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In Sessional paper No. 12A, pages 49, 100-101, 241, 254, 299 & 320 are incorrectly numbered pages 1, 101, 100, 24, 24, 29 & 20.

SESSIONAL PAPERS

VOLUME 9

SECOND SESSION OF THE EIGHTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1897



See also Numerical List, page 4.

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OF THE
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CONTENTS OF VOLUME 1.

1. Report of the Auditor General, for the year ended 30th June, 1896. Presented 30th March, 1897, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1896. Presented 30th March, 1897, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
- 2a. Estimates of sums required for the service of the Dominion, for the year ending on the 30th June, 1898. Presented 8th April, 1897, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
- 2b. Supplementary Estimates for the year ending 30th June, 1897. (For the Militia attending the Queen's Jubilee.) Presented 20th May, 1897, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
- 2c. Supplementary Estimates for the year ending 30th June, 1897. Presented 10th June, 1897, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
- 2c.* Supplementary Estimate for the year ending 30th June, 1897. (Post Office Department.) Presented 14th June, 1897, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
- 2d. Supplementary Estimates for the year ending 30th June, 1898. Presented 18th June, 1897, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
- 2e. Further Supplementary Estimates for the year ending 30th June, 1898. (Intercolonial Railway extension to Montreal.) Presented 23rd June, 1897, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
3. List of Shareholders of the Chartered Banks of Canada, as on the 31st December, 1896. Presented 5th April, 1897, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
- 3a. Report of dividends remaining unpaid and unclaimed balances in the Chartered Banks of Canada, for five years and upwards, prior to 31st December, 1896.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 3.

- 4.** Report of the Superintendent of Insurance, for the year ending 31st December, 1896.
Printed for both distribution and sessional papers.
- 4a.** Preliminary statements of the business of Life Insurance Companies in Canada, for the year ending 31st December, 1896. Presented 29th June, 1897, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
- 4b.** Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1896. Presented 5th April, 1897, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 4.

- 5.** Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1896. Presented 25th March, 1897, by Sir Richard Cartwright.
Printed for both distribution and sessional papers.
- 6.** Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1896. Presented 30th March, 1897, by Hon. W. Paterson.....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 5.

- 7.** Inland Revenues of Canada. Excise, &c., for the fiscal year ended 30th June, 1896. Presented 26th March, 1897, by Sir Henri Joly de Lotbinière....*Printed for both distribution and sessional papers.*
- 7a.** Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 30th June, 1896. Presented 26th March, 1897, by Sir Henri Joly de Lotbinière.
Printed for both distribution and sessional papers.
- 7b.** Report on Adulteration of Food, for the fiscal year ended 30th June, 1896. Presented 26th March, 1897, by Sir Henri Joly de Lotbinière.....*Printed for both distribution and sessional papers.*
- 8.** Report of the Minister of Agriculture of Canada, for the calendar year 1896. Presented 23rd April, 1897, by Hon. W. Mulock.....*Printed for both distribution and sessional papers.*
- 8a.** Report on Canadian Archives, 1896. Presented 23rd April, 1897, by Hon. W. Mulock.
Printed for both distribution and sessional papers.

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- 8c.** Report of the Director and Officers of the Experimental Farms, for the year 1896.
Printed for both distribution and sessional papers.
- 8d.** Criminal Statistics for the year 1896.....*Printed for both distribution and sessional papers.*

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- 9.** Annual Report of the Minister of Public Works, for the fiscal year ended 30th June, 1896. Presented 9th April, 1897, by Hon. J. I. Tarte.....*Printed for both distribution and sessional papers.*
- 10.** Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1896. Presented 5th April, 1897, by Hon. A. G. Blair...*Printed for both distribution and sessional papers.*

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- 11.** Annual Report of the Department of Marine and Fisheries (Marine), for the fiscal year ended 30th June, 1896. Presented 26th May, 1897, by Hon. L. H. Davies.
Printed for both distribution and sessional papers.
- 11a.** Annual Report of the Department of Marine and Fisheries (Fisheries), for the fiscal year ended 30th June, 1896. Presented 26th May, 1897, by Hon. L. H. Davies.
Printed for both distribution and sessional papers.

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- 11b.** Special reports containing notes on the natural history of the lobster, with special reference to the Canadian lobster industry. *Printed for both distribution and sessional papers.*
- 11c.** Discolouration in Canned Lobsters. *Printed for both distribution and sessional papers.*
- 11d.** Report of the joint commission relative to the preservation of the fisheries in waters contiguous to Canada and the United States. *Printed for both distribution and sessional papers.*

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- 11e.** Report of the Chairman of the Board of Steamboat Inspection, etc., for calendar year ended 31st December, 1896. *Printed for both distribution and sessional papers.*
- 12.** Report of the Postmaster General for the year ended 30th June, 1896. Presented 28th May, 1897, by Hon. W. Mulock. *Printed for both distribution and sessional papers.*
- 12a.** Supplement to the Report of the Postmaster General, for the year 1896, with reference to the letting of certain contracts for mail service. Presented 4th June, 1897, by Hon. W. Mulock. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 10.

- 13.** Annual Report of the Department of the Interior, for the year 1896. Presented 12th May, 1897, by Hon. W. Mulock. *Printed for both distribution and sessional papers.*
- 13a.** Summary Report of the Geological Survey Department, for the year 1896. Presented 29th June, 1897, by Hon. S. A. Fisher. *Printed for both distribution and sessional papers.*
- 13b.** Report by Hon. T. Mayne Daly on his visit to Great Britain and Ireland in the interests of emigration to Canada, 1896. Presented 14th April, 1897, by Hon. C. Sifton. *Not printed.*

CONTENTS OF VOLUME 11.

- 14.** Annual Report of the Department of Indian Affairs, for the year ended 30th June, 1896. Presented 5th April, 1897, by Hon. C. Sifton. *Printed for both distribution and sessional papers.*
- 15.** Report of the Commissioner of the North-west Mounted Police Force, 1896. Presented 22nd April, 1897, by Hon. W. Laurier. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 12.

- 16.** Report of the Secretary of State of Canada, for the year ended 31st December, 1896. Presented 30th March, 1897, by Hon. S. A. Fisher. *Printed for both distribution and sessional papers.*
- 16a.** Civil Service List of Canada, 1896. Presented 30th March, 1897, by Hon. S. A. Fisher. *Printed for both distribution and sessional papers.*
- 16b.** Report of the Board of Civil Service Examiners, for the year ended 31st December, 1896. Presented 22nd April, 1897, by Hon. S. A. Fisher. *Printed for both distribution and sessional papers.*
- 16c.** Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1896, with a partial report for services during six months ending 31st December, 1896. Presented 29th June, 1897, by Hon. S. A. Fisher. *Printed for both distribution and sessional papers.*
- 17.** Report of the Joint Librarians of Parliament, for the period since the close of the session in October, 1896. Presented 25th March, 1897, by the Hon. The Speaker. *Printed for sessional papers only.*
- 18.** Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1896. Presented 9th June, 1897, by Hon. C. Fitzpatrick. *Printed for both distribution and sessional papers.*

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19. Report of the Department of Militia and Defence of Canada, for the year ended 31st December, 1896. Presented 8th April, 1897, by Sir Richard Cartwright.
Printed for both distribution and sessional papers.
20. Return to an Order of the House of Commons, dated 28th September, 1896, giving particulars in reference to the Eighth General Election for the House of Commons of Canada. Presented 29th April, 1897.—*Mr. Lavergne* *Printed for both distribution and sessional papers.*
21. Copy of an Order in Council relative to the issue of licenses to United States fishing vessels. Presented 26th March, 1897, by Hon. L. H. Davies. *Not printed.*
22. Statement of Governor General's Warrants issued since last session of parliament, on account of fiscal year 1896-97. Presented 30th March, 1897, by Hon. W. S. Fielding. *Not printed.*
23. Return of Treasury Board Over-Rulings on appeals from decisions of the Auditor General, between the sessions of 1896 and 1897. Presented 30th March, 1897, by Hon. W. S. Fielding.
Printed for sessional papers.
24. General Order of the Exchequer Court. Presented 30th March, 1897, by Hon. S. A. Fisher.
Not printed.
25. Return to an order of the House of Commons, dated 28th September, 1896, for a return of all papers and correspondence regarding the claims of Messrs. Penhallwick, of Edenwold, for destruction of machinery by Indians. Presented 5th April, 1897.—*Mr. Davin* *Not printed.*
26. Return to an address of the House of Commons to his excellency the Governor General, dated 14th September, 1896, for a copy of all correspondence in connection with all grants of land in the town of Revelstoke to J. A. Mara, ex-member for Yale and Cariboo, and the order in council under which the said grants were made. Presented 5th April, 1897. *Mr. Bostock* *Not printed.*
- 26a. Return to an address of the House of Commons to his excellency the Governor General, dated 14th September, 1896, for a copy of all correspondence and the order in council of the 11th July, 1890, by which a grant of land in the town of Revelstoke was made to the Kootenay Smelting and Trading Company. Presented 5th April, 1897.—*Mr. Bostock* *Not printed.*
27. Return to an address of the House of Commons to his excellency the Governor General, dated 14th September, 1896, for a copy of all correspondence in connection with grants of land within the railway belt in British Columbia made by the province subsequent to the date when the lands in the belt passed under control of the government of Canada, and of the orders in council of the 29th March, 1895, and the 6th December, 1895, setting forth the terms of the agreement between the government of Canada and the province of British Columbia, acting on behalf of the grantees. Presented 5th April, 1897.—*Mr. Bostock* *Not printed.*
28. Statement of expenditure on account of miscellaneous unforeseen expenses, from 1st July, 1896, to 24th March, 1897. Presented 5th April, 1897, by Hon. W. S. Fielding. *Not printed.*
29. Statement of all superannuations and retiring allowances in the civil service during year ended 31st December, 1896, giving name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or new appointment, and salary of any new appointee. Presented 5th April, 1897, by Hon. W. S. Fielding. *Not printed.*
30. Statement of the moneys expended in payment of bounties on iron and steel manufactured from Canadian ore, the persons to whom paid, the places at which the iron and steel was manufactured, together with copies of the regulations governing such payments, as required by the Act 57-58 Victoria, chapter 9. Presented 7th April, 1897, by Hon. W. Paterson. *Printed for sessional papers.*
31. Return furnished annually by the Canadian Pacific Railway Company under the provisions of section 8 of 49 Victoria, chapter 9, being a list of all lands sold by that company from 1st October, 1895, to the 1st October, 1896. Presented 13th April, 1897, by Hon. C. Sifton. *Not printed.*
- 31a. Return under resolution of the 20th February, 1882, in so far as the same is furnished by the department of the interior, respecting the Canadian Pacific Railway Company. Presented 13th April, 1897, by Hon. C. Sifton. *Not printed.*

 CONTENTS OF VOLUME 13—*Continued.*

32. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, in accordance with the provisions of: (1st) Clause 91 of the Dominion Lands Act, chapter 54 of the Revised Statutes of Canada. (2nd) Subsection (d) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. (3rd) Section 46 of the North-west Irrigation Act. Presented 13th April, 1897, by Hon. C. Sifton..... *Not printed.*
33. Return to an order of the House of Commons, dated 10th May, 1897, for a copy of the evidence taken by Inspector Fletcher when investigating charges made last November against the postmaster of Northfield, British Columbia. Presented 28th May, 1897.—*Mr. Davin*..... *Not printed.*
34. Statement of the affairs of the British Canadian Loan and Investment Company, as on the 31st December, 1896. Presented 20th April, 1897, by the Hon. The Speaker..... *Not printed.*
35. Return to an address of the House of Commons to his excellency the Governor General, dated 12th April, 1897, for copies of all orders in council, reports to council, petitions, memorials or other documents relating to the Manitoba School Question, not already submitted to this House. Presented 20th April, 1897.—*Mr. La Rivière*..... *Printed for both distribution and sessional papers.*
36. Statement of all bonds registered in the department of the secretary of state, since last return (1896) and submitted to parliament in accordance with section 23 of chapter 19, of the Revised Statutes of Canada. Presented 20th April, 1897, by Hon. S. A. Fisher. *Not printed.*
37. Return to an address of the House of Commons to his excellency the Governor General, dated 5th April, 1897, for copies of all correspondence relating to the retirement of Messrs. Bompas, Bischoff & Co., and the appointment of Mr. Charles Russell as solicitor for the Dominion government in London. Presented 22nd April, 1897.—*Mr. Foster*..... *Not printed.*
38. Return to an address of the House of Commons to his excellency the Governor General, dated 28th September, 1896, for copies of despatches, minutes of council, and correspondence relating to the formation of an international customs bureau for Brussels. Presented 26th April, 1897.—*Sir C. Hilbert Tupper*..... *Not printed.*
39. Tariff of fees and expenses for holding elections in the North-west Territories and British Columbia, fixed by the governor in council, under section 121 of the Dominion Elections Act, and amendments to the said tariff. Presented 26th April, 1897, by Hon. W. S. Fielding. *Not printed.*
40. Return to an order of the House of Commons, dated 30th April, 1897, for copies of instructions to customs collectors *re* tariff resolutions and reciprocal tariff. Presented 30th April, 1897.—Hon. W. Paterson..... *Not printed.*
41. Return to an order of the House of Commons dated 5th April, 1897, for copies of all calls for tenders and specifications for the same and detailed answers thereto made since the last session of parliament in respect of the printing of government notes, stamps, etc., of all correspondence in connection therewith had with the government or any member thereof and with the minister of finance or the officers of his department, copies of all reports made thereon to the minister of finance and to council, together with all minutes to council passed in relation thereto, and a copy of the contract entered into between the government and the successful tenderer. Presented 3rd May, 1897.—*Mr. Foster*..... *Printed for distribution only.*
42. Return to an address of the House of Commons to his excellency the Governor General, dated 5th April, 1897, for a return showing how many convicts were liberated from the different penitentiaries in Canada since the month of July, 1896; giving their names and the dates when they were convicted, and showing why they were liberated, and the names of those who obtained their pardon for them; also the names of those whose sentences were commuted. Presented 5th May, 1897.—*Mr. Bergeron*..... *Not printed.*
43. Return to an order of the House of Commons, dated 28th September, 1896, for copies of all correspondence which has passed between the government and party or parties in reference to the "Montreal, Ottawa, Georgian Bay Canal" scheme; also all papers in connection with any application for financial aid towards this project. Presented 5th May, 1897.—*Mr. Poupore*..... *Not printed.*
44. Return to an order of the House of Commons, dated 28th September, 1896, for copy of all reports, valuations and all other papers relating to lands in the township of South Monagan, county of Peterboro', flooded by reason of the construction of a dam at Hastings, Ontario, and owned by Joseph Clarke and others. Presented 5th May, 1897.—*Mr. Kendry*..... *Not printed*

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45. Return to an order of the House of Commons, dated 2nd September, 1896, for copies of all memorials, reports, correspondence, plans and papers in relation to the construction of a bridge in front of Quebec, or in the vicinity, to connect the Intercolonial Railway with the Canadian Pacific Railway. Presented 5th May, 1897.—*Mr. Langelier* *Not printed.*
46. Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all correspondence between the department of Indian affairs at Ottawa and the officers of the Indian department at Regina and at Winnipeg, respecting the furnishing supplies to the St. Paul Industrial School; also the correspondence between the department at Ottawa and the Hudson Bay Company at Winnipeg. Presented 10th May, 1897.—*Mr. Davin* *Not printed.*
47. Return to an order of the House of Commons, dated 11th May, 1897, for a copy of the opinion of the minister of justice with respect to statutory increases. Presented 11th May, 1897.—*Hon. L. H. Davies* *Printed for sessional papers.*
48. Return to an order of the House of Commons, dated 21st April, 1897, for copies of all documents, correspondence, reports, etc., having reference to the appointment of Thomas E. Anderson to the position of collector of customs in the town of Napanee. Presented 11th May, 1897.—*Mr. Wilson* *Not printed.*
49. Report of the commissioners to examine into the affairs of the Kingston penitentiary. Presented 17th May, 1897, by Sir Richard Cartwright *Printed for distribution.*
50. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 30th June, 1896. Presented 20th May, 1897, by Hon. W. S. Fielding *Not printed.*
51. Extract from a report of the committee of the honourable the privy council, approved by his excellency on the 23rd January, 1897, referring to the delimitation of the Alaskan boundary. Presented 26th May, 1897, by Hon. C. Sifton *See No. 77.*
52. Contract with Messrs. Petersen, Tate and Company, of Newcastle-on-Tyne, England, for a fast weekly steanship service between Canada and the United Kingdom. Presented 28th May, 1897, by Sir Richard Cartwright *See "Votes and Proceedings," page 393.*
53. Return to an address of the Senate to his excellency the Governor General, dated 13th May, 1897, for copies of all telegrams sent between the 15th and 27th of April last, by the minister of marine and fisheries, to Bernard D. McLellan, or any other person in West Prince, Prince Edward Island, promising grants for harbours, piers or breakwaters in that constituency, different from or in addition to, amounts stated in the Estimates now before Parliament. Presented 1st June, 1897.—*Hon. Mr. Ferguson* *Not printed.*
54. Return to an address of the Senate to his excellency the Governor General, dated 19th May, 1897, for a tabulated statement showing the effects which the commercial treaty between Canada and France has had upon the trade and revenue of the Dominion, as compared with the three years preceding the date upon which the treaty came into force, in so far as relates to the various articles covered by said treaty. Presented 1st June, 1897.—*Hon. Sir Mackenzie Bowell* *Printed for sessional papers.*
- 54a. Return to an address of the Senate to his excellency the Governor General, dated 9th June, 1897, for a detailed statement showing the character, quantity and value of the different articles exported from Canada to France, for the years ending 30th June, 1893, 1894, 1895 and 1896. Presented 17th June, 1897.—*Hon. Sir Mackenzie Bowell* *Printed for sessional papers.*
55. Return to an address of the Senate to his excellency the Governor General, dated 5th May, 1897, for a copy of the contract or charter by which the steamer "Petrel" has been employed for winter navigation between Prince Edward Island and the mainland during the present year, and all correspondence between the department of marine and fisheries, or any officer thereof, and the owners of the said steamer "Petrel" relative to the said contract or charter. Also a statement of all expenses incurred by the government of Canada, in the outfit, repair and maintenance of the said steamer, and in the payment of wages to her officers and men, giving the name of each employee, and the amount paid or to be paid each. Also a statement showing the number of round trips made by the said steamer, between Cape Tormentine and Cape Traverse, or any other port in Prince Edward Island, from the 1st of December, 1896, to the 1st of May of the present year, with the date of such trips. Also a statement of the number of passengers, and the quantity

• CONTENTS OF VOLUME 13—*Continued.*

- of freight carried by the said steamer between the ports aforesaid, and the amount received for carrying such freight and passengers, for the above-mentioned period. And also a statement of number of mails carried by the said steamer, during the same period. Presented 1st June, 1897.—*Hon. Mr. Ferguson*..... *Not printed.*
- 56.** Return to an address of the Senate to his excellency the Governor General, dated 5th May, 1897, for all correspondence which has taken place since the 13th July last between the government of the Dominion and the provincial government of Prince Edward Island regarding certain financial claims of that province upon the federal government.—Presented 1st June, 1897.—*Hon. Mr. Ferguson*..... *Printed for sessional papers.*
- 57.** Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all letters, papers, correspondence, petitions, etc., relating to the dismissal of J. Albert Verge, fishery officer for the river Restigouche and its tributaries and the waters of the Baie des Chaleurs, and the appointment of Charles Brown in his place. Presented 3rd June, 1897.—*Mr. McAlister*..... *Not printed.*
- 57a.** Return to an order of the House of Commons, dated 5th April, 1897, for copies of all correspondence, papers, petitions, &c., in connection with the dismissal of Angus McPhee as postmaster at Hopefield, in the province of Prince Edward Island. Presented 3rd June, 1897.—*Mr. Martin*..... *Not printed.*
- 57b.** Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all papers, letters, documents, petitions, etc., relating to the dismissal of A. J. McNeill as postmaster at Stanley Bridge, in Prince Edward Island. Presented 3rd June, 1897.—*Mr. Martin*..... *Not printed.*
- 57c.** Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all letters, telegrams and papers that have passed between the government and any person or persons in connection with the dismissal of Dr. George Duncan, late quarantine superintendent at Williams Head Station, B.C.—Presented 4th June, 1897.—*Hon. E. G. Prior*..... *Not printed.*
- 57d.** Return to an order of the House of Commons, dated 17th May, 1897, for copies of all documents, reports, affidavits, declarations, papers and correspondence in relation to dismissal of F. X. Smith, late lighthouse keeper at Cape Gaspé. Presented 8th June, 1897.—*Mr. Casgrain*..... *Not printed.*
- 57e.** Return to an address of the House of Commons, to his excellency the Governor General, dated 14th September, 1896, for copies of all orders in council, reports and correspondence respecting the appointment and dismissal of the sub-agents of the department of marine and fisheries at the port of Pictou.—Presented 8th June, 1897.—*Sir C. Hibbert Tupper*..... *Not printed.*
- 57f.** Return to an order of the House of Commons, dated 3rd May, 1897, for a return showing the names of all persons dismissed from the service of the inland revenue department since the first day of July, 1896; also the names of all persons appointed to the service of said department since the first day of July, 1896. Presented 14th June, 1897.—*Mr. Wood (Brockville)*..... *Not printed.*
- 57g.** Return to an order of the House of Commons, dated 17th May, 1897, showing the names and offices or employment of all persons superannuated, dismissed or superceded in the service of the Canadian government under the present administration, giving the reason for superannuation, dismissal or supercession in each case, and the name and age of the officer or employee appointed to the vacancy in each case, and showing whether any inquiry or formal investigation took place in each case and the nature of it, and whether the party affected was given an opportunity of being heard before dismissal or supercession. Presented 15th June, 1897.—*Sir Charles Tupper*..... *See No. 57t.*
- 57h.** Return to an order of the House of Commons, dated 21st April, 1897, showing the names of all persons appointed to the department of customs since the first day of July, 1896, also the names of the offices respectively to which they were appointed and the salaries thereto attached; also the names of all persons in the service of the department of customs whose services have been dispensed with since the first day of July, 1896, with the names of the offices and the salaries attached thereto respectively. Presented 15th June, 1897.—*Mr. Wood (Brockville)*..... *Not printed.*
- 57i.** Supplementary return to 57g. Presented 16th June, 1897.—*Sir Charles Tupper*..... *See No. 57t.*
- 57j.** Return to an order of the House of Commons, dated 6th May, 1897, for copies of all letters and correspondence between the government or any members thereof referring in any way to the dismissal of Mr. W. D. Fairbrother as postmaster at Beamsville, with a copy of the charges and by whom such were made. Presented 18th June, 1897.—*Mr. McCleary*..... *Not printed.*

 CONTENTS OF VOLUME 13—*Continued.*

- 57k.** Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all letters, telegrams, petitions, reports and other communications with respect to the appointment and dismissal of David H. Price, postmaster of Aylmer West, and the appointment of his successor, Frederick Ashbaugh. Presented 18th June, 1897.—*Mr. Ingram*.....*Not printed.*
- 57l.** Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all correspondence, petitions and reports relative to the dismissal of T. P. Shields, postmaster of Upper Maugerville, and the appointment of Emery Sewel in his place, and in reference to any changes proposed in the location of said post office since 1891. Presented 18th June, 1897.—*Mr. Foster*.....*Not printed.*
- 57m.** Return to an order of the House of Commons, dated 12th April, 1897, for copies of all papers, correspondence, petitions, etc., connected with the dismissal of Alexis Doutre as postmaster at Beauharnois. Presented 18th June, 1897.—*Mr. Bergeron*.....*Not printed.*
- 57n.** Return to an order of the House of Commons, dated 5th April, 1897, for a return giving the names of all postmasters and other persons in the employ of the government in the counties of Kings and York, New Brunswick, who have been dismissed since July, 1896, and all correspondence in connection therewith. Presented 18th June, 1897.—*Mr. Foster*.....*Not printed.*
- 57o.** Return to an order of the House of Commons, dated 17th May, 1897, for a copy of the investigation held in connection with the postmaster's office in Valleyfield, by Mr. Wilfrid Mercier. Presented 18th June, 1897.—*Mr. Bergeron*.....*Not printed.*
- 57p.** Return to an order of the House of Commons, dated 17th May, 1897, for any reports or correspondence, not already brought down, and the reasons for the dismissal of Roderick McLeod and Robert McKay, bridge tenders on the Intercolonial Railway bridge, Pictou, Nova Scotia, and the appointment of Thomas Fraser and A. Thomas in their place and stead. Presented 24th June, 1897.—*Sir C. Hibbert Tupper*.....*Not printed.*
- 57q.** Return to an order of the House of Commons, dated 17th May, 1897, for copies of all papers and documents connected with the dismissal of Mr. John L. Smith as fishery overseer for the district of New Carlisle, extending from Grand Cascapeia river to Paspebiac East; also any recommendations made to any member of the government by letter or otherwise for his dismissal and the recommendation in favour of his successor. Presented 25th June, 1897.—*Sir A. P. Caron*.
Not printed.
- 57r.** Return to an order of the House of Commons, dated 3rd May, 1897, giving all correspondence, evidence, reports and papers respecting the dismissal of the car inspector and car oiler at Stellarton, Nova Scotia, under instructions of the mechanical superintendent, Intercolonial Railway at Moncton, 5th February, 1897. Presented 25th June, 1897.—*Sir C. H. Tupper*.....*Not printed.*
- 57s.** Return to an order of the House of Commons, dated 21st April, 1897, for copies of all papers, petitions, evidence, reports and documents of every nature connected with the dismissal of Andrew Carmichael, postmaster, Spencerville, Ont. Presented 28th June, 1897.—*Mr. Reid*...*Not printed.*
- 57t.** A partial return to an address of the Senate to his excellency the Governor General, dated 9th April, 1897, for a statement showing for each department of the civil service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof; and of such persons not in the civil service employed by the government in any department, who, since the 13th July, 1896, and in cases where no commission of investigation was appointed, have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the persons removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the civil service in the place of, or as a consequence of any such removal. Presented 26th June, 1897.—*Hon. Mr. Kirchhoffer*.
Printed for sessional papers.
- 58.** Return to an order of House of Commons, dated 28th September, 1896, for copies of the contract awarded to Mr. Gédéon Beaulieu, contractor for the building of the post office at Rimouski, of all correspondence between the said contractor and the government, and all other documents in relation thereto. Presented 4th June, 1897.—*Mr. Fiset*.....*Not printed.*

 CONTENTS OF VOLUME 13—*Continued.*

59. Return to an order of the House of Commons, dated 17th May, 1897, for copies of the report made by Mr. Gourdeau, deputy minister of marine and fisheries, on the conference held last November between the steamship companies and shippers of cattle and horses. Presented 4th June, 1897. *Mr. Maclean*. *Printed for sessional papers.*
60. Return to an order of the House of Commons, dated 17th May, 1897, for copies of all correspondence since the 20th July last between the department of marine and fisheries at Ottawa and the officers thereof or others, respecting supplies and repairs of vessels and steamers under the control of that department which are in the habit of visiting the ports of Charlottetown, Georgetown and Pictou, or which are employed either in the protection of the coast fisheries or in the supervision and maintenance of lights, or in the winter steam service between Prince Edward Island and the mainland. Presented 4th June, 1897.—*Sir C. Hibbert Tupper*. *Not printed.*
61. Return to an order of the House of Commons, dated 21st April, 1897, for copies of all letters, petitions, memorials and suggestions received by the government, or any member thereof, since the 23rd June, 1896, to amend the North-west Territories Act with a view of enlarging the powers of the executive of the North-west Territories, and to increase the subsidy of the North-west Territories. Presented 4th June, 1897.—*Mr. Davin*. *Not printed.*
62. Return to an order of the House of Commons, dated 3rd May, 1897, for a copy of returns for Weller Bay while an outpost, *i.e.*, about eleven years: 1. The value of dutiable goods and duty collected. 2. Value of free goods. 3. Total number of vessels entered and cleared. 4. Total salary paid. Presented 8th June, 1897.—*Mr. Corby*. *Not printed.*
63. Return to an order of the House of Commons, dated 10th May, 1897, for a return of all correspondence between officers of the militia and others with the minister of militia and the major-general commanding relating to brevet promotion and General Order 73, 1896. Presented 8th June, 1897.—*Mr. Bain*. *Not printed.*
64. Return to an order of the House of Commons, dated 17th May, 1897, for copies of all correspondence, plans and reports of engineers having reference to making North Harbour, Aspy Bay, Victoria county, N.S., a harbour of refuge. Presented 9th June, 1897.—*Mr. Bethune*. *Not printed.*
65. Return to an address of the House of Commons to his excellency the Governor General, dated 3rd May, 1897, for copies of all papers relating to the release of Daniel Brien Sullivan, committed to jail at Toronto on the 18th November, 1896, including the reports of the police magistrate of the 21st and 27th November, 1896. Presented 9th June, 1897.—*Sir C. Hibbert Tupper*. *Not printed.*
66. Return to an order of the House of Commons, dated 28th September, 1896, for a statement showing the amount of money expended by the Dominion government since the 1st day of July, 1873, for constructing, equipping and subsidizing railways in Canada, with the number of acres of land granted as subsidies, and their estimate value. Also a statement showing separately the part of such expenditure made on railways in each province of the Dominion and the North-west Territory, deducting any sums that may have been charged against any of the provinces of the North-west Territory in their debt account with the Dominion. Presented 10th June, 1897.—*Mr. Martin*. *Printed for sessional papers.*
67. Return to an order of the House of Commons, dated 28th September, 1896, for copies of all letters, correspondence and tenders, the names of the parties tendering, the amounts of their tender, and the names of the parties awarded the contracts for the historical monuments at Lundy's Lane, Chrysler's Farm and Chateauguay. Presented 10th June, 1897.—*Mr. Gibson*. *Not printed.*
68. Return to an order of the House of Commons, dated 17th May, 1897, showing a comparative schedule of prices paid in connection with the military camp at Aldershot, King's county, Nova Scotia, for the seasons of 1895 and 1896 respectively; also all papers, correspondence and instructions respecting the securing of supplies for the said camp in 1897. Presented 10th June, 1897.—*Sir C. Hibbert Tupper*. *Not printed.*
69. Return to an order of the House of Commons, dated 17th May, 1897, for a return showing (under the announced change of organization at the Royal Military College of Canada): 1. A detail of the intended superior and subordinate staffs, their respective emoluments and the conditions of their engagements, inclusive of periods of service and duties to be performed by them respectively. 2. The intended number of classes of cadets in attendance at one time. 3. The allotment and distri-

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- bution of time to class instruction, drills, military and athletic exercises, meals, recreation, etc., specifying subjects and the professors and instructors respectively employed in the several subjects in each class. 4. The amount of deposit to be made by cadets to meet personal charges for a period of three years respectively under the reorganized system and the system hitherto in force. 5. The surplus revenue derived from fees from each cadet, after deduction of messing charges respectively under the reorganized system and the system hitherto in force. 6. A detail of items in the reorganized system and in that hitherto in force in the cases involving either increase or reduction, and the amounts of these differences. 7. The number of eligible applications made prior to the announcement of the reorganization to compete for entrance into the Royal Military College next September. Presented 10th June, 1897.—*Mr. Tyrwhitt* *Not printed.*
- 69a.** Supplementary return to No. 69. Presented 23rd June, 1897.—*Mr. Tyrwhitt* *Not printed.*
- 70.** Return to an address of the House of Commons to his excellency the Governor General, dated 28th September, 1896, for copies of despatches, minutes of council and correspondence relating to the London International Railway Congress, 1895. Presented 14th June, 1897.—*Sir C. Hibbert Tupper* *Not printed.*
- 70a.** Return to an address of the House of Commons to his excellency the Governor General, dated 28th September, 1896, for copies of despatches, minutes of council and other documents relating to the meeting of the International Railway Congress, St. Petersburg, with a copy of papers submitted by the high commissioner for Canada to that congress. Presented 14th June, 1897.—*Sir C. Hibbert Tupper* *Not printed.*
- 71.** Return to an order of the House of Commons, dated 17th May, 1897, for copies of tenders opened the 16th day of March, 1897, for works on section 12 of the Soulanges canal, showing the prices of different tenderers for each item and the approximate quantities upon which the tenders were extended, also the lump sum of each tender. Presented 14th June, 1897.—*M. Clancy*.
Printed for sessional papers.
- 71a.** Return to an order of the House of Commons, dated 17th May, 1897, for copies of tenders opened the 16th day of March, 1897, for works on sections 4, 5, 6 and 7 of the Soulanges canal, showing the prices of different tenderers for each item and the approximate quantities upon which the tenders were extended, also the lump sum of each tender. Presented 14th June, 1897.—*Mr. Clancy* *Printed for sessional papers.*
- 71b.** Return to an order of the House of Commons, dated 17th May, 1897, for copies of tenders opened the 20th day of March for works on the Grenville canal enlargement, showing the prices of different tenderers for each item and the approximate quantities upon which the tenders were extended, also the lump sum of each tender. Presented 14th June, 1897.—*Mr. Clancy*.
Printed for sessional papers.
- 71c.** Return to an order of the House of Commons, dated 7th June, 1897, for a statement of all tenders opened the 7th day of May, 1897, for works on the north channel of St. Lawrence river, showing the prices of different tenderers for each item and the approximate quantities upon which the tenders were extended, also the lump sum of each tender. Presented 25th June, 1897.—*Mr. Clancy* *Printed for sessional papers.*
- 71d.** Return to an order of the House of Commons, dated 7th June, 1897, for a statement of all tenders opened the 30th day of April, 1897, for works on the Iroquois section, Galops canal, showing the prices of different tenderers for each item and the approximate quantities upon which the tenders were extended, also the lump sum of each tender. Presented 25th June, 1897.—*Mr. Clancy*.
Printed for sessional papers.
- 71e.** Return to an order of the House of Commons, dated 7th June, 1897, for a statement of all tenders opened the 24th day of April, 1897, for works on the Cardinal section, Galops canal, showing the prices of different tenderers for each item and the approximate quantities upon which the tenders were extended, also the lump sum of each tender. Presented 25th June, 1897.—*Mr. Clancy*.
Printed for sessional papers.
- 72.** Return to an order of the House of Commons, dated 9th September, 1896, for: 1. A copy of all reports of the engineers of the department of public works as to the conditions and requirements of the Port Albert harbour made within the last ten years. 2. A statement in detail, with dates, showing all amounts voted by parliament for the improvement of said harbour. 3. A statement showing how much of said sums were expended under contract, and how much otherwise and how; when expended and to whom paid.—Presented 15th June, 1897.—*Mr. Cameron* *Not printed.*

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- 72a.** Return to an order of the House of Commons, dated 28th September, 1896, for: 1. Copy of all reports made by the engineers of the public works department since the 1st day of January, 1890, as to the condition and requirements of the Goderich harbour and of the North breakwater. 2. Statement in detail of all amounts voted for the construction and improvement of said harbour. 3. Statement showing how much has been expended on said harbour since the government of Canada undertook the work as a harbour of refuge. Presented 15th June, 1897.—*Mr. Cameron.*
Not printed.
- 72b.** Return to an order of the House of Commons, dated 17th May, 1897, for copies of all correspondence, telegrams, engineers' reports, etc., relating to the extension of the breakwater at Belle river, in Prince Edward Island. Presented 15th June, 1897.—*Mr. Martin.*..... *Not printed.*
- 73.** Return, in part (departments of the interior and Indian affairs), to an order of the House of Commons, dated 5th April, 1897, giving the names of all commissioners appointed by the government or any of the ministers to hear charges and make investigations into the conduct of civil servants and employees of the government or any of the departments since July, 1896, together with the rate of pay and allowances of each and the length of time each has been employed, and the full amount paid; also copies of all reports made by them to the government, or any member thereof, and copies of the authorization and instructions under which they acted. Presented 16th June, 1897.—*Mr. Foster.*..... *Not printed.*
- 73a.** Supplementary return to No. 73 (department of marine and fisheries). Presented 17th June, 1897. *Mr. Foster.*..... *Not printed.*
- 74.** Copies of contracts for cold storage accommodation on steamships from Montreal to Great Britain, between the minister of agriculture and various steamship companies. Presented 17th June, 1897, by Hon. S. A. Fisher..... *Not printed.*
- 75.** Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all letters, papers and correspondence relating to the closing in March last of the post office at Oak Bay Mills, Quebec. Presented 18th June, 1897.—*Mr. McAlister.*..... *Not printed.*
- 76.** Return to an order of the House of Commons, dated 3rd May, 1897, for: 1. Copies of all correspondence and other documents relating to the creation of post office inspectorships at Stratford, Barrie and Kingston and the appointment of inspectors and other officials connected with such inspectorships. 2. The number of employees connected with each such office and the salaries paid, and all other expenses of each office. Presented 18th June, 1897.—*Mr. Cameron.*
Printed for sessional papers.
- 77.** Report of Major General Cameron on the proposed convention in reference to a portion of the Alaskan boundary, and memorandum thereon. Presented 19th June, 1897, by Hon. L. H. Davies.
Printed for sessional papers.
- 78.** Return to an address of the House of Commons to his excellency the Governor General, dated 7th June, 1897, showing the correspondence, if any, between this government and the government of the United States in reference to an equalization or readjustment of the coasting laws, rules and regulations in force in the two countries; and in reference to any arrangement or proposal for any arrangement under which Canadian vessels shall be granted by the American government and officials the same privileges as those accorded to American vessels by the Canadian authorities under the laws, rules and regulations now in force. Presented 25th June, 1897.—*Mr. Britton.*
Printed for sessional papers.
- 79.** Return to an order of the House of Commons, dated 7th June, 1897, for copies of all telegrams and letters between the Hon. Clifford Sifton, minister of the interior, and Mr. Charles B. Heyd, M.P., for South Brant, and Mr. Davis, of the county of Haldimand, relating to the appointment or otherwise of Mr. Daniel Lynch, of the village of Hagersville, or Dr. Stuart of the same place, as Indian agent in the room and stead of Dr. Jones of Hagersville. Presented 25th June, 1897.—*Mr. Clancy.*..... *Not printed.*
- 80.** Return to an order of the House of Commons, dated 10th May, 1897, for copies of all papers, correspondence and telegrams relating to charges made affecting the quality of British Columbia salmon sold in the British market. Presented 25th June, 1897.—*Mr. Maxwell.*..... *Not printed.*

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81. Return to an order of the House of Commons, dated 7th June, 1897, for a copy of the advertisement recently published calling for tenders for the carrying of the mail between Danville, in the county of Richmond and St. Camille, in the county of Wolfe, province of Quebec, and of all tenders sent in, giving the names of the tenderers and amount of the tender in each case, the name of the successful tenderer, and the amount at which the contract was let. Presented 28th June, 1897.—*Mr. Ives* *Not printed.*
- 81a. Return to an order of the House of Commons, dated 7th June, 1897, for copies of correspondence and papers cancelling the contract with S. E. Turner, for carrying the mail between Tottenham and Athlone, in the county of Simcoe, province of Ontario. Presented 28th June, 1897.—*Mr. Tyrwhitt* *Not printed.*
- 81b. Return to an order of the House of Commons, dated 17th May, 1897, showing the different mail routes and mail contracts now existing between the town of Annapolis Royal and the town of Liverpool, in the counties of Annapolis and Queen's respectively. The name of each contractor and his bondsmen. The length of each route. The contract price, and whether daily, semi-weekly or tri-weekly. Presented 28th June, 1897.—*Mr. Mills* *Not printed.*
82. Return to an address of the Senate to his excellency the Governor General, dated 21st May, 1897, for a copy of the resignation of S. I. Jones, Esquire, late judge of the county court of the county of Brant, together with all correspondence with any department of the government, in reference to, or in connection therewith; also a copy of all petitions sent to the government praying for the appointment of A. D. Hardy to the position made vacant by the resignation and superannuation of the said Judge Jones. Presented 2nd June, 1897.—*Hon. Sir Mackenzie Bowell* . . . *Not printed.*
83. Return to an address of the Senate to his excellency the Governor General, dated 20th May, 1897, showing the names of all persons who filed claims for fishery bounty, before Stanislaus F. Perry, acting inspector of fisheries for Prince Edward Island, up to the 20th day of April last; also the names of all persons who filed similar claims before James F. White, bounty officer, up to the same date, And also showing the names of all persons who received fishery bounty in the west riding of Prince county, in the months of March and April last. Presented 25th June, 1897.—*Hon. Mr. Ferguson* *Not printed.*

SUPPLEMENT

TO THE

TWENTY-NINTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING PARTLY FOR THE FISCAL YEAR ENDED 30TH JUNE, 1896 AND PARTLY FOR THE CALENDAR YEAR, 1896.

