 100 feet deep, which is reduced by the last survey to 1200 feet at the top, 600 feet at the bottom, and 90 feet in depth.

*Suggested deviation of the line from Selkirk westwards, passing south of Lake Manitoba.*

In accordance with the verbal instructions of the Minister, an examination has been made of this line, with instrumental surveys of some of the deep valleys traversed by the line, and at other places where deemed necessary.

The deviation from the located line commences at the crossing of the Red River, and takes a south-westerly course till it reaches the centre of the range of townships lying north of the fourth base line; thence it follows due west on or alongside a road allowance through the centre of this range nearly up to the valley of the Little Saskatchewan. Thence, continuing westward, it crosses the Assiniboine at a point above the junction of Qu'Appelle River and through the Touchwood hills to the Elbow of the North Saskatchewan at Caerlaverock.

The line throughout the Province of Manitoba, nearly 100 miles, is very favourable for railway construction, and the land is generally fertile. West of the Province Line the country is more broken, and the land becomes poorer.

The first serious difficulty is the crossing of the valley of the Little Saskatchewan, which is nearly a mile wide at the top, sloping gradually down to the river, where the valley is 225 feet deep. As it is obviously impracticable to cross this at right angles without enormously heavy works, the course of the surveyed line was deflected so as to follow obliquely down one side of the valley and up the other, by which the maximum gradient on the east side was reduced to 0.75 per 100, or 39.60 feet per mile for five miles in length, and on the west side to 1 per 100, or 52.80 feet per mile for a little over 4 miles in length. Thus it requires over 9 miles to cross this valley, carrying the line out of the direct course, which, together with the unavoidable curvature, will increase its length considerably.

The valley of Birdtail Creek, at the point crossed by this route is three quarters of a mile wide, and 190 feet deep in the centre.

The valley of the Assiniboine is over a mile wide, sloping abruptly down to the bottom flat, which is over 200 feet below the level of the plain. The river is 300 feet wide at flood, where it is crossed by a bridge near Fort Ellice.

No instrumental survey was made of these valleys, but they could probably be crossed in the same manner as the Little Saskatchewan.

The valley of Cut Arm Creek is over 100 feet deep where the trail crosses it.

The Touchwood Hills could be crossed without exceptionally high gradients, but with some rather heavy excavations; and the line would be sinuous, and consequently longer, than if a direct course were practicable.

Thence, to the bend of the North Saskatchewan at Caerlaverock, the country is similar to that traversed by the located line. A large proportion of the land on this line is only fit for pasture, and much of it is sandy or light soil, producing short grass. Among the Touchwood Hills, and in their vicinity, there are some tracts of good land fit for cultivation.

*Deviation to Quill Lake.*

An alternative line in the same general direction, may be thus described:— Following the course of the last line up to the Little Saskatchewan, it there deflects to the north-westward, crossing the Assiniboine near the mouth of Shell River; thence, passing to the north of the Touchwood Hills it joins the located line near Quill Lake.

The valley of Bird Tail Creek, where this line crosses, is nearly a mile wide at the level of the plain, and slopes gradually down to the river, where it is 175 feet deep. This could be approached on the east side by a narrow lateral valley, but there is no corresponding valley on the west side.

The valley of Shell River where the line strikes it, is 250 feet deep, over a mile wide at the top, and 1,000 feet on the bottom flat. It is possible to descend by the slope of this valley to the bottom flat of the Assiniboine Valley, and after crossing that, to ascend by a lateral valley to the table land on the west side; this, however, can only be done by using high gradients, and with a large amount of curvature, by which the length of the line would be considerably increased. Some of the gradients used on the survey were 70 feet to the mile; these, however, can probably be reduced to 1 per 100 or 52·80 feet per mile, but only with very heavy excavations.

The rest of the line to Quill Lake is favourable; a considerable proportion of the land is fit for cultivation; of the balance, some is good pasture land, the rest very poor.

It should be observed that the Engineer in Chief fixed the maximum gradient at 0·50 per 100 = 26·40 feet per mile rising eastward, and 1 per 100 = 52·80 feet per mile rising westward, and on the located line these gradients have been maintained to a point west of Battleford. They could not, however, be maintained on the line suggested; even with very heavy works a gradient of 1 per 100, each way, is the best that can be had for many miles.

This, together with the increased length caused by curvature and deflections from the general course, would render the line suggested much inferior to the located line for the economic working of the traffic, and would add considerably to the cost of moving to the seaboard the produce of the large and rich agricultural tracts lying farther to the north-west.

There are no *data* for estimating the difference of the cost of construction in the two lines, but this is a point of less importance than economic working after construction.

Comparing the extent of good lands that would be crossed by the located line and the suggested deviations, the latter have probably the advantage for the first 100 miles, viz., to the western boundary of Manitoba, as the lands of the Province are generally fertile, and in the portion that would be traversed by the lines proposed, they are comparatively dry and free from timber, and are, therefore, eligible for rapid settlement; a good system of drainage, however, is required throughout the Province.

The located line also crosses large tracts of good land; and it should be borne in mind that even the *muskegs* or swamps, which are found on both lines, will make good meadow land when drained, as they are not deep: the side ditches of the Railway alone will effect a great improvement in this respect, as they have done elsewhere. There is a considerable quantity of wood lands on the located line, chiefly poplar, which may possibly oppose certain difficulties to settlement, but which undoubtedly offers compensating advantages.

Beyond the first 100 miles from Selkirk there is a long stretch of land, of inferior and variable quality on both lines. But at the valley of Swan River the located line enters on a very extensive fertile tract. On the suggested deviations, after passing the Province Boundary, the quality of the land becomes inferior, and only a small proportion is fit for cultivation westward up to the bend of the North Saskatchewan.

On the deviation from the Little Saskatchewan, north-westward to Quill Lake, there are considerable tracts of good land fit for cultivation.

This seemed to indicate that the fertile belt trends to the north-west, and a more extended examination of the country was accordingly made, by which this view was confirmed.