MARINE

REPORTS

OF THE

CHAIRMAN OF THE BOARD OF
STEAMBOAT INSPECTION

THE

HARBOUR COMMISSIONERS

FOR

TORONTO, MONTREAL, QUEBEC, THREE RIVERS, BELLEVILLE, NORTH SYDNEY AND PICTOU

THE PILOTAGE AUTHORITIES

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS, TOGETHER WITH STATEMENT OF WRECKS AND CASUALTIES

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1896

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY

1897

Steamboat Inspection.

OTTAWA.

Hon. Sir LOUIS HENRY DAVIES, K.C.M.G.

Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith Supplement to the twenty-ninth Annual Report of the Marine Branch of the Department of Marine and Fisheries, being for the year 1896, containing the report on steamboat inspection and statement of wrecks and casualties, list of certificates granted to engineers of steamboats, and certificates granted to masters and mates; the reports of the harbour commissioners of Toronto, Belleville, Montreal, Quebec, Three Rivers and North Sydney; report of harbour master at Halifax; list of harbour masters; reports of harbour masters generally; reports of pilotage commissioners; reports of port wardens, and list of shipping masters.

I have the honour to be, sir,

Your obedient servant,

F. GOURDEAU,

Deputy Minister of Marine and Fisheries.

Steamboat Inspection.

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Steamboat Inspection.

APPENDIX No. I.

STEAM VESSELS inspected for the Year ended 30th June, 1896.

WEST ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.		Remarks.
				\$	cts.	
		1896.				
Morning Star.....	Freight.....	July 9..	5	5	40	Screw; Toronto Bay.
Gordon Gauthier.....	Tug.....	do 17..	26	7	08	do St. Mary River.
Energy.....	Freight.....	do 18..	116	14	28	do Detroit River.
Maggie A. Bennett.....	Tug.....	do 26..	34	7	72	do Welland Canal.
Ivey Alderson.....	Yacht.....	do 30..	39	8	04	do Long Point Bay.
Hazard.....	Fish tug.....	do 30..	34	7	72	do do
A. H. Jennie.....	Freight.....	do 30..	148	33	68	do Lakes.
Maid of the Mill.....	Yacht.....	do 31..	8	5	64	do Long Point Bay.
Albani.....	do.....	do 31..	5	5	40	do do
W. M. German.....	Fish tug.....	do 31..	28	7	24	do do
Joe Milton.....	200	Aug. 6..	93	12	44	do Port Stanley and Ashtabula.
Snowstorm.....	Fish tug.....	do 6..	17	6	36	do Lake Erie.
Ruby.....	do.....	do 6..	72	10	76	do do
Enterprise.....	do.....	do 7..	18	6	44	do do
Uncle Tom.....	do.....	do 7..	8	5	72	do do
Lottie Maud.....	do.....	do 8..	10	5	80	do do
Ida Bell.....	do.....	do 8..	6	5	48	do do
Swan.....	do.....	do 8..	14	6	12	do do
Conservative.....	do.....	do 8..	7	5	58	do do
Wm. Booth.....	Yacht.....	do 12..	46	8	68	do Lakes.
Frankie.....	do.....	do 14..	24	6	92	do Wallaceburg and vicinity.
Willie Scagel.....	Tug.....	do 14..	22	6	76	do do
Ariadne.....	do.....	do 14..	38	8	04	do do
Nina.....	do.....	do 15..	11	5	88	do do
Sea Gull.....	do.....	do 15..	41	8	28	do do
Harry Sewell.....	do.....	do 16..	25	7	00	do do
E. Windsor.....	Freight.....	do 16..	86	11	88	do do
Ripple.....	Tug.....	do 16..	15	6	60	do do
Euna.....	do.....	do 17..	6	5	48	do do
W. S. Ireland.....	Freight.....	do 17..	105	13	40	do do
Coponaning.....	6	do 23..	18	6	44	do French River and Bustards.
Nocross.....	Tug.....	do 24..	20	6	60	do French River.
Lilly.....	do.....	Not issued	22	6	76	do do
Maggie McLean.....	do.....	Aug. 24..	37	7	96	do do
Lillie Smith.....	Freight.....	do 27..	275	27	00	do Lake Erie and Georgian Bay.
Osprey.....	Tug.....	Not issued	6	5	48	do Lake Erie.
Eleanor.....	Fish tug.....	Aug. 29..	26	7	10	do do
Nellie Bly.....	do.....	Not issued	13	6	04	do Lake Ontario.
W. A. Rooth.....	Tug.....	Sept. 2..	52	9	16	do Lakes.
Kittie Haight.....	do.....	do 6..	60	9	80	do do
Monarch.....	330	do 6..	2,017	169	36	do Windsor and Duluth.
W. F. McRae.....	Tug.....	do 7..	46	8	68	do Lakes.
Curlew.....	do.....	do 18..	3	5	24	do Toronto Bay.
Chub.....	Freight.....	do 19..	57	9	56	do Lake Ontario.
George Swann.....	Fish tug.....	do 24..	18	6	45	do Lake Huron.
W. H. Siebold.....	do.....	do 26..	22	6	76	do do
Evelyn.....	do.....	do 26..	32	7	56	do do
Sea King.....	do.....	do 26..	26	7	08	do do

STEAM VESSELS inspected, &c.—West Ontario Division—Continued.

BOILERS AND MACHINERY—Continued.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Clark Bros.	40	Dec. 31..	5	5 40	Screw ; Toronto Bay.
		1896.			
St. George.....	Tug.....	Oct. 5..	21	6 60	do do
Tepiakon.....	Fish tug....	Sept. 6..	29	7 32	do Lake Huron.
Vera.....	Tug.....	do 6..	14	6 12	do Sombra and vicinity.
City of Mt. Clemens..	Freight ...	Aug. 14..	102	13 16	do Wallaceburg and vicinity.
		1897.			
Imperial.....	220	Mar. 17..	150	20 00	do Sarnia and Sandusky.
Michigan.....	400	do 17..	1,730	146 40	Paddle ; Windsor and Detroit.
Ontario.....	400	do 17..	1,615	137 20	do do
Melbourne.....	120	April 2..	894	79 52	Screw ; Toledo and Montreal.
Cuba.....	110	do 2..	931	82 48	do do
Lakeside.....	524	do 3..	348	35 84	do Toronto and St. Catharines.
Macassa.....	616	do 4..	459	44 72	Twin screw ; Toronto and vicinity.
Niagara.....	Freight.....	do 10..	468	42 44	Screw ; Montreal and Duluth.
Frank Jackman.....	Tug.....	do 10..	39	8 12	do Lakes.
Acadia.....	100	do 14..	806	72 50	do Montreal and Duluth.
Lake Michigan.....	Freight.....	do 14..	573	50 84	do do
Arabian.....	13	do 14..	1,073	93 84	do Quebec and Duluth.
Home Rule.....	Tug.....	do 15..	81	11 48	do Lakes.
Wales.....	do.....	do 15..	350	33 00	do do
Saginaw.....	do.....	do 15..	357	33 56	do do
Juno.....	Freight.....	do 16..	288	28 04	do Montreal and Duluth.
Lurline.....	Yacht.....	do 16..	66	10 28	do Lakes.
Onaping.....	Tug.....	do 17..	256	25 48	do do
Cambria.....	318	do 18..	937	82 96	Paddle ; Windsor and Soo.
Evelyn.....	Tug.....	do 18..	85	11 80	Screw ; Lakes.
Tecumseh.....	Freight.....	do 21..	840	72 20	do Prescott and Duluth.
Wm. Wilson.....	Fish tug....	do 21..	12	5 96	do Lake Erie.
Golden City.....	Tug.....	do 21..	35	7 80	do Welland Canal.
S. Kneeland.....	do.....	do 21..	46	8 68	do do
Escort.....	do.....	do 22..	40	8 20	do do
Adbino.....	40	do 22..	8	5 64	do Lake Ontario and Lewiston.
Mary.....	Tug.....	do 22..	62	9 96	do Welland Canal.
Inez.....	do.....	do 22..	59	9 72	do do
Chas. E. Armstrong...	do.....	do 22..	49	8 92	do do
Harvey Neelon.....	do.....	do 23..	65	10 20	do do
Augusta.....	do.....	do 23..	57	9 56	do do
Joe Mac.....	do.....	do 24..	44	8 44	do do
Clinton.....	Freight.....	do 24..	430	39 40	do Montreal and Duluth.
Erin.....	10	do 24..	651	60 08	do do
Persia.....	150	do 25..	757	68 56	do Montreal and Hamilton.
United Empire.....	295	do 27..	1,961	164 88	do Windsor and Duluth.
Despatch.....	Fish tug....	do 28..	33	7 64	do Lake Huron.
Owen.....	Freight.....	do 29..	103	26 48	do Chatham and vicinity.
Dominion.....	do.....	do 29..	138	32 08	do do
Vick.....	Tug.....	do 30..	13	6 04	do do
City of Chatham.....	550	do 30..	341	35 28	do Chatham and Detroit.
Charlton.....	Tug.....	May 1..	389	36 12	do Lakes.
Luther Westover.....	do.....	Not issued	127	15 16	Paddle ; do
Electric.....	Yacht.....	May 5..	23	6 84	Screw ; do
Clark Bros.....	66	do 5..	33	7 64	do Toronto.
Union.....	300	do 6..	267	29 36	Paddle ; Fort Erie and Black Rock.
Primrose.....	900	do 9..	189	23 12	do Toronto Bay.
Mayflower.....	900	do 9..	189	23 12	do do
Thistle.....	345	do 9..	78	11 24	do do
Gertrude.....	170	do 9..	76	11 08	Screw ; do
A. J. Tymon.....	300	do 16..	194	23 52	do Toronto & Lake Ontario Ports.

Steamboat Inspection.

STEAM VESSELS inspected, &c.—West Ontario Division—*Continued.*

BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
			1897.		
			\$ cts.		
Maid of the Mist.....	80	May 18..	62	9 96	Screw; Nia. F'ls, Ont. & Nia. F'ls, N. Y.
J. L. McEdwards.....	100	do 19..	21	6 68	do Toronto Bay.
Arlington.....	100	do 19..	23	6 84	do do
Shamrock.....	385	do 19..	154	20 32	Paddle; do
Lewis Shickluna.....	Tug..	do 20..	16	6 28	Screw; Lakes.
Luella.....	125	do 20..	38	8 04	do Toronto Bay.
Island Queen.....	140	do 20..	23	6 84	do do
Modjeska.....	801	do 20..	678	62 24	Twin screw; Toronto and vicinity.
Mazeppa.....	298	do 21..	146	19 65	Screw; Hamilton and Toronto.
Acacia.....	200	do 21..	55	9 41	do Hamilton & Burlington Beach
Athena.....	Yacht..	do 21..	18	6 44	do Lakes.
Kathleen.....	196	do 23..	110	16 80	do Toronto.
Ella Taylor.....	Tug.....	June 2..	34	7 72	do Welland Canal.
Alert.....	do.....	do 3..	47	8 76	do do
Maggie A. Bennett.....	do.....	do 3..	34	7 72	do do
Maggie R. Mitchell.....	do.....	do 3..	40	8 20	do do
Nautilus.....	do.....	do 4..	9	5 72	do do
Garden City.....	735	do 5..	637	58 96	Paddle; Crystal Beach and Buffalo.
Eurydice.....	360	do 8..	590	55 20	do Duluth and Quebec.
Thames.....	300	do 9..	82	11 56	do London and Springbank.
Hope.....	300	May 6..	170	21 60	Screw; Bridgeburg and Black Rock.
City of Dresden.....	100	June 12..	194	23 52	do Windsor and Lake Erie Ports.
Queen City.....	328	do 13..	312	32 96	do Lake Ontario.
Rosamond.....	Yacht..	Not issued	23		do Lake Erie.
Hiawatha.....	300	June 17..	163	20 96	do Sarnia and Port Huron.
J. C. Clark.....	283	do 17..	145	19 60	do do and Stag Island.
Carmona.....	350	do 18..	980	86 40	Paddle; Sandusky and Soo.
Jas. Norris.....	Tug..	do 22..	50	9 00	Screw; Welland Canal.
Nellie Bly.....	Fish tug	do 22..	13	6 04	do Lake Ontario.
Phoenix.....	Tug..	do 24..	37	7 96	do Lake Huron.
Mary Arnott.....	do.....	do 24..	8		do do
Elmer.....	do.....	do 25..	38	8 04	do do
Sea Shell.....	do.....	do 25..	7	5 56	do do
Iris.....	do.....	do 25..	9	5 72	do do
Earl.....	Fish tug	do 26..	18	6 44	do do
Killarney Belle.....	do.....	do 26..	28	7 24	do do
A. Chambers.....	do.....	do 26..	23	6 84	do do
Gilphie.....	Yacht..	do 27..	19	6 52	do do
Verbina May.....	Tug.....	Not issued	16	6 28	do do
Sarah E. Day.....	do.....	do	5	5 40	do do
Welcome.....	Fish tug	June 29..	21	6 68	do do
John Logie.....	do.....	do 29..	29	7 32	do do
Total.....			27,967	3,094 29	

JOHN DODDS,
Inspector

STEAM VESSELS inspected, &c.—West Ontario Division—Continued.

BOILERS AND MACHINERY—Continued.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Maybird	Freight	July 8	46	8 68	Screw; Shore of Lake Ontario.
Orillia	348	do 10	175	22 00	do Barrie & Lake Simcoe Ports.
Sea Flower	Yacht	do 20	7	5 56	do Lake Simcoe.
Kenoyha	200	do 12	191	23 28	do Muskoka Lakes
Lake Joseph	Tug	do 13	28	7 24	do
Edith May	40	do 15	45	8 60	do
Ethel May	Tug	do 15	4	5 32	do do
Kate Murray	do	do 15	3	5 24	do do
Onaganoh	25	do 16	19	6 52	do do
Southwood	Tug	do 16	19	6 52	do do
Mink	40	do 16	13	6 04	do do
Naiad	Yacht	do 17	29	7 32	do do
Wapenao	do	do 17	5	5 40	do do
Rosseau	Tug	do 17	53	9 24	do do
Jennie Wilson	do	do 18	7	5 56	do do
Bertha May	do	do 18	20	6 60	do do
Ontario	do	do 18	11	5 88	do do
Adralaxa	Yacht	do 20	15	6 20	do The Lakes.
Hiawatha	do	do 22	46	8 68	do do
Lily May	Tug	do 24	10	5 80	do Georgian Bay.
Maganettawan	do	do 24	167	19 96	do The Lakes.
J. C. Elie	do	do 25	33	7 64	Paddle; Sturgeon Bay.
Ida	Yacht	do 25	21	6 68	Screw; Georgian Bay.
John William	do	do 26	14	6 12	do do
Waubashene	do	do 26	97	12 76	do do
Sweet Mary	do	do 27	13	6 05	do do
Ann Long	do	Aug. 3	45	8 60	do Killarney to Sault Ste.
Ioata	do	do 3	6	5 48	do Lacloch to Cook's Mills.
G. P. McIntosh	do	do 9	58	9 64	do French River to Wiarton.
Port Elgin Queen	do	do 9	37	7 96	do Georgian Bay.
Ocean Lily	do	do 10	3	15 72	do Golden Valley Bay; fee dues for 1893, 1894 and 1
Victoria	do	do 10	3	5 24	do East shore of Lake Huron.
Herold Gauthier	do	do 12	6	5 72	do L. Huron and Georgian Bay
A. V. Crawford	do	do 12	51	9 16	do Georgian Bay.
Agnes	do	do 12	23	6 92	do Georgian Bay and L. Huron
J. H. Jones	27	do 15	152	20 16	do do do
Sylvester	Tug	do 20	27	7 16	do Lakes at Huntsville.
Erastus Wiman	do	do 20	54	9 32	do do
Mary Louise	40	July 22	64	10 12	do Portage and places in vicinity.
Florence	Tug	Aug. 21	27	7 16	do Lake of Bays.
Lady of the Lakes	do	Not issued	10	5 80	do Lakes at Huntsville.
Empress Victoria	40	July 23	106	.....	do do
Lansdown	200	Aug. 31	1,571	133 68	Paddle; Windsor and Detroit.
Great Western	200	do 30	1,080	94 40	do do
Enterprise	280	June 28	148	19 84	Screw; Lake Simcoe.
R. Kendrick	Freight	Sept. 11	15	12 40	do do
Minota	Yacht	do 12	29	7 32	do do
Queen	12	June 29	7	5 56	do Bell Ewart to Roache's Pt.
Edgar P. Sawyer	Tug	Sept. 20	52	9 16	do St. Marie's River.
Anne Clark	Fish tug	do 20	51	9 08	do Lake Superior.
Elgin	do	do 21	16	6 28	do do
Clara Hickler	Tug	do 21	42	8 36	do St. Marie's River.
Hattie Vinton	do	do 23	55	9 40	do The Lakes.
Minnie Kidd	do	do 24	18	6 44	do St. Marie's River.
Jessie	23	July 10	118	17 44	do Sault Ste. Marie and vicinity.
Bertha Endress	Tug	Sept. 25	32	7 56	do St. Marie's River.
Delight	do	do 26	26	7 08	do Lake Huron.
Alpha	do	do 27	34	7 72	do do
Rival	do	do 28	125	15 00	Paddle do
M. G. McDonald	do	do 30	29	7 32	Screw do
Stella	do	do 30	16	6 28	do do
P. S. Heisordt	do	do 30	45	8 60	do do

Steamboat Inspection.

STEAM VESSELS inspected, &c.—West Ontario Division—Continued.

BOILERS AND MACHINERY—Continued.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
1896.					
				\$ cts.	
Fanny Arnold	12	June 15..	73	10 84	Screw; Spanish River and vicinity.
James McKeon	Tug	Oct. 1	36	7 88	do Lake Huron.
James Storey	do	do 1..	49	8 92	do do
Huron Belle	do	do 2..	27	7 16	do do
Advance	do	do 2..	72	10 76	do do
Surprise	do	do 3..	19	6 52	do do
P. M. Campbell	Freight	do 4..	49	8 92	do Georgian Bay.
Maggie May	75	June 17..	46	8 68	do Killarney to Thessalon.
Scotch Thistle	28	July 11..	17	6 36	do Killarney to Laclosh.
Yacht Maida	Tug	Oct. 5..	2	5 24	do North Channel.
Edward Blake	do	do 5..	22	6 76	do do
Uncle Jim	do	do 5..	11	5 88	do Georgian Bay.
Georgia	do	do 7..	28	7 24	do do
Frank Reed	do	do 7..	34	7 72	do North Channel.
Ripple	do	do 8..	5	5 40	do Georgian Bay.
Mabel	do	do 23..	11	5 88	do Toronto Harbour.
Mascot	do	do 29..	21	6 68	do Georgian Bay.
Mizpah	Yacht	do 29..	18	6 44	do The Lakes.
Laura M	Tug	do 30..	18	6 44	do Georgian Bay.
Ada Alice	do	Nov. 6..	15	6 20	do Toronto Harbour.
1897.					
Algonquin	Freight	April 9..	1806	149 48	do The Lakes.
Rosedale	do	do 9..	1507	125 56	do do
Lewis Shickluna	do	do 15..	445	40 60	do Quebec to Duluth.
Fred A. Hodgson	do	do 16..	63	10 04	do Lake Huron and Georgian Bay
Dalton McCarthy	Tug	do 16..	54	9 32	do Georgian Bay.
Vixen	do	do 16..	68	10 44	do do
John J. Long	35	do 16..	201	24 08	do Killarney to Detroit.
Atlantic	300	do 16..	683	62 64	do Collingwood and Sault Ste. Marie.
Telegram	200	do 16..	198	23 84	do Lake Superior.
City of Midland	375	do 17..	974	85 92	do Collingwood and Sault Ste. Marie.
Orcadia	Fishing boat	do 17..	26	7 08	do Georgian Bay.
Saucy Jim	Tug	do 17..	93	12 44	do do
Ethel	Fish tug	do 17..	13	6 04	do do
City of Collingwood	650	do 17..	1,387	118 96	do Collingwood and Sault Ste. Marie.
Maud S	Tug	do 17..	14	6 12	do Georgian Bay.
Northern Belle	216	do 17..	514	49 04	do Collingwood and Georgian Bay ports.
Pacific	292	do 18..	918	81 44	do Collingwood and Sault Ste. Marie.
City of Parry Sound	280	do 18..	491	47 28	do Collingwood and Georgian Bay ports.
City of London	300	do 18..	516	49 28	do Collingwood and Sault Ste. Marie.
James Clark	Tug	do 18..	48	8 84	do Georgian Bay.
Manitoba	500	do 22..	2,616	217 28	do Owen Sound, Windsor and Fort William.
Athabasca	500	do 22..	2,269	189 52	do do do
Alberta	500	do 22..	2,282	190 56	do do do
Saturn	Freight	do 23..	883	75 64	do The Lakes.
United Lumberman	do	do 23..	399	36 92	do do
City of Toronto	400	do 24..	782	70 56	Paddle; Georgian Bay ports.
Majestic	763	do 25..	1,578	134 24	Screw; Collingwood and Sault Ste. Marie.
W. J. Aikens	Tug	do 25..	42	8 36	do Georgian Bay.
Shawanaga	25	do 27..	96	12 68	do Parry Sound to Sault Ste. Marie.
Reliance	do	do 27..	311	29 88	do The Lakes.

STEAM VESSELS inspected, &c.—West Ontario Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1897.		\$ cts.	
C. W. Chamberlain.....	Freight	April 23..	385	35 80	Screw; Montreal to Duluth.
Minnie Martin.....	Tug	Not issued	10	17 40	do Georgian Bay; fees and dues for '94, '95 and '96.
Superior.....	do	April 29..	89	12 12	do The Lakes.
Severn.....	do	do 29..	44	8 52	do Georgian Bay.
Greyhound.....	481	do 30..	337	34 96	do Toronto and Oakville.
Cleopatra.....	Yacht.....	May 1..	104	13 32	do The Lakes.
Chicora.....	872	do 4..	931	82 48	Paddle; Toronto and Lewiston.
Chippewa.....	2,000	do 4..	1,514	129 12	do do
Ongiara.....	244	do 5..	98	12 84	Screw; Niagara and Lewiston.
Joe Milton.....	Tug	Not issued	93	12 52	do Georgian Bay.
Walter Scott.....	do	May 6..	26	7 16	do Lake Huron.
Arbutus.....	do	do 7..	49	8 92	do Georgian Bay.
Adam Ainslie.....	Tug.....	May 8..	59	19 44	do Georgian Bay and Lake Huron. Fees and dues for 1895 and 1896.
Metamora.....	do	do 9..	239	24 12	Screw; the Lakes.
D. L. White.....	do	Not issued	56	9 48	do Georgian Bay.
City of Windsor.....	101	May 13..	511	48 88	do Windsor to Michipicoton Id.
John Hanlan.....	162	June 26..	37	7 96	do Toronto and Island.
*Jessie.....	do	Not issued	118	17 44	do Sault Ste. Marie and vicinity.
Elite.....	Fish tug.....	May 21..	22	13 52	do Lake Huron. Fees and dues for 1895 and 1896.
Purvis.....	do	do 22..	13	11 92	do do do
Tecumseh.....	Tug.....	Not issued	10	5 80	do Lake Huron.
St. Andrew.....	Freight	May 28..	1,113	94 04	do the Lakes.
Osprey.....	Tug.....	do 29..	39	8 12	do Georgian Bay.
Heather Belle.....	do	do 29..	20	13 20	do do Fees and dues for 1895 and 1896.
A. Seaman.....	do	do 30..	76	11 16	do Georgian Bay.
Lillie.....	75	June 10..	50	9 00	do Lake Simcoe.
Longford.....	40	do 11..	53	9 24	do Lake Couchiching.
Gypsy.....	Yacht.....	do 11..	20	6 60	do do
Lorna Doone.....	do	do 11..	5	5 40	do do
Glenrosa.....	Tug.....	do 12..	63	10 04	do Burk's Falls and Ahmic Harbour.
Wenonah.....	91	do 12..	161	20 88	do and paddle, Burk's Falls and Ahmic Harbour.
Emulator.....	Tug.....	do 13..	25	7 00	do Maganettawan River.
*Kenozha.....	200	do 15..	191	23 28	do Muskoka Lakes.
*Onaganoh.....	23	do 15..	19	6 52	do do
Nipissing.....	396	do 15..	275	30 00	Paddle do
Medora.....	305	do 16..	299	31 92	Screw do
Muskoka.....	82	do 16..	99	12 92	do do
Ahmic.....	40	do 16..	43	8 44	do do
Oriole.....	40	do 17..	75	11 90	do do
Queen of the Isles.....	Tug.....	do 17..	40	8 20	do do
Viola.....	Yacht.....	do 24..	68	10 44	do the Lakes.
Lorna Doone.....	40	May 14..	18	6 52	do Point aux Baril and Twelve Mile Bay.
Geraldine.....	40	June 26..	65	10 28	do Parry Sound to Jubilee Island.
Marie.....	Tug.....	do 26..	12	6 04	do Georgian Bay.
Carlton.....	30	do 27..	8	5 72	do Parry Sound and Moon River.
Emma.....	100	do 29..	75	11 00	do Penetang to Point aux Baril.
Masonic.....	40	do 29..	39	8 12	do do do
Home Rule.....	Yacht.....	Not issued	3	10 52	do Georgian Bay. Fees and dues for 1895 and 1896.
Fred. Davidson.....	Tug.....	June 30..	43	8 44	do Georgian Bay.
Maud.....	40	do 30..	40	8 20	do Penetang to Point aux Baril.
			34,904	3,743 93	

* Second inspection.

JAMES JOHNSTON,
Steamboat Inspector.

Steamboat Inspection.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

WEST ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks.
Gordon Jerry.....	124	84	Screw ; freight. No application.
H. L. Lovering.....	55	38	do tug. do
Alfred Morrell.....	40	27	do do do
Rover.....	51	35	do do do
John Milne.....	109	74	do freight. do
Susan C. Doty.....	26	18	do tug. do
W. L. Davis.....	46	37	do do do
Bob Foote.....	39	27	do fishing tug. do
Grace Darling.....	28	19	do do do
Equal Rights.....	6	4	do tug. do
Ranger.....	8	5	do do do
Halcro.....	8	5	do yacht. do
Evangeline.....	24	16	do do do
Jas. Playfair.....	26	18	do fishing tug. do
Mary Beck.....	16	11	do tug. do
Cecebe.....	11	8	do do do
Herbert M.....	26	18	do do do
City of Stratford.....	4	3	do yacht. do
Bruce.....	16	11	do tug. do
Gertrude A. Rennie.....	14	9	do fishing tug. do
Seguin.....	818	556	do passenger and freight. No application
Comet.....	20	14	do tug. Not running.
John Harrison.....	44	30	do do do
Ontario of Kingston.....	57	30	do do do
do Sarma.....	1,338	910	do
Huron.....	1,052	638	Twin screw railway ferry. Not running.
International.....	851	539	do do
Meteor.....	337	181	Paddle tug. Not running.
Baltic.....	1,324	834	do do
Chicoutimi.....	110	70	do do
Mary of Pt. Stanley.....	4	3	Screw ; tug. Not running.
Siesta.....	3	2	do yacht. do
T. J. Collop.....	63	42	do freight. do
Abiona.....	46	31	do yacht. do
Sonntag.....	7	5	do do do
Mascott.....	49	33	do passenger. do
Messenger.....	15	12	do tug. do
Dominion.....	478	304	do freight. do
John Hunter.....	32	22	do tug. do
Totals.....	7,325	4,703	

JOHN DODDS,
JAMES JOHNSTON.

STEAM VESSELS inspected for the Year ended 30th June, 1896.

WEST ONTARIO DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1896.		\$ cts.	
Medora.....	305	June 15..	299	31 92	Screw; Muskoka Lakes.
Nipissing.....	396	do 15..	275	30 00	Paddle do
Kenozha.....	200	July 12..	191	23 28	Screw do
Onaganoh.....	25	do 16..	19	6 52	do do
Oriole.....	40	June 17..	75	11 00	do do
Muskoka.....	82	do 17..	99	12 92	do do
Edith May.....	40	July 15..	45	8 60	do do
Mink.....	40	do 16..	13	6 04	do do
Wenonah.....	91	June 13..	161	20 88	Paddle and screw; Magnetawan Riv.
Glenrosa.....	34	do 13..	63	10 04	Screw; Magnetawan River.
Mary Louise.....	40	July 22..	64	10 12	do Lake of Bays.
Empress Victoria.....	40	do 23..	106	16 48	do Peninsular Lakes.
Islay (Orillia).....	348	do 10..	175	22 00	do Lake Simcoe.
Ivey Alderson.....		Not issued	39	8 04	do
Ann Long.....	20	Aug. 6..	45	8 60	do Killarney to Soo.
Evelyn.....		Not issued	85	11 80	
Uno (scow).....	125	Aug. 8..	75	10 00	Scow; Sydenham River.
John Lee, sen.....	40	June 20..	52	9 16	Screw; between Lakes Erie and Huron
Joe Milton.....	200	Aug. 6..	93	12 44	do Port Stanley to Ashtabula.
		1895.			
Gilphie.....	36	Oct. 15..	19	6 60	do Southampton to Little Current
		1896.			
Lillie Smith.....	Freight	Aug. 24..	275	27 00	do Lake Erie and Georgian Bay.
J. H. Jones.....	37	do 15..	152	20 16	do Lake Huron do
Lansdowne.....	200	do 31..	1,571	133 68	Paddle; Windsor and Detroit.
Great Western.....	200	do 31..	1,080	94 40	do do
Monarch.....	330	Sept. 6..	2,017	169 36	Screw; Windsor and Duluth.
Florence.....		Not issued	27	7 16	do Lake of Bays.
		1895.			
Clark Bros.....	40	Dec. 31..	5	5 40	do Toronto to Island.
Scow No. 1.....	60	Nov. 30..	16	10 00	Scow do
Gordon Gauthier.....		Not issued	26	7 08	Screw.
		1897.			
Ontario.....	400	Mar. 20..	1,615	137 20	Paddle; Windsor and Detroit.
Michigan.....	400	do 21..	1,730	146 40	do do do
Lake Side.....	524	April 7..	348	35 84	Screw; Toronto to St. Catharines.
Niagara.....	Freight	do 9..	468	42 44	do Montreal to Duluth.
Macassa.....	616	do 15..	459	44 72	do Toronto, Hamilton & vicinity
Algonquin.....	Freight	do 20..	1,806	149 48	do all lakes.
Rosedale.....	do	do 20..	1,507	125 56	do do
Tecumseh.....	do	do 21..	840	72 20	do Prescott and Duluth.
Alberta.....	500	do 27..	2,282	190 56	do Owen Sound, Windsor and Fort William.
Manitoba.....	500	do 23..	2,616	217 28	do do do
Athabasca.....	500	do 23..	2,269	189 52	do do do
United Lumberman.....	Freight	do 23..	399	36 92	do Montreal to Duluth.
John J. Long.....	35	do 24..	201	24 08	do Killarney to Detroit.
City of Toronto.....	400	do 24..	782	70 56	Paddle; Penetang to Soo.
Northern Belle.....	216	do 24..	514	49 04	Screw; Collingwood to Soo.
City of Parry Sound.....	280	do 24..	491	47 28	do Collingwood and Georgian Bay Ports.
Majestic.....	763	do 25..	1,578	134 24	do all lakes.
Pacific.....	292	do 25..	918	81 44	do Collingwood to Soo.
Atlantic.....	300	do 25..	683	62 64	do do
City of Midland.....	375	do 25..	974	85 92	do do
City of Collingwood.....	650	do 25..	1,387	118 96	do do

Steamboat Inspection.

STEAM VESSELS inspected, &c.—West Ontario Division—Continued.

HULL INSPECTION—Continued.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1897.		\$ cts.	
City of London.....	300	April 25..	516	49 28	Screw; Collingwood to Soo.
Persia.....	150	do 27..	757	68 56	do Montreal and Hamilton.
L. Shickluna.....	Freight	do 27..	445	40 60	do Quebec and Duluth.
Melbourne.....	120	do 28..	894	79 52	do Toledo and Montreal.
Cuba.....	110	do 28..	931	82 48	do do
Erin.....	10	do 29..	651	60 08	do Montreal and Duluth.
Arabian.....	13	do 29..	1,073	93 84	do Quebec do
Clinton.....	Freight	May 21..	430	39 40	do Montreal do
Saturn.....	do	April 30..	883	75 64	do do and Fort William.
Lake Michigan.....	do	May 2..	573	50 84	do do and Duluth.
Acadia.....	100	do 4..	806	72 50	do do do
Clark Bros.....	40	do 16..	33	7 64	do Toronto Bay.
Chicora.....	872	May 9..	931	82 48	Paddle; Lake Ontario Ports.
Ongiara.....	244	do 9..	98	12 84	Screw; Niagara and Lewiston.
Chippewa.....	2,000	do 9..	1,514	129 12	Paddle; Toronto and Lake Ontario Ports.
Imperial.....	220	do 11..	150	20 00	Screw; Sarnia to Sandusky.
Cambria.....	318	do 11..	937	82 96	Paddle; Windsor to Soo.
United Empire.....	295	do 12..	1,961	164 88	Screw; Windsor to Duluth.
Hiawatha.....	300	do 13..	163	20 96	do Sarnia to Port Huron.
Comfort.....	39	do 13..	14	6 12	do Sombra to Marine City.
Greyhound.....	481	do 15..	337	34 96	do Toronto to Oakville.
City of Windsor.....	400	do 18..	511	48 88	do Windsor and Michipicoten Island; allowed 300 pass. on lake.
Luella.....	125	do 18..	38	8 04	Screw; Toronto to Island.
Union.....	300	do 19..	267	29 36	Paddle; Fort Erie to Black Rock.
Maid of the Mist.....	80	do 19..	62	9 96	Screw; Niagara Falls, Ont., to Niagara Falls, N. Y.
Garden City { Lake	450	} do 20..	637	58 96	Paddle; Crystal Beach and Buffalo.
Acacia { Coasti'g.....	735				
Acacia.....	200	do 21..	55	9 40	Screw; Hamilton and Burlingt'n Beach
Modjeska.....	801	do 21..	678	62 24	do do Toronto.
Mazepa.....	298	do 21..	146	19 65	do do do
Island Queen.....	140	do 22..	23	6 84	do Toronto to Island.
Thistle.....	345	do 22..	78	11 24	Paddle do
Shamrock.....	385	do 22..	154	20 32	do do
Primrose.....	900	do 22..	189	23 12	do do
Mayflower.....	900	do 23..	189	23 12	do do
Kathleen.....	196	do 23..	110	16 80	Screw do
Gertrude.....	170	do 23..	76	11 08	do do
St. Andrew.....	Freight	do 26..	1,113	94 04	do all lakes.
A. J. Tymon { Lake	300	} do 28..	194	23 52	do Lake Ontario Ports.
Thames { Coasti'g.....	450				
Thames.....	309	June 3..	82	11 56	Stern wheel; London and Springbank.
City of Chatham.....	550	do 4..	341	35 28	Screw; Chatham to Detroit.
City of Dresden.....	100	do 4..	194	23 52	do Windsor and Lake Erie Ports.
Arlington.....	100	do 8..	23	6 84	do Toronto to Island.
Jessie McEdwards.....	100	do 8..	21	6 68	do do
Eurydice { Lake	360	} June 10.	590	55 20	Paddle; Toronto to Quebec.
Queen City { Coasting.....	546				
Queen City { Lake	328	} do 11..	312	32 96	Screw; Lake Ontario Ports.
Shawanaga { Coasting.....	492				
Shawanaga.....	25	June 13..	96	12 68	do Penetanguishene to Soo.
Geraldine.....	40	do 13..	65	10 20	do do and Point aux Baril.
Carlton.....	30	do 13..	8	5 64	do Parry Sound and Moon River.
Emma.....	100	do 13..	75	11 00	do do Point aux Baril.
Masonic.....	40	do 15..	39	8 12	do do do
Maud.....	40	do 15..	40	8 20	do do do
C. W. Chamberlain.....	Freight	do 16..	385	35 80	do all lakes.
Odessa.....	20	do 16..	12	5 96	do Penetang to Big David Bay.

STEAM VESSELS inspected, &c.—West Ontario Division—*Concluded.*HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1897.		\$ cts.	
Osprey		Not issued	39	8 12	Screw.
Carmona	350	June 17..	980	86 40	Paddle; Sandusky to Soo.
Juno	Freight	do 19..	288	28 04	Screw; Montreal and Duluth.
John Lee, sen.	40	do 20..	52	9 16	do bet'w'n Lakes Erie and Huron.
John Hanlan	162	do 26..	37	7 96	do Toronto and Island.
J. C. Clark	283	do 30..	145	19 60	do Sarnia and Stag Island.

WILLIAM EVANS,
Hull Inspector.

STEAM VESSELS not Inspected for the Year ended 30th June, 1896.

WEST ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks.
			Why not Inspected and Class of Vessel.
Enterprise	148	99	Screw; passenger. No application.
Longford	53	36	do do
Lillie	50	34	do do
Queen	7	5	do do
Conqueror	25	17	do do
Dominion	478	304	do freight. No application.
Seguin	818	556	do passenger. do
Equal Rights	6	4	do do
Lizzie	51	35	do do Left this district.
Chicoutimi	110	70	Paddle do Not running.
Mascot	49	33	Screw do do
Hope	170	116	do do do
Ontario	1,104	751	do do do
Baltic	1,324	834	Paddle do do
	4,393	2,894	

WILLIAM EVANS.

Steamboat Inspection.

STEAM VESSELS inspected for the Year ended 30th June, 1896.