A line drawn from Winnipeg to Fort à la Corne near the confluence of the two branches of the Saskatchewan, would cut off the south-west angle of Lake Manitoba, skirt the north-eastern base of Riding Mountain, cross the north end of Duck Mountains, and pass 15 to 20 miles north of Fort Pelly and across the Basquia Hills. If this line were extended through the Beaver Valley to Lac la Biche, thence by the Lesser Slave Lake, so as to intersect the Peace River near the mouth of Smoky River, it would show the general course of the great fertile belt of agricultural lands in the North-West Territory. It is not to be expected that in a stretch of over 1,000 miles the soil will be uniformly good. The fertile belt is accordingly very irregular, often intersected and contracted by *muskeys* and lakes, and low ranges of hills on which the soil is of variable quality; there are, however, vast tracts of extraordinary fertility. Both the quality of the soil and the salubrity of the climate improve towards the north-west; whilst investigations have shown that even beyond Peace River, the productive powers of the land are astonishingly great.

It is evident that no single line of railway can traverse all the fertile portions of a region so extensive, and that even before the trunk line is complete, branches will be required in various directions.

A branch line could be constructed, at a comparatively small cost, to meet the requirements of the Province of Manitoba equally well as a diversion of the main line, which, if carried out as suggested, could not fail to be injurious to the wider interests of the Dominion.

From all the information obtained up to this time, it does not appear advisable that any alteration should be made in the line as located in this district. There, however, appears to be a feasible line, which, after passing the south end of Lake Manitoba, takes a north-westerly course, skirting the eastern base of Riding Mountain and the north end of Duck Mountain, and joining the located line in the valley of Swan River.

The country is described as level and thickly wooded with spruce, poplar and some maple. (*Vide* Report of April 10th, 1872: Page 56.) Small lakes surrounded by extensive marshes are, however, found throughout this district.

The line suggested would be from 20 to 30 miles longer than the located line, but the gradients would probably be good, and the works moderately light, and it would, therefore, be somewhat less open to objection than the other deviations proposed.

#### SURVEYS IN THE WESTERN OR MOUNTAIN REGION.

During the season of 1877, the writer travelled over the route from the Saskatchewan, *via* the Yellowhead Pass, and the valleys of the Thompson and the Frazer to the Pacific coast, and closely examined the line at most of the difficult points of the survey. A complete location survey was made of that portion of the line from Tête Jaune Cache to Burrard Inlet, by which some of the difficulties and heavy work met with in former surveys have been avoided or reduced and the line generally much improved. When the plans and profiles are completed, and the quantities of the several classes of work got out, they will furnish better *data* for making an estimate of the cost of construction than have hitherto been obtained. A description of this survey by Mr. H. J. Cambie is appended.

#### EXPLORATION OF THE SKEENA ROUTE.

At the outset, it became evident that there is no harbour at the mouth of the Skeena suitable for a railway terminus. A fair anchorage is to be had in Cardena Bay, at the southern end of Kennedy Island, but it would be extremely difficult, if not impracticable, to reach that neighbourhood with a railway line.

Attention was therefore directed to Port Simpson, at the northern end of the Tsimpsaan Peninsula, a well known and excellent harbour, and on examination it was found that there are no great obstacles to carrying a line along the north side of the Peninsula to that point.

The distance is probably 10 miles longer than to Cardena Bay, but, of the two, this harbour is far better adapted for commercial purposes, and the cost of constructing the railway would probably be much less.

*Engineering Features.*

From Port Simpson, for about 35 miles along the north side of the Tsimpsean Peninsula, and across the dividing ridge, 250 feet high, to the banks of the Skeena, the works would be heavy.

In ascending the Skeena through the Cascade Mountains the works would generally be heavy, but less so than by either the Fraser or Homathco valleys, through the same chain of mountains.

For the first 35 miles the hills descend in steep inclinations to the water's edge, and there are indications of snow slides at several points. The valley averages a mile in breadth, but the river is thickly studded with islands, and has channels washing the base of the mountains on either side.

Above this, for a distance of about 80 miles till the eastern face of the Cascade range is reached, the valley narrows a little, but the side hills are not so steep. The valley then opens out somewhat, and the works would be moderate for about 40 miles, which distance would bring the line to the Forks of the Skeena, near which there is an Indian Village named Kitma on the map.

The elevation at this point is about 700 feet above sea level, and the gradients would be very easy throughout the whole distance from the seaboard.

The general course of the line up to this point has been north-east, but here it leaves the Skeena and takes a south-east course at right angles to the former, ascending the valley of the Watsonquah, which for the first 27 miles is principally a canyon, and would require stiff gradients and heavy works in places.

The remainder of the distance *via* Lake Fraser to the valley of the Nechaco, would have easy gradients with moderately light works. The summit altitude between the Skeena and Nechaco, is only 2,400 feet above sea level. In this valley a junction is made with the previously surveyed line from Yellowhead Pass, (*Vide* Report, February 8th, 1877, pages 274-276.)

Several attempts were made to find a pass leading directly from the Skeena to Lake Franois, so as to avoid the angle between the former and the Watsonquah, and so greatly reduce the length of the line, but without success, as the space contained within the angle is a compact mass of high mountains.

The distances from a common point at the mouth of the Chilacoh, near Fort George, are as follows :—

	Miles.
To Fort Simpson, approximately.....	430
To Bute Inlet, by measurement.....	289
To Dean Inlet, by measurement.....	231

Fort Simpson is, however, much nearer to the Asiatic coast, the distances to Yokohama being as follows :—

	Statute miles.
From Fort Simpson.....	4,450
From Kamsquot Harbour, Dean Inlet.....	4,720
From Waddington Harbour, Bute Inlet.....	4,836

*Character of the soil, &c.*

There is a small area of land in the neighbourhood of Port Simpson fit for cultivation. In the lower part of the Skeena, many of the islands with which it is studded, consist of rich alluvial soil, but they are subject to overflow at high water. For 15 or 20 miles below the Forks of the Skeena, and for some distance above that point, the hills do not approach the river within two or three miles on either side. The land is of fair quality, and covered with a light growth of poplar, birch and

spruce. There are some settlements at the Forks of the Skeena, where there was a fine crop of oats, almost ripe, on the 31st July, and also abundant crops of potatoes, carrots, cabbage, &c.

The slopes of the Watsonquah Valley throughout its length are, in part, prairie, and sustain a magnificent growth of grass fit for pasture. The roots of the grass intertwine and form a sod, so that it would not be killed off by allowing cattle or sheep to crop it closely, as bunch grass is.

This part of the country is, however, subject to summer frosts, which would render it unfit, or at least unreliable, for purposes of agriculture.