EASTERN ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Rescue	26	July 4.	7 23	5 56	Screw; Glen Ross and Percyboom.
Aberdeen	40	do 5.	12 65	6 04	do Kingston and Ottawa.
Dolce	30	do 6.	4 74	5 40	do do Prescott.
Edmond		do 8.	39 10	8 12	do tug; Rideau Canal.
D. P. Dey		do 9.	11 26	5 88	do do Canal and River.
Mildred		Not issued	4 50	5 40	do
North Star		July 12.	39 60	8 20	do Rice Lake and tributaries.
Daisy	165	do 13.	7 20	5 56	do do
Beaver	40	do 13.	18 00	6 44	do do
Esturion	75	do 15.	118 36	17 44	Paddle; waters Victoria and Peterb'ro.
Calumet					Screw; not registered.
Maple Leaf	70	July 15.	26 08	7 08	do waters Victoria and Peterb'ro.
Columbian	375	do 16.	271 30	29 68	Paddle do
Beaubocage	150	do 17.	129 00	18 32	do do
Bella Fair		do 17.	6 60	5 56	Screw; tug; Chemong Lake.
Myrtle		do 18.	27 46	7 16	Paddle do Cameron Lake.
Alice Ethel		do 18.	71 75	10 76	do waters Victoria and Peterb'ro.
Eva	175	do 19.	33 60	7 72	Screw; tug; Lindsay waters.
Waterwitch		do 20.	9 20	5 72	do do do
Greyhound	40	do 18.	19 22	6 52	do waters Victoria and Peterb'ro.
Crandella	400	do 19.	266 20	29 28	Paddle do
Marie Louise	75	do 19.	15 14	6 20	Screw do
Stranger		do 23.	53 41	9 24	do tug; Lindsay waters.
Sea Gull		do 23.	6 90	5 56	do yacht.
Nouna Roy		Not issued	4 14	5 32	do do
Golden City	175	July 23.	68 02	10 44	do waters Victoria and Peterb'ro.
Mary Ellen	130	do 23.	44 50	8 60	do do
Undine	30	do 24.	13 81	6 12	do do
Idle Hour	13	do 24.	2 40	5 16	do do
Outlet Queen	37	do 25.	18 45	6 44	do Rice Lake and tributaries.
Widgeon	15	do 25.	7 95	5 64	do do
Sunbeam		do 25.	13 43	6 04	do do
Sophy	25	do 26.	25 73	7 08	do Trenton and Prescott.
Aryan	15	do 27.	2 21	5 16	do do
Tropic	35	do 27.	8 86	5 72	do Kingston and Ottawa.
Bertha	40	do 29.	17 64	6 44	do Trenton and Prescott.
Maggie May		Aug. 2.	29 03	7 32	do tug; Rideau Canal.
Fearless		do 20.	46 38	8 68	do do Canal and River.
Bearer		do 16.	40 88	8 28	do do do
Grenada	175	do 21.	57 00	9 56	do Kingston and Montreal.
Princess Louise	100	do 22.	26 36	7 08	do do
Mona		do 16.	24 87	7 00	do tug; Canal.
H. C. Curtis		do 17.	36 19	7 88	do do
Gilbert		do 17.	40 83	8 28	do do
Sarah Daly		do 17.	24 61	7 00	do do
A. B. Cooke		do 17.	34 17	7 72	do do
Sandy		do 19.	29 57	7 32	do do
C. F. Dunbar		do 19.	32 86	7 64	do do
Montmorency		do 20.	17 81	6 44	do do
Hubert Larkin		do 20.	48 73	8 92	do do and River.
Myra		do 1.	73 21	10 84	do do Oswego and Montreal.
Sir S. L. Tilley	10	Sept. 4.	1,177 77	102 24	do freight and passenger; all lakes and rivers.
Jack		May 7.	2nd insp	5 00	do freight; all lakes and rivers.
Commodore		Not issued	3 06	5 24	do do
Carleton	200	Sept. 12.	67 94	10 44	Paddle; Carleton Place and Innesville.
Nellie	25	do 14.	6 82	5 56	Screw; Kingston and Ottawa.
Pilgrim	450	do 17.	269 49	28 96	Paddle do Montreal.
Iona	25	do 21.	231 53	26 56	Screw, freight and passenger; all lakes and rivers.

STEAM VESSELS inspected, &c.—East Ontario Division—Continued.

BOILERS AND MACHINERY—Continued.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Elsie Ross.....		Sept. 24..	9 83	5 80	Screw; yacht.
Prince Edward.....		Oct. 26..	18 22	6 44	Paddle; ferry; Tyendinaga and So-phiasburg.
South Eastern.....		June 19..	2nd insp	8 00	Twin screw; Kingston and Prescott.
		1897.			
Bothnia.....		April 1..	833 36	75 80	Screw; freight; all lakes and rivers.
Armenia.....		do 6..	623 68	56 44	do do do
Chieftain.....		do 6..	434 68	39 80	Paddle; tug; River St. Lawrence.
D. D. Calvin.....		do 6..	749 53	65 00	Screw; freight; all lakes and rivers.
Myles.....		do 10..	1,198 50	100 92	do do do
H. F. Bronson.....		do 11..	137 12	15 96	do lake and river.
James A. Walker.....		do 11..	183 58	19 72	do do
Pierrepoint.....	415	do 11..	251 98	28 16	Paddle; Trenton, C. Vincent and Prescott.
Bannockburn.....	15	do 11..	1,619 56	137 60	Screw; freight and passenger; all lakes and rivers.
Reginald.....		do 13..	186 26	19 88	do tug; lake and river.
Jessie Hall.....		do 13..	56 54	9 56	do do do
Glengarry.....		do 13..	732 41	63 56	do freight; all lakes and rivers.
James Swift.....	150	do 14..	265 92	29 28	do Kingston and Ottawa.
Ella Ross.....	300	do 15..	324 88	34 00	Paddle; Brighton and Prescott.
Rescue.....	25	do 15..	52 29	9 16	Screw; tug and passenger; Trenton and Prescott.
Deseronto.....	85	do 15..	54 57	9 40	do Trenton and Prescott.
Armenia.....	275	do 16..	109 99	16 80	do Trenton and Dickinson Land'g
Reliance.....	25	do 16..	239 14	27 12	Twin screw; all lakes and rivers.
Nile.....		do 16..	96 30	12 68	Screw; freight; Bay of Quinte.
Resolute.....	25	do 17..	371 86	37 76	Twin screw; all lakes and rivers.
Ranger.....		do 17..	13 83	6 12	Screw; tug; Bay of Quinte.
Nora.....	35	do 17..	28 13	7 24	do Trenton and Picton.
David G. Thomson.....		do 20..	185 05	19 80	do tug; lakes and rivers.
Orion.....		do 18..	846 43	72 68	do freight; all lakes and rivers.
Petrel.....		do 18..	345 76	32 68	Twin screw; tug; do
Hamilton.....	400	do 20..	1,052 19	92 16	Paddle; Montreal and Hamilton.
Princess Louise.....	240	do 20..	114 88	17 20	Screw; Trenton, C. Vincent & Prescott
North King.....	525	do 20..	872 95	77 84	Paddle; Lake Ontario and River St. Lawrence.
America.....	698	do 21..	553 03	52 24	do Trenton, C. Vincent and Prescott.
Hero.....	475	do 21..	342 12	35 36	do Trenton and Montreal.
Aberdeen.....		do 16..	141 86	16 36	Screw; freight; all lakes and rivers.
Water Lily.....		do 16..	95 09	12 60	do do lake and river.
Alexandria.....	450	do 23..	863 15	77 04	Paddle; Charlotte and Montreal.
Valeria.....	135	do 25..	51 55	9 16	Screw; Trenton and Prescott.
Ventura.....		do 27..	6 77	5 66	do Yacht.
Glide.....		do 29..	77 90	11 24	do tug; River St. Lawrence.
G. G. Nichols.....		May 1..	139 15	16 12	do freight; lake and river.
Thistle.....		do 15..	36 02	7 88	do fishing tug; Lake Ontario.
Parthia.....		April 16..	198 13	20 84	Paddle; tug; lake and river.
William Johnston.....		do 16..	80 65	11 48	Screw; tug; River St. Lawrence.
Olga.....	25	May 6..	5 28	5 40	do Kingston and Prescott.
Maggie May.....		do 6..	29 03	7 32	do tug; canal.
Active.....		April 15..	301 70	29 16	do do lake and river.
C. H. Merritt.....	350	May 11..	121 58	17 76	do Brighton and Prescott.
Varuna.....	240	do 12..	134 04	18 72	do do
Nellie Cuthbert.....	125	do 12..	59 03	9 72	do do
Empress of India.....	680	do 13..	579 05	54 32	Paddle; Toronto and Port Dalhousie.
Reindeer.....	165	do 14..	58 29	9 64	Screw; Trenton and Prescott.
Annie Lake.....	40	do 15..	18 52	6 52	do Brighton and Prescott.
Curlew.....		do 15..	8 55	5 72	do Yacht.

Steamboat Inspection.

STEAM VESSELS inspected, &c.—East Ontario Division—*Concluded.*

BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1897.		\$ cts.	
Carmana		April 16..	56.08	9 48	Screw ; Yacht.
Kismet		do 16..	5 42	5 40	do do
Jopl	20	do 18..	8 82	5 72	do Kingston and Ottawa.
Corsican	400	do 18..	1,203.24	104 24	Paddle ; Toronto and Montreal.
Spartan	400	do 19..	1,168.92	101 52	do do
Antelope	40	do 19..	19 59	6 60	Screw ; Trenton and Prescott.
Mary Ellen		do 20..	20 22	6 60	do tug ; canal.
John Haggart	250	do 23..	201 60	24 16	do Kingston, Prescott & Ottawa
Geraldine		do 23..	17 90	6 44	do Yacht.
Eva Belle		do 25..	10 10	5 80	do do
D. R. Vanallen		do 26..	317 95	30 44	do freight ; all lakes and rivers.
Rescue	40	do 27..	7 23	5 56	do Brighton and Belleville.
Edmond		May 28..	39 10	8 12	Screw ; tug ; canal.
Siesta		June 2..	14 96	6 20	do yacht.
Hydra		do 2..	5 70	5 48	do fish tug ; Bay of Quinté.
Dorothy	20	do 1..	10 09	5 80	do Trenton and Prescott.
Where Now		do 4..	47 78	8 84	do yacht.
Col. By		do 6..	9 31	5 72	do tug ; canal.
Stormy Petrel		do 8..	11 16	5 88	do do harbour.
Columbian	950	do 9..	703 90	64 32	Twin screw ; Toronto and Montreal.
Miltonia		do 11..	32 18	7 56	Screw ; yacht.
King Ben		April 15..	145 36	16 60	do freight, lake and river.
Pomona		June 16..	4 88	5 40	do yacht.
Corrella	20	do 16..	3 81	5 32	do Kingston and Prescott.
Echo		do 16..	6 06	5 48	do yacht.
Dortha		do 17..	50 98	9 08	do do
City of Belleville	250	do 18..	101 17	16 08	do Kingston and Prescott.
International	200	do 18..	395 31	39 60	Twin screw ; Brockville and Prescott.
Transit	450	do 19..	140 81	19 28	do Prescott and Kingston.
Rigaud		do 20..	46 54	8 76	Screw ; tug ; River St. Lawrence.
Sophy	30	do 22..	25 73	7 08	do Trenton and Prescott.
Blue Bell		do 27..	11 97	5 96	do yacht.
Florence		Not issued	3 08	5 24	do do
Ivy	35	June 30..	7 43	5 56	do Cornwall and L. St. Francis.
Total			24502 04	2,779 00	

THOS. P. THOMPSON,
Steamboat Inspector.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

EAST ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. Why not inspected and Class of Vessel.
City of Owen Sound.....	731.77	497.61	Screw; freight; in another district.
Lily	16.01	2.45	do tug; no application.
Maud L	14.05	9.56	do do do
Marquis of Lorne.....	20.19	10.59	do yacht; in another district.
Quebec	108.31	60.08	do freight; no application.
Triton	11.11	8.25	do tug; not in commission.
Minnie Bell.....	21.74	14.78	do do no application.
Naiad	17.55	11.25	do yacht do
Sunbeam.....	111.89	83.48	Paddle; passenger; not running.
Caribou	144.19	97.49	Screw do do
Mary Ethel.....	98.61	56.13	Paddle do do
Startled Fawn	25.49	17.34	Screw do do
Gladys.....	26.01	17.69	do yacht; no application.
Total.....	1,343.92	886.70	

THOS. P. THOMPSON,
Steamboat Inspector.

Steamboat Inspection.

STEAM VESSELS inspected for the Year ended 30th June, 1896.

EAST ONTARIO DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Rescue.....	26	July 4..	7 23	5 56	Screw: Glen Ross and Percy Boom.
Aberdeen.....	40	do 5..	12 65	6 04	do Kingston and Ottawa.
Dolce.....	30	do 6..	4 74	5 40	do Kingston and Prescott.
Mildred.....		Not issued	4 50	5 40	do do do
Dorothy.....	20	May 21..	10 09	5 80	do Trenton and Prescott.
North Star.....	165	July 12..	39 60	8 20	do Rice Lake and tributaries.
Daisy.....	40	do 13..	7 20	5 56	do do do
Beaver.....	75	do 13..	18 00	6 44	do do do
Esturion.....	325	do 15..	118 36	17 44	Paddle: Cos. Victoria & Peterboro'.
Maple Leaf.....	70	do 15..	26 08	7 08	Screw: do do
Columbian.....	375	do 16..	271 30	29 68	Paddle: do do
Calumet.....		Not issued			
Beaubocage.....	150	July 17..	129 00	18 32	do do do
Alice Ethel.....	175	do 18..	71 75	10 76	do do do
Grey Hound.....	40	do 18..	19 22	6 52	Screw: do do do
Crandella.....	400	do 19..	266 20	29 28	Paddle: do do do
Marie Louise.....	75	do 19..	15 14	6 20	Screw: do do do
Nouna Roy.....		Not issued			
Golden City.....	175	July 23..	68 02	10 45	do do do
Mary Ellen.....	130	do 23..	44 50	8 60	do do do
Idle Hour.....	13	do 24..	2 40	5 16	do do do
Undine.....	30	do 24..	13 81	6 12	do do do
Widgeon.....	15	do 25..	7 95	5 64	do Rice lake and tributaries.
Outlet Queen.....	37	do 25..	18 45	6 44	do do do
Sophy.....	25	do 26..	25 73	7 08	do Trenton and Prescott.
Aryan.....	15	do 27..	2 21	5 16	do do do
Tropic.....	35	do 27..	8 86	5 72	do Kingston and Ottawa.
Bertha.....	40	do 29..	17 64	6 44	do Trenton and Prescott.
Grenada.....	175	Aug. 21..	57 00	9 56	do Kingston and Montreal.
Princess Louise.....	100	do 22..	26 36	7 08	do do do
Alaska.....	100	June 21..	48 74	8 92	do do do
Jack.....	Freight	May 7..	2nd Insp	5 00	do All lakes and rivers.
Pilgrim.....	450	Sept. 17..	262 49	28 96	Paddle: Kingston and Montreal.
Iona.....	25	do 21..	231 53	26 56	Screw: all lakes and rivers.
Commodore.....		Not issued		3 06	do Carleton Pl. and Innesville.
Carleton.....	200	Sept. 12..	67 94	10 44	Paddle: do do
Nellie.....	25	do 14..	6 82	5 56	Screw: Kingston and Ottawa.
Sir S. L. Tilley.....	10	do 4..	1177 77	102 24	do all lakes and rivers.
Prince Edward.....	Ferry	Oct. 30..	18 22	6 44	Centre paddle: Tyendinaga and Sophiasburg.
South Eastern.....	200	June 19..	2nd Insp	8 00	Twin-screw: Kingston and Prescott.
		1897.			
Pierrepoint.....	415	April 11..	251 98	28 16	Paddle: Trenton, C. Vincent and Prescott.
D. D. Calvin.....	Freight	do 6..	749 53	65 00	Screw: all lakes and rivers.
Bothnia.....	do	do 1..	833 36	75 80	do do do
Armenia.....	do	do 6..	623 68	56 44	do do do
Resolute.....	25	do 17..	371 86	37 76	Twin-screw: do do
Reliance.....	25	do 16..	239 14	27 12	do do do
Deseronto.....	85	do 15..	54 57	9 40	Screw: Trenton and Prescott.
Ella Ross.....	300	do 15..	324 88	34 00	Paddle: Brighton and Prescott.
Rescue.....	25	do 15..	52 29	9 16	Screw: Trenton and Prescott.
Nora.....	35	do 17..	28 13	7 24	do Trenton and Picton.
Armenia.....	275	do 20..	109 99	16 80	do Trenton and D'ksons Landing.
Myles.....	Freight	do 21..	1198 50	100 92	do all lakes and rivers.
Princess Louise.....	240	do 22..	114 88	17 20	do Trenton, C. Vincent and Prescott.

STEAM VESSELS inspected, &c.—East Ontario Division—*Concluded.*

HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1897.		\$ cts.	
Glengarry	Freight	do 23..	732.41	63 56	Screw: All lakes and rivers.
Bannockburn	15	do 24..	1619.56	137 60	do do do
Hero	475	do 24..	342.12	35 36	Paddle: Trenton and Montreal.
North King	525	do 25..	872.95	77 84	do L. Ontario and R. St Lawrence
Valeria	135	do 25..	51.55	9 16	Screw: Trenton and Prescott.
America	698	do 27..	553.03	52 24	Paddle: Trenton, C. Vincent and Prescott.
Orion	Freight	do 29..	846.48	72 68	Screw: all lakes and rivers.
Hamilton	400	do 30..	1052.19	92 16	Paddle: Hamilton and Montreal.
Alexandria	Lake 450	} May 2..	863.15	77 04	Paddle; Charlotte and Montreal.
	River 600				
James Swift	150	do 4..	265.92	29 28	Screw; Kingston and Ottawa.
Marmora		Not issued	12.96	6 04	do Marmora and Trent River.
Empress of India	680	May 15..	579.05	54 32	Paddle; Toronto and Port Dalhousie.
Varuna	240	do 15..	134.04	18 72	Screw; Brighton and Prescott.
C. H. Merritt	350	do 16..	121.58	17 76	do do do
Reindeer	165	do 16..	58.29	9 64	do Trenton and do
Nellie Cuthbert	125	do 16..	59.03	9 72	do Brighton and do
Annie Lake	40	do 18..	18.52	6 52	do do do
Antelope	40	do 19..	19.59	6 60	do Trenton and do
Spartan	400	do 21..	1,168.92	101 52	do Toronto and Montreal.
D. R. Vanallen	Freight	do 23..	317.95	30 44	do all lakes and rivers.
Iona	25	do 23..	231.53	23 56	do do
Rescue	40	do 25..	7.23	5 56	do Brighton and Belleville.
Corsican	400	do 26..	1,203.24	104 24	Paddle; Toronto and Montreal.
John Haggart	250	June 9..	201.60	24 16	Screw; Kingst'n, Prescott and Ottawa.
Jopl.	20	do 14..	8.82	5 72	do Kingston and Ottawa.
Columbian	Lake 400	} do 16..	703.90	64 32	do Toronto and Montreal.
	River 950				
Corella	20	do 17..	3.81	5 32	do Kingston and Prescott.
International	200	do 18..	395.31	39 60	Twin-screw, Brockville and Prescott.
Transit	450	do 19..	140.81	19 28	do Kingston and Prescott.
City of Belleville	250	do 19..	101.17	16 08	Screw do do
Sophy	30	do 22..	25.73	7 08	do Trenton and Prescott.
Dorothy	20	do 24..	10.09	5 80	do do do
Florence		Not issued	3.08	5 24	do Bay of Quinté.

THOMAS DONNELLY,
Inspector of Hulls and Equipments.

Steamboat Inspection.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

EAST ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. Why not Inspected and Class of Vessel.
Sunbeam	111·89	83·48	Paddle; passenger; not running.
Caribou	141·19	97·49	Screw do do
Mary Ethel	98·61	56·13	Centre-paddle; passenger; not running.
Startled Fawn	25·49	17·34	Screw do do
City of Owen Sound	731·77	497·61	do freight; out of district.

THOMAS DONNELLY,
Inspector of Hulls and Equipments.

STATEMENT of Tow Barges inspected, and of Certificates of Inspection issued to Tow Barges, for the Year ended 30th June, 1896.

EAST ONTARIO DIVISION.

Name of Vessel.	Number of Passengers.	Port of Inspection.	Date of Inspection	Date Certificate Expires.	Date of Issue of Certificate	Gross Tonnage	Inspection Fees.	Date of Payment.
			1895.				\$	
Round Islander.		Verona.....	July 2..	Not issued	Not issued	14·31	10	Nov. 18 1895.
Rice Lake.....	230	Peterboro'	do 13..	July 13..	Aug. 1..	44·41	10	July 13
Sultana.....	300	do	do 13..	do 13..	do 1..	40·00	10	do 13
Chemong.....	400	Bobcaygeon.....	do 17..	do 17..	do 1..	103·23	10	do 17
Lindsay.....	575	Lindsay.....	do 20..	do 20..	do 1..	75·00	10	do 19
Eclipse.....	200	Lakefield.....	do 24..	do 24..	do 1..	37·50	10	do 24
Jumbo.....	100	Hastings.....	do 25..	do 25..	do 1..	13·40	10	do 25
		Total.				327·85	70	

THOMAS DONNELLY,
Steamboat Inspector.

STEAM VESSELS inspected for the year ended 30th June, 1896.

MONTREAL DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Lady of the Lake.....	700	July 3..	607 00	56 56	Paddle, passenger, Lake Magog.
Reliance.....		do 16..	84 36	11 72	do tug, Ottawa River.
John A.....		do 23..	19 70	6 60	Screw, tug, Lake Magog.
Annie C.....	40	do 23..	6 33	5 51	do passenger, Lake Magog.
Clipper.....	30	do 23..	4 00	5 32	do do
Owl.....		Not issued		Unpaid	do pleasure yacht.
Okimawaka.....		July 31..	12 75	6 04	do tug.
Mattawan.....	60	Aug. 2..	22 43	6 76	do passenger, Mattawa and Lacave
H. Trudel.....		do 4..	13 38	6 04	Warp, tug, Lake Quinze.
*John Thompson.....	25	do 4..	5 16	10 80	Screw, passenger, Lake Quinze.
Wenoway.....	75	do 4..	98 96	12 92	do do
Ballantyne.....		do 5..	13 82	6 12	Warp, tug do
Clyde.....	60	do 8..	29 16	7 32	Screw, passenger, Lake Temiscamingue
Meteor.....	130	do 8..	131 81	18 56	do do
R. Hurdman.....	150	do 9..	93 12	12 44	do Lake Kippewa.
Otter.....		do 9..	21 16	6 68	Warp, tug do
C. E. Read.....		do 10..	12 56	6 04	do do
Dora.....	40	do 11..	48 32	8 84	Screw, passenger, Lake Temiscamingue
Argo.....	75	do 11..	154 06	17 32	Paddle do do
Beaver.....		do 12..	13 09	6 04	Warp, tug do
Lottie.....	25	do 13..	10 04	5 80	Screw, passenger do
E. H. Bronson.....		do 14..	285 22	27 80	Paddle, tug, Lake Allumette.
Hiram Easton.....		do 21..	34 00	7 72	Screw, tug, Ottawa and Kingston.
Pearl.....		do 21..	5 03	5 40	do pleasure yacht.
Ida.....	150	July 5..	247 26	27 76	do passenger, Ottawa & Montreal
Bella Ritchie.....		Not issued	82 17	11 56	Paddle, passenger, Aylmer & Quyon.
Rockland.....		Oct. 3..	77 56	11 24	Screw, tug, Ottawa River.
Aid.....		do 3..	25 26	7 00	Centre wheel do
Nokomis.....		do 3..	25 02	7 00	Screw, pleasure yacht.
Aberdeen.....		do 28..	86 58	11 96	do tug, Montreal Harbour.
Wild Rose.....		Nov. 9..	9 97	5 80	do pleasure yacht.
		1897.			
Hochelaga.....	675	April 9..	419 00	41 52	Paddle, ferry, Montreal & Beauharnois
Longueuil.....	800	do 9..	365 42	37 20	do Boucherville & Longueuil.
Sovereign.....	683	do 21..	637 29	58 96	Paddle, passenger, Montreal & Carillon
Princess.....	443	do 21..	579 96	54 32	do do
Duchess of York.....	700	do 22..	489 74	47 20	do do
Chateauguay.....	443	do 22..	222 27	25 76	do Montreal & Boucherville,
Filgate.....	658	do 22..	263 00	29 04	do Montreal & l'Isle Gros Bois
G. H. Notter.....		do 24..	14 00	6 12	Screw, tug.
Dolphin.....		do 24..	69 66	10 60	do do
Florence.....		do 24..	61 53	9 96	do do
Sir Hector.....		do 24..	39 72	8 20	do do
E. B. Eddy.....		do 24..	78 44	11 24	do do
Archie Stewart.....		do 24..	80 00	11 40	do do
J. R. Booth.....		do 24..	131 58	15 56	do do
G. A. Harris.....		do 24..	87 46	11 96	do do
Booth.....		do 25..	234 73	23 72	Paddle, tug, Lake Nipissing.
Nostonsing.....		do 25..	24 53	7 00	Screw, tug, Lake Nostonsing.
Dauntless.....	20	do 25..	7 93	5 64	do passenger, Lake Nipissing.
Sparrow.....		do 25..	25 23	7 00	do tug.
Ladas.....		do 25..	54 47	9 32	do do
Empress.....		do 27..	35 57	7 88	do do
Okimawaka.....		do 27..	12 78	6 04	do do
Turtle.....		do 27..	33 12	7 64	Warp do
Zephyr.....					Screw do

* Dues for 1894 and 1895.

Steamboat Inspection.

STEAM VESSELS inspected, &c.—Montreal Division—*Continued.*

BOILERS AND MACHINERY—*Continued.*

NAME OF VESSEL.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1897.		\$ cts.	
Alexander Fraser.....		April 28..	320 20	30 60	Paddle, tug, Lake Allumette.
E. H. Bronson.....		do 28..	285 22	27 80	do do
Hiram Robinson.....		do 28..	60 90	9 88	Screw, tug do
C. B. Powell.....		do 28..	272 34	26 76	Paddle, tug do
Union.....	40	do 29..	75 04	11 00	Screw, ferry, Pembroke to Allumette.
Ottawa.....	230	do 29..	116 28	17 28	Paddle, passenger, Pembroke to Des Joachims.
Flora.....		do 29..	5 18	5 40	Screw, tug.
Ocean.....	150	May 1..	683 72	62 72	Screw, pass., Montreal & Lake Erie.
Reliance.....	145	do 2..	84 36	11 72	Paddle, passenger, Ottawa River.
Rocket.....	400	do 4..	428 50	42 24	do Montreal & Cornwall
Richelieu.....	120	do 4..	113 38	17 04	do do Valleyfi'd.
McNaughton.....		do 5..	137 19	15 96	Screw, tug.
Richelieu.....		do 6..	33 67	7 72	do passenger, Richelieu River.
Monarque.....		do 8..	136 41	15 88	Paddle, tug,
Paul Smith.....	315	do 9..	293 16	31 44	do passenger, Montreal and Sorel.
Isle Heron.....	250	do 11..	160 45	20 80	do ferry, Montreal and Latortue.
Welshman.....		do 12..	143 43	16 44	Screw, freight, Montreal and Ottawa.
Harry Bates.....		do 13..	252 71	28 32	do do
Olive.....	75	do 13..	213 00	25 04	do passenger do
Hall.....	50	do 15..	246 92	27 76	do do do
Quebec.....		do 15..	108 31	13 64	do freight, do
Boninfant.....	20	do 18..	21 34	6 68	Paddle, ferry, Bout de L'isle.
Charlemagne.....		do 18..	76 38	11 08	Screw, tug.
Maude.....	350	do 19..	269 23	29 52	Paddle, pass., Montreal and Ottawa.
Empress.....	800	do 20..	677 60	62 16	do Ottawa and Grenville.
Ada.....		do 20..	28 52	7 24	Screw, tug, Ottawa River.
Russel.....		do 20..	77 00	11 16	do do
T. Osborne.....		do 20..	24 97	7 00	do do
Janet Craig.....	60	do 21..	11 73	5 96	do ferry, Arnprior to Bristol.
Amable du Fond.....		do 22..	17 40	6 36	Warp tug, Arnprior.
Daniel McLauchlin.....		do 22..	22 08	6 76	do do
Madawaska.....		do 22..	14 57	6 20	do do
J. L. Murphy.....		do 22..	173 05	18 84	Screw, tug, Lake Chat.
Samson.....		do 22..	15 27	6 20	Paddle, do do
G. B. Pattee.....		do 23..	30 38	7 40	Screw, do
Junco.....		do 23..	17 09	6 36	do pleasure yacht.
Pembroke.....		do 25..	194 21	20 52	Paddle, tug.
Albert.....		do 25..	216 98	22 36	do Deschenes Lake.
Minie Bell.....		do 26..	21 74	6 76	Screw, tug.
E. G. Laverdure.....	100	do 26..	54 00	9 32	do passenger Ottawa & Montreal.
Agnes.....	50	do 27..	29 37	7 32	do do Bucki'ham & H. Falls
Mildred.....	25	do 27..	15 22	6 20	do do do
Leon.....		do 28..	14 57	6 20	do do Lievres River.
Josephine.....	20	June 3..	7 77	5 64	do ferry, New Edin'rg & Gatineau.
Tit Willow.....		do 3..	16 83	6 36	do pleasure yacht.
Vesta.....		do 3..	14 17	6 12	do do
Marquis of Lorne.....	75	do 4..	20 19	6 60	do ferry, Ottawa and Hull.
Pearl.....		do 4..	5 03	5 40	do pleasure yacht.
Nama.....		do 9..	41 86	8 36	do do
Prefontaine.....		do 12..	147 79	19 84	do freight, Quebec and Ottawa.
Garnet.....	190	do 16..	152 05	20 16	Paddle, pass., Montreal & Valleyfield.
Thurso.....	40	do 17..	20 07	6 60	do ferry, Thurso and Clarence.
Wenona.....		do 17..	12 00	5 96	Screw, tug)
Glide.....	50	do 17..	80 48	11 40	do ferry, Hawkesbury & Calumet.
Bonito.....	30	do 18..	17 35	6 36	do do L'Orignal and Calumet.
John.....	30	do 18..	35 17	7 80	Centrewheel, ferry, Car'lon & Pt. For-
Hamilton.....		do 25..	319 88	30 60	Paddle, tug. [tune.
Total.....			13,331 45	1,690 19	

STEAM VESSELS inspected, &c.—Montreal Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Shickluna.		July 3.	66 00	10 28	Screw, tug.
Frank Perew.		do 15.	43 02	8 44	do
Sir Hector		Aug. 2.	39 72	8 20	do
Maggie R. King		do 16.	27 13	7 16	do
Enterprise.		do 16.	13 43	6 04	do
Tim Doyle		do 19.	14 84	6 20	do
Hurtubise		Sept. 11.	46 12	8 68	do
Honoré		do 21.	21 89	6 76	do
H. M. Mixer		do 27.	21 68	6 68	do
		1897.			
Derrick No. 4		April 10.	100 00	13 00	Floating derrick.
Derrick No. 5		do 10.	100 00	13 00	do
St. Peter		do 11.	43 00	8 44	Screw, tug.
Dredge No. 2		do 11.	100 00	13 00	Spoon dredge.
Dredge No. 3		do 13.	100 00	13 00	do
Dredge No. 6		do 13.	100 00	13 00	do
Dredge No. 1		do 15.	100 00	13 00	do
Dredge No. 4		do 16.	100 00	13 00	do
Derrick No. 6		do 16.	100 00	13 00	Floating derrick.
Emma Munson		do 22.	32 00	7 56	Screw, tug.
Dredge No. 4		May 1.	100 00	13 00	Spoon dredge.
Dredge No. 5		do 1.	100 00	13 00	do
Mabel Macdonald.		do 2.	41 81	8 36	Screw, tug.
Mary A. Laughlin		do 2.	22 62	6 84	do
Dredge No. 7		do 6.	100 00	13 00	Spoon dredge.
St. Louis		do 6.	34 00	7 72	Screw, tug.
Derrick No. 2		do 6.	100 00	13 00	Floating derrick.
Derrick No. 3		do 6.	100 00	13 00	do do
Drill boat.		do 12.	100 00	13 00	do drill.
Dama	50	do 12.	54 58	9 40	Screw, passenger, St. Lawrence River.
Victoria		do 21.	58 67	9 72	do freight, Montreal and St. Johns
Plover		do 21.	40 30	8 20	Screw, tug.
C. W. Jones.		do 21.	47 96	8 84	do
Aurelia		do 22.	32 05	7 56	do
D. P. Dey		do 22.	11 26	5 88	do
Hector.		do 22.	43 05	8 44	do
St. George.		do 23.	67 85	10 44	do
H. Larosée		do 25.	12 69	6 04	do
Robert Stoker.		June 10.	13 72	6 12	do
Grain Elevator No. 4		do 16.	188 00	20 04	Screw.
Grain Elevator No. 5		do 16.	80 00	11 40	do
Grain Elevator No. 6		do 16.	170 00	18 60	do
Grain Elevator, St. Lawrence No. 1		do 17.	83 00	11 64	do
Grain Elevator No. 14.		do 17.	181 00	19 48	do
Grain Elevator No. 10.		do 18.	173 00	18 84	do
Grain Elevator No. 13.		do 18.	178 00	19 24	do
Grain Elevator No. 7.		do 19.	170 00	18 60	do
Grain Elevator No. 12.		do 19.	183 00	19 64	do
Ida		do 20.	2 41	7 08	do tug.
Grain Elevator No. 11.		do 22.	169 00	18 52	do
C. W. Dennis		do 27.	16 91	6 36	do tug.
Total.			3,867 71	559 44	

LOUIS ARPIN,
Steamboat Inspector.

Steamboat Inspection.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

MONTREAL DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. — Why not inspected and Class of Vessel.
Agnes McMahon	81·48	46·51	Chartered to government screw tug.
Gertie	17·05	8·97	Not employed do
M. P. Davis	11·00	9·00	do do
Antelope	82·84	57·43	do do
Eileen	11·00	9·00	do do
Quinze	32·46	26·12	do tug and passenger.
Blandford	65·36	26·74	do paddle and tug.
Derrick No. 1	100·00	.....	do floating derrick.
Grain Elevator No. 2	170·00	104·00	do screw.
Grain Elevator No. 8	80·00	47·00	do do
Jeanne	16·00	10·96	do pleasure yacht.
Camilla	53·94	37·00	do screw, pass.
Monitor	332·62	209·55	do paddle tug.
Toneata	14·00	10·00	do screw, pass.
Emerillon	14·78	13·16	do do
D. A. Martin	77·60	56·91	do do
North River	14·00	7·00	Did not apply for inspection.
Joseph Taylor	17·00	9·00	do do
Weslemkoon	17·00	9·00	do do
Baskatong	13·00	8·00	do do
Pioneer	38·00	26·00	do do
Frolic	15·72	10·29	do do
Shoofly	10·00	8·00	Was not registered when there.
Bonnechere	13·00	6·00	Laid up.

WILLIAM LAURIE,
LOUIS ARPIN,
Steamboat Inspectors.

STEAM VESSELS inspected for the Year ended 30th June, 1896.

QUEBEC DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Tiber.....	8	July 7..	1,736	146 88	Screw, passenger and freight, Montreal and Newfoundland.
Aurelia.....	Crew	do 3..	32	7 56	Screw, Quebec Harbour, tug.
Daisy.....	do	do 5..	4	5 32	do pleasure yacht, Quebec Har.
C. S. Parnell.....	do	do 5..	17	6 36	do tug steamer, Quebec Harbour.
Admiral.....	350	do 19..	682	62 56	Paddle, passenger, Gaspé and Dalhousie.
Vulcan.....	30	do 19..	18	6 44	Screw, ferry, Mynaska and Dalhousie
Victory.....	Crew	do 20..	42	8 36	do tug steamer, Pabos River.
Fearless.....	do	do 20..	10	5 80	do do do
Frames.....	60	do 23..	19	6 52	Paddle, ferry steamer, Cross Point and Campbellton.
Christiana.....	Crew	do 23..	57	9 56	Paddle, tug steamer, Restigouche Riv.
Oak Bay.....	do	do 24..	27	7 16	do do do
*Le Brochu.....	do	do 25..	19	6 52	Screw, tug, steamer Lake to Cedar Hall.
Polaris.....	450	do 27..	533	50 64	Screw, winter ferry, Quebec and Lévis
St. Louis.....	540	do 5..	428	42 24	Paddle, passenger, Quebec to St. Jean Deschailions and Montreal.
Arizona.....	Crew	Aug. 3..	9	5 72	Screw, pleasure yacht, Lake St. Joseph
Lelley H.....	do	do 8..	12	5 96	do tug steamer, Quebec Harbour.
Two Brothers.....	do	do 10..	14	6 12	do do do
Marie Louise.....	do	do 13..	99	12 92	Paddle, tug steamer, Bersimis River.
Johanna B.....	do	do 15..	17	6 36	Screw do Portneuf do
Belle.....	do	do 17..	51	9 08	do do Saguenay do
Thor.....	do	do 19..	323	30 84	Paddle do do do
Kinogami.....	do	do 19..	21	6 68	Screw do do do
Ste. Anne.....	50	do 20..	18	6 44	Paddle, ferry steamer, Ste. Anne and Chicoutimi.
*Arthur.....	Crew	Not rec'd.	15	6 20	Screw, tug steamer, Lake St. John.
*Forest.....	do		26	7 08	do do Saguenay River.
Batiscan.....	do	Aug. 5..	40	8 20	Paddle, tug steamer, Batiscan and Quebec.
Florence.....	do	do 24..	133	15 64	Screw, wrecking steamer, in Gulf.
Mersey.....	do	do 27..	60	9 80	do tug steamer, Quebec and Montreal.
Swallow.....	do	Sept. 2..	9	5 72	do tug steamer, Quebec Harbour.
Anna McGie.....	do	do 1..	60	9 80	do steam wrecking schooner in Gulf of St. Lawrence.
Victor.....	do	do 26..	35	7 80	do tug steamer, Quebec Harbour.
Dauntless.....	do	do 28..	80	11 40	do do Montreal and Gulf
St. George.....	do	do 29..	13	6 04	do do Quebec Harbour.
Amanda.....	do	Oct. 21..	11	5 88	do do do
Five Brothers.....	do	do 6..	10	5 80	do do do
L'Ami.....	do	do 7..	16	6 28	do do do
Lena.....	do	do 26..	22	6 76	do do do
Campania.....	do	do 27..	23	6 84	do do do
Voyageur.....	do	Nov. 17..	44	8 52	do do Lake Megantic. Grand Piles to La-tuque.
		1897.			
Contest.....	150	April 9..	231	26 48	Paddle steamer, passenger and mail tender, Rimouski.
Otter.....	100	do 13..	198	23 84	Screw, passenger steamer, Quebec and Natasquan.
Challenger (Govt.).....	Crew	do 14..			Gross Isle Service, screw steamer, boarding vessel at Quarantine Station.
Polino.....	30	do 17..	807	72 56	Screw, passenger and freight steamer, Montreal and Newfoundland.

* Fees paid after 30th June, 1896.

Steamboat Inspection.

STEAM VESSELS inspected, &c.—Quebec Division—Continued.

BOILERS AND MACHINERY—Continued.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.		Remarks.
				\$	cts.	
		1897.				
Campana	400	April 8..	1,681	142	48	Twin-screw steamer, passenger, Montreal and Pictou, N.S.
Dandy	Crew	do 20..	46	8	68	Screw steamer attending buoy service, Quebec and Montreal.
Ethel	do	do 20..	72	10	76	Screw, tug steamer, Quebec and Montreal.
C. Anderson	75	do 21..	105	16	40	Screw, passenger steamer, Montreal and Sorel.
Ste. Anne	40	do 21..	14	6	12	Screw, passenger steamer, Sorel and Berthier.
Sorel	300	do 21..	158	20	64	Paddle, passenger steamer, St. Thomas and Montreal.
Acadian	25	do 22..	931	82	48	Screw, passenger and freight, Montreal and foreign parts.
Rivière du Loup	150	do 22..	199	23	92	Paddle, passenger steamer, Verrene and L'Assomption.
Terrebonne	450	do 22..	716	65	28	Paddle, passenger steamer, Montreal and Sorel.
T. H. Nasmith	Crew	do 23..	49	8	92	Screw, tug, Montreal harbour.
Alice	do	do 23..	67	10	36	do tug steamer, Montreal harbour.
Chambly	600	do 23..	647	59	76	Paddle, passenger steamer, Chambly and Montreal.
Hosana	200	do 24..	89	12	12	Screw, ferry steamer, Montreal and Longueuil.
Fire Fly	250	do 24..	214	25	12	Paddle, passenger steamer, Sorel and Berthier.
Trois-Rivières	1,000	do 24..	1,710	144	80	Paddle, passenger steamer, Montreal and Ste. Anne.
Sincennes	Crew	do 24..	228	23	24	Paddle, tug steamer, Montreal and Quebec.
Hudson	do	do 25..	158	17	64	Paddle, tug steamer, Quebec and Montreal.
John Pratt	do	do 25..	Public Works Dept..			Screw, tug, standing dredge.
Cartier	do	do 25..		do	do	do
M. F. Pearson	do	May 14..		do	do	do
St. Francis	do	do 14..		do	do	do
C. W. Bridges	do	do 14..		do	do	do
Conqueror	do	April 25..		233	23	64	Paddle, tug steamer, Montreal and Gulf.
C. W. Francis	do	do 25..	37	7	96	Screw, Montreal and harbour tug.
Julia	do	do 27..	91	12	28	Twin-screw, tug, Chambly, Montreal and Quebec.
Canada	800	do 27..	2,009	168	72	Paddle, passenger steamer.
Montreal	800	do 27..	2,211	184	88	do do Montreal and Chicoutimi.
Laprairie	345	do 27..	600	56	00	Paddle, ferry steamer, Montreal and Laprairie.
Charlotte	Crew	do 27..	59	9	72	Screw, tug steamer, Lake Two Mountains.
Spray	do	June 2..	107	13	56	Screw, tug steamer, Montreal and Quebec.
Georgiana	do	May 13..	53	9	24	Screw, Montreal harbour tug.
South	450	April 29..	349	35	92	Paddle, steam ferry, Quebec and Lévis.
North	450	May 1..	289	31	12	do do do
Hope	Crew	do 1..	19	6	52	Screw, Quebec harbour tug.
Spray	do	do 1..	24	6	92	do do
Florence	do	do 2..	113	14	04	do tug steamer, Montreal and Gulf.
Anna McGie	do	June 5..	60	9	80	do wrecking steam schooner, Gulf of St. Lawrence.
Jessie Hume	do	do 4..	58	9	64	Screw, Quebec harbour tug.
Saguenay	773	May 5..	1,104	96	32	Paddle, passenger steamer, Quebec and Chicoutimi.