#### *Timber.*

A tree commonly called "yellow cypress" is found on the lower Skeena, which has great strength and density of fibre, and is said to be extremely durable, but the quantity is so limited that it may be said to have little commercial value. The same remark would apply to hemlock, though it was seen in some places of great size. On most of the islands subject to overflow, very fine cottonwood trees are to be found, which may be utilized at some future time for the same purpose to which basswood and whitewood are applied in the Province of Ontario.

#### *Snow Fall.*

Through the Cascade mountains, the snow in places lies to a depth of 7 or 8 feet on the level. From the Forks of the Skeena to the River Fraser, it is said not to exceed 3 feet in depth, except on very rare occasions.

#### *Minerals.*

Marble was seen in beds of great thickness, varying in colour from purple to white. Some ores of copper and lead were also observed, but not in veins of any great thickness.

### EXPLORATION OF THE PINE RIVER PASS.

The highly favourable reports received respecting the character of the Peace River District, and the prospects held out of a satisfactory route being obtainable through the Pine River Pass, made it expedient to obtain further information in that direction. Accordingly, the exploration was extended from a point in the neighbourhood of Lake Fraser, *vid* the east end of Lake Stewart, to Fort McLeod on the Parsnip, or south branch of the Peace River.

This route proved very unfavourable for railway construction: subsequently, however, a good connecting line, though more circuitous, was found by following down the Nechaco and the Stewart Valleys nearly to Fort George; thence, in a northerly direction, up the valleys of the Fraser and Salmon Rivers, and across the low watershed to Summit Lake, one of the sources of the Parsnip, which river was then followed down to Fort McLeod.

Beyond the existence of an Indian trail across the Rocky Mountains from Fort McLeod to Fort St. John, very little was known; nor was any information obtainable in the neighbourhood respecting the Pine River Pass, except through an old Indian woman, who drew a sketch on the sand, and explained it to the best of her ability.

With the scant information thus obtained, the exploration was continued from Fort McLeod eastward: following up the valley of the River Misinchinca, an affluent of the Parsnip, till an altitude of 5,500 feet was reached without any appearance of a Pass. On descending the river, a stream was discovered falling into it from the north, about 35 miles above its confluence with the Parsnip. Following this up four miles, it was found to issue from a small lake named Azuzetta. This proved to be near the summit of the Pine River Pass, its altitude being estimated at 2,430 feet above the level of the sea.

A little beyond this the head waters of the Pine River were struck, and the



river followed down eastward to the Forks, a point reached by Mr. Selwyn with a canoe from the Peace River in 1875. (*Vide* Geological Survey of Canada, Report of Progress for 1875-76, pages 52 to 54.)

The exploration was continued 30 miles eastward of the Forks on to the Beaver Plains, which lie between the Rocky Mountains and Peace River.

Thus the question of the feasibility of the Pine River Pass is at last solved. The full Report has not yet been received, but the distance between Fort McLeod on the west side of the Mountains, and the Forks of Pine River on the east side, is roughly estimated at 90 miles.

The gradients are stated to be generally easy with the exception of about 4 miles near the summit of the pass where they will probably be about 60 feet to the mile, and the works in the construction of a railway would be moderately light, except for a length of about eight miles near the summit of the Pass, and a short length at the Forks of Pine River, where they would be heavy.

The land in the Pine River valley for 50 miles above the Forks is described as of excellent quality, and well suited for agricultural and grazing purposes.

It should be observed that this fertile strip of land, lying nearly in the heart of the Rocky Mountains, is an extension of the Beaver Plains which connect with the great fertile belt, stretching from Manitoba to and beyond the Peace River.

Should the engineering character of a line by this route prove on closer survey as favourable as reported, the results from this exploration will be amongst the most important that have been obtained since the commencement of the surveys. Some of the serious difficulties in crossing the Rocky Mountains will have disappeared, and this formidable chain, once held to be insurmountable, and even now felt to be a grave obstacle to railway enterprise, can then be passed with very favourable gradients, and with works not exceeding in magnitude those generally required on other portions of the line.

In addition to the manifest advantages offered by this route, there is further the important consideration that in place of a bleak sterile country, wherein settlement is an impossibility for hundreds of miles, the line would traverse an area of remarkable fertility, with but a few short intervals of country unfit for settlement. This route also passes between the vast mineral districts of Omineca and Cariboo. The extraordinary results of recent mining operations in the latter give promise, when their resources are more fully developed—as they can only be with the assistance of direct Railway communication—of rivalling, if not surpassing, the far-famed gold and silver regions of the neighbouring States, which lie in the same mountain zone.

Port Simpson may possibly be considered, at present, too far north for the terminus of the Canadian Pacific Railway, but it is important that the fact should be borne in mind, that by virtue of low altitudes and consequent easy gradients, together with the comparatively moderate character of the works required to reach it, this terminal point offers advantages which would enable a Canadian line to defy competition for the trade with China and Japan, Port Simpson being fully 500 miles nearer to Yokohama than Holme's Harbour, at the mouth of Puget Sound, the proposed ultimate terminus of the Northern Pacific Railway, while the advantage it possesses over San Francisco is correspondingly greater.

But the Pine River Pass is not merely the key to Port Simpson; it affords comparatively easy communication with Bute Inlet, and all the intermediate inlets between that point and Port Simpson, the valleys of the rivers leading to these inlets radiating from the Stewart Valley, south west of the Pass, with exceptional directness. Thus many of the difficulties in the way of reaching Bute Inlet and the inlets to the north of it, *via* the Yellowhead Pass, can be avoided, and this probably without increasing the length of the line.

The distance from Livingstone, on the located line, over the Yellowhead Pass to the confluence of the Chilacoh and Stewart Rivers, near Fort George, is 1,029 miles. The distance between the same points *via* the Pine River Pass measures on the map so nearly the same as the above that a survey alone can determine the precise difference between the two routes.

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 WORKS OF CONSTRUCTION.

## TELEGRAPH LINE.

Commencing at Fort William, the line is erected to a point named "Falcon," a distance of 137 miles, and is in operation to English River, 113 miles. Between Falcon and Keewatin, 160 miles, considerable clearing has been done, and a line erected for a distance of 30 miles eastward from Keewatin. Between Keewatin and Selkirk, 112 miles, the line is erected and in operation. It is expected that the connection between Fort William and Selkirk will be completed during the winter.

The line is erected and in operation between Selkirk and Livingstone, 271 miles, but where it crosses certain lakes, ponds and marshes, a number of the poles require to be more permanently secured. The branch line between Selkirk and Winnipeg, a distance of 22 miles, is completed and in operation.

The line is erected, and has been operated from Livingstone to a point in the longitude of Fort Edmonton. There is still, however, a considerable amount of clearing to be done, some inferior poles to be replaced, and some portions to be altered. At present, it is only in operation as far as Battleford.

On the western Section, between Edmonton and the existing line in British Columbia, no portion of the line is completed, but a quantity of material has been delivered at points along the route.

## GRADING, TRACK-LAYING, &amp;C.

*Fort William to English River, 113 miles.*

From Fort William, westward, the roadbed of the railway is graded continuously, and the bridges erected to the 77th mile; beyond this point there is an aggregate of four miles more graded in detached portions. The rails are laid for a distance of 41 miles, and of this about 36 miles are partially ballasted, and in fair running order.

*English River to Keewatin (Rat Portage,) 184 miles.*

The line has been located for construction between these points, but is not under contract.

*Keewatin to Cross Lake, 36 miles.*

From Keewatin, westward, for a distance of 25 miles, a considerable quantity of excavation has been done, consisting chiefly of rock. From the 25th to the 36th mile supplies are being delivered, but grading has not been commenced.

*Cross Lake to Selkirk, 76 miles.*

From Cross Lake, westward, for a distance of 11 miles, there has been no grading done. From the 11th to the 43rd mile the grading is in various stages of progress, 17 miles of the distance, in detached portions, being ready for track laying. From the 43rd to the 76th mile the grading and bridging are completed, and the roadbed is in good condition for tracklaying. The rails are laid, but not ballasted, for a distance of 6 miles eastward from Selkirk.

*Pembina Branch.*

The length of this branch is 84½ miles, extending southward from the main line at Selkirk to the International Boundary at Emerson. Between Selkirk and St. Boniface, opposite Winnipeg, a distance of 22 miles has been graded during the past summer, and the rails laid over the same, but it is not ballasted. From the 22nd to the 29th mile, no grading has been done. From the 29th mile to Emerson, the grading was completed in 1875, with the exception of the spaces left for bridges and approaches.

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**ENGINE HOUSE.**

A ten stall engine house has been completed at Fort William.

**ENGINEERS' HOUSES.**

At Fort William a good house has been built for the District Engineer, and between that point and Selkirk, 18 smaller houses have been erected for the use of the Assistants on the line during construction, which, after the line is opened for traffic, will come into use in connection with the stations.

**FORT FRANCES LOCK.**

The rock excavation is nearly completed. The timber for the gates will be procured during the winter. For description of this work, *vide* Report of 1876. Appendix, p. 205-208.

**CONTRACTS.**

A schedule of contracts, with statement of expenditure upon the same during the fiscal year ended 30th June, 1877, is appended.

I have the honour to be, Sir,

Your obedient servant,

**MARCUS SMITH,**  
Acting Engineer in Chief.

**F. BRAUN, Esq., Secretary,**  
Department Public Works.

CANADIAN PACIFIC RAILWAY.

SCHEDULE OF CONTRACTS with Statement of Expenditure upon the same, during the Fiscal Year ended 30th June, 1877.

Contract No.	Character of Works.	Date of Contract.	Name of Contractors.	Amount expended during Fiscal Year ended 30th June, 1877.
1	Construction of Telegraph Line, Fort Garry to Livingstone.....	1874. Oct. 17.....	Sifton, Glass & Co.....	\$ 35,780 80
2	do Livingstone to Edmonton.....	do 30.....	R. Fuller.....	32,414 95
3	do Edmonton to British Columbia.....	Nov. 10.....	F. J. Barnard.....	8,900 00
4	do Lake Superior to Fort Garry.....	1875. Feb. 19.....	Oliver, Davidson & Co.....	40,027 66
5	Pembina Branch { Grading..... } { Extension St. Boniface to Selkirk, Grading, Bridging } { and Tracklaying..... }	1874. Aug. 31.....	Joseph Whitehead.....	13,298 00 990 00
13	Fort William to Sunshine Creek, Grading and Bridging.....	1875. April 3.....	Sifton & Ward.....	114,100 00
14	Red River to Cross Lake, Grading and Bridging.....	do 3.....	Sifton & Ward.....	130,470 00
15	{ Cross Lake to Rat Portage, Grading and Bridging..... } { Red River to Rat Portage, Tracklaying and Ballasting..... }	1877. June 9.....	Sutton, Thompson & Whitehead.....	54,300 00
23	Railway Sleepers No. 56,339.....	1875. Oct. 4.....	Sifton & Ward.....	3,669 79
25	{ Sunshine Creek to English River, Grading and Bridging..... } { Fort William to English River, Tracklaying and Ballasting..... }	1876. June 6.....	Purcell & Ryan.....	335,800 00
26	Ten Stall Engine House, at Fort William.....	July 17.....	James Isbester.....	16,800 00
29	Railway Spikes, 150 Tons, delivered at Fort William.....	July 28.....	Cooper, Fairman & Co.....	8,332 90
32	Railway Spikes. { 200 tons delivered at Duluth..... } { 50 do Fort William..... }	1877. May 12.....	Cooper, Fairman & Co.....	13,647 50

## CANADA PACIFIC RAILWAY.

## REPORT OF LOCATION SURVEY FROM YELLOWHEAD PASS TO BURRARD INLET.

OTTAWA, 19th December, 1877.

SIR,—I beg leave to submit the following description of the trial location survey of the line from Yellowhead Pass to Burrard Inlet made during the summer of 1877.

From the summit of Yellowhead Pass, to 38th mile westward the line is common to all the routes through British Columbia. Commencing at that point a trial location was made by the Rivers Albreda and Thompson, and the lower part of the River Fraser to Burrard Inlet.

The plans and profiles are as yet incomplete and the description here given may hereafter be somewhat modified.

*Point of divergence to Cranberry Lake—38 to 58 miles.*

For the first eight miles the work is in rock and heavy, the remainder consists of nine miles of light work and two of heavy, in sand and gravel. The principal stream to be crossed is McLennan's Creek, 100 feet wide. The alignment and grades are easy throughout.