STEAM VESSELS inspected, &c.—Quebec Division—Continued.

BOILERS AND MACHINERY—Continued.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1897.		\$ cts.	
Activity.....	Crew.....	May 5..	22	6 76	Screw, Quebec harbour tug.
Eureka.....		June 5..	163	21 04	do passenger and tug, Montreal and Gulf.
Miramichi.....	30	May 6..	727	66 16	Paddle, passenger steamer, Quebec and Grosse Ile.
Montmagny.....	516	June 11..	351	36 08	Paddle, passenger steamer, Quebec and Berthier.
St. Louis.....	540	May 12..	428	42 24	Paddle, passenger steamer, Quebec and Montreal.
Ste. Croix.....	550	do 12..	506	48 48	Paddle, passenger steamer, Ste. Croix and Montreal.
Asilda.....	Crew.....	do 13..	23	6 84	Screw, tug, Sorel and Three Rivers.
Cultivateur.....	730	do 13..	362	36 96	Paddle, ferry steamer, Montreal and St. Helen's Island.
Quebec.....	800	do 13..	3,056	252 49	Paddle, passenger steamer, Quebec and Montreal.
Maud.....	Crew.....	do 14..	50	9 00	Paddle, tug, attending dredge.
Beaver.....	Crew.....	June 20..	273	26 84	Paddle, tug, Quebec and Montreal.
Lord Stanley.....	30	May 18..	276	30 09	Twin screw, passenger, Montreal and Gulf of St. Lawrence.
Anglesea.....	Crew.....	do 18..	153	17 24	Paddle, tug steamer, Quebec and Montreal.
Arthur.....	do.....	do 19..	78	11 24	Paddle, tug, Sorel and Pierreville.
Ex Arpin.....	25	do 19..	6	5 48	Screw, passenger, Sorel and Berthier.
Canadien.....	Tug.....	do 19..	26	7 08	Screw, tug, Sorel harbour.
Berthier.....	700	do 20..	1,101	96 08	Paddle, passenger steamer, Montreal and Three Rivers.
Algerian.....	400	do 20..	914	81 12	Paddle, passenger steamer, Toronto and Montreal.
Passport.....	400	do 20..	1,034	90 72	do do
Orleans.....	495	do 27..	181	32 48	Screw, ferry steamer, Quebec and Orleans Island.
Lévis.....	350	do 28..	156	20 48	Screw, ferry steamer, Quebec and St. Romuald.
Vega.....	250	do 29..	132	18 56	Screw, ferry steamer, Quebec and Orleans Island.
Carolina.....	300	June 2..	977	86 16	Paddle, passenger steamer, Montreal and Chicoutimi.
Bohemian.....	500	do 2..	1,138	99 04	Paddle, passenger steamer, Montreal and Coteau Landing.
Marie Louise.....	Crew.....	do 8..	99	12 92	Paddle, tug steamer, Marie and Dalhousie.
Pilot.....	400	do 8..	426	42 08	Screw, winter ferry, Quebec and Lévis.
Arizona.....	Crew.....	do 9..	9	5 72	Screw, pleasure yacht, Lake St. Joseph.
Mistassini.....	400	do 12..	249	27 92	Paddle, passenger steamer, Roberval and Grande Decharge.
Peribonca.....	Crew.....	do 13..	179	19 32	Paddle, tug steamer, Lake St. Joseph.
Le Colon.....	200	do 12..	173	21 84	Paddle, passenger steamer, Roberval and Mistassini.
Undine.....	Crew.....	do 13..	17	6 36	Screw, tug Lake St. Joseph.
Eva.....	do.....	do 16..	4	5 32	Screw, pleasure yacht, Lake Kiskising.
Daisy.....	do.....	do 11..	4	5 32	Screw, tug, Lake Edouard.
Beatrix.....	do.....	do 24..	40	8 20	Paddle, tug steamer, Three Rivers and St. Maurice.
Bourgeois.....	200	do 24..	94	12 52	Paddle, ferry steamer, Laval and Three Rivers.
Como.....	100	do 25..	75	11 00	Paddle, ferry steamer, Nicolet and Three Rivers.
Glacial.....	145	do 25..	109	16 72	Screw, winter ferry steamer, St. Angele and Three Rivers.

Steamboat Inspection.

STEAM VESSELS inspected, &c.—Quebec Division—*Concluded.*

BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1897.		\$ cts.	
Frank.....	Crew.....	June 26..	58	9 64	Stern wheel, tug, St. Maurice river.
Ivan R.		do 29..	18	6 44	Screw, passenger steamer, Grande Pines and Latuque.
Florence	Crew.....	do 29..	18	6 44	Screw, tug steamer, Grande Pines and Latuque.
Island Queen.....		do 25..	98	12 84	Screw, ferry, Becancour and Three Rivers.
*LeBrochu.....		Paid for 1894.	19	6 52	Screw, tug, Lake Metapédia.
*Arthur.....		do 1895	78	11 24	Paddle, tug, Sorel and St. Thomas.
			34,421	3,474 68	

*Fees paid after 30th June, 1896.

JOS. SAMSON,
Inspector of Boilers and Machinery.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

QUEBEC DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not Inspected and Class of Vessel.
Lake.....	146	89	Not paid..	Screw, tug, Montreal and Gulf. Laid up.
M. E. Hackett.....	78	53	do ..	do do Quebec and Montreal. New boilers fitted in her too late.
Randolphe.....	17	4	do ..	do do Quebec Harbour. Fitted up too late.
Diver.....	86	59	do ..	do wreckingschooner. Not yet inspect'd
Commodore Hollowell.....	10	3	do ..	do harbour tug, Quebec do
Alma.....	12	8	do ..	do tug, Portneuf River do
Cuckoo.....	6	4	do ..	do do Chicoutimi Harbour. Laid up
Fairy.....	16	9	do ..	do do Quebec Harbour. Not yet inspected.
Patrick Murphy.....	10	4	do ..	do Quebec Harbour. Laid up.
Greetlands.....	1,091	703	do ..	do freight. Out in foreign country.
W. F. Loggie.....	17	11	do ..	do tug at Sorel. Laid up.
Geneveux.....	7	6	do ..	do pleasure yacht at Grande Petis. Laid up.
Rhoda.....	182	59	do ..	Paddle, tug, Quebec and Montreal. Laid up

JOS. SAMSON,
Engine and Boiler Inspector.

STEAM VESSELS inspected for the Year ended 30th June, 1896.

QUEBEC AND MONTREAL DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Duchess of York	700	July 4..	490	47 20	Paddle, passenger, Montreal and Carillon.
Maud	350	do 4..	269	29 52	Paddle, passenger, Montreal and Brown's wharf.
Princess	443	do 4..	579	54 32	Paddle, passenger, Montreal and Carillon.
Gamel	190	do 5..	152	20 16	Paddle, passenger, Montreal and Valleyfield.
Paul Smith	300	do 5..	293	31 44	Paddle, passenger, Montreal and Sorel.
Ida	220	do 5..	247	27 76	Screw, passenger and freight, Montreal and Ottawa.
Chaffie	50	do 6..	42	8 36	Screw, ferry, Valleyfield and Lancaster.
Campana	400	do 8..	1,681	142 48	do passenger and freight, Montreal and Pictou.
Thurso	40	do 9..	20	6 60	Paddle, ferry, Thurso and Clarence.
Glide	50	do 9..	80	11 40	Screw, ferry, Calumet and Hawkesbury.
Bonito	30	do 9..	17	6 36	do do L'Original.
Reliance	*		84	11 72	Tow boat, Ottawa and Oka.
John	30	July 10..	35	7 80	Paddle, ferry, Carillon and Pt. Fortune.
Tiber	80	do 11..	1,736	146 88	Screw, ferry and freight, Montreal and foreign ports.
Glacial	145	do 12..	109	16 72	Screw, ferry, Three Rivers and Ste. Angèle.
Bourgeois	200	do 12..	94	12 52	Paddle, ferry, Three Rivers and St. Grégoire.
Como	100	do 12..	75	11 00	Paddle, ferry, Three Rivers and Nicolet.
Ivan R	60	do 13..	18	6 4	Screw, passenger, Grand Piles and La Tuque.
Ste. Anne	50	do 23..	18	6 44	Paddle, ferry, Chicoutimi and St. Ann.
Mistassini	400	do 23..	249	27 92	do passenger, Roberval and Gr. Décharge.
Peribonca	289	do 24..	179	19 32	do do
Undine	40	do 24..	17	6 36	Screw do
Colon	200	do 24..	173	21 84	Paddle, passenger, Roberval and Mistassini.
St. Louis	514	do 27..	428	42 24	Paddle passenger, Quebec and St. Jean d'Echaillon.
Welshman	Freight.	do 29..	143	16 44	Screw, freight, Montreal and Ottawa.
Thames	do	do 29..	1,683	142 64	do do Newfoundland.
Dauntless	20	do 30..	8	5 64	do pleasure on waters, Lake Nipissing.
Ladas	40	do 30..	54	9 32	do freight, Callendar and Chaudière.
Okimanakiwa	†		13	6 04	do freight, waters of Lake Nipissing.
Wenoway	75	Aug. 4..	99	12 92	Paddle, passenger, waters of Lake Quinze.
Clyde	60	do 8..	29	7 32	Screw, passenger, Gordon Creek and Baie des Pères.
Meteor	150	do 8..	132	18 56	do do
R. Hurdman	150	do 9..	93	12 44	Screw, passenger, on waters of Lake Kippewa.
Argo	75	do 12..	154	17 32	Paddle, passenger, Gordon Creek and Baie des Pères.
Dora	40	do 12..	48	8 84	Screw do do
Lottie	25	do 13..	10	5 80	do passenger, waters of Lake Temiscamingue.
Laurier	60	do 14..	14	6 12	do pleasure yacht, Montreal and Sorel.

* Not allowed to run as a passenger steamer. † Not certificated for passengers.

Steamboat Inspection.

STEAM VESSELS inspected, &c.—Quebec and Montreal Division—Continued.

HULL INSPECTION—Continued.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Mattawa	60	Aug. 12..	22	6 76	Screw, passenger, on waters of Lake Temiscamingue.
Lady of the Lake.....	700	do 27..	607	56 56	Paddle, passenger, Newport and Magog.
Anny C	+		633	5 51	Screw, pleasure yacht on Lake Magog.
Clipper	+		4	5 32	do do
Owl	+		4	5 32	do do
Admiral	350	Sept. 21..	682	62 56	Paddle, passenger, Dalhousie and Gaspé
Vulcan	30	do 21..	18	6 44	Screw, ferry, Dalhousie and Florence Point.
Frances	60	do 23..	19	6 52	Paddle, ferry, Campbellton and Cross Point.
Isle Heron	250	Oct. 16..	152	20 16	do Verdun and Côte Ste. Catherine.
Bonenfant	20	do 16..	21	6 68	do Charlemagne and Bout de l'Isle.
Rivière du Loup..	123	do 25..	173	21 84	do Varennes and L'Assomption.
Lena	30	do 25..	22	6 76	Screw, passenger, on Lake Megantic.
		1897.			
Contest	150	April 18.	231	26 48	Paddle, passenger and mail tender, Rimouski.
Chambly	600	do 23..	647	59 76	Paddle, passenger, Montreal and Chambly.
Terrebonne	450	do 23..	716	65 28	Paddle, passenger, Montreal and Sorel.
Rivière du Loup.....	150	do 23..	199	23 92	do ferry, Varennes and L'Assomption.
Trois Rivières	1,000	do 24..	1,710	144 80	do passenger, Montreal and Ste. Anne de Beaupré.
Mouche à feu	250	do 24..	214	25 12	Paddle, ferry, Sorel and Berthier.
Sorel	300	do 24..	158	20 64	do do St. Thomas de Pierreville.
Hossana	200	do 24..	89	12 12	Screw, ferry, Montreal and Longueuil.
Montreal.....	800	April 25.	2,211	184 88	Paddle, pass., Montreal and Quebec.
Ste. Anne	40	do 27..	14	6 12	Screw, ferry, Sorel and Berthier.
Acadian	25	do 29..	931	82 48	do pass. and freight, Montreal and foreign ports.
Campana	400	do 29..	1,681	142 48	Screw, pass. and freight, Montreal and Pictou.
Hochelaga	775	do 27..	419	41 52	Paddle, ferry, Montr'l & Boucherville
Longueuil	800	do 30..	365	37 20	do do Longueuil.
Reliance	145	May 1.	84	11 72	Paddle, pass., Ottawa and Oka.
Ocean	150	do 1.	684	62 72	Screw, pass. and freight, Montreal and Toronto.
Saguenay	773	July 1.	1,104	96 32	Paddle, pass., Quebec and Chicoutimi.
Vega	250	May 4.	132	18 56	Screw, ferry, Quebec and I. of Orleans.
Lord Stanley.....	30	do 6.	276	30 08	do wrecking in Gulf St. Lawrence.
North	450	do 8.	289	31 12	Paddle, ferry, Quebec and Levis.
South	450	do 8.	349	35 92	do do
Levis	350	do 12.	156	20 48	Screw, ferry, Quebec and St. Romuald
St. Louis.....	514	do 12.	428	42 24	Paddle, pass., Quebec and St. Jean des Hauts.
Cultivateur	730	do 13.	362	36 96	Paddle, ferry, Montreal and Island St. Helen.
Quebec.....	800	do 13.	3,056	252 48	Paddle, pass., Quebec and Montreal.
Carolina	800	*Nov. 25.	977	86 16	do Quebec and Chicoutimi.
C. Anderson	75	May 13.	105	16 40	Screw, pass., Montreal and Sorel.
Otter	100	do 15.	198	23 84	do and freight, Quebec and Natasquan.

† Not certificated for passenger. *1896.

STEAM VESSELS inspected, &c.—Quebec and Montreal Division—*Concluded.*HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Préfontaine.....	Freight..	May 19.	148	19 84	Screw, freight, Quebec and Ottawa.
Miramichi.....	30	do 15.	727	66 16	Pad. pass. Quebec and Grosse Isle.
St. Croix.....	550	do 16.	506	48 48	do Quebec and St. Croix.
Mauri.....	350	do 19.	269	29 52	Paddle, pass., Montreal and Brown's Wharf.
Empress.....	800	do 20.	677	62 16	Paddle, pass., Ottawa and Grenville.
Emile.....	90	do 26.	12	5 96	Screw, ferry, New Edinburgh and Gatineau Point.
Jenet Craig.....	53	do 21.	12	5 96	Screw, ferry, Arnprior and Bristol.
Union.....	40	do 23.	75	11 00	do Pembroke and Isle aux Allumettes.
Flora.....	Not certified as a pass.		5	5 40	Screw, pleasure yacht at Pembroke.
Bella Ritchie.....	100	May 25.	82	11 56	Paddle, pass. Quyon and Lachine.
Ottawa.....	230	do 23.	116	17 28	Paddle, pass., Pembroke & Joachim's.
E. G. Laverdure.....	100	do 26.	54	9 32	Screw, pass., Ottawa R. & Rideau C.
Quebec.....	Freight...	do 26.	108	13 64	Screw, freight, Montreal, Kingston and Ottawa.
Agness.....	50	do 27.	29	7 32	Screw, pass., Buckingham and High Falls.
Mildred.....	25	do 27.	15	6 20	do do
Léon.....	25	do 28.	15	6 20	Screw, pass., High Falls and Iroquois Farm.
Paul Smith.....	315	do 29.	293	31 44	Paddle, pass., Montreal and Sorel.
Dana.....	50	do 29.	55	9 40	Pleasure yacht, Montreal and Quebec.
Chateauguay.....	443	do 29.	222	25 76	Paddle, pass., Montr'l & Beauharnois.
Princess.....	443	do 29.	579	54 32	do Montreal and Carillon.
Laprairie.....	845	do 29.	600	56 00	do ferry, Montreal and Laprairie.
Sovereign.....	700	do 29.	617	58 96	Paddle, pass., Montreal and Carillon.
Belmont.....	120	do 30.	113	17 04	do Montreal & Valleyfield.
Isle Heron.....	250	do 30.	160	20 80	do ferry, Verdun and Cote Ste. Catherine.
Algerian.....	400	do 31.	914	81 12	Paddle, pass., Montreal and Toronto.
Berthier.....	700	do 30.	1,101	96 08	do do Three Rivers.
Island Queen.....	200	June 1.	98	12 84	Screw ferry, Three Rivers & Batiscan.
Bourgeois.....	200	do 1.	94	12 52	Paddle, ferry, Three Rivers and St. Grégoire.
Glacial.....	145	do 1.	109	16 72	Screw, ferry, Three Rivers and Ste. Angele.
Como.....	100	do 1.	75	11 00	Paddle, fer., Three Rivers and Nicolet.
Ed. Arpin.....	25	May 31.	6	5 48	Screw, pleasure yacht, Sorel & Berthier
Polino.....	30	June 2.	807	72 56	do pass. and freight, Montreal and Newfoundland.
Filgate.....	658	May 30.	263	29 04	Paddle, pass., Montreal, Beauharnois and Isle Gros Bois.
Passport.....	400	June 11.	1,034	90 72	Paddle, pass., Montreal and Toronto.
Bohemian.....	500	do 11.	1,138	99 04	do Montreal and Coteau Landing.
Montmagny.....	516	do 12.	351	36 08	Paddle, pass., Quebec and Berthier.
Mistassini.....	200	do 25.	249	27 92	do Roberval and Grande Décharge.
Le Colon.....	200	do 25.	173	21 84	do Roberval & Mistissini.
Arizona.....	Not certified.		9	5 72	Screw, ferry, on Lake St. Joseph.
John Thompson.....	25	Aug. 7.	5	5 40	Screw, pass., on Lake Quinze.

P. D. BRUNELLE,

Hull Inspector.

Steamboat Inspection.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

QUEBEC AND MONTREAL DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Register'd Tonnage.	Dues and Fees.	Remarks. — Why not Inspected and Class of Vessel.
Rocket	428	159	Not paid..	Not employed.
Ellida	1,090	702	do ..	do
Quinge	32	26	do ..	do
Lottie	10	8	do ..	do
Mattawan	22	15	do ..	do
D. A. Martin.	77	56	do ..	do
Toneata.	14	9	do ..	do
Emerillon	14	13	do ..	do

PIERRE D. BRUNELLE,
Hull Inspector.

STEAM VESSELS inspected for the Year ended 30th June, 1896.

NOVA SCOTIA DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Yuba.....	20	July 9..	12 04	5 96	Screw, passenger, Barrington and Cape Island.
Mayflower.....		do 9..	5 92	5 48	do fish boat, Shag Harbour and Bear Point.
John L. Cann.....	125	do 10..	142 08	16 36	do passenger, Nova Scotia and New Brunswick.
Freddie V.....		do 11..	26 69	7 08	do tug, Yarmouth and Coast.
Westport.....	25	do 10..	80 06	11 40	do passenger, Yarmouth and Weymouth.
David Duncan.....		do 11..	20 59	6 68	do tug, Weymouth and Coast.
Glencoe.....	25	do 11..	32 21	7 56	do ferry, Annapolis and Granville.
Pinafore.....		do 13..	25 86	7 08	do tug, Annapolis River.
Nereus.....		do 16..	16 39	6 24	do yacht, Halifax Harbour.
Eleanor M. Cates.....		*Dec. 31..	58 81	9 72	do tug, Sydney Harbour & Coast.
C. M. Winch.....		July 23..	87 72	12 04	do tug, Glace Bay and Coast.
Gipsy.....		do 24..	16 70	6 28	do tug, Sydney Harbour.
M. & E. Rudderham.....		do 24..	33 54	7 64	do water boat, Sydney Harbour.
Daisy.....		do 24..	10 74	5 88	do do do
Gladiator.....		do 24..	70 40	10 60	do tug, Sydney Harbour and Coast
Merrimac.....		do 25..	85 80	11 80	do do do
May Queen.....	40	do 25..	142 09	19 36	Paddle, passenger, Bras d'or Lakes.
Zuleika.....		do 25..	12 38	5 96	Screw, yacht do
Jessie Gray.....		do 27..	76 01	11 08	Stern wheel lighter do
Eldon.....	40	do 27..	37 91	8 04	Screw, ferry, Strait of Canso.
Blue Hill.....	100	do 27..	195 83	23 68	Twin screw, passenger, Mulgrave and Grand Narrows.
May O'Dell.....		do 29..	22 55	6 84	Screw, fish boat, Strait of Canso.
Diamond.....		Aug. 3..	22 65	6 84	do tug, Pictou Harbour.
Lennox.....	25	do 3..	66 29	10 28	Paddle, ferry, Lennox Passage.
Mic-Mac.....	60	do 5..	150 63	20 00	do do Halifax and Dartmouth.
St. John.....		do 16..	47 28	8 76	Screw, tug, Sherbrooke and Coast.
Mulgrave.....	250	do 19..	484 86	Govt. No dues & fees	do ferry, Mulgrave, Pt. Tupper and Hastings.
Meadow Flower.....		do 20..	6 56	5 56	do water boat, Canso Harbour.
Bessie & Harry.....		do 21..	22 00	6 76	do do Halifax Harbour.
L. Boyer.....		do 29..	60 00	9 80	do tug, Halifax Harbour and Coast
Ralph E. S.....		do 29..	27 82	7 24	do fish boat, Halifax and Sambro.
Highland Mary.....	140	do 31..	73 73	10 92	Twin screw, passenger and lighter, Halifax Harbour.
St. Pierre.....	150	do 30..	496 44	47 68	Screw, passenger and freight, Halifax and Coastwise.
Maple Leaf.....	40	Sept. 19..	129 06	18 32	Paddle, ferry, Pictou and Pictou Landing.
Edith.....		do 26..	52 17	9 16	Stern wheel lighter, Shubenacadie R'r.
Wanda.....		Oct. 4..	38 48	8 01	Screw fish boat, Yarmouth and Coast.
Annie.....		do 8..	42 12	8 36	do water boat, Halifax Harbour.
Premier.....		do 19..	373 56	37 92	do freight, Canadian and foreign ports.
Elliott.....		do 26..	367 48	34 36	do do do
Bridgewater.....	200	do 29..	207 79	24 64	Screw, passenger and freight, Halifax and Coastwise.
Halifax.....	140	Nov. 15..	338 42	35 04	Paddle, ferry, Halifax Harbour and Dartmouth.
Henry Hoover.....		do 26..	54 64	9 40	Screw, tug, Halifax Harbour & Coast.
Lalvar.....		Dec. 24..	44 93	8 60	do lighter, Halifax Harbour.
Florence C.....	40	do 27..	38 98	8 04	do passenger and fish boat, Yarmouth and Barrington.
Edna R.....		do 27..	49 66	8 92	do fish boat, Yarmouth and Barrington.

*1895.

Steamboat Inspection.

STEAM VESSELS inspected, &c.—Nova Scotia Division—*Continued.*

BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1897.		\$ cts.	
Gambrinus		Jan. 23..	28 36	7 24	Screw, lighter, Halifax Harbour.
Dolphin		Feb. 6..	8 07	5 64	do fish boat, Yarmouth and Coast.
Newfoundland		do 17..	918 75	78 44	do freight, North Atlantic.
Halifax	400	do 21..	1,738 45	147 04	do passenger and freight, Canada and United States.
Marina		Mar. 6..	32 46	7 56	do fish boat, Yarmouth and Coast.
City of St. John	120	do 6..	709 12	64 72	Paddle, passenger and freight, Yarmouth and Halifax.
Alpha	30	do 6..	306 91	32 48	Screw, passenger and freight, Yarmouth, N. S. and N. B.
Yarmouth	450	do 7..	1,451 92	124 16	do passenger and freight, Yarmouth and Boston.
La Tour	75	do 7..	154 43	20 32	do passenger and freight, Yarmouth and South Shore, N.S.
Island Gen.		do 7..	15 62	6 28	do fish boat, Yarmouth and Coast.
Cape Breton		do 27..	1,764 19	146 12	do freight, Canadian and foreign ports.
Coban	37	do 24..	1,063 30	93 04	do passenger and freight, Canadian and foreign ports.
Cacouna		do 31..	1,450 78	121 08	do freight, Canadian and foreign ports.
Bonavista	60	May 2..	1,306 33	112 48	do passenger and freight, Canadian and foreign ports.
Mascotte		*Aug 1..	22 88	6 84	do tug, Halifax Harbour.
St. Michael		April 1..	39 20	8 12	do tug, Liverpool and Coast.
St. Olaf	150	do 3..	305 27	32 40	do pass. and freight, N. S., P. E. I. and Magdalen Islands.
Anita		do 10..	26 50	7 16	do fish boat, Halifax and Coast.
Collector	130	do 13..	52 02	9 16	do passenger and lighter, Halifax Harbour.
Douglas H. Thomas		do 14..	211 91	21 96	Screw tug, Nova Scotia Coast.
Evangeline	85	do 16..	78 74	11 32	Twin screw passenger, Kingsport and Bay of Fundy Ports.
Fastnet	50	do 29..	337 71	35 04	Screw, passenger and freight, Nova Scotia & P. E. Island.
Ulala		do 17..	13 70	6 12	Screw yacht, Halifax and Coast.
Louisburg		May 9..	1815 60	150 28	do freight, Canadian and foreign ports.
Northumberland	350	April 25..	1255 46	108 40	Twin screw, passenger and freight, N. S., N. B. and P. E. Island.
Harlaw	75	do 30..	451 36	44 08	Screw, passenger and freight, Nova Scotia and Newfoundland.
A. C. Whitney	100	do 30..	62 67	10 04	Screw, passenger and freight, Halifax and coast.
Hiawatha	250	May 4..	229 79	26 40	Screw, passenger and freight, Nova Scotia and New Brunswick.
W. M. Weatherspoon	80	do 4..	59 29	9 72	Screw, passenger and tug, Nova Scotia and New Brunswick.
Avon	40	do 5..	64 66	10 12	Screw, passenger and freight, Windsor and Kingsport.
Rob Roy		do 5..	13 97	6 12	Screw, water boat, Avon River.
Active		do 9..	59 91	9 80	do fish boat, Halifax and coast.
Caber Feidh	40	do 11..	61 07	9 88	do passenger and tug, Nova Scotia and P. E. Island.
Weymouth	40	do 11..	153 93	20 32	Screw, passenger and freight, Nova Scotia and Cape Breton ports.
I. B. Hamblen		do 12..	31 71	7 56	Screw tug, Northumberland strait.
Alameda	40	do 12..	33 93	7 72	do passenger and freight, Pictou and New Glasgow.
Elsie		do 12..	22 14	6 76	Screw, tug, Pictou harbor.
Diamond		do 11..	22 65	6 84	do do do
Vesta		do 12..	9 21	5 72	Screw, fish boat, Pictou & Pictou I.

*1896.

STEAM VESSELS inspected, &c.—Nova Scotia Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1897.		\$ cts.	
Dartmouth.....	200	May 15..	311 23	32 88	Paddle, ferry, Halifax and Dartmouth.
Bessie.....	40	do 18..	10 45	5 80	Screw, passenger and tug, Pictou and New Glasgow.
Nereus.....		June 24..	16 39	6 28	Screw, yacht, Halifax harbour.
Eleanor M. Cates.....		May 20..	58 81	9 72	do tug, Louisbourg and coast.
Arcadia.....	25	do 21..	61 64	9 96	do passenger and freight, Cape Breton ports.
Peerless.....	200	do 21..	94 27	12 52	Screw, ferry, Sydney & North Sydney.
Hygeia.....	40	do 21..	57 69	9 64	do do
Gipsy.....		do 21..	16 70	6 28	Screw, tug, Sydney harbour & coast.
C. M. Winch.....		do 22..	87 72	12 04	do do
Marion.....	250	do 22..	478 49	46 24	Paddle, passenger and freight, Sydney and Bras d'or Lakes.
Gladiator.....		do 22..	70 40	10 60	Screw, tug, Sydney harbour & coast.
Merrimac.....		do 22..	85 80	11 80	do do
Daisy.....		do 22..	10 74	5 88	do water boat, Sydney harbour.
Lion.....		do 13..	19 82	6 60	do tug, Pugwash harbour & coast.
Rimouski.....	70	June 9..	124 70	18 00	do passenger and freight, Mulgrave and Canso & Pt. Hood.
Lunenburg.....	200	do 9..	265 55	29 28	Screw, passenger and freight, Halifax and Lunenburg.
Boston.....	550	do 13..	1694 50	143 52	Screw, passenger and freight, Yarmouth and Boston.
Westport.....	30	do 12..	80 06	11 40	Screw, passenger and freight, Yarmouth and Westport.
Juno.....	40	do 13..	9 29	5 74	Screw, ferry, Yarmouth & Bay View.
Albatross.....		do 13..	20 46	6 60	do yacht, Yarmouth har. & coast.
Freddie V.....		do 15..	26 69	7 08	do do
David Duncan.....		do 15..	20 59	6 68	do tug, Weymouth bay.
Clipper.....		do 16..	29 85	7 40	do Digby harbour and bay.
Glencoe.....	25	do 17..	32 21	7 56	do ferry, Annapolis & Granville.
Pastime.....	175	do 19..	67 71	10 44	Twin, screw, passenger and lighter, Halifax harbour.
Delta.....	15	do 20..	873 21	77 84	Screw, passenger and freight, Canadian and foreign ports.
Gulnare.....	20	do 26..	316 87	27 76	Screw, freight and passenger, Canadian and foreign ports.
Ida Sue.....		do 27..	44 51	8 60	Screw, fish boat, Nova Scotia coast.
			25708 19	2,656 02	

JOHN P. ESDAILE,
Steamboat Inspector.

Steamboat Inspection.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

NOVA SCOTIA DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and Class of Vessel.
			\$ cts.	
Goliah	146 83	99 89		Laid up, tug.
Rescue	124 09	84 92		do wrecker.
Leonora	5 00			do yacht.
Tusket	3 07	2 00		do tug.
Arrow	10 02	7 92		do yacht.
Alida	64 18	29 52		do tug.
Havana	470 98	245 86		do passenger.
Magnolia	260 50	151 00		do do
Carrie	14 83	7 37		Not yet inspected.
Zaidee	18 63	12 67	6 44	Out of district, tug.
Volunda	28 80	13 96		Laid up, yacht.
Albatross	20 46	10 23		do do
Shannon	75 11	71 05		do tug.
Chester	79 50	36 00		do do
Nereid	12 24	8 33		do fish boat.
Anticosti	19 00	15 98	6 52	Not yet inspected.
Aid	98 55	67 02	12 84	do do
Mayflower	392 05	235 78		Laid up, passenger.
La Have	49 27	31 01		Not yet inspected.
Scotia	41 58	28 27		Laid up, tug.
Acadia	74 21	66 53		do passenger.
City of Ghent	198 64	119 15		do passenger and freight.
Robbie Burns	88 93	73 18	12 12	Not yet inspected, excursion barge
Totals	2,206 47	1,493 82	37 92	

JOHN P. ESDALE.
Steamboat Inspector

STEAM VESSELS inspected for the Year ended 30th June, 1896.

NOVA SCOTIA DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Yuba	20	July 9..	12 04	5 96	Screw, passenger, Barrington and Cape Sable Island.
John L. Cann.....	125	do 10.	142 08	16 36	Screw, passenger, Nova Scotia and New Brunswick.
Westport	25	do 10..	80 06	11 40	Screw, passenger, Yarmouth and Weymouth.
Glencoe.	25	do 11..	32 21	7 56	Screw, ferry, Annapolis and Granville ferry.
Merrimac	*	*	85 80	11 80	Screw, tug, Sydney Harbour.
May Queen	40	July 24..	142 09	19 36	Paddle, passenger, Grand Narrows and Baddeck.
Blue Hill.....	100	do 26..	195 83	23 68	Screw, passenger, Straits of Canso and Grand Narrows.
Eldon	40	do 26..	37 91	8 04	Screw, passenger, Cape Jack and Sand Point.
Mulgrave.....	250	do 26..	484 86	Nil.	I. C. R., screw, ferry, Mulgrave and Point Tupper.
		1895.			
Collector	130	Sept. 30..	52 02	9 16	Twin screw, passenger, Halifax Harbour.
		1896.			
Mic-Mac	60	Aug. 7..	150 63	20 00	Paddle, ferry, Grandique and Lennox, C.B.
Lennox.	25	do 21..	66 29	10 28	Paddle, ferry, Halifax Harbour.
St. Pierre.....	150	do 30..	496 44	47 68	Screw, passenger, Halifax and Coastwise.
		1895.			
Highland Mary.....	140	Sept. 30..	73 73	10 92	Twin screw, passenger, Halifax Harbour.
		1896.			
Maple Leaf.....	40	Sept. 19.	129 06	18 32	Paddle, ferry, Pictou and Pictou Landing.
Premier		Oct. 18.	373 56	37 92	Screw, freight, Canadian and foreign ports.
Bridgewater	200	do 23..	207 79	24 64	Screw, passenger, Halifax and Coastwise.
Elliot.		do 29..	367 48	34 36	Screw, freight, Canadian and foreign ports.
Halifax	140	Nov. 15..	338 42	35 04	Paddle, ferry, Halifax and Dartmouth.
		1897.			
Florence C.....	40	Feb. 6..	38 98	8 04	Screw, passenger, Yarmouth and adjacent islands.
Halifax	400	do 21..	1,738 45	147 04	Screw, passenger and freight, Halifax and Boston, U.S.A.
Newfoundland.....		do 21..	918 75	78 44	Screw, freight, Nova Scotia and Newfoundland.
La Tour.	75	Mar. 12..	154 43	20 32	Screw, passenger, Yarmouth and Barrington.
City of St. John ..	120	do 14.	709 12	64 72	Paddle, passenger, Yarmouth and Halifax.
Alpha.....	30	do 16.:	306 91	32 48	Screw, passenger, Yarmouth and St. Jean.
Cape Breton.....		do 24..	1,764 19	146 12	Screw, freight, Canadian and foreign ports.
Cacouna.....		do 31..	1,450 78	121 08	do do do
Bonavista.....	60	April 24..	1,306 23	112 48	Screw, passenger and freight, Canadian and foreign ports.
Coban.....	37	do 10..	1,063 30	93 04	do do do

* None issued ; want of equipment.

Steamboat Inspection.

STEAM VESSELS inspected, &c.—Nova Scotia Division—*Concluded.*

HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1897.		\$ cts.	
Evangeline	85	April 16..	78 74	11 32	Screw, passenger and freight, Kingsport and Bay of Fundy ports.
Douglas H. Thomas	do	15..	211 91	21 96	Screw, tug, Halifax and Coastwise.
Yarmouth	450	do 22..	1,451 92	124 16	do passenger and freight, Yarmouth and Boston, U.S.A.
Northumberland	350	do 25..	1,255 46	108 40	Twin screw, passenger, Prince Edward Island and New Brunswick.
Harlaw	75	do 28..	451 36	44 08	Screw, passenger and freight, Nova Scotia and Newfoundland.
Louisbourg	do	28..	1,815 60	150 28	Screw, freight, Canadian and foreign ports.
Fastnet	50	do 30..	337 71	35 04	Screw, passenger and freight, Nova Scotia and Prince Edward Island.
Hiawatha	250	May 4..	229 79	26 40	Screw, passenger and freight, Nova Scotia and New Brunswick.
W. M. Weatherspoon	80	do 5..	59 29	9 72	Screw, tug, Nova Scotia and Bay of Fundy ports.
Avon	40	do 5..	64 66	10 12	Screw, passenger, Windsor and Kingsport.
Caber Feidh	40	do 11..	61 07	9 88	Screw, tug, Nova Scotia and Prince Edward Island.
St. Olaf	150	do 11..	305 27	32 40	Screw, passenger and freight, Nova Scotia and Magdalen Islands.
Alameda	do	do 12..	33 93	7 42	Screw, ferry, Pictou and New Glasgow.
Weymouth	40	do 18..	153 93	20 32	Screw, passenger and freight, Pictou and ports in Cape Breton.
Dartmouth	200	do 15..	311 23	32 88	Paddle, ferry, Halifax and Dartmouth.
Bessie	40	do 18..	10 45	5 80	Screw, ferry, Pictou and New Glasgow.
Peerless	200	do 19..	94 27	12 52	Screw, ferry, Sydney and North Sydney.
Gulnare	20	do 19..	246 87	27 76	Screw, freight, Sydney and Nova Scotia ports.
Hygeia	40	do 20..	57 69	9 64	Screw, ferry, Sydney and North Sydney.
Marion	250	do 20..	478 49	46 24	Paddle, passenger and freight, Sydney and Cape Breton lakes.
Arcadia	25	do 20..	61 64	9 96	Screw, passenger, Sydney and Bay St. Lawrence.
A. C. Whitney	100	do 20..	62 67	10 04	Screw, tug, Halifax Harbour.
Rimouski	70	June 9..	124 70	18 00	Screw, passenger, Canso and ports n Straits of Canso.
Lunenburg	200	do 9..	265 55	29 28	Screw, passenger and freight, Halifax and Lunenburg.
Delta	15	do 19..	873 21	77 84	Screw, passenger and freight, Canadian and foreign ports.
		1896.			
Pastime	175	Sept. 30..	67 71	10 44	Twin screw, excursion barge, Halifax Harbour.
Highland Mary	140	do 30..	73 73	10 92	do do do
Bobbie Burns	200	do 30..	88 95	12 12	do do do
		1897.			
Glencoe	25	June 24..	32 21	7 56	Screw, ferry, Annapolis and Granville
Juno	40	do 25..	9 29	5 74	do Yarmouth Harbour.
Boston	550	do 27..	1,694 50	143 52	do passenger and freight, Yarmouth and Boston, U.S.A.

S. R. HILL,
Inspector of Hulls and Equipments.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

NOVA SCOTIA DIVISION.

Name of Vessel.	Gross Tonnage.	Register'd Tonnage.	Remarks. — Why not Inspected and Class of Vessel.
Havana.....	470 98	245 86	Laid up, passenger.
Magnolia.....	260 50	151 00	do do
Carrie.....	14 83	7 37	Not yet inspected, passenger.
Springhill.....	189 05	95 70	Inspected in New Brunswick, tug.
Mayflower.....	392 05	235 78	Laid up, passenger.
Acadia.....	74 21	66 53	do do
City of Ghent.....	198 64	119 15	do do
Total.....	1,600 26	921 39	

S. R. HILL,
Inspector of Hulls and Equipment.

Steamboat Inspection.