*Cranberry Lake to North Thompson—58 to 85 miles.*

For three miles from Cranberry Lake to River Canoe the work is heavy, of the remaining distance, eight miles, may be classified as heavy, and the rest of the line varying from medium to light. The material is principally sand, gravel and boulders with about three miles in rock. River Canoe, 120 feet wide, River Camp 70 feet wide, and River Albreda 200 feet wide, have to be bridged. The grades are steep, the heaviest descent being in the Albreda valley where there is one stretch of 1 per 100 over 3 miles long, and two others, each upwards of a mile, and on these grades there are curves of 1,146 feet radius.

*North Thompson Valley—85 to 102 miles.*

Near the 85th mile, the line crosses the River Thompson with 300 feet of bridging, and then follows its west bank. Being to a large extent on the hill side, some sharp curvature has to be resorted to, four curves of 820 feet radius were used, but at such places the gradients are trifling, and are throughout, undulating and easy. The work may be classed as medium with the exception of one point, near the 86th mile, where the main mountain abuts on the river.

*North Thompson Valley—102 to 120 miles.*

For the first four miles, the line is on benches requiring heavy work. From that point forward it is on flats and the work is light except at a few places where the base of the hill is washed by the river, causing some rock spurs to be cut through. The principal streams to be bridged are Green River 75 feet, and Blue River 100 feet wide. The grades are light and undulating and curvature easy.

*North Thompson Valley—120 to 130 miles.*

This section is all on side hills, and embraces the canyon of the North Thompson four miles in length. The works are generally in rock and for six miles are very heavy, with one tunnel of 350 feet, and another of 150 feet long. Although the descent through the canyon is rapid, only  $1\frac{1}{4}$  miles of 1 per 100 grade will be necessary. The sharpest curves are 1146 feet radius. No large streams are met.

*North Thompson Valley—130 to 143 miles.*

This section is on the flats adjoining the stretch of river known as Stillwater. Two rock spurs and one of gravel touch the river and have to be cut through, the rest of the work is almost exclusively embankment, and not heavy. No large structures are required. The grades and curves are light.

*North Thompson Valley—143 to 164 miles.*

Six miles of this are on side hills and require heavy work, one-third of which is in rock. The remaining 15 miles are on benches and flats, with medium works, principally in gravel and boulders. Several places have to be protected against encroachment of the river, and two points against earth sliding from above in the spring of the year. The grades are undulating, with four stretches of 1 per 100, the longest of which is  $1\frac{1}{2}$  miles. To avoid tunnelling, a curve of 716 feet radius was used on a grade of 26 feet per mile. Mad River, 60 feet wide, is the only stream of consequence to be crossed.

*North Thompson Valley continued to Clearwater—164 to 182 miles.*

About four miles of this distance are on the steep side hill, close to the river, and require protection in many of the bays.

There are about six miles of heavy work, principally in sand and gravel, the rest is light. Near the 171st mile the line crosses the North Thompson to its eastern bank, which is then followed to Kamloops. This crossing is 350 feet wide, and no other river of importance is met with on the section. The grades are easy and undulating, and the curvature is not serious.

*Clearwater to Indian Reserve—182 to 206 miles.*

Assiniboine Bluff and some other side hills abut on this part of the river, and cause about eight miles of heavy work, a large proportion of which is in rock. The other 16 miles may be classified as medium work. Curves and grades are easy. No large streams have to be crossed.

*Indian Reserve to Head of Rapids—206 to 220 miles.*

Most of this distance is on the flats next river, where work is light.  $2\frac{1}{2}$  miles of heavy work occur in sand and gravel. Some river protection is required. The only large stream to be bridged is the Barrière, 350 feet wide. The curves are easy, and grades light.

*Head of Rapids to Kamloops—220 to 255 miles.*

This section includes two side hills, one five miles and the other  $3\frac{1}{2}$  miles long, on which the work is heavy. The rest varies from medium to light. Near the 254th mile the South Thompson River, 300 feet wide, is crossed close to its confluence with the North Thompson. The grades and curves are light.

*Kamloops to Savonas' Ferry—255 to 280 miles.*

From Kamloops the line follows the Thompson River for seven miles, with easy work and gradients to Kamloops Lake. In following down the south shore of the lake, Cherry Creek bluff and some others of bold, irregular outline have to be passed, entailing six tunnels of a total length of 2,750 feet. The work along the lake is principally in rock, all of it heavy, and eight miles of it excessively so. In passing the bluffs it was found necessary to use curves of 955 feet radius, and gradients of 1 per 100 are of frequent occurrence. No large streams have to be crossed.

*Savonas' Ferry to foot of Black Canyon—280 to 308 miles.*

Of this distance six miles may be classified as light work. All the rest is on the face of benches adjacent to the River Thompson, causing heavy work, which requires protection from wash at many points. The proportion of rock work, however, is not large. Near the 307th mile a ridge of rock forming a sharp bend in the river necessitates a tunnel 550 feet in length. No large streams have to be crossed. Curves of 1,146 feet radius were frequently used. The grades are undulating and short, requiring in several instances 1 per 100.

*Foot of Black Canyon to Spence's Bridge—308 to 327 miles.*

This section is partially similar in character to that last described. Through nearly half of it the work is of a light character and the balance heavy, requiring river protection at many places. There is but little rock excavation. The curves are numerous, 955 feet radius being the sharpest. The grades undulate. Near the 326th mile the River Nicola, 300 feet wide, has to be bridged.

*Spence's Bridge to Lytton—327 to 350 miles.*

The valley of the River Thompson, for most of this distance, is narrow, and the line is located along the face of steep side hills, advantage being taken of benches at a few points where available. The work may be classified as heavy, with a large proportion in sand, gravel and boulders. The River Nicomen, 150 feet wide, and a few rocky ravines, are the only places requiring structures of importance. Several curves of 1,146 feet, and two of 955 feet radius, represent the heaviest curvature. The grades are undulating and easy, there being but one mile of 1 per 100.

The worst feature in this section is a sort of mud glacier, met with near the 333rd mile, known as the "Mud Slide."

At the point where the line crosses, it is about 1,000 feet wide and slides forward at the rate of about 8 feet per annum, a movement which mostly occurs in spring. This movement is greatest at the centre and decreases towards the sides. The whole presents a rugged broken face, about 50 feet high at the River Thompson, where it breaks off and is washed away at time of freshet.

The head of this slide is about two miles from the line and 1,900 feet above it, and it seems to be caused by springs in that neighbourhood which disappear into the ground and re-appear again at intervals, making the earth, which is strongly impregnated with alkali, dissolve to the consistency of soap, and thus form a lubricator between the bed rock and the mass of earth above. It is hoped, however, that by careful drainage of the springs near their sources, and by diverting them elsewhere the slide can be so far stopped as to avoid any extraordinary expenditure for maintaining the work.

*Lytton to Crossing of the River Fraser—350 to 356 miles.*

The line descends gently on sand and gravel benches, with heavy work and much curvature for  $5\frac{3}{4}$  miles. It then crosses over to the right bank of the River Fraser and continues down that side all the way to Burrard Inlet. The crossing of the Fraser is 500 feet wide at formation level, and about 120 feet above low water mark. Immediately after passing the River and on the same straight line, there is a tunnel 600 feet long through a rock bluff.

*Crossing of the River Fraser to Boston Bar—356 to 379 miles.*

The work is heavy throughout this section, being in rock for upwards of one-third of the distance. The Na-ah-latch River, 120 feet wide, and about 12 large ravines have to be crossed. The curves are numerous, but none sharper than 1,146 feet radius. The grades undulate and the maximum 1 per 100 has often to be introduced.

*Boston Bar to Yale—379 to 403 miles.*

At Boston Bar the line enters the canyons of the River Fraser, which extend to Yale. Five miles of the distance is over benches with medium work, and the rest on a broken rocky side hill, or along the face of almost perpendicular bluffs, entailing heavy rock excavation, and ten tunnels, the united length of which is about 5,650 feet (= 1.07 miles) the longest being 1,550 feet. The largest streams on this section are the Skuzzy about 80 feet, the Spuzzum about 100 feet wide, and three other smaller streams. There is one curve near Yale of 820 feet radius on a level; with this exception 1,146 feet is the shortest radius used. The grades undulate and there are about seven miles of 1 per 100. Near the 384th mile is a ravine, down which snow sometimes slides, but as the grade is high and requires a bridge at this point, the snow can pass underneath, and no danger need be apprehended.

*Yale to Sister Rocks—403 to 413 miles.*

The work is moderate, being chiefly on gravel benches, with easy, undulating gradients and a small percentage of curvature; five creeks have to be bridged, which vary in width from 40 to 80 feet.

*Sister Rocks to flat below Hope—413 to 419 miles.*

From the Sister Rocks, for a distance of six miles to a flat three miles below Hope, the work is heavy, with a considerable number of sharp curves on undulating gradients, principally 1 per 100. There are three short tunnels, amounting in the aggregate to 1,275 feet.

*Flat below Hope to Harrison River—419 to 444 miles.*

The work on this section is moderate, four-fifths of it being on benches and flats, and the remainder along bluffy and broken side-hill, with one tunnel 230 feet in length. One creek 100 feet wide has to be crossed. At the time of high water the toe of embankments will be subject to flood at several points, but no apprehension need be felt as to stability of line, as these banks will be of rock, and in no case subject to wash.

*Harrison River to St. Mary's Mission—444 to 462 miles.*

Eleven miles of this work varies from medium to heavy, with a small proportion of rock, the other seven miles are on a low flat, liable to an overflow at extreme flood of from three feet to twelve feet, entailing heavy works. The principal streams to be bridged are the Harrison, with a waterway of 900 feet, and an extreme depth of 27 feet; the Hatzic, 140 feet wide, varying from 6 feet to 14 feet in depth; and one other stream 100 feet wide. The grades are undulating, and curves easy.

*St. Mary's Mission to Pitt Meadows—462 to 482 miles.*

Five miles of this may be classified as medium, the remaining distance heavy, with little rock. River Stave, 100 feet wide and 20 feet deep at centre, with Kanaka Creek 400 feet wide, are the largest rivers to be crossed. The alignment and grades are easy.

*Pitt Meadows to Port Moody—482 to 493 miles.*

This section includes the Pitt Meadows, which are four miles wide and subject to an overflow at extreme flood of about seven feet in depth, requiring expensive works of construction. The remainder of the work varies from medium to light, without rock excavation, so far as known. Where the line crosses the River Pitt, it is 1,000 feet wide, and varies from five to 45 feet in depth. The Coquitlam, 200 feet wide, is the only other stream of importance. The curves are easy and the grades light.

To extend the line from Port Moody to English Bay, along the southern shore of Burrard Inlet, the distance is 15 miles. Many sharp, rocky spurs extend to the water's edge, entailing heavy cuttings with a large percentage of rock. The grades are easy and the curves light.

From the foregoing it will appear that 1 per 100 is the maximum gradient used and some of the heaviest works met with in the exploratory surveys have been considerably reduced; the aggregate length of tunnelling being now a little over  $2\frac{1}{2}$  miles. A considerable portion of these reductions, however, has been effected by introducing more curvature, and using sharper curves at certain points than had heretofore been employed, one of these being 716 feet radius and several 820 feet radius, but they were used only in localities where the line is level or the gradients of trifling ascent.

The subjoined statements apply to the line from the 38th mile to Port Moody, and afford information which cannot claim to be strictly accurate, owing to the incomplete state of the profiles.

*Level.*

There are 157 miles of line practically level—a portion being on a grade of less than five feet per mile.



*Maximum Grade of 1 per 100.*

Of this grade there are—

	Miles.
65 stretches ascending east, amounting to .....	46 <sup>83</sup> / <sub>100</sub>
34 stretches ascending west, amounting to .....	27 <sup>16</sup> / <sub>100</sub>
The longest ascending east is a little under.....	3 <sup>1</sup> / <sub>2</sub>
The longest ascending west is a little under.....	5 <sup>3</sup> / <sub>4</sub>

*Classification of Work.*

43 miles may be styled excessively heavy, 106 miles heavy, 156 miles moderate and 60 miles light.