STEAM VESSELS inspected for the Year ended 30th June, 1896.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
				\$ cts.	
Meta		July 3, '96	5 05	5 40	Screw, Fredericton.
Bismarck		do 3, '96	49 04	8 92	Paddle do
Ernest		do 3, '96	12 58	5 96	Screw do
Randolph		do 4, '96	8 71	5 72	Twin screw do
Eva Johnston		do 5, '96	15 77	6 28	Screw do
Ada		do	3 66	5 32	do do
Delta		June 25, '96	19 99	6 52	do St. John.
Cricket		July 9, '96	4 85	5 40	do do
Tangent		do 10, '96	35 74	7 80	Twin screw, St. John.
Neptune		do 17, '96	71 15	10 68	Screw do
Wee Laddie			16 60	6 28	do do
Wenola		July 23, '96	25 10	7 00	do Port Elgin.
Atlas		do 23, '96	15 79	6 28	do do
Yantic		do 24, '96	14 16	6 12	do Tidnish.
Victor		do 25, '96	9 62	5 80	do Northport.
Dream		Aug. 1, '96	44 51	8 52	do St. John.
Bessie Ardella		do 6, '96	16 17	5 88	do St. Andrews.
Culla		do 7, '96	5 92	5 48	do do
Marguerite		do 8, '96	19 66	6 60	do St. Stephen.
Arbutus	86	do 8, '96	46 76	8 76	do do
St. George		do 14, '96	160 57	17 80	Paddle, Chatham.
Aberdeen	400	Sept. 20, '96	243 86	27 44	Stern wheel, St. John.
W. E. Vroom		do 20, '96	10 05	5 80	Screw do
Albert		Oct. 10, '96	530 59	47 48	do Charlottetown.
Coila		do 26, '96	325 45	31 00	do do
Kingsville		Nov. 1, '96	36 59	7 88	do St. John.
Springhill		do 14, '96	189 05	20 12	do do
Quangondy	200	Dec. 11, '96	294 75	31 52	Paddle do
Leader		Feb. 4, '97	29 32	7 32	Screw do
Wasing		March 2, '97	28 74	7 32	do do
E. Ross	40	do 4, '97	29 63	7 32	do do
Hercules		do 11, '97	87 11	11 96	do do
Fannie		do 23, '97	33 44	7 64	do do
Maggie M.		do 25, '97	65 78	10 20	do do
Dirigo		do 26, '97	70 13	10 60	do do
St. Lawrence	350	Sept. 1, '96	845 63	75 60	Paddle, Charlottetown
Jacques Cartier	300	April 3, '97	379 96	38 40	do do
Wm. H. Murray	40	do 8, '97	72 55	10 76	Screw, St. John.
Star	300	Dec. 19, '96	461 03	44 88	Paddle do
Captain		April 8, '97	68 43	10 44	Screw do
Sea King		do 8, '97	128 63	15 32	do do
Hampstead	150	Dec. 17, '96	234 52	26 72	do do
Springfield	145	do 18, '96	232 73	26 56	Stern wheel, St. John
G. D. Hunter		April 10, '97	67 97	10 32	Screw do
May Queen	350	Dec. 20, '96	539 40	51 12	Paddle do
Ananda Green		April 10, '97	19 63	6 52	Screw do
David Weston	450	Dec. 19, '96	765 15	69 20	Paddle do
Hero		April 15, '97	127 60	15 16	do do
Admiral		do 15, '97	158 20	17 64	do do
Lilly Glasier		do 15, '97	209 31	21 72	do do
Ada G		do 15, '97	102 08	13 16	do do
Maggie Miller	150	Dec. 20, '96	104 66	16 32	do do
Fauchon		April 16, '97	110 61	13 80	do do
Bismarck		do 16, '97	49 04	8 92	do do
Clifton	200	Dec. 20, '96	138 21	19 04	Stern wheel do
Hope		April 17, '97	305 77	29 40	Paddle do
Neptune		do 20, '97	71 15	10 68	Screw do
Lillie	58	do 23, '97	71 64	10 76	do do
Olivette	280	Dec. 17, '96	318 37	33 44	Paddle do
Storm King	200	April 29, '97	107 87	16 66	Screw do

STEAM VESSELS inspected, &c.—New Brunswick and P. E. Island Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
				\$ cts.	
Fred. Glasier.....		May 2, '97..	10 39	5 80	Screw, Fredericton.
Ada.....		do 4, '97..	3 66	5 32	do do
New City.....		do 4, '97..	78 38	11 24	do St. John.
Electra.....	40	May 7, '97..	106 96	16 48	do Charlottetown.
May Queen.....	35	do 7, '97..	35 92	7 88	do do
T. A. Stewart.....		do 8, '97..	35 94	7 88	Twin-screw, Charlottetown.
William Aitken.....	40	do 7, '97..	74 87	11 00	Screw do
Fred M. Batt.....		do 8, '97..	59 90	9 72	do do
Montague.....	75	do 9, '97..	129 55	18 32	Paddle, Georgetown.
Frank C. Batt.....	39	do 12, '97..	32 90	7 56	Screw, Summerside.
Tourist.....	39	do 14, '97..	16 15	6 28	do St. John.
Alice.....			15 77	6 28	do Buctouche.
Calluna.....		do 19, '97..	22 26	6 76	do Richibucto.
Lotus.....		do 22, '97..	5 00	5 40	do St. John.
Flushing.....	250	do 26, '97..	257 09	28 56	do do
Nervia.....		do 27, '97..	30 03	7 40	do do
Winnie.....		do 27, '97..	12 46	5 96	do do
Champion.....		do 29, '97..	190 14	20 20	Paddle do
Quiddy.....		June 3, '97..	30 59	7 40	do do
Carrie Knight.....		do 3, '97..	5 88	5 40	Screw do
Martello.....		do 6, '97..	18 78	6 44	do do
Prince Rupert.....	850	do 6, '97..	1,158 44	100 64	Paddle do
Western Extension.....	250	do 16, '97..	424 89	41 92	do do
Delta.....	40	do 20, '87..	19 93	6 52	Screw, Hopewell Cape.
Ernest.....		do 25, '97..	12 58	5 96	do Fredericton.
Eva Johnson.....		do 25, '97..	15 77	6 28	do do
Randolph.....		do 25, '97..	8 71	5 72	Twin-screw, Fredericton.
Meta.....		do 25, '97..	5 05	5 40	Screw do
Total.....			11079 00	1,378 32	

W. I. WARING,
Steamboat Inspector.

Steamboat Inspection.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

Name of Vessel.	Gross Tonnage.	Register'd Tonnage.	Dues and Fees.	Remarks. Why not Inspected and Class of Vessel.
			\$ cts.	
Bessie	5 18	3 52	Inspected in July..	Not applied for, screw.
Lady Dufferin	47 48	28 83	do	do paddle.
Loyalist	17 57	11 07	do	do do
Zulu	17 60	10 25	do	do do
Rustler	89 19	56 19	do	do do
Miramichi	75 18	51 12	do	do screw.
Laura	13 55	8 15	do	do do
Bridgetown	14 66	9 97	do	do do
Mascott	70 50	47 49	do	do do
St. Andrew	76 64	52 11	do	do do
Sarcella	21 86	14 93	do	do do
Sybella H.	70 68	47 78	do	do paddle.
Nelson	64 34	43 75	do	do screw.
St. Nicholas	62 20	42 30	do	do do
Arthur	4 99	3 40	do	do do
Lina	26 40	17 95	do	do do
Grip	4 81	3 27	do	do do
Florence	19 33	13 25	do	New, not ready do
St. Lawrence	50 82	10 51	do	Not applied for do
St. Isidore	141 75	89 30		Not in port, paddle.
Eva	18 01	12 25		Not applied for, screw.
Derby	11 66	8 66		Laid up, paddle.
Marion	11 57	7 87		Not ready, screw.
East Riding	85 55	45 26		Not applied for, paddle.
Henrietta	19 12	13 01		Laid up, screw.
Utopia	25 00	17 00		do do
Northumberland	1,255 46	519 09		Not applied for, twin screw.
Southport	239 92	186 15		do paddle.
Elfin	122 42	34 23		do do
Atameda	33 93	23 08		do screw.
Hillsborough	228 67	66 13		do paddle.
City of Montecella	1,033 65	565 62		Laid up, paddle.
Belleisle	155 44	97 93		do stern wheel.
Peri	11 77	8 00		do screw.
Novelty	42 66	28 88		do paddle.
Electric	3 74	2 55		do screw.
Alcyone	15 05	10 73		do do
Olivette	1,611 42	1,104 90		Not applied for, screw.
Commodore	12 84	7 67		do do
Elliott	367 48	227 37		do do
Squirrel	13 11	8 97		do do
Total	6,213 20	3,560 49		

W. L. WARING,
Steamboat Inspector.

STEAM VESSELS inspected for the Year ended 30th June, 1896.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Arbutus.....	86	Aug. 8..	46 76	8 76	Screw, St. Stephen.
Aberdeen.....	400	Sept. 20..	243 86	27 44	Stern wheel, St. John.
Wm. H. Murray.....	40	Mar. 26..	72 55	10 76	Screw, tug do
Albert.....		Oct. 10..	530 58	47 48	do freight, Charlottetown.
Coila.....		do 26..	325 45	31 00	do do do
Ouangondy.....	200	Dec. 11..	294 75	31 52	Paddle, ferry, St. John.
		1897.			
E. Ross.....	40	Mar. 4..	29 63	7 32	Screw do do
		1896.			
St. Lawrence.....	350	Sept. 1..	845 63	75 60	Paddle, passenger, Charlottetown.
		1897.			
Jacques Cartier.....	300	April 2..	379 96	38 40	do do do
		1896.			
Star.....	300	Dec. 19..	461 08	44 88	do do St. John.
		1897.			
Wm. H. Murray.....	40	April 11..	72 55	10 76	Screw do do
		1896.			
David Weston.....	450	Dec. 19..	765 15	69 20	Paddle do do
Hampstead.....	150	do 17..	234 52	26 72	Screw do do
Springfield.....	145	do 18..	232 73	26 56	Stern wheel do do
May Queen.....	350	do 20..	539 40	51 12	Paddle do do
Maggie Miller.....	150	do 20..	104 08	16 32	do do do
Clifton.....	200	do 20..	138 21	19 04	Stern wheel do do
Olivet'e.....	280	do 17..	318 37	33 44	Paddle do do
		1897.			
Storm King.....	200	April 29..	107 87	16 56	Screw do do
Tourist.....	39	May 13..	16 15	6 28	do do do
Wm. Aitken.....	40	do 7..	74 87	11 00	do do Charlottetown.
Electra.....	40	do 7..	106 96	16 48	do do Georgetown.
Montague.....	75	do 9..	129 55	18 32	Paddle, ferry do
Frank C. Batt.....	39	do 12..	32 90	7 56	Screw do Summerside.
May Queen.....	35	do 7..	35 92	7 88	do passenger, Charlottetown.
Lillie.....	58	do 16..	71 64	10 78	do do St. John.
Flushing.....	250	June 1..	267 09	28 56	do do do
Prince Rupert.....	850	do 10..	1,158 44	100 64	Paddle do do
Delta.....	40	do 20..	19 93	6 52	Screw do Hopewell Cape.
Western Extension.....	250	do 23..	424 89	41 92	Paddle, ferry, St. John.

I. J. OLIVE,
Hull Inspector.

Steamboat Inspection.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

Name of Vessel.	Gross Tonnage.	Register'd Tonnage.	Dues and Fees.	Remarks. — Why not Inspected and Class of Vessel.
Lady Dufferin.	47 48	28 83	} Inspected early in July	Not applied for; paddle.
Rustler	89 19	56 19		do do
Nelson	64 34	43 75		do dues paid June 16, 1896
Miramichi.	75 18	51 12		do do do
St. Nicholas	62 20	42 30		do do June 17, 1896
Sybella H.	70 68	47 48		do paddle.
City of Monticello.	1,033 65	565 62		Not running do
Belisle	155 97	97 98		Laid up; stern wheel.
Olivette (Am.)	1,611 42	1,104 90		Not applied for; screw.
Alameda	33 93	23 08		do do
Northumberland.	1,255 46	519 09	do twin screw.	
Hillsborough	228 67	66 13	do paddle.	
Elfin	122 42	34 28	do do	
Southport.	239 92	186 15	do do	
H. L. Waring's (scow).			do	

I. J. OLIVE,
Hull Inspector, &c.

STEAM VESSELS inspected for the year ended 30th June, 1896.

BRITISH COLUMBIA DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Ndmber of passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Donny		June 29..	14 64	6 20	New ship, screw.
Thompson	60	July 1..	149 80	20 00	New ship, stern wheel.
Duchess	30	do 2..	145 48	19 60	Stern wheel, passenger.
Gwendoline	15	do 4..	90 59	12 28	do do
Hyak	15	do 5..	39 04	8 12	do do
Nelson	125	do 10..	496 01	47 68	do do
City of Ainsworth	50	do 11..	193 49	23 44	do do
Galena		do 11..	47 64	8 84	Twin screw, freight.
Kaslo		do 12..	51 17	9 08	Screw, freight.
Idaho		do 12..	6 04	5 48	do do
Red Star		do 12..	14 81	6 20	do do
Dispatch		do 13..	6 91	5 56	do do
Illecillewaet	35	do 15..	97 22	12 84	Stern wheel, passenger.
Lytton	125	do 15..	451 76	44 16	do do
Aberdeen	200	do 17..	554 04	52 32	do do
Selkirk		do 19..	58 49	9 64	do yacht.
Hope	12	do 22..	78 49	11 32	Screw, tug.
Islander	450	do 25..	1,495 09	127 60	Twin screw, passenger.
Lois	7	do 24..	25 15	7 00	Screw, tug.
Stella		do 24..	16 32	6 28	do do
Clyde		do 24..	67 87	10 44	Twin screw, freight.
Joan	400	do 29..	821 21	73 68	do passenger.
Mamie	12	do 10..	89 60	12 20	Screw, tug.
Mermaid	100	Aug. 9..	128 55	18 32	Twin screw, passenger.
Swan		do 9..	12 27	5 96	Screw, yacht.
Lorne	20	do 22..	287 96	31 04	do tug.
Courser	100	July 9..	160 79	20 88	Stern wheel, passenger.
Buzz		Aug. 26..	12 59	6 04	Screw, fishing tug.
Fairy Queen		July 9..	24 94	7 00	do do
Horse Shoe		Aug. 27..	17 71	6 44	do do
Senator	30	do 11..	27 63	7 24	do passenger.
Nakusp	120	Sept. 3..	1,083 13	94 64	Stern wheel, passenger.
May Queen		do 6..	14 10	6 12	Screw, fishing tug.
Wellington		do 6..	16 30	6 28	do do
Swan		do 11..	16 65	6 36	do freight.
Nagasaki		do 11..	15 13	6 20	do do
Mystery	(Outside.. 25)	do 18..	64 80	10 20	do passenger.
Yosemite	(Inside.. 37)	do 18..	64 80	10 20	do passenger.
Yosemite	400	July 5..	1,525 03	130 00	Paddle, passenger.
Vancouver		Sept. 26..	49 96	9 00	Screw, tug.
Spray		do 27..	7 36	5 56	do yacht.
Nordica		do 27..	9 18	5 72	do do
Sunbury		Oct. 2..	37 72	8 04	Twin screw, passengers.
Brunette		do 2..	37 03	7 96	Screw, tug.
Iris		do 2..	19 32	6 60	do do
Rainbow		Aug. 3..	207 21	24 64	do passenger.
Thistle	12	Oct. 12..	222 36	25 76	do freight.
Etta White	15	Sept. 25..	97 35	12 76	do tug.
Comox	40	Oct. 14..	101 17	16 08	do passenger.
Skidegate	20	do 15..	37 08	7 96	do tug.
Saturna		do 15..	22 05	6 76	do do
Cariboo and Fly		do 10..	281 82	30 56	Twin screw, freight.
Maude	32	do 18..	174 99	22 00	Screw, passenger.
Jenny June		do 23..	4 24	5 32	do yacht.
Staffa		do 23..	51 30	5 00	do freight, dues paid 23rd May.
Robt. Dunsminir	75	do 25..	231 75	26 56	Twin screw, passenger.
Delta		Nov. 7..	25 20	7 00	Auxilliary screw, freight.
Danube	300	Oct. 11..	886 89	78 96	Screw, passenger.
Eva		do 22..	34 99	7 80	do tug.
Kildonan		do 9..	51 41	9 08	do do

Steamboat Inspection.

STEAM VESSELS inspected, &c.—British Columbia Division—Continued.

BOILERS AND MACHINERY—Continued.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
1897				\$ cts.	
Princess Louise..	98	Oct. 25..	931 76	82 56	Paddle, passenger.
Lottie.....		Nov. 1..	29 24	7 32	Screw, tug.
Falcon.....		do 1..	52 44	13 48	do
City of Columbia..		Jan. 10..	25 63	7 00	Screw, yacht.
Ba. Boscowitz.....	150	do 4..	269 08	29 52	do passenger.
Antolycus.....		do 21..	25 47	7 00	do yacht.
City of Nanaimo.....	380	do 11..	761 37	68 88	Twin screw, passenger.
Surrey.....	50	Feb. 17..	263 26	29 04	Centre paddle, ferry.
Gipsy.....		do 1..	49 63	9 00	Screw, fishing tug.
Capilano.....	25	do 3..	231 14	26 48	do do
Burt.....	20	Mar. 11..	50 41	9 00	do tug.
Muriel.....		do 12..	44 13	8 52	do do
Spinster.....		Feb. 18..	15 41	6 20	do do
Lorne.....	20	Mar. 17..	287 96	31 04	do do
Constance.....	12	do 16..	49 52	9 00	do do
Erie.....		do 23..	26 72	7 16	do do
Transfer.....	120	do 23..	264 16	29 12	Stern wheel, passenger.
Gladys.....	70	do 23..	211 23	24 88	do do
Bon Accord.....	45	do 23..	84 15	11 72	do do
Brant.....		do 24..	18 66	6 52	Screw, fishing tug.
Glad Tidings.....		do 24..	43 02	8 44	do yacht.
Tepic.....	15	do 25..	70 87	10 68	do tug.
Florence.....		April 2..	59 44	5 00	Stern wheel, water tank.
Angerona.....		do 8..	13 79	6 12	Screw, yacht.
Fraser.....		do 15..	36 20	7 83	do freight.
Dispatch.....		do 27..	6 91	5 56	do do
Nokanee.....	150	do 27..	347 50	35 84	Stern wheel, passenger.
Alberta.....	150	do 27..	508 15	48 64	do do
Sea Lion.....		do 28..	6 40	5 48	Screw, tug.
Agnes.....		Mar. 20..	22 70	6 84	do do
Alarm.....		April 29..	33 91	7 72	do do
1896.					
R. P. Rithet.....	81	Oct. 15..	816 69	73 36	Stern wheel, passenger.
Daisy.....	12	April 18..	60 10	9 80	Screw, tug.
Stranger.....		May 6..	21 26	6 68	do do
1897.					
Eva.....		May 7..	34 99	7 80	do do
Comox.. { Inside.....	140	do 6..	101 17	16 08	do passenger.
{ Outside.....	60				
Nagasaki.....		do 8..	15 13	6 20	do tug.
Coquitlam.....	50	Feb. 3..	256 33	28 48	do passenger.
Blonde.....		Mar. 20..	32 64	7 64	do tug.
Sadie.. { Inside.....	35	May 13..	49 30	8 92	do do
{ Outside.....	12				
Alert.....	13	do 19..	43 81	8 52	do do
1896.					
Staffa.....	105 inside.	May 26..	51 30	9 08	do freight.
1897.					
Sunbury.. { Inside.....	60	May 21..	37 72	8 04	Twin screw passenger.
{ Outside.....	27				
1896.					
Fingal.....	140 inside.	May 26..	90 67	12 28	Screw, freight.
Jenny June.....	12 do	do 26..	4 24	5 32	do yacht.
1897.					
Active.....	20	May 18..	171 74	21 76	do tug.
Edgar.....	50	do 25..	165 13	21 20	Stern wheel passenger.

STEAM VESSELS inspected, &c.—British Columbia Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1897.		\$ cts.	
Telephone		May 27 ..	80 66	11 48	do freight.
Lois	7	do 28 ..	25 15	7 00	Screw, tug.
Clayoquot		do 29 ..	87 18	11 96	do
Comet	12	do 18 ..	85 26	11 80	do
Georgie		June 4 ..	32 16	7 56	do
Swan		do 5 ..	36 82	7 88	do
Nora		do 9 ..	19 43	6 52	do
Minnie		do 8 ..	9 53	5 80	do
Westminster		do 8 ..	18 29	6 44	do
Caledonia	40	do 7 ..	353 82	36 32	Stern wheel, passenger.
Nell	30	do 8 ..	207 97	24 64	Twin screw, do
Florence		do 6 ..	30 41	7 40	Screw, tug.
Spitfire		do 6 ..	4 37	6 28	do two years dues.
Chieftain		do 12 ..	64 80	15 40	do
Mischief	30	May 6 ..	65 49	10 28	do
Katie		June 18 ..	46 00	8 68	Screw, freight.
Winnifred		April 1 ..	12 97	6 04	do tug.
Ina		June 20 ..	7 52	5 64	do do
Surprise		do 20 ..	19 60	6 60	do do new
Charmer	500	do 22 ..	1,044 41	91 52	do passenger.
Cutch	150	do 6 ..	324 27	33 92	do do
Mermaid	100	do 29 ..	128 55	18 32	Twin screw, passenger.
Esperanza		do 9 ..	30 88	7 48	Screw, tug.
Total			20,636 97	2,409 56	

J. A. THOMSON,
Inspector, Victoria, B.C.

Steamboat Inspection.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. Why not Inspected and Class of Vessel.
Arrow	4 50	3 00	Screw, launch ; capsized ; lost boiler.
Adams, Joe	11 89	8 18	Screw, tug ; laid up.
Belle	66 62	45 30	do do for repairs.
Bella	8 01	5 61	do out of reach.
Cora	25 12	17 07	do laid up.
Delta	14 90	10 29	do do
Dreadnought	32 84	22 23	do out of reach.
Evangeline	13 86	8 79	Missionary yacht ; laid up.
F. R. McD. Co. No. 1	714 72	486 01	Stern wheel, dredge do
Fairview	42 58	26 83	do to be inspected July.
Gorge	2 70	1 84	Screw, yacht do
Hunter, Wm	50 67	34 46	Twin screw do
Jessie	5 65	3 90	Screw, yacht do
Leonora	33 00	18 00	do tug do
Lilly	33 38	27 74	do do laid up.
Marion	14 78	9 33	Stern wheel do
Morris	11 66	8 04	Screw, tug ; beyond reach.
Maine	9 21	5 70	do laid up.
Nanaimo	70 79	44 61	Stern wheel ; out of reach.
Popcum	12 64	7 97	Side wheel ; laid up.
Vachie	9 97	6 78	Screw, yacht ; laid up.
Spratt's Ark	307 88	143 04	Twin screw do
Young, Clara	30 75	21 22	Screw, tug do
	1,528 12	966 00	

J. A. THOMSON,
Steamboat Inspector, Victoria, B.C.

STEAM VESSELS inspected for the Year ended 30th June, 1896.

BRITISH COLUMBIA DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
1896.					
Hope	12	July 22..	78 49	11 32	Screw, steamer.
Islander	450	do 28..	1,495 09	127 60	Twin screw, steamer.
Lois	7	do 24..	25 15	7 00	Screw do
Joan	400	do 29..	821 21	73 68	Twin screw do
Mamie	12	do 30..	89 60	12 20	Screw do
Mermaid	100	do 20..	128 55	18 32	Twin screw do
Lorne	20	Aug. 22..	287 96	31 04	Screw do
Courser	100	July 9..	160 79	20 88	Stern wheel do
Senator	30	Aug. 11..	27 63	7 24	Screw do
Mystery	37	Sept. 18..	64 80	10 20	do do
Yosemite	400	July 5..	1,525 03	130 00	Paddle do
Rainbow		Aug. 3..	207 21	24 64	Screw do
Cariboo and Fly	12	Oct. 10..	281 82	30 56	Twin screw do
Etta White	15	Sept. 25..	97 35	12 76	Screw do
Thistle	12	Oct. 12..	222 36	25 76	do do
Skidegate	20	do 15..	37 08	7 96	do do
Maude	32	do 18..	174 99	22 00	do do
Comox	140	do 14..	101 17	16 08	do do
Robert Dunsmeur	75	do 25..	231 75	26 56	Twin screw do
Danube	300	do 11..	886 89	78 96	Screw do
Princess Louise	98	do 25..	931 76	82 56	Paddle do
1897.					
Barbara Boscowitz	150	Jan. 4..	269 08	29 52	Screw do
City of Nanaimo	380	do 11..	761 37	68 80	Twin screw do
Surrey	50	Feb. 17..	263 26	29 04	Paddle do
Capilano	25	do 3..	231 11	26 48	Screw do
Burt	20	Mar. 11..	50 41	9 00	Twin screw do
Gladys	60	do 23..	211 23	24 88	Stern wheel do
Lorne	20	do 17..	287 96	31 04	Screw do
Constance	12	do 16..	49 52	9 00	do do
Tepie	15	do 25..	70 87	10 68	do do
Transfer	120	do 23..	264 16	29 12	Stern wheel do
Bon Accord	45	do 23..	84 15	11 72	do do
1896.					
R. P. Rithet	81	Oct. 15..	816 69	73 36	do do
1897.					
Daisy	12	April 18..	60 10	9 80	Screw do
Comox	140	May 6..	101 17	16 08	do do
Coquitlam	50	Feb. 3..	256 33	28 48	do do
Sadie	35	May 13..	49 30	8 92	do do
Sunbury	40	do 21..	37 72	8 08	Twin screw do
1896.					
Staffa	105	May 26..	51 30	9 08	Screw do
Fingal	140	do 26..	96 09	12 28	do do
Jennie June	12	do 26..	4 24	5 32	do do
1897.					
Alert	13	May 19..	43 81	8 52	do do
Active	20	do 18..	171 74	21 76	do do
Comet	12	do 18..	85 26	11 80	do do
Lois	12	do 28..	25 15	7 00	do do
Edgar	50	do 25..	165 13	21 20	Stern wheel do
Mischief	30	do 6..	65 49	10 28	Screw do
Charmer	500	June 22..	1,044 41	91 52	do do
Cutch	150	do 6..	324 27	33 92	do do

R. COLLISTER,
Hull Inspector.

Steamboat Inspection.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Gross Tonnage.	Register'd Tonnage.	Remarks. --- Why not Inspected and Class of Vessel.
Arrow.....	4 50	3 00	Screw, launch.
Joe Adams.....	11 89	8 18	do tug; laid up.
Belle.....	66 62	45 30	do do laid up for repairs.
Bella.....	8 01	5 61	do do out of reach.
Cora.....	25 12	17 07	do do laid up.
Delta.....	14 90	10 29	do do do
Dreadnaught.....	32 84	22 23	do passenger and tug; out of reach.
Evangelina.....	13 86	8 79	Missionary steamer; laid up.
F. R. M. & D. Co. No. 1.....	714 72	486 01	Stern wheel, dredge do
Fairview.....	42 58	26 83	do to be inspected in July.
Gorge.....	2 70	1 84	Screw, yacht do
Wm. Hunter.....	50 67	34 46	Twin screw do
Jessie.....	5 65	3 90	Screw, yacht do
Leonora.....	33 00	18 00	do tug do
Lilly.....	33 38	27 74	do do laid up.
Marion.....	14 78	9 33	Stern wheel do
Morris.....	11 66	8 04	Screw, tug; out of reach.
Maimie.....	9 21	5 70	do laid up.
Nanaimo.....	70 79	44 61	Stern wheel; out of reach.
Popcum.....	12 64	7 97	Paddle; laid up.
Vachie.....	9 97	6 78	Screw, yacht; laid up.
Spratt's Ark.....	307 88	143 04	Twin screw do
Clara Young.....	30 75	21 22	Screw, tug do

R. COLLISTER,
Hull Inspector.

STEAM VESSELS inspected for the year ended 30th June, 1896.

KEEWATIN, MANITOBA AND NORTH-WEST TERRITORIES DIVISION.

BOILERS AND MACHINERY AND HULL INSPECTION.

Name of Vessel.	Number of passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1896.		\$ cts.	
Isabell.....		July 24..	60 90	9 88	Screw tug, Lake Manitoba.
Ida.....		Sept. 28..	18 57	6 52	do do Lake Winnipeg.
Lillian.....		July 26..	1 61	5 16	do pleasure yacht, L. Winnipeg.
		1897.			
Kennina.....	40	May 9..	41 86	8 35	do ferry, Rat Portage & Keewatin
Minnetonka.....		do 4..	68 34	10 44	do tug, Lake of the Woods.
Caro.....		do 2..	14 47	6 12	do do do
Daisy Moore.....		do 2..	31 16	7 48	do do do
Red River.....		do ..	166 47	21 28	do do and pass., L. Winnipeg.
Nora.....		do 14..	20 23	6 60	do do Lake of the Woods.
Queen.....		do 14..	31 64	7 56	do do do
Keewatin.....		do 13..	41 25	8 28	do do do
Regina.....		do 15..	6 78	5 56	do do do
Alma T.....		Not issued	15 78	6 28	do do do
Lotta S.....		June 6..	48 03	8 84	do do do
City of Selkirk.....	75	May 26..	457 82	44 64	do freight & pass., L. Winnipeg.
Frank Burton.....		June 9..	52 00	9 16	do fishing tug do
Fisherman.....		May 21..	44 22	8 58	do do do
Angler.....		do 26..	16 16	6 28	do do do
Hazel.....		do 26..	7 52	5 64	do do do
Harry Montgomery.....		do 25..	3 66	5 32	do do do
Ogema.....		do 25..	62 06	9 96	do do do
Idell.....		do 26..	53 92	9 32	do do do
Lady Ellen.....		do 26..	18 57	6 52	do do do
Sultana.....	50	do 29..	357 55	36 64	do pass. and freight do
Premier.....	60	June 1..	413 99	41 12	do do do
Millie Howell.....		May 29..	24 11	6 92	do fishing tug do
Ripple.....		Not issued	9 83	5 80	Side paddle tug do
Assiniboina.....	150	June 26..	102 02	13 16	Stern paddle, passenger, Red River.
Shamrock.....	35	do 9..	79 84	11 40	Screw, passenger and freight, Rat Portage and Fort Francis.
Beaver.....		do 9..	34 51	7 72	Screw, fish'g tug, Lake of the Woods.
D. L. Mather.....		do 5..	103 32	13 24	do tug, Lake of the Woods.
Edna Brydges.....	60	do 2..	176 05	22 08	do pass. and freight, Rat Portage and Fort Francis.
Monarch.....	60	do 3..	167 64	21 44	Side paddle, pass. and freight, Rat Portage and Fort Francis.
Cruiser.....		do 4..	11 59	5 95	Screw, tug, Lake of the woods.
Annie Mac.....		do 5..	25 22	7 00	do do do
Swallow.....		do 9..	137 90	19 04	Stern paddle, pass. and freight, Rat Portage and Fort Francis.
Mary Hatch.....		do 12..	121 18	17 68	Screw, tug, Lake of the Woods.
Zephyr.....		do 13..	19 27	6 52	do yacht, Thunder Bay.
Mocking Bird.....		do 13..	38 02	8 04	do tug, Lake Superior.
Suskiwitt.....	25	do 13..	47 17	8 76	do pass. and freight, L. Superior.
Mary Ann.....		do 15..	86 86	11 96	do tug do
Sally Jack.....		do 16..	44 62	8 60	do fishing tug do
Brothers.....		do 16..	17 50	6 44	do do do
Ida.....		do 19..	19 37	6 55	do do do
Minota.....		do 20..	34 95	7 80	do do do
Orcadia.....		do 19..	23 16	6 85	do do do
Georgina.....		do 26..	43 78	8 52	do tug do
Kate Marks.....		do 22..	54 15	9 33	do do do
James Mayhew.....		do 22..	16 94	6 36	do fishing tug do
Richmond.....		Not issued	14 32	6 12	do do do
Prince Albert.....		do	Not	surveyed.	do do Lake of the Woods.
Catherine S.....		do	do	do	do tug do
Osprey.....		do	do	do	do do Lake Winnipeg.
Total.....			3,507 86	554 82	

GEORGE. P. PHILLIPS,
Steamboat Inspector

Steamboat Inspection.

STEAM VESSELS not inspected for the Year ended 30th June, 1896.

KEEWATIN, MANITOBA AND NORTH-WEST TERRITORIES DIVISION.

Name of Vessel.	Gross Tonnage.	Register'd Tonnage.	Remarks. Why not inspected and Class of Vessel.
Graham.....	332.18	220.04	Stern paddle, to be inspected.
Athabasca.....	106.73	105.04	do do do
North West.....	425.00	305.00	do do do
Wrigley.....	90.04	60.23	Screw, tug, do
St. Joseph.....	42.13	33.41	do do do
Rover.....	7.82	5.32	Screw, fishing tug, to be inspected.
Empress.....	129.28	73.43	do tug do
Ethel.....	9.57	6.51	do fishing tug do
Rambler.....	25.38	17.56	do tug do
Maple Leaf.....	75.07	51.05	do passenger do
Ninsongis.....	7.06	5.02	do alligator tug do
Heather Bell.....	21.18	14.40	do tug do
Ida.....	18.57	12.63	do do do
C. W. Vanhorne.....	59.91	21.31	do do do
Chieftain.....	40.00	27.20	do fishing tug do
Lady Brooks.....	6.34	4.32	do pleasure yacht do
Mountain Bell.....	0.90	0.61	do do do
Isabell.....	60.90	41.41	do tug do
Victoria.....	22.69	15.23	do do do
Clara.....	11.51	7.83	do fishing tug do
Miles.....	63.04	42.87	do undergoing repairs.
Ethel Banning.....	37.54	25.53	do not in use.
Sunbeam.....	2.86	1.94	do fishing tug, to be inspected.
Gordon M.....	3.01	2.02	do do do
Lillian.....	1.61	1.10	do pleasure yacht do
Victoria.....	40.10	27.30	do tug do
Aurora.....	224.50	141.43	Side paddle tug do
St. Joseph.....	Not	surveyed.	On McKenzie River.
Squaw.....	21.60	17.82	Screw, to be inspected.
Hudson Bay Messenger.....	1.48	1.01	do do do
Total.....	1,948.00	1,288.57	

GEO. P. PHILLIPS,
Steamboat Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the Year ended 30th June, 1896, their Class and Horse-power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

WEST ONTARIO DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Curlw.	0-83	Screw	Wood	3	3	Toronto	Toronto Bay; tug.
Swan.....	3-3}	do	do	14	8	Port Burwell.....	Lake Erie; fishing tug.
Osprey.....	1-2	do	do	6	4	Port Robinson.....	do do
Eleanor	3-33	do	do	26	18	Port Maitland	do do
Tepiakan	8-16	do	do	29	29	Sarnia.....	Lake Huron do

JOHN DODDS,
Steamboat Inspector.

Steamboat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the Year ended 30th June, 1896; their Class and Horse-power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

WEST ONTARIO DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Laura M.....	2.13	Screw	Wood	18	12	Meaford.....	Fishing tug, Georgian Bay.
Sylvester.....	7.26	do	do	27	18	Huntsville.....	Tug, Lakes at Huntsville.
D. L. White.....	14.7	do	do	56	38	Midland.....	Tug, Georgian Bay.
Ahmic.....	10.66	do	Composite..	43	29	Gravesburst....	Passenger, Muskoka Lakes.
Loras Doon.....	.915	do	Wood	18	12	Parry Sound.....	Passenger, vicinity of Parry Sound.

JAMES JOHNSTON,
Steamboat Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the Year ended 30th June, 1896; their Class and Horse-power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

EASTERN ONTARIO DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Aberdeen	1-20	Screw	Wood	12-65	8-63	Westport, Ont.	Passenger; Kingston and Ottawa.
Mildred	2-40	do	Steel	4-50	3-06	Gananoque, Ont.	do do Prescott.
Calumet	6-00	do	Wood	6-90	3-80	Port Ferry, Ont.	do waters, Cos. Victoria and Peterboro'.
Sea Gull	1-20	do	do	7-95	6-09	Trent bridge, Ont.	Pleasure yacht.
Widgeon	0-67	do	do	25-73	17-50	Kingston, Ont.	Passenger; Rice Lake and tributaries.
Sophy	5-04	do	do	2-21	1-50	do	Trenton and Prescott.
Aryan	1-30	do	do	3-06	2-56	Carleton Place, Ont.	do
Commodore	0-53	do	do	198-13	84-46	Garden Island, Ont.	Tug; Lake and River St. Lawrence
Parthia	38-50	Paddle	do	5-28	3-84	Brookville, Ont.	Passenger; Kingston and Prescott.
Olga	1-00	Screw	do	8-82	5-69	Newboro', Ont.	do do
Jopl.	1-20	do	do	18-11	13-75	Cornwall, Ont.	Tug; Canal, Cornwall.
Mary Ellen	6-53	do	do	32-18	18-22	Kingston, Ont.	Pleasure yacht.
Miltonia	8-16	do	do	3-08	2-09	Napanee, Ont.	Passenger; Bay of Quinte.
Florence	1-00	do	do	4-74	3-22	Gananoque, Ont.	do Kingston and Prescott.
Dolce	1-20	do	do	39-60	27-60	Peterboro',	do Rice Lake and tributaries.
North Star	2-70	do	do				
Total.	78-63			372-94	202-01		

THOS. P. THOMPSON,
Steamboat Inspector.

Steamboat Inspection.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 30th June, 1896; their Class and Horse-power, whether of Wood or Iron, their Gross and Registered Tonnage; where built and where and how employed.

MONTREAL DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Victoria	3 3	Screw	Wood	58 67	29 89	Sorel	St. Lawrence and Richelieu River, freight.
Aberdeen	42 6	do	Steel	86 58	56 23	do	Montreal harbour, tug.
Bella Ritchie	9 6	Paddle	Wood	82 17	50 19	Quyón	Deschênes Lake, passenger.
Prefontaine	12 3	Screw	do	147 79	69 07	Sorel	St. Lawrence and Ottawa Rivers, freight.
Mink	2 1	Paddle	do	13 82	8 78	Gordon Creek	Kippewa and Temiscamingue Lakes, warp, tug.
Russell	8 5	Screw	Steel	76 49	44 90	Montreal	Ottawa River, tug.
Hamilton	61 4	Paddle	do	319 88	201 54	Sand Point	Chats Lake, tug.
E. H. Bronson	69 4	do	do	285 22	179 69	Pambruke	Allumette Lake, tug.
Otter	2 7	do	Wood	21 16	11 97	Kippewa	Kippewa and Temiscamingue Lakes, warp, tug.
Chance	2 4	Screw	do	5 02	1 54	Ottawa	Ottawa River, pleasure yacht.
S. Little Roxy.	88	do	do	11 67	6 88	Bate des Pères	Temiscamingue Lake, passenger.
F. W. Avery	2 7	Paddle	do	14 04	8 85	Simcoe	Ostoboning Lake, warp, tug.
	217 83			1,122 51	667 69		

WILLIAM LAURIE,
Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 30th June, 1896; their Class and Horse-power, whether of Wood or Iron, their Gross and Register Tonnage; where built and where and how employed.

QUEBEC DIVISION.

None.

PIERRE D. BRUNELLE,
Hull Inspector
JOSEPH SAMSON,
Engine and Boiler Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 30th June, 1896; their Class and Horse-power, whether of Wood or Iron, their Gross and Registered Tonnage; where built, and where and how employed.

NOVA SCOTIA DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Florence C.	8 16	Screw	Wood	38.98	22.86	Yarmouth, N.S.	Yarmouth and Barrington, passenger and fish boat.
Dolphin	0 83	do	do	8.07	3.66	do	do and Coast, fish boat.
Active	19 46	do	do	59.91	21.50	Dysart, G.B.	Halifax and Coast, fish boat.
Vesta	1 20	do	do	9.21	5.40	Pictou, N.S.	Pictou and Pictou Island, fish boat.
St Bessie	6 00	do	do	10.45	5.74	do	do and New Glasgow, ferry.
Ida Sue	11 23	do	do	44.51	30.27	Shelburne, N.S.	Nova Scotia Coast, fish boat.
	46 88			171.13	89.43		

JOHN P. ESDAILE,
Steamboat Inspector.

Steamboat Inspection.

STATEMENT of the Number of Steam Vessels added to the Dominion during the year ended 30th June, 1896 : their Class and Horse-Power, whether of Wood or Iron, their Gross and Registered Tonnage : where built, and where and how employed.

NEW BRUNSWICK DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Reg. Tonnage.	Where Built.	Where and How Employed.
Fred Glasier.....	6.0	Screw, tug..	Wood.....	10.39	7.07	Lincoln, Sanbury Co., N.B.	St. John River, tug.
Lectus.....	1.2	do yacht	do	5.60	Not Reg.	St. John, N.B.....	do do yacht.
Florence.....	6.0	do do	do	19.33	13.25	Millerton, N.B.....	Miramichi do do
				34.72	20.32		

W. L. WARING,
Steamboat Inspector.

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended 30th June, 1896, their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.
BRITISH COLUMBIA DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how Employed.
Autolycus	7.6	Screw, yacht..	Wood	25.47	17.32	Vancouver.....	Cruising, waters of British Columbia.
Alarm.....	4.1	do freight.	do	33.91	23.07	Georgetown.....	Trading do do
City of Columbia.....	3.5	do yacht..	do	25.63	17.43	Tacoma, U.S.A.....	Cruising do do
Clayoquot	11.9	do freight.	do	87.18	54.25	Ballard do	Fishing do do
Dispatch	1.2	do tug....	do	6.91	4.71	Seattle do	Towing, Kootenay Lake and River.
Fawn	6.6	do F. & P.	do	32.70	22.24	Kamloops	Freight and passenger, Thompson River.
Fraser	6.6	do freight.	do	36.20	24.62	Vancouver	Freight, waters of British Columbia.
Kokanee	19.2	Stern wheel..	do	347.50	164.79	Nelson	Freight and passenger, Kootenay Lake.
Nakusp	26.6	do	do	1,083.18	831.83	Nakusp	do do Columbia River.
Sea Lion	0.5	Screw, tug....	do	6.40	4.36	Vancouver.....	Logging Inland, waters of British Columbia.
Stranger.....	2.1	do	do	21.26	14.67	Westminster.....	Fishing, Fraser River.
Surprise.....	2.6	do	do	19.60	13.36	do	do
Trail.....	13.0	Stern wheel..	do	662.77	417.55	Nakusp.....	Freight and passenger, Columbia River.
Katie.....	1.6	Screw, freight.	do	46.00	31.28	Sooke	Freight, British Columbia coastwise.
To	107.1	.....	.....	2,434.71	1,641.48		

J. A. THOMPSON,
Steamboat Inspector.

Steamboat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the Year ended 30th June, 1896, their Class and Horse Power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.

KEEWATIN, MANITOBA AND NORTH-WEST TERRITORIES DIVISION.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and How Employed.
Assiniboia	6.9	Stern paddle	Wood	102.02	69.37	Winnipeg.	Red River; passenger.
Premier	31.8	Screw	do	413.99	281.52	Selkirk.	Lake Winnipeg; freight and passenger.
Frank Burton	13.33	do	do	52.00	25.36	do	do tug, fishing.
Lotta S.	2.66	do	do	48.03	32.06	Rat Portage	Lake of the Woods; tug.
Daisy Moore	3.33	do	do	31.16	21.19	do	do
Osprey	14	do	do	*	*	Gimli.	Lake Winnipeg; tug.
Total				647.20	430.10		

* Not surveyed.

GEO. P. PHILLIPS,
Steamboat Inspector.

STATEMENT of Steam Vessels Lost, Broken Up or Laid up, as unfit for service, in the Dominion during the year ending 30th June, 1896, and where and how employed.

WEST ONTARIO DIVISION.

Name of Vessel.	Where and how last employed.	Name of Vessel.	Where and how last employed.
Kingfisher	Lake Erie, fishing tug.	Kittie Haight.....	Lake Huron, tug.
Ruby	do do	Tender	Georgian Bay, tug.
Conservative.....	do do	Verbena May.....	Lake Huron, tug.
Lottie Maud	do do	Sunbeam.....	Muskoka Lake, tug.
Cibola.....	Lake Ontario, passenger.	Minnehaha.....	Georgian Bay, tug.
St. Magnus.....	Lakes, freight.	Maganettawan.....	do do
Africa.....	do	Ada Alice.....	Toronto Bay, passenger.

JOHN DODDS,
 JAMES JOHNSTON,
Steamboat Inspector, Toronto.

EASTERN ONTARIO DIVISION.

Hiram A. Calvin..	Tug, River St. Lawrence.	Spray	Yacht.
Traveller.....	do do	Sea Gull	do
Daisy	Passenger, Rice Lake.	Sarah Daly	Tug, Cornwall Canal.
Eva	Tug, Lindsay waters.	Mayflower	do Mississippi River.

THOS. P. THOMPSON,
Steamboat Inspector.

MONTREAL DIVISION.

Castor	Deschene's Lake, tug.	Mansfield.....	Ottawa, ferry, burnt.
Mayflower.....	Massawippi Lake, passenger.	Owens.....	Ottawa River, tug, burnt.

WILLIAM LAURIE,
Steamboat Inspector.

QUEBEC DIVISION.

S. S. "Thames" ..	As a freight boat between Montreal and Newfoundland.	St. George.....	A paddle tug at Three Rivers.
Susan.....	A screw pleasure yacht on Lake Edward.	James.....	A paddle tug at Sorel.

PIERRE D. BRUNELLE,
Hull Inspector.
 JOS. SAMSON,
Engine and Boiler Inspector.

Steamboat Inspection.

STATEMENT of Steam Vessels Lost, Broken Up or Laid Up, as unfit for service, in the Dominion during the year ending 30th June, 1896, and where and how employed.

NOVA SCOTIA DIVISION.

Name of Vessel.	Where and how last Employed.	Name of Vessel.	Where and How Last Employed
Lalet.....	Screw fish boat, coast wrecked.	M.&E. Rudderham	Screw, water-boat, Sydney Harbour. Sold to foreigners.
Egerton.....	Paddle, passenger, Pictou and New Glasgow. Sold to foreigners.	Sir C. Ogle.	Paddle, ferry, Halifax Harbour. Broken up.
St. Pierre.....	Paddle, passenger, and freight. Sea foundered.		

JOHN P. ESDAILE,
Steamboat Inspector.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

Albert.....	Coasting and foreign freight, screw steamer owned in Charlottetown, P. E. I., lost at sea 17th Nov., 1895.	Princess of Wales.	Charlottetown and Pictou, paddle, passenger, broken up, 1896.
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W. L. WARING,
Steamboat Inspector.

BRITISH COLUMBIA DIVISION

Cariboo & Fly....	Coast B. C., freight, stranded Mill Creek, Pt. Essington. Total wreck.	T. W. Carter.....	Coast B. C., towing. Foundered.
Iona.....	Coast B. C., towing. Broken up.	Falcon.....	Coast B. C., towing, driven ashore. Broken up by seas.
Arrow.....	Arrow Lake, Columbia River. Capsized, boiler lost.	Kootenay.....	Columbia river, freight. Broken up.
Mary Hare.....	Coast B. C., towing. Burnt.	Joe Adams.....	Fraser River, tug. Laid up, unfit for service.

J. A. THOMPSON,
Steamboat Inspector.

KEEWATIN, MANITOBA AND NORTH WEST TERRITORIES DIVISION.

Algoma.....	Screw, tug, Lake of the Woods. Machinery taken out, hull is to be converted into a barge.	Rambler.....	Screw, tug, Lake of the Woods. Machinery taken out, hull condemned.
Thistle.....	Screw, tug, Lake of the Woods. Machinery taken out, hull converted into a barge.	Gimli.....	Screw, tug, Lake Winnipeg. Machinery taken out, hull converted into a barge.

GEO. P. PHILLIPS,
Steamboat Inspector.

List of Certificates of Competency granted to Engineers of Steamboats during the year ended 30th June, 1896.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1895.					\$ cts.
1757	July 6	Théophile Côté	Permit.	Grandes Piles, P. Q.	Grandes Piles.	2 00
1758	do 6	Achille Carrier	do	Roberval, P. Q.	Roberval	2 00
1759	do 8	James Ross	do	Southampton, Ont	Southampton	2 00
1760	do 10	James W. Halpin	do	Kingston, Ont	Kingston	2 00
1761	do 10	Almond Stevens	do	Westport, Ont	do	2 00
1762	do 24	Leander C. Wallace	do	Hopewell Cape, N.B.	St. John	2 00
1763	do 24	Henry Good	do	Napanee, Ont.	Kingston	2 00
1764	do 24	William J. Leaney	4th class	Port Arthur, Ont.	Winnipeg	*
1765	do 24	John B. Whelpley	2nd do	St. John, N.B.	St. John	5 00
1766	do 25	Percy A. Bonner	4th do	Port Credit, Ont.	Toronto	5 00
1767	Aug. 13	George H. Shutlif	Permit.	Gananoque, Ont	Kingston	2 00
1768	do 13	Patrick Mulcahey	do	Lindsay, Ont.	do	2 00
1769	do 13	Andrew Lajuenesse	do	Hall's Bridge, Ont.	Peterboro'	2 00
1770	do 13	Oscar Earle	do	Gananoque, Ont.	Kingston	2 00
1771	do 13	John Davis	do	Kingston, Ont	do	2 00
1772	Sept. 9	William T. Windsor	do	Callendar, Ont.	Wisawasa	2 00
1773	do 9	Alfred E. Gardyne	do	Owis Head, P.Q.	Lake Macrog.	2 00
1774	do 9	Charles Eryou	do	Georgeville, P.Q.	Owis Head.	2 00
1775	do 9	John A. Comber	do	do	do	2 00
1776	do 9	John W. Needler	3rd class	Little Current, Ont.	Waubauschen	*
1777	do 9	Thomas O. Mara	Permit.	Lombardy, Ont.	Kingston	2 00
1778	do 9	George A. O. Strout	do	Lake Temiscamingue	Quinze Lake.	2 00
1779	do 10	Thomas Evans	do	Lakefield, Ont	Lakefield	2 00
1780	do 11	Jules Lefebvre	2nd class, U.K.	Point aux Trembles.	Montreal	5 00
1781	do 11	Henry A. Cordes	do	Halifax, N.S.	Halifax	5 00
1782	do 11	John Bleasdel	do	North Sidney, N.S.	do	5 00
1783	do 11	William A. Robertson	do	Halifax, N.S.	do	5 00
1784	do 11	Charles Cuming	do	Charlottetown, P.E.I.	St. John	5 00
1785	do 11	James M. Pendrigh	do	Yarmouth, N.S.	Halifax	5 00
1786	do 11	Daniel E. Read	4th class	Pictou, N.S.	do	5 00
1787	do 11	George W. Chaplain	do	Halifax, N.S.	do	5 00
1788	do 11	Brower Margeson	do	Yarmouth, N.S.	do	5 00
1789	do 11	John J. Wilmot	do	Halifax, N.S.	do	5 00
1790	do 11	William M. Innes	3rd do	do	do	5 00
1791	do 11	James Forde	do	Wisawasi, Ont.	Wisawasi	5 00
1792	do 11	Narcisse Auclair	Permit.	Montreal, P.Q.	Montreal	2 00
1793	do 18	Walter F. Boswell	3rd class	Trent Bridge, Ont.	Peterboro'	5 00
1794	do 18	John Gonyea	Permit.	Smith's Falls, Ont.	Kingston	2 00
1795	do 20	William L. Armstrong	2nd class	Ottawa, Ont	Ottawa	5 00
1796	do 20	Marshall A. Putney	Permit.	North Hatley, P.Q.	North Hatley	2 00
1797	do 18	Telesphore Gellely	3rd class	Village Bienville.	Quebec	5 00
1798	do 28	James H. Hayter	Permit.	St. John, N.B.	St. John	2 00
1799	Oct. 6	Jas. O. Charley Dugmay	do	Roberval, P.Q.	Roberval	2 00
1800	do 6	Ainsworth Sturton	do	Quebec, P.Q.	Quebec	2 00
1801	do 8	William G. Simpson	4th class	Victoria, B.C.	Vancouver	5 00
1802	do 16	Albert J. Hamilton	Permit.	Spanish River, Ont.	Spanish River.	2 00
1803	do 17	George C. Brownlee	4th class	Victoria, B.C.	Victoria	5 00
1804	do 16	Henry Chapman	3rd do	Nelson, B.C.	Nelson	5 00
1805	do 25	Frederick W. Cox	2nd do	Dartmouth, N.S.	Halifax	*
1806	do 29	William H. Durham	do	Homer, Ont	Toronto	5 00
1807	do 29	Louis A. Legender	3rd do	St. Croix, P.Q.	Montreal	*
1808	do 29	Joseph H. Taylor	4th do	Wallaceburg, Ont.	S. Ste. Marie.	5 00
1809	do 29	John W. Hayter	do	Moncton, N.B.	St. John	*
1810	Nov. 6	Peter Ryan	do	Hamilton, Ont.	Toronto	5 00
1811	do 8	James H. Hanley	4th class	Kingston, Ont.	Kingston	5 00
1812	do 15	Harley G. W. Spurling	1st class, U.K.	Hamilton, Bermuda.	Montreal	*
1813	do 15	John Smith	4th class	Garden Island, Ont.	Kingston	5 00
1814	do 20	Harry A. Viets	do	Digby, N.S.	St. John	5 00
1815	do 20	William Jannison	2nd class	Windsor, Ont.	Toronto	5 00
1816	do 22	William B. Couson	do	Vernon, B.C.	Victoria	5 00
1817	do 26	George H. Parker	4th class	Halifax, N.S.	Halifax	5 00

*Second examination.

Steamboat Inspection.

List of Certificates of Competency granted to Engineers of Steamboats during the year ended 30th June, 1896.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fees.
	1895.					\$ cts.
1818	Dec. 7.	John Corkey.....	4th class.	Kingston, Ont.	Kingston.....	5 00
1819	do 12.	William Dungan.....	do	Port Hope, Ont.	do.....	5 00
1820	do 16.	Josias G. G. Simpson.....	do	Warton, Ont.	Toronto.....	5 00
1821	do 18.	William A. McWilliam.....	3rd class.	Kingston Ont.	Kingston.....	5 00
1822	do 19.	Charles R. Weddleton.....	do	Yarmouth, N.S.	Halifax.....	5 00
1823	do 30.	Joseph H. Rogers.....	4th class.	do	do.....	5 00
1824	do 30.	James Godfrey.....	do	Charlottetown, P.E.I.	do.....	5 00
1825	do 30.	Honore Dupere.....	2nd class.	Lévis, P.Q.	Quebec.....	5 00
1826	do 30.	Hedley, R. Welch.....	4th class.	Oshawa, Ont.	Toronto.....	5 00
	1896.					
1827	Jan. 7.	Fred. A. Weddleton.....	Permit.....	Yarmouth, N.S.	Yarmouth.....	2 00
1828	do 7.	Henry Naas.....	do	Lunenburg, N.S.	Halifax.....	2 00
1829	do 11.	Arthur F. Foote.....	4th class.	Owen Sound, Ont.	Toronto.....	5 00
1830	do 11.	James McRoberts.....	do	Collingwood, Ont.	do.....	5 00
1831	do 11.	Albert E. Lewis.....	do	Bruce Mines, Ont.	do.....	5 00
1832	do 11.	Richard Taylor.....	2nd class.	Kingston, Ont.	Kingston.....	5 00
1833	do 15.	James Tetro.....	3rd class.	do	do.....	5 00
1834	do 20.	Charles Napper.....	4th class.	do	do.....	5 00
1835	do 21.	John A. Cunningham.....	2nd class.	Yarmouth, N.S.	Halifax.....	5 00
1836	do 28.	John Toppings.....	3rd class.	Deseronto, Ont.	Kingston.....	5 00
1837	do 28.	Francis Limpert.....	4th class.	Toronto, Ont.	Toronto.....	5 00
1838	Feb. 3.	Xavier Hamelin.....	1st class.	Lévis, P.Q.	Quebec.....	5 00
1839	do 3.	Charles Rayburn.....	4th class.	Deseronto, Ont.	Kingston.....	5 00
1840	do 3.	James Conlin.....	do	Kingston, Ont.	do.....	5 00
1841	do 3.	William Curry.....	do	Pictou, N.S.	Halifax.....	5 00
1842	do 3.	John Urquhart.....	3rd class.	Oakville, Ont.	Toronto.....	5 00
1843	do 3.	Thomas Crossley.....	2nd class.	Toronto, Ont.	do.....	*
1844	do 6.	Fred'k Smith.....	4th class.	Owen Sound, Ont.	do.....	5 00
1845	do 6.	Wm. Leclaire.....	2nd class.	Montreal, P.Q.	Montreal.....	5 00
1846	Mar. 4.	George Lessard.....	4th class.	Morrisburg, Ont.	Kingston.....	5 00
1847	do 4.	John Cook.....	do	Kingston, Ont.	do.....	5 00
1848	do 4.	Wm. Shaver.....	do	do	do.....	5 00
1849	do 4.	Paul Bolduc.....	do	Village Bienville, Que.	Quebec.....	5 00
1850	do 4.	Alphonse Côté.....	2nd class.	Sorel, P.Q.	do.....	5 00
1851	do 4.	Alfred Roy.....	do	Villa e Bienville, Que.	do.....	5 00
1852	do 4.	Alfred Many.....	do	U.K. Lauzon, Que.	do.....	5 00
1853	do 6.	Oscar Segeun.....	Permit.....	Mount Oscar, P.Q.	Montreal.....	2 00
1854	do 6.	George W. Cowie.....	3rd class.	Douglastown, N.B.	St. John.....	5 00
1855	do 6.	Joseph A. Larochelle.....	do	Mattawa, Ont.	Montreal.....	5 00
1856	do 6.	Archille Michaud.....	2nd class, U.K.	St. Janvier, P.Q.	Quebec.....	5 00
1857	do 6.	John F. Williamson.....	do	St. John, N.B.	St. John.....	5 00
1858	do 6.	Lyman D. Moseley.....	4th class.	Yarmouth, N.S.	Halifax.....	5 00
1859	do 6.	David McQuade.....	2nd class.	Collingwood, Ont.	Toronto.....	5 00
1860	do 9.	Wm. J. Leaney.....	3rd class.	Port Arthur, Ont.	Winnipeg.....	5 00
1861	do 9.	Donald A. Chisholm.....	4th class.	Rat Portage, Ont.	Rat Portage.....	5 00
1862	do 9.	Andrew Campbell.....	2nd class.	Pictou, N.S.	Halifax.....	5 00
1863	do 9.	John McMahon.....	3rd class.	Vancouver, B.C.	Victoria.....	5 00
1864	do 9.	John MacDonald.....	4th class.	Kingston, Ont.	Kingston.....	5 00
1865	do 9.	James Henderson.....	do	S.S. "Prince Ruperts"	St. John.....	5 00
1866	do 17.	John Paul.....	Permit.....	Newboro', Ont.	Kingston.....	2 00
1867	do 17.	Charles Lamont.....	4th class.	Cornwall, Ont.	do.....	5 00
1868	do 19.	Samuel Gillespie.....	1st class.	Toronto, Ont.	Toronto.....	*
1869	do 19.	Edward W. McKean.....	do	Hamilton, Ont.	do.....	5 00
1870	do 19.	Fred. C. Dougall.....	3rd class.	Victoria, B.C.	Victoria.....	5 00
1871	do 19.	Samuel Bassett.....	4th class.	Toronto, Ont.	Toronto.....	5 00
1872	do 19.	Robt. J. McDonald.....	do	Selkirk, Man.	West Selkirk.....	5 00
1873	do 21.	Alphonse Hamelin.....	do	Montreal, P.Q.	Montreal.....	5 00
1874	do 21.	Leger Croteau.....	do	do	do.....	5 00
1875	do 21.	Humphrey Goodearle.....	do	Kingston, Ont.	Kingston.....	5 00

* Second examination.

List of Certificates of Competency granted to Engineers of Steamboats during the year ended 30th June, 1896—Continued.

Number of Certificates.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1896.					\$ cts.
1876	Mar. 21.	Aleide Ducap	3rd class	St. Henry, P.Q.	Montreal	5 00
1877	do 21.	John Russell	do	Newcastle, N.B.	St. John, N.B.	5 00
1878	do 25.	Aikman Vrooman	do	Owen Sound, Ont.	Owen Sound	5 00
1879	do 25.	James H. Ewing	4th class	Halifax, N.S.	Halifax	5 00
1880	do 25.	Robert Thomson	2nd class, U.K.	Montreal, P.Q.	Montreal	5 00
1881	do 25.	James Ross	Permit	Port Elgin, Ont.	Southampton	2 00
1882	do 26.	Wm. H. Walker	3rd class	Montreal, P.Q.	Montreal	5 00
1883	do 26.	Henry T. Boyd	4th class	Windsor, Ont.	Toronto	5 00
1884	do 26.	John W. Davey	2nd class	Owen Sound, Ont.	Owen Sound	5 00
1885	do 28.	James Bain, jun	do	Hamilton, Ont.	Toronto	5 00
1886	do 28.	Jonathan Lowry	do	Windsor, Ont.	Windsor	5 00
1887	do 31.	John W. Jaques	do	Collingwood, Ont.	Toronto	5 00
1888	do 31.	Robert W. Hooper	do	Halifax, N.S.	Halifax	5 00
1889	do 31.	Wm. S. Stewart	3rd class	Chatham, N.B.	St. John	5 00
1890	do 31.	Wm. McCaully	4th class	Toronto, Ont.	Toronto	5 00
1891	do 31.	David Bishop	do	Rat Portage	Rat Portage	5 00
1892	do 31.	Joseph Fisher	3rd class	Toronto, Ont.	Toronto	5 00
1893	do 31.	Fred. W. Richardson	Permit	Deer Island, N.B.	St. John	5 00
1894	April 2.	Daniel G. McAlpine	1st class, U.K.	Montreal, P.Q.	Montreal	2 00
1895	do 6.	Andrew Hicks	4th class	Collingwood, Ont.	Collingwood	5 00
1896	do 6.	Harry A. Armstrong	do	Morrisburg, Ont.	Ottawa	5 00
1897	do 6.	Arch. McLaren	do	Wiaront, Ont.	Owen Sound	5 00
1898	do 10.	Joseph Samson	do	Village Lauzon, P.Q.	Quebec	5 00
1899	do 10.	John F. McNab	do	Winnipeg, Man.	Winnipeg	5 00
1900	do 10.	Arthur Davis	Permit	Pool's Resort, Ont.	Kingston	2 00
1901	do 10.	Albert J. Hamilton	do	Spanish Station, Ont.	Toronto	2 00
1902	do 10.	Hilaire Mercier	3rd class	Village Lauzon, P.Q.	Quebec	5 00
1903	do 17.	Robert Marshall	2nd class	Kingston, Ont.	Kingston	5 00
1904	do 17.	John C. Burkitt	Permit	Little Current, Ont.	Toronto	2 00
1905	do 22.	Charles W. Busk	do	Balfour, B.C.	Victoria	2 00
1906	do 22.	Edwin F. Comber	4th class	West Selkirk, Man.	Winnipeg	5 00
1907	do 22.	James McDonald	do	Halifax, N.S.	Halifax	5 00
1908	do 22.	William A. Case	2nd class, U.K.	do	do	5 00
1909	do 22.	George McClure	do U.K.	do	do	5 00
1910	do 24.	Thomas Wilson	1st class, U.K.	do	do	5 00
1911	do 28.	Wm. Powles	Permit	Tyendinaga, Ont.	Kingston	2 00
1912	do 28.	Wilbert C. Harris	do	Gore's Landing, Ont.	do	2 00
1913	May 9.	George A. Oustrout	do	Temiscamingue	Quinze Lake	2 00
1914	do 7.	Henry W. Sancton	4th class	St. John, N.B.	St. John	5 00
1915	do 18.	Arthur T. Lowe	Permit	Port Carling, Ont.	Port Carling	2 00
1916	do 18.	James Clark	do	French River, Ont.	French River	2 00
1917	May 21.	Albert Wheeler	Permit	Belleville, Ont.	Kingston	2 00
1918	do 21.	Thomas C. Walker	4th class	Vancouver, B.C.	Victoria	5 00
1919	do 21.	Henry Colbeck	4th do	Vernon, B.C.	do	5 00
1920	do 22.	Harry E. Troopre	3rd do	New Westminster	do	5 00
1921	do 28.	James P. Mockler	4th do	Halifax, N.S.	Halifax	5 00
1922	June 1.	John E. Kane	2nd do	Kingston, Ont.	Kingston	5 00
1923	do 2.	David Webster	3rd do	Buctouche, N.B.	St. John	5 00
1924	do 4.	Leander C. Wallace	Permit	Hopewell Cape, N.B.	do	2 00
1925	do 8.	Robert L. Brown	do	Banff, Alta., N.W.T.	Banff	2 00
1926	do 12.	Henry Good	do	Napanee, Ont.	Kingston	2 00
1927	do 12.	Peter McNamee	do	Portage du Fort, P.Q.	Pembroke	2 00
1928	do 13.	Francois Vigneaux	do	Val des Bois, P.Q.	High Falls	2 00
1929	do 13.	Robert C. Roe	do	Ottawa	Ottawa	2 00
1930	do 18.	John A. Camber	do	Georgeville, P.Q.	Georgeville	2 00
1931	do 18.	Charles S. Small	4th class	St. Andrews, N.B.	St. John	5 00
1932	do 18.	Fred'k A. McFadgen	4th do	St. John, N.B.	do	5 00
1933	do 18.	Chas. D. Cook	2nd do	Pictou, N.S.	Halifax	*

*Second examination.

Steamboat Inspection.

APPENDIX No. 2.

STATEMENT OF GENERAL RECEIPTS AND DISBURSEMENTS OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE YEAR 1896.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE, MONTREAL, April 20th, 1897.

F. GOURDEAU, Esquire,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Honourable the Minister of Marine and Fisheries, statement of the general receipts and disbursements of the trust for the year ended 31st December, 1896.

The net ordinary revenue was \$258,131.76, or \$15,410.82 less than in 1895, which decrease is, however, only apparent, as on 22nd June last a reduced wharfage tariff (twenty per cent, or one fifth less than that of 1895) was put into effect, and, had the old tariff rates been collected for the season of 1896, the total revenue would have been from \$43,000 to \$45,000 more than it actually was. It is worthy of remark that, notwithstanding this 20 per cent reduction, the receipts from exports showed an increase of nearly 13 per cent, and also that, for the first time in the history of the trust, the revenue from exports exceeded that derived from imports.

The expenditure for management, maintenance and repairs, and interest was \$228,643.25 net, leaving a surplus of \$29,488.51 over working expenses.

The expenditure on new works and plant for the year amounted to \$233,510.14, after deducting \$6,762.72 expended on guard pier construction on behalf of the city of Montreal and which is still owing by that corporation, as well as the amount similarly expended in 1895, namely, \$21,646.32.

Under the Act, 59 Vic., chap. 10, assented to 23rd April, 1896, the Government of Canada advanced to the commission the sum of \$1,000,000 on the security of Montreal Harbour debentures, bearing interest at the rate of 3½ per cent per annum, for the purpose of : (1) renewing \$309,000 of harbour bonds and a demand loan of \$76,000 both held by the Government, together amounting with interest from 5th January to 23rd April to \$389,745.27 ; (2) paying off temporary advances to 16th May of \$503,134.73 which had been obtained for the carrying on of harbour improvements during 1894 and 1895, from the Bank of Montreal with the approval of the Government and pending the legislation embodied in the Act referred to ; and (3) taking up \$104,000 of 6 per cent bonds held by the public, which, with six months' interest thereon, due 5th July, namely, \$3,120, made up the round \$1,000,000, which by the Act was provided for such partial consolidation of the harbour's liabilities.

Under a further provision of the same Act, the commissioners also borrowed (out of a second \$1,000,000 authorized thereby) the sum of \$100,000 on account of the extension of the Windmill Point wharf and basin (on which works a total was expended during the year of \$143,214.10, as against an estimate of \$190,000), which

advance was approved of by the Governor in Council on 6th July on a report, dated 30th June, of the Minister of Public Works.

The usual reports for the past year of the Montreal Pilotage District, the Montreal Decayed Pilots' Fund, and of the Harbour Master have already been forwarded to you, while that of the Chief Engineer on the works for the improvement and maintenance of the harbour is transmitted herewith.

From the Harbour Master's report, it will be noticed that there was a considerable increase in the number and tonnage of both sea-going and inland vessels as compared with 1895; of the former there were 69 vessels and 147,082 tons, or 13 $\frac{3}{4}$ per cent more, and of the latter, 334 vessels and 60,400 tons, or about 6 $\frac{1}{2}$ per cent more.

I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,

Secretary

Steamboat Inspection.

<p><i>For credit of accident account, Manufacturers' Accident Insurance Co., on account of settlements with injured employees.</i></p> <p><i>For credit of harbour repairs, for bricks saved from sunken barge.</i></p> <p><i>For credit of harbour dredging fleet, for scrap iron, use of scows, fire insurance on tug "Emma Munson," &c.;—Peck, Benny & Co., \$132 61; John McDougall, \$213 58; Wm. Rodden & Co., \$65 84; Henry Dobell & Co., \$12; W. G. Reid, \$210; 9 Insurance Companies, \$156 76; Sincennes McNaughton Line, (Ltd.), \$86; T. Labelle, \$17 30.</i></p> <p><i>For credit of St. Helen's Island wharf, Department of Militia and Defence, for repairs done thereto.</i></p> <p><i>For credit of Department of Public Works, for services rendered.</i></p> <p><i>For credit of guard pier construction, City of Montreal, for its proportion of cost in 1896.</i></p> <p><i>For credit of chart account, ship channel charts sold.</i></p> <p><i>For credit of the Constructing and Paving Co., of Ontario, (Ltd.), deposit for fulfilment of macadamizing same contract in 1897.</i></p> <p><i>From Dominion Government under the Act 59 Vic., Ch. 10 for redemption of harbour bonds "G"..... \$250,000 00</i></p> <p><i>do do "O"..... 49,000 00</i></p> <p><i>For payment of demand loan..... 76,000 00</i></p> <p><i>For redemption of harbour bonds "P"..... 104,000 00</i></p> <p><i>For payment of advance by Bank of Montreal and interest, as also on the bonds and demand loan..... 511,000 00</i></p> <p><i>From Dominion Government on account of New Windmill Point wharf and basin..... \$1,000,000 00</i></p>	<p>2,624 55</p> <p>50 00</p> <p>842 09</p> <p>831 65</p> <p>78 00</p> <p>6,762 72</p> <p>36 60</p> <p>509 40</p> <p>1,100,000 00</p> <p>1,334 53</p> <p>5,611 96</p> <p>48 83</p>	<p><i>Chart account, lithographing sheets 20, 21 and 22 of river charts, 500 copies of each and binding (see contra for credit).</i></p> <p><i>Pilotage expenses, salary and expenses of Quebec agent, legal services, &c. (see contra for credits).</i></p> <p><i>Montreal Decayed Pilots Fund:—</i></p> <p><i>Pensions to old pilots and widows.....\$ 5,373 74</i></p> <p><i>Audit of fund, postage, &c..... 37 81</i></p> <p><i>Pr.mium and brokerage on 6 per cent harbour bonds purchased..... 495 00</i></p> <p><i>Accrued interest on purchased harbour bonds..... 64 60</i></p> <p><i>Disbursements on capital account.....</i></p> <p><i>revenue account.....</i></p> <p><i>1,090,791 65</i></p> <p><i>232,351 62</i></p> <p><i>1,323,143 27</i></p>	<p>370 00</p> <p>1,040 75</p> <p>5,371 15</p> <p>1,090,791 65</p> <p>232,351 62</p> <p>1,323,143 27</p> <p>590 21</p> <p>48,697 84</p> <p>100 00</p> <p>3,379 50</p> <p>30,021 54</p> <p>300 00</p> <p>534 53</p> <p>150 00</p> <p>100 00</p> <p>172 80</p> <p>83 20</p> <p>25 00</p> <p>34,796 57</p> <p>1,860 65</p> <p>2,151 00</p> <p>3,152 84</p> <p>7,965 24</p> <p>1,182 70</p> <p>6,934 37</p> <p>1,753 09</p> <p>25,003 09</p> <p>10,913 65</p>
<p><i>For credit of pilotage expenses, 2 per cent of pilotage dues and fees for license.</i></p> <p><i>For account of Montreal Decayed Pilots' sundries.</i></p> <p><i>Interest on invested funds.</i></p> <p><i>Total cash.</i></p> <p><i>Pilotage dues from Messrs. R. Reford & Co. to be credited in 1897 to M. D. P. Fund.</i></p>	<p>\$1,319 55</p> <p>15 00</p> <p>\$3,320 07</p> <p>2,291 89</p> <p>5,611 96</p> <p>48 83</p>	<p>Value of materials in stock:—</p> <p>Coal.....\$ 1,860 65</p> <p>Macadamizing stone..... 2,151 00</p> <p>Ship yard stock..... 3,152 84</p> <p>Floating shop stock..... 7,965 24</p> <p>Harbour yard stock..... 1,182 70</p> <p>Timber for wharf work..... 6,934 37</p> <p>Lumber..... 1,753 09</p> <p>Discount on harbour debentures "H" to be reduced by 25 yearly credits of \$436.54 by harbour interest until written off..... 25,003 09</p>	<p>34,796 57</p> <p>25,003 09</p> <p>10,913 65</p>

HARBOUR COMMISSIONERS MONTREAL—Concluded.

STATEMENT of General Receipts and Disbursements for the Year ended 31st December, 1896—Concluded.

RECEIPTS.	Revenue. \$ cts.	Capital. \$ cts.	DISBURSEMENTS.	Revenue. \$ cts.	Capital. \$ cts.
Receipts on capital account.....		1,245,471 45	Discount on harbour debentures "A, J" to be reduced by 27½ yearly credits of \$489.06 by harbour interest until written off.....	13,449 38	
Receipts on revenue account.....		261,840 13	Less—Amount due City of Montreal.....	133,520 74	
		1,507,311 58	Harbour interest coupons outstanding.....	1,372 91	
			At credit of cash suspense account..	617 50	
				8 08	1,998 49
			<i>Montreal Decayed Pilots' Fund</i> (held in trust)	131,522 25	
			Montreal harbour debentures.....	\$ 46,000 00	
			City of Montreal consolidated fund.....	5,000 00	
			Deposit in City and District Savings Bank	1,646 06	52,646 06
			(Cash in Commissioner's hands, \$32.31).....		184,168 31
					1,507,311 58

Verified
RIDDELL & COMMON,
Auditors,
 MONTREAL, 6th April, 1897.

ALEXANDER ROBERTSON,
Secretary,
 MONTREAL, 31st, March, 1897.

Steamboat Inspection.

REPORT ON THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE OF THE HARBOUR OF MONTREAL FOR THE YEAR 1896.

JOHN KENNEDY, M. INST. C. E., CHIEF ENGINEER.

HARBOUR COMMISSIONERS OF MONTREAL,
CHIEF ENGINEER'S OFFICE,
MONTREAL, March 15th, 1897.

ALEXANDER ROBERTSON, Esq.,
Secretary, Harbour Commissioners of Montreal.

DEAR SIR,—I beg to submit, for the information of the Board of Harbour Commissioners, the following report upon the works in the harbour of Montreal for the year ended 31st December, 1896.

NEW WORKS.

The principal new works of the year are: the making of filling along shore at Maisonneuve in position to form part of future wharfs; the finishing and macadamizing of the new pier and adjoining shore wharf at section 43, Hochelaga; dredging off shoals between the wharfs and the Ship Channel opposite section 46 and opposite sections 44 to 40, Hochelaga; dredging in the Ship Channel and the spaces between the channel and the wharfs at various places from the lower end of Ile Ronde to the Lachine Canal to compensate for the lowering of the river level in recent years; the deepening of half the breadth of the Windmill Point Basin and lengthening it to its intended limit and building a wharf around its upper end; and the extending of the Guard Pier to within 500 feet of the Victoria Bridge.

The principal details are as follows:—

Sections 5 to 10.—Windmill Point. The work of extending the Windmill Point Basin to its intended limit of 150 feet from the south-west end of the Commissioners' property and extending the wharf around the end of the basin and 800 feet in length down the south-east side, was in progress at the close of the working season of 1895 and was resumed on the opening of navigation 1896. The blasting of the trap veins and beds and the dredging of both shale and trap, which was the slowest part of the work, was pushed on as fast as possible and with as much plant as the space would permit of working. The site for about 500 lineal feet of cribwork, which had been dredged in former years, was completed in 1896, and that for about 500 feet more, not before touched, was blasted and dredged to completion. In the basin itself the greater part of the deepening and extension has been done within a length of 1,000 feet from the upper end, and mainly along the fronts of the new wharfs, for the purpose of allowing ships to approach the wharfs as early as possible. About one-fourth the area of this length of 1,000 feet has been blasted and dredged to an average depth of 16 feet; another fourth to about 20 feet depth; a third fourth to 24 feet depth and the remainder to about 26 feet depth, at a water level of 13 feet over the lock sill.

The first crib of the new wharf work of last year was sunk on the south-east side of the basin, the last was sunk at the south-west corner and building of timber work was stopped on December 12th. Of the 800 feet in length on the south-east side of the basin, the 200 feet farthest down stream has been built up to full height and planked, 250 feet adjoining has been built to within 2 feet of full height, and the remaining 350 feet to within 4 feet of full height. Across the head of the basin the timber work has been built up to an average of about 7 feet below full height, and all is of such height as to be accessible for continuing the building during the high water of spring. In the wharf across the head of the basin, a large raceway of 25 feet in width, with cribwork sides, was built in continuation of the raceway from the waste weir of the Lachine Canal. A similar one of 26 feet wide was made in continuation of the raceway from Ogilvie's

Royal Mills on lot cadastral No. 510, and in the south-east angle of the basin one of 10 feet wide was made and connected with the race from the Pillow & Hersey Co.'s Mills, lot cadastral No. 511. Nearly all the cribwork was filled full of stone and well backed in rear to make it secure for the winter. The new wharf embankment on the southeast side, of 300 feet wide by about 1,000 feet long, has been nearly all made up to its intended height and covered with about 12 inches of shale rock as a bed for macadamizing. The finished height of this new wharf, according to the decision of last summer, will be $16\frac{1}{2}$ feet above low water of 13 feet on the locksill at the cribwork front and at the back edge of the embankment, or about 4 feet above ordinary wharf level; and it will be crowned up to $2\frac{1}{2}$ feet higher along the middle.

On the north-west side of the basin, the piece of new wharf at the upper end which was built to above water in 1895, was carried to full height and finished last year.

The quantities of filling and back filling used in making the new wharfs, and the sources from which it was obtained are as follows:—

From dredging in the harbour.....	205,968	cubic yds.
from city excavation and ship's ballast.....	49,506	"
From Government dredge in Lachine Canal.....	31,548	"
Total.....	287,022	"

The expenditures on the whole basin and chargeable to it are: Dredging and blasting, \$37,678.59; timber work of new wharfs, \$52,710.86; labour and material for filling and backfilling, \$51,008.38; total \$141,397.83. There was also expended on dredging and depositing, chargeable to other works where the material was deposited, \$18,571.46.

Sections 11 and 12.—The approach to Windmill Point Basin was widened and deepened in several places. Expenditure chargeable to dredging, \$1,816.27. Half cost of dredging and depositing chargeable to other works where the material was used, \$1,816.28.

Sections 13 and 14.—Part of the basin occupied by the Allan Steamship Line was deepened to compensate for the lowering of the river level. Expenditure chargeable to dredging, \$4,426.23. Half cost of dredging and depositing chargeable to works where the material was sent, \$4,426.23.

Sections 15 to 17.—Some deepening of the basins was done to compensate for the lowering of the river level. Expenditure chargeable to dredging, \$483.96. Half cost of dredging and depositing chargeable to works where the materials were sent, \$483.96.

Sections 22 to 24.—Several shoal spots and places found by testing were dredged off so as to compensate for the lowering of the river level. Expenditure, chargeable to dredging, \$2,341.09. Half cost of dredging and depositing chargeable to works where the material was sent, \$2,341.08.