*Waterway of Rivers to be crossed.*

1 River	1,600 feet in width.
1 "	1,400 feet in width.
1 "	900 feet in width.
3 "	varying from 350 to 400 feet in width.
5 "	" 250 to 300 "
2 "	" 160 to 200 "
8 "	" 100 to 150 "
7 "	" 60 to 90 "
2 "	" 30 to 50 "

In passing the Cascade Mountains on this route the ravine near the 384th mile already referred to, is the only place where snow is now known to slide from any considerable height across the proposed line of railway. Heavy drifts occur at various points where the configuration of the ground favors their formation, and will entail the construction of snow sheds. The hill sides were carefully examined for traces of avalanches, but none were found, and this result was corroborated by the testimony of people residing in the neighbourhood who travel the road continually, no danger therefore, need be anticipated from that source. On that portion of the line, however, in the Fraser Valley above the Tête Jaune Cache the mountain sides are very steep, and are grooved at places by avalanches of snow, timber and loose rock.

The maps and sections are being completed with as much despatch as possible in order that exact and precise information with regard to the route be submitted at an early date.

I have the honor to be, Sir,

Your obedient servant,

H. J. CAMBIE,  
*Deputy Engineer in Charge  
 Surveys,  
 British Columbia.*

MARCUS SMITH, Esq.,  
 Acting Engineer-in-Chief,  
 Ottawa.

## APPENDIX No. 23.

## DEEPENING CHANNEL BETWEEN QUEBEC AND MONTREAL.

HARBOUR COMMISSIONERS OF MONTREAL,  
SECRETARY'S OFFICE,  
MONTREAL, 7th Dec., 1877.

SIR,—Referring to your letter of the 23rd ultimo, I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Hon. the Minister of Public Works, copy of the Report of Mr. Kennedy, Chief Engineer of the Trust, on the dredging operations now being carried on for the deepening of the ship channel between Montreal and Quebec, for the fiscal year ended 30th June last.

I am also to state that the expenditure during the year was \$142,653, making a total of \$883,131 expended from the commencement of the work up to the close of the last fiscal year, under the Act 36, Chap. 60.

I have the honour to be Sir,

Your most obedient servant,

H. D. WHITNEY,  
*Assistant Secretary.*

F. BRAUN, Esq., Secretary,  
Department of Public Works,  
Ottawa.

HARBOUR COMMISSIONERS OF MONTREAL,  
CHIEF ENGINEER'S OFFICE,  
MONTREAL 27th Nov. 1877.

DEAR SIR,—I beg to furnish the following statement shewing the condition of the work of deepening the River St. Lawrence, under the Harbour Commissioners, at the close of the last fiscal year of Government, as required by Mr. Braun, Secretary of Public Works, in his letter to you of 23rd instant.

Operations have been carried on at the undermentioned places in the ship channel between Montreal and Quebec, the plant employed consisting of:—

1. Eight elevator dredges ;
2. Seven screw tugs ;
3. One side-wheel steamer.
4. One stone-lifter ;
5. Five barges (coal tenders and store ship) ;
6. Eighteen hopper-bottomed scows.

*Cap Charles.*

Work was carried on during the season of navigation with one dredge, assisted when necessary by a stone-lifter for removing large boulders; and at the close of the fiscal year the north half, or 150 feet in width of the new ship channel had been cut through the shale rock of the Grondine Shoal to a depth of 20 feet at low water, and considerable progress had been made toward making the south half to the same depth.

There were raised during the year 11,340 cubic yards of shale rock and boulders at an average cost of about \$1.18 per cubic yard.

*Cap-la-Roche.*

The cutting of a new and straight channel through the shale rock which forms the Cap-la-Roche Shoal, was commenced a few days before the close of the fiscal year, and up to that time 968 cubic yards of rock had been raised.

*Lake St. Peter.*

Dredging was continued until the middle of October, 1876, with three dredges, and resumed in the spring of the present year with four dredges, and at the end of June the channel had been cleared to a depth of 22½ feet at low water to an average distance of about 1½ miles above the "White Buoy."

The dredging is all of soft clay, and the total quantity raised during the year amounted to 703,575 cubic yards, at an average cost of 8½ cents per yard.

*Contrecoeur Channel.*

The main portion of the new Contrecoeur Channel was completed to 22 feet deep and 300 feet wide, at the close of navigation in 1876, but the removal of some small shoals at the lower entrance remained to be finished in 1877.

Dredging was resumed for this purpose in the spring, and at the close of the year nearly the whole was completed. Total quantity raised during the year, 272,640 cubic yards, consisting chiefly of stiff clay, and costing about 16 cents per yard.

*Cap St. Michel, Ile Delorier and Varennes.*

The improvements consist of the removal of a series of shoals and points of shoals which interfered with both the depth and breadth of the ship channel. Total quantity dredged during the year, 128,400 cubic yards, consisting of clay and boulders, and costing about 20½ cents per yard.

*Point aux Trembles.*

Dredging was commenced in the autumn of 1876, for the purpose of deepening the channel and improving its course by conforming as far as practicable with the direction of the current setting to the south of Ile Ste. Thérèse. Total quantity dredged, 82,425 cubic yards, costing about 16½ cents per yard.

I am, Sir,

Your obedient servant,

JOHN KENNEDY,  
*Chief Engineer.*

A: PENDIX No. 24.

DEPARTMENT OF PUBLIC WORKS.

Name.	Occupation.	Locality.	Annual Salary.	Remarks.
<b>OFFICE STAFF.</b>			<b>\$ cts.</b>	
T. Trudeau .....	Deputy of the Minister...		4,100 00	
F. Braun .....	Secretary .....		2,400 00	
John Page .....	Chief Engineer .....		4,000 00	
G. F. Baillairgé.....	Assistant Chief Engineer .....		3,000 00	
T. S. Scott.....	Chief Architect.....		3,000 00	
J. Baine.....	Accountant .....		2,200 00	
J. W. Harper.....	Paymaster .....		1,530 00	
H. A. Fissiault.....	1st Class Clerk.....		1,800 00	
L. E. St. O. Chapleau.....	do .....		1,600 00	
W. Buckingham .....	do .....		1,800 00	
F. H. Ennis .....	do .....		1,550 00	
C. McCarthy .....	do .....		1,650 00	
O. Dionne .....	do .....		1,550 00	
A. P. Bradley.....	do .....		1,550 00	
W. J. Tilley.....	Senior 2nd Class Clerk...		1,350 00	
J. N. F. Bonneville.....	do .....		1,350 00	
S. McLaughlin .....	do .....		1,400 00	
C. F. Street .....	do .....		1,250 00	
A. J. Duffy.....	Junior 2nd Class Clerk...		900 00	
L. Lefebvre.....	do .....		900 00	
L. N. Fortier.....	do .....		900 00	
A. E. Evanturel.....	do .....		1,000 00	
L. H. Filteau.....	do .....		900 00	
L. D. Dion.....	do .....		900 00	
F. A. Dixon.....	do .....		900 00	
E. Bance.....	do .....		750 00	
W. Buckingham.....	Private Secretary.....		600 00	
J. Deslauriers.....	Messenger .....		500 00	
M. Walsh.....	do .....		500 00	
H. Potvin.....	do .....		500 00	
C. Neville.....	do .....		17 00	per month.