Sections 27.—The depth of water on the shoal opposite the 10 foot water wharfs had become so much reduced by the lowering of the river of late years that tugs and barges drawing over 8 feet of water could not reach them. An effort was made last fall to give relief by dredging, but the current was so strong, and the difficulty of serving the dredge with scows was so great, that the work could not be carried on at reasonable cost or speed and it was therefore left over until high water time of another year. Expenditure chargeable to dredging, \$346.95. Part cost of dredging and depositing chargeable to works where the material was used, \$301.25.

Sections 40 to 42.—A number of small shoals between the wharfs and the Ship Channel were dredged off, but only part of the work was tested by sweeping it over with the testing scow. Expenditure chargeable to dredging, \$5,104.52. Part cost of dredging and depositing chargeable to works where the material was used, \$267.33.

Sections 42 and 43.—Hochelaga. On the subsiding of the freshet water in the spring it was found that the new pier and basins had suffered seriously by the winter scour of the river. Large parts of the basins on both sides of the pier and at its end had been reduced to depths of 16 feet to 20 feet at low water, while other parts were scoured out to depths of 36 feet to 40 feet. The timber work of the pier was not

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harmd at all, except near the outer end of the upstream side where a part of top was shoved slightly out of line, but the backfilling of earth was scoured out considerably throughout the greater part of its area.

Dredging out of the basins to the proper depth was commenced early in the spring. The pier was also filled up to proper grade and covered with a heavy coat of shale rock and boulders from dredgings from the Windmill Point and other parts of the harbour and then macadamized and well rolled. Macadamizing stone used on new pier and approach during 1896, 460 toises.

The upstream side of the pier was ready for use by ships on the 30th July, and the other side in August. Expenditure in 1896:—

For labour and materials for filling and backfilling and macadamizing new piers and roadways	\$ 24,401 33
For dredging basins alongside of new pier	11,264 52
Total	\$ 35,665 85

Part cost of dredging and depositing chargeable to works where the material was used, \$5,339.04.

Section 46.—Maisonneuve. The basins on both sides of the new pier and the approach from the Ship Channel were deepened in several places so as to make 27½ feet depth at lowest water, but part of this work has not yet been fully tested. Expenditure chargeable to dredging \$3,302.47. Part cost of dredging and depositing chargeable to works where the material was used, \$1,273.30.

A low place of considerable extent between the cribwork of the shore wharf and the roadway approach from Pius IX Street, was filled up in order to utilize surplus dredgings and improve the approach. Expenditure for labourers' wages, \$1,881.35; material for filling from Harbour dredgings, \$2,167.58. Total, \$4,048.93.

Sections 47 to 49.—Surplus dredgings to the extent of 45,571 cubic yards were placed along shore by derricks in such position as to form part of future new wharfs. No charge for the dredged material has been made to these sections.

SHIP CHANNEL.

The deepening of the Ship Channel through the harbour so as to compensate for the extreme lowering of the river was continued throughout the summer. The part between the lower end of the Victoria Pier and the entrance of the canal having been assigned to the commissioners' dredges, and that below to an elevator dredge belonging to the government which was sent for that purpose. The whole desired deepening could not be carried out in one year, and the work of last summer was therefore directed towards giving only as much increase of depth over the whole area to be deepened as could be made available for navigation during low water of last autumn, instead of adopting the more economical course of taking out a dredge cut of the full intended depth but over a limited area. On the 20th October, 1896, all the shallow places above Hochelaga had been deepened through to such extent as to allow ships an increase of draft of 13 inches. Official notice to this effect was immediately given and the harbour gauge was lowered so as to read to the new depth. Quantity dredged by the commissioners' dredges, 20,322 cubic yards. Expenditure, chargeable to this dredging, \$3,289.18. Half cost of dredging and depositing chargeable to works where the material was used, \$3,289.19.

HARBOUR ENLARGEMENT AND FLOOD PROTECTION WORKS.

Guard Pier.—The land derricks and other plant for the building of Guard Pier were wintered on the pier as before. The upper story of the landing trestle at the lower end of the upper section of the pier, which had been taken down for the winter, was re-erected and the plant put in readiness for work by the 10th May. Authority to lengthen the embankment of the pier at its upper end and reduce the opening between it and the Victoria Bridge to 500 feet, was given by the board on 9th June. Work

was commenced on the 11th June and continued until the 28th July when a point 500 feet from the Victoria Bridge was reached and the lengthening stopped. The working force was then reduced one-half and was set to trim and riprap the slopes, which was continued until September 18th, when all work upon the pier was stopped for the year.

The quantities and kinds of stuff placed in the pier during 1896 are as follows:—

	Cubic Yards.
Dredged from Windmill Point Basin, Sections 5 to 10 shale and trap rock.....	46,984
Dredged from Windmill Point Basin, Sections 5 to 10, hard pan and stones.....	4,500
Dredged from approach to Windmill Point Basin, Section 11, shale and trap rock.....	2,000
Dredged from approach to Windmill Point Basin, Section 11, hard pan and stones.....	2,480
Dredged from Ship Channel in harbour, hard pan and gravel.....	488
Dredged from Island Shoal between the Guard Pier and the Ship Channel, sand, gravel and stone.....	15,054
Dredged from ship's berths and lumps below Victoria Pier, sections 20 to 25, silt, gravel and stones.....	2,898
Dredged from Allan's Basin, Sections 12 to 14, hard pan, silt and stones.....	6,580
Placed free of charge on commissioners' scows from excavations in the city, earth and stones.....	3,220
Total cubic yards, scow and box measurement.....	84,204
The expenditure upon the Guard Pier up to the end of 1895 was.....	\$274,325 31
The expenditure in 1896 was.....	23,383 49
Total to the end of 1896.....	\$297,708 80
 Less:—	
Portion payable by the city up to end of 1895.....	\$62,111 38
Portion payable for 1896.....	6,762 72
Total payable by the city to 1896.....	\$68,874 10
Net expenditure on the part of the Harbour Commissioners.....	\$228,834 70

Island Shoal Dredging.—Dredging upon the Island Shoal was small in extent and confined almost wholly to the lower part on the side next the Ship Channel. Quantity dredged, 62,889 cubic yards. Expenditure chargeable to dredging, \$4,237.05. Part cost of dredging and depositing chargeable to works where the material was used \$6,903.90.

REPAIRS.

The repairing of the roadways of the wharfs was rather sparingly done in 1896, only 541½ toises of macadamizing stone having been used for maintenance. On the other hand the repairing of the timber work has been fully done and has included raising and renewing the top of 1,308 lineal feet of the 10 foot water wharf and the renewing of a large proportion of the face planking of the wharfs in general, both of which are rather heavy items.

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The total cost of maintenance and repairs for the year was \$55,211.25 which compares with the cost for previous years as follow :—

1875.....	\$16,499
1876.....	35,711
1877.....	26,077
1878.....	18,974
1879.....	18,819
1880.....	17,330
1881.....	16,159
1882.....	27,962
1883.....	35,768
1884.....	44,869
1885.....	42,158
1886.....	64,989
1887.....	64,984
1888.....	49,520
1889.....	51,892
1890.....	56,380
1891.....	49,109
1892.....	72,175
1893.....	58,644
1894.....	75,455
1895.....	50,081
1896.....	55,211

The breaking up of the winter ice began on April 12th with a slight movement at the south shore opposite St. Lambert. On Monday 12th heavy shoves occurred on the south shore of Laprairie Basin and down the main channel to near the lower end of the Guard Pier. On the morning of the 14th heavy general shoves occurred throughout the river from Laprairie Basin to the lower end of the current St. Mary, accompanied by a sudden rise of water of about 6 feet. The shoving also extended through the opening at the head of the Guard Pier, across the Point St. Charles Flats and into the Windmill Point Basin, and moved the whole field of ice inside the Guard Pier. The tug "Laurier," which was at the lower end of the field near the Guard Pier, was carried down about seven hundred and seventy feet by the movement of the field and left dangerously close to the main channel ice; but the Harbour Commissioners' fleet lying in the shelter of the entrance of the canal, was only slightly displaced. In the afternoon of the same day heavy shoves again occurred on the St. Lambert shore and another slight movement of the field inside the Guard Pier took place.

On the forenoon of the 15th heavy shoves occurred on the Point St. Charles Flats and across the head of Windmill Point Basin, followed in the afternoon by heavy shoves at St. Lambert and the general clearing away of ice from the lower part of the Laprairie Basin. During the forenoon of the 16th a general movement of the ice in the main channel took place, extending downwards to Hochelaga, accompanied by heavy shoves on the Point St. Charles Flats and across the Windmill Point Basin and at the new Pier Hochelaga. Between five and six o'clock in the afternoon the Hochelaga and St. Lambert Channel ice gave way and was carried down under the field ice below, leaving the channel and the Laprairie Basin permanently clear. The Current St. Mary ice then began to move off also, and by Monday, April 20th, both that and the basin within the Guard Pier were practically all clear.

The wharfs from section 21, above the C. P. R. upper elevator, to the upper end of the Windmill Point Basin were left free of ice, with exception of a small quantity on section 19. From section 21, at the elevator, downward to section 27, at the Canadian Rubber Company's works, there were large masses left lodged, especially near the front of the wharfs on the sites of steamship sheds.

The following are the approximate quantities at the different places :—

Section 19, 300 feet long by 50 feet wide, 2 to 4 feet thick, about 1,700 cubic yards. From the centre of section 21, downwards, a distance of 600 feet, ice was left of a width

of 50 feet and thickness of 1 to 5 feet, about 3,300 cubic yards. Section 22, opposite lower elevator, 50 feet long by 25 feet wide by 1 foot to 4 feet thick, about 100 cubic yards. Sections 23 to 27, from opposite Brock Street tunnel to opposite the Rubber Factory at Papineau Avenue ice was left throughout, 5 feet to 20 feet thickness, 200 feet average width and 2,000 feet in length, about 189,000 cubic yards. Total from section 19 to section 27, 194,100 cubic yards.

Below section 27 only insignificant quantities were left, and these in isolated patches.

On the 18th April, when the main shoving was over, but while the water was yet some six feet deep on the wharfs, 100 men were set to work to clear the ice from the sites of the freight sheds, after which the force was gradually increased to 276 by the 23rd and then reduced until stoppage on the 2nd May, when practically all the ice had been removed. Some little assistance was rendered in its removal by one of the derricks of the dredging fleet. The cost of clearing off the ice was much lower by reason of the wharfs being covered with water most of the time the work was going on than it otherwise would have been. The greater part of the ice banks had merely to be shovelled into the surrounding water when it floated off instead of requiring to be carted and dumped over the edge of the wharf as usual. Total expenditure in ice clearing, \$2,584.

On the subsidence of the water the wharfs were found practically unharmed by the winter ice and scouring, except as follows:—

The Pier Section 46, Maisonneuve, had some small holes scoured out into the macadamizing and crib filling. The unfinished new pier, Section 43, Hochelaga, had large holes scoured out in the sand filling and a short piece of timber work of the upper side slightly bent inwards, as already described. The filling of a short piece of cribwork in Section 37 has subsided some 12 feet. The cribwork in Section 9, Windmill Point, which settled seriously out of line last spring and was tied back by bolts, had settled again very slightly. The temporary ways at Windmill Point for hauling out the commissioners' dredges, scows, etc., were damaged by the ice shoves.

The Guard Pier and the plant wintered upon it suffered no damage. The temporary pile work at the trestle work was slightly damaged by ice.

The wharfs generally were not clear of water until Monday, April 27th.

The placing of mooring and fender posts, latrines, drinking troughs, etc., in their summer positions was commenced on April 20th, clearing the wharfs of winter debris on the 27th, and repairing on the 28th.

The following are principal items of repair work done during the summer:—

Section 8.—Windmill Point. About 300 lineal feet of the cribwork settled outward during winter and spring, from the undermining of its foundation, and in June it was tied back by 18 anchor bolts $1\frac{1}{2}$ ins. diameter and 65 feet long, running back to solid ground at about 18 inches below the surface. Cost \$1,117.11.

Section 9.—The piece of cribwork below the offset, which had also been undermined and was tied back by anchor bolts in 1895, was last summer underpinned with bags of concrete, which were built up under the front wall of the cribs by a diver. The top of the cribwork, which had sunk, was then raised to proper level and repaired with new cross ties, sleepers, coping and planking. Cost, \$1,940.76.

Sections 12 to 14.—Repairs were made to the coping and top and face planking, and four iron mooring posts put down. Cost, \$483.30.

Sections 15 to 47.—A considerable sinkage which took place under the freight shed on the inner side of the Island Wharf, Section 15, was made good with shale rock dredging. About 60 lineal feet of the pile work wharf at the upstream outer corner of the basin, had the heads of the piles and the top timber work and planking all renewed. A ballast floor was also put in and loaded with stone to prevent the piles from being lifted by the ice. Two iron mooring posts were put down. Cost, \$960.23.

About 300 lineal feet of the old cribwork wharf in Section 16, built in 20 feet of water in 1859, had become undermined in front by the successive deepening of the basin by dredging and by the scouring action of the steamship screws, and was setting out of line and level. The bottom of the cribwork was underpinned and protected by rock filling, which was mainly put in by means of a chute directed by a diver; and the top was tied back to solid ground by 20 anchor bolts $1\frac{1}{2}$ inches diameter and about 60 feet long. Cost, \$866.00.

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The basins in front of the wharfs, Sections 15 to 17, had the ashes and other accumulations dredged out. Quantity, 1,180 cubic yards. Expenditure chargeable to dredging, \$161.32. Half cost of dredging and depositing charged to works where the material was used, \$161.32.

Section 19.—The basin alongside the recess in the upper side of the pier, inshore was dredged out to about 12 feet deep at low water. Quantity dredged, 473 cubic yards. Expenditure chargeable to dredging, \$104.98. Half cost of dredging and depositing chargeable to works where material was used, \$104.99.

Section 20.—The top timbers and planking of the cribwork wharf across the upstream end of the basin was all renewed. The old cribwork of the wharf on the south-east side of the basin had settled considerably along the junction with the pile work, and on the removal of the freight sheds at the close of navigation the foundation of the cribwork was strengthened by riprap filling put down in front. The top of the wharf yet remains to be repaired. Cost, \$1,259.21.

Sections 21 and 22.—The steamship berths alongside the wharves were cleaned out by dredging. Quantity dredged, 1,336 cubic yards. Expenditure chargeable to dredging, \$132.74. Half cost of dredging and depositing chargeable to works where material was used, \$132.73.

Sections 30 to 33.—About 1,308 lineal feet of the 10 feet water wharf built in 1872 to 1875 and of the Longueuil Ferry wharf which had sunken out of shape and became weakened by rotting, was raised to proper height and thoroughly repaired. From 5 to 7 feet in depth of the front timbers of the cribwork were renewed and about 2 feet added to the height; the cross ties, top beams and top and face planking were also renewed. The new top was fitted with countersunk iron mooring posts, seventeen in number, instead of the former wooden posts and rings. The roadway in rear was raised and re-macadamized to suit the new level of the cribwork. This, with the repairs made in 1894 and a piece of cribwork wholly rebuilt in the same year, put the whole 1,800 feet of wharf between the Longueuil Ferry and the offset in Section 29 into excellent condition. Expenditure in 1896, \$9,727.45.

Section 32.—A barge and her cargo of bricks, which were sunk alongside the wharf and abandoned by the owners, were dredged out and some little deepening of the bottom was done at the same time. Expenditure, \$273.54, less \$50 realized on the salvage.

Sections 38 to 40.—Nine stationary countersunk iron mooring posts have been put down in place of former movable wooden and iron posts.

Sections 42 to 46.—A new roadway was graded and macadamized alongside the new railway siding laid in 1895, and as a substitute for the roadway which occupied the site of the siding. Cost, \$2,348.41.

A new drain was made and connected with the Nicolet street sewer (formerly Ruisseau Migeon) to drain the low ground in rear of the harbour property.

General Repairs.—Light general repairs were made to the woodwork of the wharves in Sections 10 to 12, 14, 17 to 19, 21 to 29, 37, 39 to 42, 45 and 46.

The face planking of all the wharves in the harbour was gone over and put in good repair.

About 1,000 cubic yards of wharf scrapings, ashes, &c., were utilized in filling up hollow places in the cribwork under the top planking where the filling had sunk or been washed out.

The joints of the masonry revetment wall from Sections 12 to 20 were raked out and pointed with Portland cement mortar,

Macadamizing stone to the extent of 546 $\frac{3}{4}$ toises was used in the maintenance of the roadways and was distributed as follows:—

Sections 5 to 11.....	76 $\frac{1}{2}$
Sections 12 to 20.....	181 $\frac{1}{2}$
Sections 21 to 31.....	82 $\frac{1}{2}$
Sections 32 to 40.....	128 $\frac{3}{4}$
Sections 41 to 46.....	77 $\frac{3}{4}$
Total	546$\frac{3}{4}$

The usual work of taking up the mooring posts where not protected by the guard pier, the moving of drinking troughs and latrines and storing away of materials, was finished about December 1st.

DREDGING PLANT AND DREDGING.

The dredging plant in use in 1896 was that belonging to the Harbour Commissioners, and is composed of six dipper dredges, six floating derricks, one double land derrick, one drilling and blasting boat, five tugs, twenty-five flat deck scows and a floating shop, as detailed in the annexed table.

Dredge No. 7, derricks Nos. 2 and 3 and the tug "St. Louis" were wintered in the Government dry dock (formerly Tate's dry dock), Lachine Canal, during the winter of 1895-96 to allow of repairs being made, and the small tug "M. P. Davis" was wintered in Cantin's dry dock. All the other dredges, derricks, tugs and vessels of the dredging fleet were wintered in the harbour near the entrances of the canal in order to avoid the delay and expense incident to wintering in the canal, and also to avoid the risk of damage to the dredges and derricks by their being grounded when the water is drawn off in spring. The small tug "Laurier," belonging to Capt. Auclair, was also wintered in the harbour near the lower end of the Guard Pier and inside of it.

The wintering of the commissioners' fleet and the tug "Laurier" in the harbour was rendered possible by the near completion of the Guard Pier in 1895. It is the first known instance of valuable vessels having been voluntarily wintered in the harbour, and certainly the first time in which they could have been wintered there without almost certain destruction.

The dredging fleet was very slightly moved by shoves and displacements of parts of the ice field within the Guard Pier which occurred on the taking of the ice on the main river in the fall and the breaking up in the spring, except on the 10th January when the whole fleet was moved about 100 yards, making it necessary to cut the ice and bring the vessels back near to the canal entrances.

The winter repairs to the hulls and machinery of the dredging fleet were made by the commissioner's own men, with exception of foundry work and some heavy machine work and forging which were done by neighbouring shops.

The following are the chief items of repairs:—

Dredge No. 1.—The foundation timbers under main drums of forward spud gear were renewed; one new forward spud and one new after spud put in; plates of spuds straightened and replaced. Friction box of bucket handle renewed in steel; foot of boom repaired and new sleeve put in sheave at upper end; new pinion put on crank shaft of swinging engine; new brake added to swinging engine with controlling gear worked from engineer's platform; one pair of wire rope back stays of A frame renewed.

Dredge No. 2.—Two coal scuttles added; new 6 foot sheave put in upper end of boom; friction box of bucket handle renewed in steel; new sheave put on top of each forward spud; new bevel gear and two spur gears put in forward capstans; new pinion put on crank shaft of swinging engine; new brake added to swinging engine with controlling gear worked from engineer's platform; intermediate spur gear renewed. The dredge was docked in summer (the first time since she was built) and the fastenings of the forward spud slides strengthened, the spud keepers refitted and reset, and four new keeper pins put in; the standards for holding the forward spud rope sheaves under deck were renewed; the hull caulked all over below water line. One new forward spud put in and the old one bolted and repaired for future use.

Dredge No. 3.—New pivot put in swinging table; new six-foot sheave put in at foot of boom; brake of forward spud drum repaired one new spur gear put on crank shaft of main engine, and two intermediate spur wheels put in; new pinion on crank shaft of swinging engine; deck caulked and four new coal scuttles added.

Dredge No. 4.—Deck caulked. Boiler repaired by putting patches on back-head and shell; new bevel sheaves put in for hoisting chain; new end put on crank shaft of main engine; new warping heads put on winches. The dredge was docked in summer and the hull planking overhauled and caulked; fastenings of forward spud slides

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strengthened and new chocks put in. One new forward spud put in and old one repaired.

Dredge No. 6.—Deck caulked. One hoisting chain sheave renewed on turntable, and water sheave renewed; one warping barrel of forward winch renewed; bucket handle repaired and plates re-riveted; main engine fitted with new steam pipe; main spur gear and pinion renewed. The dredge was docked in summer and caulked, and the planking repaired; the fastenings of the spud slides strengthened with new straps and bolts, and the fastenings of the pivot casting of the boom strengthened. One forward spud and one stern spud were renewed.

Dredge No. 7.—Was wintered in the dry dock. Forward end overhauled and greatly strengthened with new and additional deck beams, new deck planking and additional fastenings. Woodwork of turntable renewed; engine foundation rebolted to deck beams; new chain trough put in. New sprocket sheave put in head of crane mast; new water sheave; drum for bucket handle and fastenings of wire ropes altered; new bucket handle made for deep digging and old one repaired. Bow spud repaired.

Derrick No. 2.—Wintered in dry dock and heavy repairs made. The stern was taken out and built in new; some new side frames put in; afterpart of deck renewed and other parts repaired and caulked; hull planking overhauled and caulked; forward spuds of Douglas fir put in instead of former elm spuds, and new white pine slides and anchor blocks put in to receive them; new head sheet put in boiler; new warping heads put on winches. The hull was docked in summer for a leak and the planking was repaired and caulked in places.

Derrick No. 3.—Wintered in dry dock. Stern taken out and rebuilt with new frames and elm planking. Deck repaired and deck and hull caulked.

Derrick No. 4.—New pivot casting put on head of A frame; new fork castings put on foot of boom; new rope guides on head of boom; forward spuds fitted with $1\frac{3}{8}$ wire rope and clamps for pinning up, instead of $1\frac{1}{2}$ chains; one forward spud renewed; tie rod put between after ends of hog frames; new pinion put on main crank shaft and one on crank shaft of swinging engine; main drums altered and provided with new brakes.

Derrick No. 5.—New pivot casting put on head of A frame; new guides for ropes put on head of boom; stern spud renewed twice; tie rod put between after ends of hog frames; main drums altered and provided with new brakes; brass bushing of hoisting drum renewed.

Derrick No. 6.—New pivot casting put on head of A frame; new guides for ropes put on head of boom; tie rod put between after ends of hog frames; new steel crank shaft put in main engine; main drums altered and provided with new brakes; new bevel gear put in spud hoisting apparatus.

Tug "Aberdeen."—Docked during summer; bottom cleaned and coated with Halzapfel's anti-corrosive paint; bushing of stern bearing altered and larger strips of lignum vitæ put in; propeller of 7 feet 6 inches diameter and about 9 feet 6 inches pitch, with fixed blades, was taken off and a new propeller of 7 feet 10 inches diameter and 10 feet 5 inches pitch, with changeable blades, was put on; ventilator for fire hold put in.

Tug "St. Peter."—Docked in summer and caulked.

Tug "St. Louis."—Wintered in dry dock and given heavy repairs. Top sides re-timbered and re-planked; stern, guard, fender ribbon and after bulwarks all renewed; steel plate-rudder put in place of old wooden one; deck repaired; piston renewed and boiler repaired. Docked in fall and a propeller blade and rose of sea cock renewed.

Tug "Einma Munson."—Docked in summer and hull repaired; top sides largely re-timbered and replanked; deck repaired and caulked. Thrust bearing re-babbitted and coupling on shaft re-keyed. Damages by fire to the wheelhouse and wood work were repaired.

Tug "M. P. Davis."—Wintered in dry dock and hull painted and caulked.

Floating Shop.—The old vertical boiler was taken out and replaced by the locomotive boiler from derrick No. 1; the engine, which was on a foundation common to the engine and old boiler, was placed upon a new foundation; heater pipes, supplied by steam, were put in the workshops and office, instead of the stove.

Drill Boat.—The hollow rams for working the drill frames were fitted with new ends and filled up with Portland cement. A vertical boiler, from a steam winch, was added to increase the steaming capacity and the steam pipes were rearranged. A new Northy duplex steam pump of 6 inches diameter steam cylinders, 4 inches diameter plungers, by 7 inches stroke, was added to increase the supply of water for washing out the holes while being drilled in the rock. The shells of the steam drills, which had the usual slides and feed screws, were changed for new shells which hold the drills fast. The boat was docked in summer and caulked in sides and about the spud slides, and a new sea pipe put in for the wash pumps.

Land Derrick.—Damages caused by the breaking of one of the pivot castings on top of overhead frame were repaired by putting in a new pivot casting, boom and back leg, and part new roof on housing. Eight truck wheels renewed.

Locomotives No. 1 and No. 2.—Brasses of axles and connecting rods renewed, wheels turned and piston rings renewed.

Construction Cars.—The body frames were largely renewed, equivalent to an average of about one-fourth of each frame.

Dredge Boxes.—About 25 boxes have been entirely renewed and heavy repairs made to many others; fifty dumping chains and twenty-four hoisting ropes renewed.

Scows.—Of the flat scows of 150 yards capacity, thirteen have had new elm fender ribbons added, fourteen had the nose or end timbers renewed, or screw-bolt fastenings added; several had the deck covering planks largely renewed and three were docked for leaks and repaired in bottoms.

Floating Pile-driver.—A new frame suitable for driving piles at different angles, and from the end, corner or side of the boat, was built and put on instead of the old frame, which was worn out.

Derrick No. 1 which was built about 1871, and was the first floating derrick owned by the commissioners, became so rotten in the wooden hull, and so inefficient in working, as compared with the new derricks, that she was condemned last fall as unfit for further service, and was dismantled. The boiler was put into the Floating Shop and the machinery will be stowed away in the yard.

Dredge No. 3 commenced dredging on April 27th, and Nos. 1 and 2 on the 28th. **Dredge No. 7**, which wintered in the canal, commenced May 8th, and Nos. 4 and 6, to which no early duty was assigned, did not commence until May 15th and 14th respectively. The small dredges, 4, 6 and 7 stopped work for the season on November 28th. Large dredge No. 3 stopped on the 27th, and Nos. 1 and 2 on the 28th. No. 1 derrick was fitted up in the spring for use in case of need, but was at no time required. No. 2 derrick worked the greater part of the summer, but not constantly. The small tug "M. P. Davis" was not used at all, and was lent to the Dominion Government, Department of Public Works, at the end of August, and still continues on loan.

Derrick No. 3, which needs some repairs to the hull, was laid up in the Government dry dock, Lachine Canal, and all other vessels of the dredging fleet were laid up for the present winter in the harbour just below the entrance of the Canal. The land derricks and locomotives were laid up for the winter on the Guard Pier, as formerly.

The aggregate number of days during which the dredges were on duty, reckoning every day except Sundays, from their commencing in spring to their stoppage in the fall, was, for No. 1, 185 days; for No. 2, 185 days; for No. 3, 186 days; for No. 4, 167 days; for No. 6, 168 days, and for No. 7, 166 days. Included in the time on duty are 6 days in dry dock by No. 2 dredge, 7 days by No. 4, and 6 days by No. 6, for repairs.

The Drill Boat commenced work on April 30th and finished on 28th November, making 183 days on duty, including four days in dry dock for repairs.

The dredges worked by day only, on a nominal working time of ten hours per day. This for the 556 days aggregate of the three large dredges, gives them a total of 5,560 hours' nominal service; but the actual working time, after deducting that lost for repairs, changing positions, detention by vessels, waiting for scows, and from all other causes, was reduced to 4,312½ hours, or an average of 77.57 per cent of the nominal hours of service. The three smaller dredges had 501 days aggregate service, and their aggregate nominal time was 5,010 hours. Their actual working time was 3,994½ hours, or an average of 79.76 per cent of the nominal time of service.

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The total outlay for working the whole fleet, except the drill boat, was \$103,317, and this, as usual, represents the entire cost of working the plant and machinery, including repairs, outfit, fuel, wages salaries, management charges, insurances, and all other outlays except interest on capital and depreciation of plant. It also includes the cost of depositing, by floating derricks, of 28,864 cubic yards of stuff received in scows from city excavations.

The cost of maintaining and working the three large dredges, with their portion of maintaining and working the tugs and scows was \$45,541.61, or an average of \$81.91 per day each, and the like cost for the three smaller dredges was \$28,971.22, or an average of \$57.82 per day each.

The cost of maintaining and working the six floating derricks was \$28,804.61.

The following are the comparative costs and quantities of dredging for 1896, and of previous years:—

Years.	Cubic Yards Dredged.	Total Cost.	Cost per Cubic Yard.	Remarks.
		\$	Cents.	
1875.....	151,719	68,979	45	
1876.....	156,082	55,462	35 ⁵⁰ / ₁₀₀	
1877.....	173,499	45,103	26	
1878.....	211,731	48,748	23	
1879.....	189,609	41,006	21 ⁶³ / ₁₀₀	
1880.....	186,430	46,914	25 ¹⁰⁰ / ₁₀₀	
1881.....	170,764	54,128	31 ⁰⁰ / ₁₀₀	
1882.....	187,339	53,598	28 ⁸⁰ / ₁₀₀	Spoon dredges and stone-lifters. Elevator dredges.
	9,429	13,254	\$1.40 ⁰⁰ / ₁₀₀	
	196,768	66,852	33 ⁹⁰ / ₁₀₀	Totals and average.
1883.....	36,358	17,956	49 ³⁸ / ₁₀₀	Spoon dredges and stone-lifters. Elevator dredges lifting rock and boulders and clearing up.
	6,990	19,385	\$2.77 ⁰⁰ / ₁₀₀	
	43,348	37,341	86 ¹⁰ / ₁₀₀	Totals and average.
1884.....	125,648	49,468	39 ³⁷ / ₁₀₀	Spoon dredges and stone-lifters.
1885.....	69,494	28,563	41 ¹⁰⁰ / ₁₀₀	do
1886.....	57,728	25,772	44	do
1887.....	36,993	23,259	62	do
1888.....	73,150	36,690	50 ¹⁰ / ₁₀₀	do
	2,077	1,333	64 ¹⁰⁰ / ₁₀₀	Elevator dredges.
	75,227	38,023	50 ⁵⁰ / ₁₀₀	Totals and average.
1889.....	205,283	54,574	26 ⁶⁸ / ₁₀₀	Spoon dredges and stone-lifter. Elevator dredge.
	9,420	2,996	31 ⁰⁰ / ₁₀₀	
	214,703	57,570	26 ¹⁰ / ₁₀₀	Totals and average.
1890.....	186,670	53,674	28 ⁸⁰ / ₁₀₀	Spoon dredges and stone-lifter.
1891.....	259,267	49,571	19 ¹³ / ₁₀₀	Spoon dredges. Elevator dredge.
	43,290	14,232	32 ³⁰ / ₁₀₀	
	302,557	63,803	21 ¹⁰ / ₁₀₀	Totals and average.
1892.....	361,947	93,595	25 ⁸⁰ / ₁₀₀	Spoon dredges.
1893.....	235,280	93,050	39 ⁰⁰ / ₁₀₀	do
1894.....	312,430	98,858	31 ⁴⁰ / ₁₀₀	do
1895.....	496,523	99,400	20 ¹⁰ / ₁₀₀	do
1896.....	401,938	103,317	25 ⁷⁰ / ₁₀₀	do

The general results of the dredging in 1896 are good, and show improvement over those of any previous year. The total cost of the year's working was \$103,317.44, or 4 per cent higher than in 1895, and the total quantity dredged was less by 94,590 cubic yards, or about 4 per cent, but on the other hand, 34 per cent of the dredging of last year was rock, as against only $14\frac{1}{2}$ per cent of rock in 1895.

The great saving effected by the use of large, powerful dredges for the Montreal Harbour dredging, as compared with the use of the small dredges, is again clearly shown. Speaking generally, the cost of dredging earth by the large dredges is about half of that by the small; dredging rock by the large dredges is as cheap as dredging earth by the small; the large dredges can work well in currents or in hard stuff where the small could do nothing. It might be wise to keep one small dredge for special work, but both time and money would be saved if the other two were sold at any price, or simply discarded and a large powerful one built to take their place.

The cost and character of the dredging in different parts of the harbour in 1896 are given below. All the quantities are either scow measurements from the tallied number of flat deck scow loads of measured average capacity, or box measurements from the tallied number of boxes placed on scows, and containing four cubic yards per box. The cost of dredging includes the cost of tug and scow service, but not the cost of unloading scows by derricks, which is separately given.

Sections 5 to 10 (Windmill Point Basin).—The dredging, as in previous years, was of very varied character, composed of loose stones and deposit in ships' herths, hard-pan and boulders, and compact Utica shale and trap-rock. In places the hard-pan overlay the shale, and both are dredged up together; the shale and trap were also in most places mixed together in proportions varying from nearly all shale to nearly all trap, the trap being chiefly in pockets and in a bed of three feet to three and one-half feet thick. Veins and beds up to three feet thick are most economically dredged without blasting, but when in large pockets the progress is so slow, and the wear and breakage of bucket teeth is so great that it is cheaper to blast it first. Where blasting was done, the holes were made close enough, and the quantity of explosive was sufficient to break up the rock thoroughly and make it easy to dredge.

The costs of the different classes of work in the Windmill Point Basin and as done by the different classes of dredges are as follows:—

Shale rock, not blasted, 69,703 cubic yards, and hard-pan 2,165 cubic yards; total, 71,868 cubic yards, box and scow measurement; 26 to 35 feet depth to bottom of cut, by large dredges Nos. 2 and 3; average cost, $19\frac{9}{10}$ cents per cubic yard (unloading scows by derricks not included).

Trap and shale rock, blasted, 60,548 cubic yards, and hard-pan 889 cubic yards; total, 61,437 cubic yards, box and scow measurement; 26 to 35 feet depth; large dredges 2 and 3; average cost, $15\frac{1}{2}$ cents per cubic yard.

Loose rock, 2,802 cubic yards, hard-pan and boulders, 7,533 cubic yards; total, 10,335 cubic yards, box and scow measurement; clearing up bottom previously dredged, 26 to 32 feet depth, by small dredges 6 and 7; cost $37\frac{9}{10}$ cents per cubic yard.

Total quantity of all materials by all dredges in Windmill Point Basin, 143,640 cubic yards, box and scow measurement, of which 143,355 cubic yards was unloaded by floating derricks at a cost of $6\frac{8}{10}$ cents per cubic yard, and 285 cubic yards was shovelled off scows by hand.

Section 11 (approach to Windmill Point Basin).—Deepening the channel; 27 to 32 feet deep to bottom of cut; shale rock, not blasted, and hard-pan, 7,780 cubic yards; by large dredges 1 and 2; average cost, $25\frac{1}{2}$ cents per cubic yard. Quicksand, 3,596 cubic yards, by small dredge No. 4, costing $24\frac{1}{2}$ cents per cubic yard. All box and scow measurement.

All unloaded by floating derricks at an additional cost of $6\frac{8}{10}$ cents per cubic yard.

Sections 13 and 14.—Deepening and clearing basin, 27 to 32 feet depth; hard pan, sand, gravel and stones; 33,172 cubic yards, by large dredge, cost $18\frac{9}{10}$ cents per yard. 1,140 cubic yards by small dredge, cost $31\frac{9}{10}$ cents per yard; box and scow measurement. Unloaded by floating derricks at an additional cost of $6\frac{8}{10}$ cents per cubic yard.

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Sections 15 to 17.—Deepening basins ; 27 to 30 feet depth sand and tough silt ; 2,762 cubic yards by large dredge, cost $14\frac{1}{10}$ cents per yard ; 675 yards by small dredge, cost $35\frac{1}{10}$ cents per yard. Cleaning out ships' berths, sand and mud, 1,180 cubic yards by small dredges, cost $29\frac{7}{10}$ cents per yard. All box and scow measurement. Unloaded by floating derricks at an additional cost of $6\frac{8}{10}$ cents per yard.

Section 19.—Cleaning out ships' berths ; sand and mud ; 27 to 30 feet depth ; 473 cubic yards by a small dredge, cost $37\frac{6}{10}$ cents per yard, box measurement. Unloaded by floating derricks at an additional cost of $6\frac{8}{10}$ cents per yard.

Sections 21 and 22.—Cleaning out ships' berths 27 to 30 feet depth ; strong current, sand and stones ; 1,336 cubic yards, small dredge, cost $31\frac{6}{10}$ cents per yard, box measurement. Unloaded by floating derricks at an additional cost of $6\frac{8}{10}$ cents per yard.

Sections 22 to 24.—Deepening basins by dredging out small detached shoals, in strong current ; 27 to 30 feet depth ; sand, gravel and boulders ; 17,338 cubic yards by large dredges, cost $14\frac{7}{10}$ cents per yard ; 1,812 cubic yards by small dredges, cost $32\frac{7}{10}$ cents per yard, box and scow measurement. Unloaded by floating derricks at an additional cost of $6\frac{8}{10}$ cents per yard.

Section 27.—Deepening shallow water berths, in very strong current and difficult of access for tugs and scows ; 10 feet depth ; sand, gravel and stones, 1,658 cubic yards, by small dredge, cost $31\frac{6}{10}$ cents per yard, scow measurement. Unloaded by floating derricks at an additional cost of $6\frac{8}{10}$ cents per yard.

Sections 40 to 42.—Deepening basins and approaches by dredging out detached shoals, 30 to 32 feet depth, sand, gravel and stones, 13,363 cubic yards by small dredges, cost $33\frac{4}{10}$ cents per yard, box and scow measurement. Unloaded by floating derricks at an additional cost of $6\frac{8}{10}$ cents per yard.

Sections 42 and 43.—Deepening basins of new pier, 30 to 35 feet depth ; sand and stones, 41,372 cubic yards by large dredges, cost 10 cents per yard ; 28,138 cubic yards by small dredges, cost 29 cents per yard, box and scow measurement. Of this 63,437 cubic yards were unloaded by floating derricks at a cost $6\frac{8}{10}$ cents per yard ; 823 cubic yards by hand, and 5,250 yards dumped direct on the wharf from the dredge bucket.

Section 46.—Deepening and enlarging basins, 30 to 35 feet depth ; sand 19,026 cubic yards, by small dredges, cost $17\frac{1}{4}$ cents per yard, box and scow measurement. Unloaded by floating derricks at an additional cost of $6\frac{8}{10}$ cents per yard.

Island Shoal.—Dredging at north-west side of shoal ; 30 to 35 feet depth ; silt, quicksand and stones ; 45,284 cubic yards by large dredge, costing $8\frac{3}{10}$ cents per cubic yard. 17,605 cubic yards by small dredges, costing $17\frac{3}{4}$ cents per cubic yard, box and scow measurement. Unloaded by floating derricks at an additional cost of $6\frac{8}{10}$ cents per cubic yard.

Ship Channel in Harbour.—Cleaning up shallow spots and small shoals, 28 to 32 feet depth hard pan, sand and gravel stones, 14,902 cubic yards by a large dredge, cost $19\frac{1}{2}$ cents per cubic yard, 5,420 cubic yards by small dredges, cost $42\frac{1}{4}$ cents per cubic yard, box and scow measurement. Unloaded by floating derricks at an additional cost of $6\frac{8}{10}$ cents per cubic yard.

Rock blasting.—(Windmill Point Basin.)—By new drill boat, about half shale and half trap rock, seamy and irregular and difficult to drill ; grade line of finished bottom 31 feet to 25 feet below water surface :

Working days, 30th April to 28th November.	185 days.
Working time per day	11 hours.
Number of holes drilled and blasted	3,522 holes.
Average depth of each hole	9 feet.
Total quantity of rock drilled and efficiently blasted, measured in solid to 6 inches below finished bottom..	31,853 cubic yds.
Cost per cubic yard measured in solid.	59½ cents.

Appended are tables giving further particulars as the dredging plant and work done in 1896.

Yours respectfully,

JOHN KENNEDY,
Chief Engineer.

HARBOUR DREDGING.—Statement showing the number of days worked by each Dredge and the quantity dredged at each place for the Harbour of Montreal in 1896.