LACHINE, BEACHARNOIS, CHAMBLEY AND RIVER OTTAWA CANALS.

J. G. Sippell.....	Engineer-in-Charge.....		250 00	per month.
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St. LAWRENCE CANALS.

Michael Conway.....	Superintendent .....	Lachine Canal...	1,800 00	
J. F. Béique .....	do .....	Beauharnois do..	1,100 00	per year—rent \$150.
D. A. McDonell .....	do .....	Cornwall Canal..	1,400 00	per year—rent \$200.
A. G. MacDonell.....	do .....	Williamsburg Canals	1,100 00	
R. Cardinal.....	Paymaster .....	St. Lawrence Canals	1,300 00	per year.
E. V. Bodwell .....	Superintendent .....	Welland Canal..	2,900 00	
R. D. Dunn.....	Paymaster.....	do .....	1,400 00	

Name.	Occupation.	Locality.	Pay.	Remarks.
<b>OTTAWA CANALS.</b>				
John D. Foreman.....	Lock Superintendent.....	St. Anne's Lock.	\$ 800 00	per annum.
Wm. B. Forbes.....	Superintendent.....	Carillon & Grenville Canals.....	1,175 00	Per ann. Value of house ....125 00
<b>CHAMBLY CANAL.</b>				
Levi Larue.....	Lock Superintendent.....	St. Ours' Lock...	2 00	per day and \$150 house rent.
L. Ouimet.....	Superintendent.....	Chamby Canal..	1,100 00	per annum and \$150 house rent
<b>ST PETER'S CANAL.—CAPE BRETON.</b>				
W. M. Kavanagh.....	Lock Superintendent....	.....	400 00	per annum.
<b>RIDEAU NAVIGATION.</b>				
Fred. A. Wise.....	Supt. and Engineer.....	Office Staff.....	2,000 00	per annum.
Francis Abbott.....	Book-keeper.....	do.....	1,000 00	do
<b>SLIDES AND BOOMS.</b>				
T. D. Belcher.....	Superintending Engineer	River Trent and Newcastle Dist.	1,000 00	per annum.
G. P. Brophy.....	Superintending Engineer	River Ottawa Works.....	1,800 00	do
D. Scott.....	Clerk and Accountant...	do.....	900 00	do
D. Boulanger.....	Slide Master.....	River Saguenay Works.....	400 00	do
<b>INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS.</b>				
G. J. Brydges.....	General Superintendent..	Railways.....	8,000 00	per annum.
<b>INTERCOLONIAL RAILWAY.</b>				
R. Luttrell.....	Superintendent.....	Traffic Department.....	3,000 00	per annum.
A. McNab.....	Engineer.....	Engineer Department.....	4,000 00	do
Thos. Foot.....	Accountant.....	Accountant Department.....	2,400 00	do
H. A. Whitney.....	Mechanical Superintendent.....	Mechanical Department.....	3,000 00	do
D. Pottinger.....	General Storekeeper.....	Stores Department.....	1,800 00	do

Name.	Occupation..	Locality.	Pay.	Remarks.
PRINCE EDWARD ISLAND RAILWAY.			\$ cts.	
W. McKechnie .....	Superintendent .....	Charlottetown...	2,500 00	
Alex. Devine.....	Clerk .....	do ...	720 00	
Thomas Williams.....	Accountant .....	do ...	1,400 00	
Hon. Benj Davies.....	Cashier and Paymaster...	do ...	1,200 00	
E O. Faulkner.....	Travelling Auditor.....	do ...	1,100 00	
Alex. Stronach .....	Mechanical Superintend.	do ...	1,500 00	per annum.
G. C. Cunningham.....	Resident Engineer.....	do ...	2,000 00	do

## APPENDIX No. 25.

TABLE showing the dates of the closing of Canals and Harbors in the autumn of 1876, and the opening in the spring of 1877.

Canals or Harbors.	Closing.	Opening.
Lachine Canal	Dec. 2, 1876	May 7, 1877
Beauharnois Canal	Nov. 29	5
Cornwall do	Dec. 8	26
Williamsburgh Canals	" 5	1
Welland Canal	" 15	April 17
Burlington Bay Canal	" 11	" 11
St. Ann's Lock and Dam	Nov. 29	" 21
Carillon Canal	" 30	" 26
Grenville do	" 30	May 1
Chûte à Blondeau Canal	" 30	April 26
Rideau..... { Kingston Mills	" 27	" 30
do { Ottawa	Dec. 7	May 1
St. Jurs' Lock	Nov. 30	April 10
Chambly Canal	" 28	May 1
Erie Canal (New York)	Dec. 1	" 8
St. Peter's Canal (Cape Breton)	Closed since June, 1876.	
Quebec Harbor, River St. Lawrence	Nov. 26, 1876	April 26, 1877
Montreal do do	Dec. 10	" 29
Toronto do Lake Ontario	" 18	March 25
Kingston do do	" 30	April 9
Belleville do Bay of Quinté	" 5	" 14
Port Stanley do Lake Erie	Nov. 24	" 10
Kingsville do do	" 28	" 12
Windsor do River Detroit	Dec. 10	" 3
Sarnia do Lake Huron	" 18	" 7
Goderich do do	Nov. 30	" 28
Kincardine do do	" 29	" 30
Owen Sound do Georgian Bay	Dec. 6	May 5
Collingwood do do	" 1	" 4
Midland Harbors do do	" 4	April 15
River St. Mary do do	Nov. 27	May 2
River Kaministiquia, Lake Superior	" 22	April 22
Prince Arthur's Landing, do	Dec. 3	" 29
Winnipeg Harbor, Red River	Nov. 5	" 22