Places where Dredges worked.	Vessels.	TIME OF SERVICE.		QUANTITIES DREDGED.			Character of Soil.
		Days.	Totals.	Rock, cubic yards.	Earth, cubic yards.	Total cubic yards.	
Sections 5 to 10, Windmill Point	Dredge No. 2.	89		38,658	194		} Shale rock, not blasted, and hardpan.
do do	do No. 3.	83		31,045	1,971		
			172			71,868	
do do	do No. 2.	39		20,781	633		} Shale and trap rock, blasted, and hardpan.
do do	do No. 3.	79		39,767	256		
			118			61,437	
do do	do No. 6.	35½		2,802	1,459		} Loose rock, hardpan and stones, clearing up.
do do	do No. 7.	30½			6,074		
			66½			10,335	
Totals.....			356½	133,053	10,587	143,640	
Sections 11 and 12, approach to Windmill Point.....	Dredge No. 1.	5½		1,568			} Unblasted shale rock (Shale rock, unblasted, and hardpan. Quick-sand.
do do	do No. 2.	18		2,668	3,544		
do do	do No. 3.	15½			3,596		
			39			11,376	
Sections 13 and 14, Allan's Basin.....	do No. 1.	75½			33,172		} Hardpan, gravel, sand and stones.
do do	do No. 6.	6½			1,140		
			81½			34,312	
Sections 15 to 17, deepening basins.....	do No. 3.	5			2,762		} Sand. do
do do	do No. 7.	4			675		
			9			3,437	
Sections 15 to 17, cleaning out berths.....	do No. 4.	6½			1,180		} Sand and mud.
			6½			1,180	
Section 19, cleaning out ship's berth.....	do No. 7.	3			473		} do
			3			473	
Sections 21 and 22, cleaning out berths.....	do No. 6.	7½			1,336		} Sand and stones.
			7½			1,336	
Sections 22 to 24, deepening basins and shoals.....	Dredge No. 1.	13			6,009		} Gravel, sand & stones do do Boulders. Gravel and sand.
do do	do No. 3.	19			11,329		
do do	do No. 4.	2			12		
do do	do No. 6.	8½			1,800		
			42½			19,150	
Section 27, deepening shallow water berths.....	do No. 7.	9			1,688		} Gravel, sand & stones
			9			1,688	
Section 32, dredging up sunken barge.....	do No. 7.	3½			236		} Bricks.
			3½			236	
Sections 40 to 42, deepening berths and shoals.....	do No. 4.	39½			6,000		} Gravel, sand and stones.
do do	do No. 6.	27			4,387		
do do	do No. 7.	11½			2,076		
			78			13,363	
Sections 42 and 43, berths at New Pier.....	do No. 1.	9½			5,775		} Sand and stones.
do do	do No. 2.	39			35,597		
do do	do No. 4.	56½			12,225		
do do	do No. 7.	84			15,913		
			189½			69,150	

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HARBOUR DREDGING.—Statement showing the number of days worked, &c.—*Continued.*

Places where Dredges worked.	Vessels.		TIME OF SERVICE.		QUANTITIES DREDGED.			Character of Soil.
			Days.	Totals.	Rock, cubic yards.	Earth, cubic yards.	Total cubic yards.	
Section 46, berths at Sugar Refinery Pier.....	do	No. 4.	25			9,900	} Sand.	
do do	do	No. 6.	11½			2,512		
do do	do	No. 7.	20½			6,614		
				57			19,026	
Island Shoal.....	do	No. 1.	46			45,284	} Sand and stones. Quicksand. do	
do	do	No. 4.	10½			2,768		
do	do	No. 6.	43½			14,837		
				100			62,889	
Ship Channel in Montreal Harbour.....	do	No. 1.	35½			14,902	} Hardpan, gravel, sand and stones.	
do do	do	No. 4.	11½			1,427		
do do	do	No. 6.	28½			3,993		
				75½			20,322	
Totals.....				1,057	137,289	264,649	401,938	

HARBOUR DREDGING.—Abstract of work done by each Dredge for the Harbour of Montreal in 1896.

Vessels.	Places at which dredging was done.	TIME OF SERVICE.		QUANTITIES DREDGED.			Character of Soil.
		Days.	Totals.	Rock, cubic yards.	Earth, cubic yards.	Total, cubic yards.	
Spoon dredge No. 1.....	Section 11, approach to Windmill Point.....	5½		1,568			Unblasted shale rock. Hard pan, gravel, sand and stones. Gravel, sand and stones. Sand and stones. do Hard pan, gravel, sand and stones.
	Sections 13 and 14, Allan's Basin.....	75½			33,172		
	Sections 23 and 24, berths and shoal spots.....	13			6,009		
	Sections 42 and 43, berths at New Pier.....	99			5,775		
	Island Shoal.....	46			45,284		
	Ship Channel in Montreal Harbour.....	35½			14,902		
			185			106,710	
Spoon dredge No. 2.....	Sections 5 to 10, Windmill Point.....	89		38,658	194		Shale rock, not blasted and hard pan. Shale and trap rock, blasted and hard pan. Shale rock, not blasted, and hard pan, sand and stones. Sand and stones.
	Sections 5 to 10, Windmill Point.....	39		20,781	633		
	Sections 11 and 12, approach to Windmill Point.....	18		2,668	3,544		
	Sections 42 and 43, berths at New Pier.....	39		35,597			
			185			102,075	

HARBOUR DREDGING.—Abstract of work done by each Dredge, &c.—Continued.

Vessels.	Places at which Dredging was done.	TIME OF SERVICE.		QUANTITIES DREDGED.			Character of Soil.
		Days.	Total.	Rock, cubic yards.	Earth, cubic yards.	Totals cubic yards.	
Spoon dredge No. 3.....	Sections 5 to 10, Windmill Point.....	83		31,045	1,971		Shale rock, not blasted, and hard pan. Shale and trap rock, blasted and hard pan. Sand and stones. do
	Sections 5 to 10, Windmill Point.....	79		39,767	256		
	Sections 15 and 16, deepening berths.....	5			2,762		
	Sections 22 and 23, berths and shoal spots.....	19			11,329		
			186			87,130	
Spoon dredge No. 4.....	Sections 11 and 12, approach to Windmill Point.....	15 $\frac{3}{4}$			3,596		Quick sand.
	Sections 16 and 17, cleaning out berths.....	6 $\frac{1}{4}$			1,180		Sand and mud.
	Sections 22 and 23, deepening shoal spots.....	2			12		Lifting boulders.
	Sections 40 and 42, berths and shoal spots.....	39 $\frac{1}{2}$			6,900		Gravel, sand and stones.
	Sections 42 and 43, berths and New Pier.....	56 $\frac{1}{2}$			12,225		Sand and stones.
	Section 46, Sugar Refinery pier.	25			9,900		Gravel and sand.
	Island Shoal.....	10 $\frac{1}{2}$			2,768		Quick sand.
	Ship Channel in Montreal Harbour.....	11 $\frac{1}{2}$			1,247		Hard pan and stones.
				167			38,008
Spoon Dredge No. 6.....	Sections 5 to 10, Windmill Point	35 $\frac{3}{4}$		2,802	1,459		Loose shale rock and hardpan.
	Sections 13 and 14, Allan's basin	6 $\frac{1}{4}$			1,140		Hardpan, gravel, sand and stones.
	Section 22, deepening shoals..	8 $\frac{1}{4}$			1,800		Gravel and sand.
	Sections 21 and 22, cleaning basins.....	7 $\frac{1}{4}$			1,336		Sand and stones.
	Sections 41 and 42, shoal places	27			4,387		Gravel, sand and stones.
	Section 47, berths at sugar refinery pier.....	11 $\frac{1}{2}$			2,512		do do
	Island shoal.....	43 $\frac{1}{2}$			14,837		Quick-sand.
	Ship channel in Montreal harbour.....	28 $\frac{1}{2}$			3,993		Hardpan, sand and stones.
			168			34,266	
Spoon Dredge No. 7.....	Sections 5 to 10, Windmill Point	30 $\frac{1}{2}$			6,074		Tough clay and stones.
	Section 16, deepening berths..	4			675		Sand.
	Section 19, cleaning berths....	3			473		Sand and mud.
	Section 27, deepening shallow water berths.....	9			1,688		Gravel, sand, and stones.
	Section 32, dredging up sunken barge.....	3 $\frac{1}{2}$			236		Bricks.
	Sections 40 to 42, shoal places.	11 $\frac{1}{2}$			2,076		Sand and stones.
	Sections 42 and 43, berths at new pier.....	84			15,913		do
	Section 46, berths at sugar refinery pier.....	20 $\frac{1}{2}$			6,614		Sand.
				166			33,749
Totals.....		1,057	137,289	264,649	401,938		

Steamboat Inspection.

HARBOUR DREDGING.—Statement showing particulars of Cost of working the different Vessels employed in Harbour Dredging in 1896.

Vessels.	REPAIRS, MAINTENANCE AND STORES.	FUEL.	WAGES.	PROPOR- TION OF SALARIES OF FORE- MEN AND STAFF.	GRAND TOTALS.		SER- VICE.	COST PER DAY.
	Cost.	Cost.	Cost.	Cost.	Cost.	Totals.	Days.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.
Spoon Dredge No. 1.....	5,092 37	1,410 19	2,942 72	675 66	10,120 94		185	54 71
do No. 2.....	5,837 36	1,426 90	2,964 79	731 75	10,960 80		185	59 25
do No. 3.....	4,559 58	1,383 46	2,934 78	635 07	9,512 89		186	51 15
do No. 4.....	1,234 95	554 73	2,746 58	324 48	4,860 74		167	29 11
do No. 6.....	1,692 42	494 58	2,723 95	351 32	5,262 27		168	31 32
do No. 7.....	1,745 38	548 04	2,727 15	359 22	5,379 79		166	32 41
Dredges, totals.....	20,162 06	5,817 90	17,039 97	3,077 50	46,097 43		1,057	.....
Floating Derrick No. 1..	114 87	3 35	440 90	40 00	599 12		.....	.....
do No. 2..	1,317 65	321 46	1,750 80	241 84	3,622 75		153	23 67
do No. 3..	706 13	370 94	1,999 30	220 04	3,296 41		158	20 86
do No. 4..	2,077 47	618 22	4,203 86	493 57	7,393 12		185	39 42
do No. 5..	1,657 30	658 32	3,971 05	449 74	6,736 41		190	35 45
do No. 6..	1,449 52	745 21	4,484 26	477 81	7,156 80		188	38 07
Derrick, totals.....	7,322 94	2,708 50	16,850 17	1,923 00	28,804 61		874	.....
Tug "Aberdeen".....	890 85	1,497 08	1,987 67	313 00	4,688 60		200	23 44
do "St. Peter".....	613 81	1,692 57	1,976 55	306 39	4,589 32		199	23 06
do "Emma Munson".....	994 30	735 17	1,573 71	236 43	3,541 61		173	20 47
do "St. Louis".....	1,324 83	1,113 88	1,633 61	291 29	4,363 61		177	24 65
do "M.P. Davis" and sundries.....	1,021 29	.....	344 60	97 69	1,463 58		.....	.....
Tugs, total.....	4,845 08	5,038 70	7,518 14	1,244 80	18,646 72		749	.....
Scows and boxes, totals..	9,136 28	.....	.....	632 40	9,768 68	9,768 68	.....	.....
Grand totals ...	41,466 36	13,565 10	41,408 28	6,877 70	103,317 44	.....	.....	.....

HARBOUR DREDGING.—Statement showing Cost of Harbour Commissioners Dredging by the different Dredges with their proportion of Tug and Screw Service, for 1896.

Vessels.	Dredge Service.		Tug Service.		Screw and Box Service.		Dredge with Tug and Screw Service added.		Time of Service.	Cost per Working Day of Dredge.	Quantity Dredged.	Average Cost per Cubic Yard.	Additional Cost for unloading by Derricks.	Proportions of Materials Dredged.	
	Cost.	Proportion of Cost.	Cost.	Proportion of Cost.	Cost.	Proportion of Cost.	Cost.	Proportion of Cost.						Earth.	Rock.
Dredge No. 1.	\$ cts. 10,120 94	\$ cts. 3,263 61	\$ cts. 1,709 75	\$ cts. 15,094 30	81 59	106,710	1415	6 1/2	98 1/2	1 1/2					
do No. 2.	10,960 80	3,263 61	1,709 75	15,934 16	86 13	102,075	1561	6 1/2	39	61					
do No. 3.	9,512 89	3,281 26	1,719 00	14,513 15	78 03	87,130	1666	6 1/2	19	81					
Totals and average.	30,594 63	9,808 48	5,138 50	45,541 61	81 91	295,915	1539	6 1/2	54 1/2	45 1/2					
Dredge No. 4.	4,860 74	2,946 08	1,543 39	9,350 51	55 99	38,008	2460	6 1/2	100	.....				
do No. 6.	5,202 27	2,963 72	1,552 64	9,778 63	58 21	34,266	2853	6 1/2	92	8					
do No. 7.	5,379 79	2,928 44	1,534 15	9,842 38	59 29	33,749	2916	6 1/2	100	.....				
Totals and average.	15,502 80	8,838 24	4,630 18	28,971 22	57 83	106,023	2732	6 1/2	97 1/2	2 1/2					
Grand totals	46,097 43	18,646 72	9,768 68	74,512 83	.....	401,988	1854	6 1/2	66	34				

For full description of materials dredged at the different places by the various dredges see detailed statements and Engineer's Report for 1896.

HARBOUR Commissioners' Dredging Plant employed in the Harbour of Montreal in 1896—Concluded.

Description of Vessels.	HULL.			ENGINES.				Remarks.		
	Length over all.	Breadth of Beam.	Depth over all.	When Built.	Kind of Engine.	Number of Cylinders.	Diameter of Cylinders.		Length of Stroke.	Pressure of Steam.
	Ft. in.	Ft. in.			Capacity.		Inches.		Inches.	
1 sounding scow, No. 2.....	70 6	18 0	5 0	45 cubic yds.					All wood.
1 flat deck scow, No. 6.....	70 5	18 0	5 0	1873	do					
1 do No. 11.....	70 0	18 3	5 1	1874	do					
1 do No. 14.....	69 5	18 4	5 0	1875	do					
1 do No. 15.....	70 4	18 2	5 0	1875	do					
1 do No. 16.....	70 4	18 3	5 6	1875	do					
1 do No. 17.....	75 0	20 2	6 0	1876	do					
1 do No. 18.....	75 4	20 4	6 3	1876	do					
1 do No. 19.....	75 6	20 3	6 5	1878	do					
1 do No. 20.....	75 6	20 3	6 3	1878	do					
2 do Nos. 21 and 22.....	85 0	25 0	7 5	1891	do					
2 do Nos. 23 and 24.....	85 0	25 0	6 9	1891	do					
6 do Nos. 25 to 30.....	85 0	25 0	6 9	1892	do					
5 do Nos. 31 to 35.....	85 0	25 0	6 9	1893	do					

Derrick No. 1 was not used in 1896 and was dismantled at the close of the season. Tug "Davis" was not run during 1896.

Steamboat Inspection.

REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL, FOR THE YEAR 1896.

HARBOUR MASTER'S OFFICE,
MONTREAL, 11th January, 1897.

ALEXANDER ROBERTSON, Esq.,
Secretary Harbour Commissioners of Montreal.

DEAR SIR,—For the information of the Board of Harbour Commissioners, I beg to submit the following as my annual report for the year 1896, with four comparative statements, showing for the past ten years the number, tonnage, classification, greatest number in port at one time of vessels sea-going and inland, dates of the opening and closing of navigation; and two statements showing the nationality, and number and tonnage, of sea-going vessels consigned to the different shipping firms during the year 1896.

Seven hundred and nine (709) sea-going vessels arrived in port during the season, of the aggregate tonnage of 1,216,468 tons. Of these vessels 668 were built of iron, of an aggregate tonnage of 1,200,467 tons, and 41 of wood, of an aggregate tonnage of 16,001 tons, showing an increase in ocean tonnage of 147,082 tons over the previous year; of inland vessels, there arrived in port 4,832, of an aggregate tonnage of 1,004,117 tons, showing an increase of 334 vessels, and in tonnage, of 60,400 tons, and a total of 5,541 vessels of all classes, and 2,220,585 tons in tonnage; showing an increase of tonnage of vessels of all classes, of 207,482 tons.

Some of the principal items of exports and imports were:—

EXPORTS.

Lumber.—There were shipped during the season, of lumber, square and wane timber, to the United Kingdom and continental ports, 219,032,178 feet, board measure, showing an increase of 50,360,150 feet, and to River Plate, 7,790,166 feet, a decrease of 683,834 feet from the previous year.

Grain.—There were shipped to Europe, 7,027,058 bushels of wheat, 6,778 896 bushels of corn, 1,865,533 bushels of pease, 2,631,785 bushels of oats, 247,148 bushels of barley, 351,627 bushels of rye, making a grand total of 18,902,047 bushels and an increase of 11,875,842 bushels as compared with 1895.

Flour.—There were shipped 772,126 barrels, a decrease of 288,916 barrels from the previous year.

Meal.—There were shipped during the season 40,021 barrels, an increase of 3,860 barrels as compared with 1895.

Eggs.—Exportation of eggs is largely on the increase. There were shipped this season 141,853 cases, an increase of 46,956 cases over the previous year.

Cheese.—There were shipped 1,722,051 boxes, showing a decrease of 6,352 boxes from the previous year.

Butter.—There were shipped 157,642 packages, being an increase of 86,267 packages, as compared with 1895.

Apples.—There were shipped 725,016 barrels, showing the very large increase of 570,011 barrels, as compared with 1895.

Cattle.—There were shipped from Montreal 96,448 head of cattle, showing a decrease of 116 head, as compared with 1895.

Sheep.—There were shipped from Montreal 76,520 sheep, a large decrease of 138,988 sheep, as compared with 1895.

Horses.—There were shipped from Montreal 10,421 horses, showing a decrease of 2,047 as compared with 1895.

There were shipped by rail to Quebec, and then put on board steamships, 88 horses, 3,741 cattle, and 3,756 sheep.

Hay.—There were shipped during the season 12,507 tons, showing an increase of 437 tons, as compared with 1895.

IMPORTS.

Coal.—We had from Great Britain 42,598 tons, showing a decrease of 12,103 tons; from the United States, 205,979 tons, showing a decrease of 35,187 tons; from the maritime provinces, 669,386 tons, showing an increase of 47,647 tons, as compared with 1895. Of this coal 683,896 tons were discharged in the harbour, and 234,067 tons were discharged in the canal.

Cement.—We had 153,391 barrels, showing an increase of 6,420 barrels, as compared with 1895.

Scrap Iron.—We had 197,290 tons, showing an increase of 187,598 tons, as compared with 1895.

There were shipped to the lower ports during the season of 1896, 7,392 bushels of wheat, 11,142 bushels of corn, 11,729 bushels of pease, 1,343 bushels of oats, 250 bushels of barley, 336,348 barrels of flour, 7,903 barrels of meal, 6,876 packages of butter, 1,235 boxes of cheese, 740 cases of eggs, 6,976 barrels of apples.

REMARKS.

The large new pier at Hochelaga was completed in the fall, and two sailing ships loaded lumber there. This pier will afford large increased accommodation for the shipment of lumber, and now only requires the tracks laid down, to be used by the Grand Trunk and Canadian Pacific Railways. The new wharf at Windmill Point will, I hope, be finished in the early spring. It will afford large accommodation for the coal trade and is much needed in the harbour.

In July the harbour was honoured by H.M.S. "Tartar" and "Intrepid," the latter flying the flag of Vice Admiral Erskine, he having left his flagship at Quebec.

On the 1st of December the harbour commissioners' fleet was laid up in the harbour for the winter.

The wharfs were kept in good order during the season.

Yours respectfully,

THOMAS HOWARD,
Harbour Master.

Steamboat Inspection.

WEATHER REPORT FOR 1896.

Date.	Wind.	Temperature.	Remarks.
January 1	West	30 above	Fine day.
do 2	East	30 do	Steamer <i>Laurier</i> made a trip from Sorel.
do 3	do	30 do	Fine day; snow last night.
do 4	do	Zero	Cold morning.
do 5	do	22 below	Steamer <i>Laurier</i> caught in the ice.
do 6	do	21 do	Cold day.
do 7	do	16 do	Cold morning.
do 8	West	4 do	Fine day.
do 9	East	4 above	Snowing.
do 10	do	10 do	Fine day at 9 p. m.; ice shoved.
do 11	do	10 do	Snowing.
do 12	North	15 do	Fine day.
do 13	East	20 do	do
do 14	West	20 do	Fine morning.
do 15	North-east	13 do	Fine day.
do 16	West	20 do	do
do 17	East	15 do	Making road to Longueuil.
do 18	West	15 do	Crossing to Longueuil.
do 19	do	20 do	Fine day.
do 20	South	10 do	Fine weather.
do 21	do	20 do	Snowing.
do 22	do	21 do	Road-making to St. Lamberts.
do 23	West	20 do	Fine day.
do 24	do	16 do	Fine morning; snowstorm in p. m.
do 25	do	25 do	Fine day; good sleighing.
do 26	do	22 do	do
do 27	do	20 do	Fine morning.
do 28	do	13 do	Fine day.
do 29	do	8 do	Fine and cold.
do 30	do	8 do	Fine day.
do 31	North-east	5 do	Fine day; very good sleighing.
February 1	West	15 do	Snowing.
do 2	do	10 do	Fine day.
do 3	North-west	Zero	Cold morning.
do 4	East	10 above	Fine day.
do 5	do	25 do	Snowing.
do 6	do	30 do	Snowing; mild day.
do 7	do	33 do	Dull morning.
do 8	West	28 do	Fine day.
do 9	do	12 do	Snowing.
do 10	do	20 do	Fine morning.
do 11	do	25 do	Fine weather.
do 12	do	20 do	Cold morning.
do 13	do	12 do	Fine day.
do 14	do	20 do	do
do 15	East	5 below	Cold day.
do 16	West	7 do	do
do 17	North	15 do	do
do 18	West	19 do	do
do 19	North-east	5 above	Fine day.
do 20	West	15 do	do
do 21	do	10 do	Fine weather.
do 22	East	12 do	Fine day.
do 23	North-east	25 do	Snow and sleet.
do 24	West	33 do	Dull morning.
do 25	North	10 do	Fine day.
do 26	West	Zero	Fine morning.
do 27	do	do	Fine day.
do 28	do	25 above	do
do 29	do	26 do	do
March 1	East	35 do	Rain.
do 2	West	25 do	Fine day.
do 3	do	20 do	Snowing.
do 4	do	14 do	Fine day.
do 5	do	20 do	do
do 6	South	25 do	Mild day.
do 7	West	24 do	Snowing.
do 8	do	22 do	Fine day.
do 9	do	19 do	do
do 10	do	20 do	do

WEATHER REPORT FOR 1896—Continued.

Date.	Wind.	Temperature.	Remarks.
Mar. 11.....	West.....	10 above.....	Fine day.
do 12.....	do.....	20 do.....	Fine weather.
do 13.....	do.....	13 do.....	do
do 14.....	do.....	15 do.....	Fine day.
do 15.....	East.....	17 do.....	do
do 16.....	West.....	15 do.....	Snowing.
do 17.....	do.....	30 do.....	Fine day.
do 18.....	East.....	33 do.....	Dull day.
do 19.....	West.....	30 do.....	Snowing.
do 20.....	do.....	31 do.....	Dull day.
do 21.....	do.....	33 do.....	Fine day.
do 22.....	do.....	23 do.....	do
do 23.....	East.....	3 do.....	Fine but colder.
do 24.....	West.....	4 do.....	Fine day.
do 25.....	North-west.....	12 do.....	do
do 26.....	East.....	33 do.....	Fine weather.
do 27.....	West.....	30 do.....	Rain.
do 28.....	do.....	33 do.....	Snowing.
do 29.....	South.....	35 do.....	Fine day.
do 30.....	West.....	40 do.....	Rain and sleet.
do 31.....	do.....	45 do.....	Fine day.
April 1.....	do.....	35 do.....	do
do 2.....	do.....	36 do.....	do
do 3.....	do.....	40 do.....	do
do 4.....	do.....	38 do.....	do
do 5.....	North-east.....	35 do.....	Dull day.
do 6.....	West.....	40 do.....	Fine morning.
do 7.....	North-east.....	37 do.....	Fine day.
do 8.....	East.....	40 do.....	Fine morning.
do 9.....	West.....	38 do.....	Fine day.
do 10.....	do.....	43 do.....	do
do 11.....	do.....	43 do.....	Dull day, ice shoveled at 12 p. m.
do 12.....	do.....	40 do.....	Fine day at 7 p. m., rain.
do 13.....	do.....	46 do.....	Dull morning.
do 14.....	North.....	40 do.....	Cold, raw morning.
do 15.....	South-west.....	50 do.....	Fine day.
do 16.....	West.....	46 do.....	Water level with street.
do 17.....	do.....	40 do.....	Ice gone, water 35 feet.
do 18.....	North-east.....	45 do.....	Men started to clear ice off wharf.
do 19.....	West.....	78 do.....	Fine warm day, 5 p. m. rain.
do 20.....	South-west.....	60 do.....	Strs. <i>Longueuil</i> and <i>Hochelaga</i> arrived up at 1 p. m. to <i>Longueuil</i> .
do 21.....	North-east.....	40 do.....	Raw morning.
do 22.....	do.....	40 do.....	Str. <i>Charlemagne</i> arrived in port this a.m.
do 23.....	West.....	53 do.....	Men opening up the ramps.
do 24.....	North-east.....	45 do.....	Fine morning.
do 25.....	South.....	55 do.....	do
do 26.....	West.....	60 do.....	Fine day.
do 27.....	South-west.....	56 do.....	Strs. <i>Tiber</i> and <i>Acadian</i> arrived up from Sorel to load.
do 28.....	South-east.....	55 do.....	Str. <i>Fremona</i> and SS. <i>Vancouver</i> arrived in port to-day.
do 29.....	North-east.....	48 do.....	Fine day.
do 30.....	East.....	50 do.....	do
May 1.....	East.....	50 do.....	do canal opened.
do 2.....	West.....	55 do.....	do
do 3.....	do.....	65 do.....	do
do 4.....	do.....	60 do.....	2 p.m., rain.
do 5.....	East.....	62 do.....	Dull day.
do 6.....	do.....	40 do.....	Cold.
do 7.....	North-east.....	55 do.....	Fair.
do 8.....	South-west.....	60 do.....	Fine day.
do 9.....	West.....	65 do.....	do
do 10.....	do.....	84 do.....	7 p.m., rain.
do 11.....	South-east.....	60 do.....	Fine day.
do 12.....	North-east.....	70 do.....	do
do 13.....	do.....	58 do.....	do
do 14.....	do.....	60 do.....	do
do 15.....	do.....	58 do.....	6 p.m., rain.
do 16.....	South-west.....	60 do.....	Dull day.
do 17.....	West.....	59 do.....	do
do 18.....	North.....	60 do.....	do

Steamboat Inspection.

WEATHER REPORT FOR 1896—*Continued.*

Date.	Wind.	Temperature.	Remarks.
May 19.	West.	57 above.	Rather cold.
do 20.	do	60 do	Fine day.
do 21.	do	70 do	Fine morning.
do 22.	South-east.	65 do	Showery.
do 23.	West.	60 do	Fine.
do 24.	do	63 do	do
do 25.	do	60 do	do
do 26.	South	59 do	do
do 27.	West	62 do	Rain.
do 28.	North-east.	57 do	Dull day.
do 29.	South-west.	60 do	Fine day.
do 30.	do	60 do	Fine.
do 31.	do	62 do	do
June 1.	West.	60 do	Fine day.
do 2.	North-west.	59 do	do
do 3.	do	70 do	do
do 4.	West.	75 do	Fine.
do 5.	do	81 do	do
do 6.	North-west.	76 do	Dull day.
do 7.	East.	75 do	Rain last night.
do 8.	West.	65 do	Showers.
do 9.	North-west.	70 do	do
do 10.	West.	60 do	Fine.
do 11.	do	67 do	do
do 12.	North-east.	62 do	Dull day.
do 13.	do	65 do	do
do 14.	West.	70 do	Fine day.
do 15.	do	69 do	Fine.
do 16.	do	73 do	do
do 17.	do	73 do	do
do 18.	do	80 do	do
do 19.	do	75 do	do
do 20.	do	75 do	Cloudy.
do 21.	South-east	70 do	Rain.
do 22.	West.	71 do	Fine day.
do 23.	do	72 do	Fine.
do 24.	do	69 do	do
do 25.	North-west.	73 do	do
do 26.	West.	69 do	do
do 27.	do	75 do	do
do 28.	do	70 do	5 p.m., rain.
do 29.	South-west.	69 do	Cloudy.
do 30.	West.	65 do	do
July 1.	West.	70 do	Fine day.
do 2.	do	80 do	Blowing hard.
do 3.	East.	60 do	Great change.
do 4.	do	65 do	Rain.
do 5.	North-east.	66 do	Cloudy.
do 6.	South-west.	64 do	Dull day.
do 7.	West.	70 do	Cloudy.
do 8.	do	74 do	Dull.
do 9.	do	75 do	Overcast.
do 10.	do	75 do	Fine day.
do 11.	do	80 do	Very warm.
do 12.	do	86 do	"
do 13.	do	80 do	Rain storm.
do 14.	do	75 do	Fair.
do 15.	do	75 do	Rain.
do 16.	do	70 do	Cloudy.
do 17.	do	70 do	Fine day.
do 18.	do	80 do	Fine and warm.
do 19.	do	80 do	Fine but warm.
do 20.	North-east.	75 do	Rain.
do 21.	West.	80 do	Cloudy.
do 22.	North-east.	80 do	11 p.m., thunder storm.
do 23.	West.	68 do	Fine.
do 24.	do	75 do	do
do 25.	North-west.	75 do	do
do 26.	West.	85 do	do
do 27.	do	80 do	Warm.

WEATHER REPORT for 1896—Continued.

Date.	Wind.	Temperature.	Remarks.
July 28.....	West.....	80 above.....	Warm.
do 29.....	do.....	85 do.....	Very warm.
do 30.....	do.....	80 do.....	6 p.m., rain.
do 31.....	do.....	80 do.....	Fine.
August 1.....	do.....	70 do.....	Fine day.
do 2.....	do.....	72 do.....	Fine.
do 3.....	do.....	75 do.....	do
do 4.....	do.....	80 do.....	Warm day.
do 5.....	North-east.....	67 do.....	Rain.
do 6.....	East.....	65 do.....	Rain all day.
do 7.....	North-east.....	69 do.....	Dull day.
do 8.....	North.....	80 do.....	Warm.
do 9.....	West.....	83 do.....	Very warm.
do 10.....	do.....	76 do.....	Warm.
do 11.....	do.....	85 do.....	Fine but very warm.
do 12.....	do.....	89 do.....	Very warm.
do 13.....	North-east.....	70 do.....	Fine day.
do 14.....	West.....	77 do.....	Fine.
do 15.....	South-west.....	75 do.....	do
do 16.....	East.....	75 do.....	Rain.
do 17.....	West.....	70 do.....	Fine day.
do 18.....	East.....	65 do.....	Rain.
do 19.....	North.....	60 do.....	Cloudy.
do 20.....	West.....	63 do.....	Fine.
do 21.....	do.....	67 do.....	do
do 22.....	South.....	62 do.....	Dull day.
do 23.....	do.....	65 do.....	Rain.
do 24.....	West.....	75 do.....	Fine day.
do 25.....	do.....	65 do.....	Rain.
do 26.....	do.....	72 do.....	Cloudy.
do 27.....	South.....	66 do.....	Rain.
do 28.....	West.....	68 do.....	Fine.
do 29.....	do.....	70 do.....	do
do 30.....	do.....	65 do.....	do
do 31.....	North.....	65 do.....	Overcast.
September 1.....	West.....	62 do.....	Fine day.
do 2.....	do.....	60 do.....	Fine.
do 3.....	South-east.....	60 do.....	Rain.
do 4.....	West.....	60 do.....	Cloudy.
do 5.....	do.....	57 do.....	Colder last night, temperature 47.
do 6.....	do.....	62 do.....	Fine day.
do 7.....	North-west.....	64 do.....	Fine.
do 8.....	West-east.....	60 do.....	do
do 9.....	North-east.....	62 do.....	do
do 10.....	do.....	65 do.....	do
do 11.....	North.....	73 do.....	Fine temperature 8 p.m. 80.
do 12.....	West.....	65 do.....	Fine.
do 13.....	North-west.....	65 do.....	do
do 14.....	North-east.....	62 do.....	Dull day.
do 15.....	North-west.....	65 do.....	Fine day.
do 16.....	North-east.....	65 do.....	Fine.
do 17.....	do.....	56 do.....	Rain.
do 18.....	South-west.....	60 do.....	Dull day.
do 19.....	do.....	60 do.....	Rain.
do 20.....	West.....	50 do.....	Fair.
do 21.....	do.....	58 do.....	Fine.
do 22.....	North-west.....	42 do.....	Cold day.
do 23.....	North.....	44 do.....	Cold.
do 24.....	West.....	52 do.....	Dull day.
do 25.....	South.....	59 do.....	Fine day.
do 26.....	South-west.....	64 do.....	Fine.
do 27.....	West.....	70 do.....	Rain.
do 28.....	do.....	52 do.....	Fine.
do 29.....	North-east.....	55 do.....	do
do 30.....	South-east.....	63 do.....	Dull and cloudy.
October 1.....	South-west.....	60 do.....	Rain.
do 2.....	North-east.....	48 do.....	Blowing a gale.
do 3.....	do.....	52 do.....	Fine day.
do 4.....	do.....	50 do.....	Fine.
do 5.....	do.....	45 do.....	do

Steamboat Inspection.

WEATHER REPORT FOR 1896—*Continued.*

Date.	Wind.	Temperature.	Remarks.
October 6.	North-east	45 above	Raw day.
do 7.	do	45 do	Rain.
do 8.	West	44 do	Fine day.
do 9.	do	43 do	Fine.
do 10.	North-east	41 do	do
do 11.	West	43 do	do
do 12.	North-east	46 do	do
do 13.	do	46 do	do
do 14.	do	44 do	do
do 15.	do	46 do	Fair.
do 16.	West	44 do	Rain.
do 17.	do	40 do	Dull day.
do 18.	do	44 do	Rain.
do 19.	South-west	40 do	Fine.
do 20.	South-east	40 do	Rain.
do 21.	South-west	50 do	Dull and cloudy.
do 22.	West	43 do	Dull.
do 23.	do	42 do	do
do 24.	do	44 do	Frost last night.
do 25.	do	30 do	Fine but cold.
do 26.	South-west	42 do	Fine.
do 27.	West	47 do	do
do 28.	North-east	38 do	Fair.
do 29.	South-west	48 do	Rain.
do 30.	North-east	48 do	Dull and cloudy.
do 31.	North	50 do	Cloudy.
November 1.	North	50 do	Fine day.
do 2.	South-west	48 do	Fine weather.
do 3.	North-east	42 do	Fine.
do 4.	do	38 do	do
do 5.	South-east	52 do	Rain.
do 6.	South-west	46 do	Cloudy
do 7.	do	44 do	Fine day.
do 8.	do	37 do	Snow and sleet.
do 9.	do	40 do	Fine.
do 10.	do	42 do	Cloudy.
do 11.	do	44 do	Rain.
do 12.	North-east	35 do	Fine day.
do 13.	do	36 do	Cloudy at 5 p.m., 5 of Allan Line steamers in po
do 14.	North-west	30 do	Snow storm last night.
do 15.	do	28 do	Disagreeable weather.
do 16.	do	30 do	Snowing.
do 17.	do	45 do	Fine.
do 18.	North-east	32 do	Rain storm at 7 p.m.
do 19.	North-west	30 do	Cold day.
do 20.	do	14 do	At 8 p.m. quite cold.
do 21.	South-west	24 do	Cloudy.
do 22.	North-east	22 do	Cold.
do 23.	do	12 do	S. S. Baltimore City left at 8 a.m. last steamer for sea.
do 24.	West	42 do	Dull day.
do 25.	South-east	20 do	Str. Hamilton gone to winter quarters at Sorel last Upper Canada boat.
do 26.	North-east	30 do	Snow and sleet.
do 27.	South-west	40 do	Rain.
do 28.	do	40 do	Men taking down sheds.
do 29.	North-west	34 do	Fair weather.
do 30.	South-west	27 do	Snow storm. Harbour Commissioners fleet gone into winter quarters.
December 1.	West	20 do	Fine day.
do 2.	North-west	15 do	Ice forming in harbour.
do 3.	North-east	18 do	Str. "Berthier" gone to winter quarters.
do 4.	do	30 do	Raw day.
do 5.	North-west	28 do	Cold day.
do 6.	North-east	28 do	Fine day.
do 7.	North-west	28 do	Fine.
do 8.	West	32 do	do
do 9.	North-west	34 do	do
do 10.	North-east	32 do	Raw day.
do 11.	West	28 do	Cold.
do 12.	do	30 do	Fine.

WEATHER REPORT for 1896.—*Continued*

Date.	Wind.	Temperature.	Remarks.
December 13..	North-west.....	32 above.....	do
do 14....	North-east.....	20 do.....	do
do 15....	do.....	Zero.....	Cold day.
do 16....	do.....	7 above.....	do
do 17....	do.....	12 do.....	Fine.
do 18....	do.....	18 do.....	do
do 19....	West.....	12 do.....	Str. Longueuil gone to winter quarters, close of navigation.
do 20....	do.....	2 do.....	Snow this morning.
do 21....	North-east.....	Zero.....	Fine day.
do 22....	South-east.....	4 below.....	Fine, fair sleighing.
do 23....	do.....	4 do.....	Cold day.
do 24....	North-west.....	3 do.....	Cold.
do 25....	West.....	10 above.....	Fine day.
do 26....	do.....	26 do.....	Fine.
do 27....	South-west.....	Zero.....	Fine weather.
do 28....	South.....	10 above.....	Fine.
do 29....	South-east.....	20 do.....	Dull day.
do 30....	do.....	30 do.....	Mild day.
do 31....	North.....	12 do.....	Cold wind.

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port the past ten years, with the dates of the greatest number in Port at one time.

Years.	Steamships. Tonnage.	Ships. Tonnage.	Barques. Tonnage.	Brigs. Tonnage.	Brigantines. Tonnage.	Schooners. Tonnage.	Total Number of Vessels.	Total Tonnage.	Number Port.						
1887..	600	807,491	7	8,648	68	43,275	2	1,118	7	2,031	82	8,194	767	807,773	37, July 21
1888..	532	742,276	7	9,634	32	20,208	..	..	10	2,631	74	7,714	655	782,473	36, June 27
1889..	522	763,783	8	11,923	49	33,982	4	1,239	11	2,356	101	9,882	695	823,165	39, Aug. 14
1890..	624	889,189	9	13,127	33	19,442	2	590	8	1,323	70	6,671	746	930,332	37, Sept. 3
1891..	631	903,043	11	16,113	15	11,054	1	149	9	2,127	58	6,174	725	9,8657	46, Aug. 19
1892..	658	1,004,396	8	11,705	21	15,405	1	149	1	809	45	4,243	735	1,036,707	39, July 12
1893..	737	1,128,653	3	4,014	11	8,893	..	..	5	1,856	48	8,356	804	1,151,777	42, July 19
1894..	684	1,079,313	3	4,324	14	9,609	..	..	5	901	28	2,762	734	1,096,909	32, May 23
1895..	592	1,055,611	1	1,545	9	7,714	..	..	7	1,689	31	2,827	640	1,069,386	25, June 18
1896..	669	1,200,543	5	7,350	6	4,003	..	..	9	2,052	20	2,520	709	1,216,468	37, July 29

THOMAS HOWARD,
Harbour Master.

Steamboat Inspection.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the number, Tonnage and Classification of Sea-going Vessels that arrived in Port from the Maritime Provinces the past ten years.

Year.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.
1887.....	224	194,028	2	2,389	11	8,676	1	313	2	342	36	3,139	276	208,882
1888.....	213	195,598	1	1,199	4	3,079	.....	.....	3	701	35	3,375	256	203,952
1889.....	184	174,076	.....	.....	1	998	.....	.....	3	441	52	4,668	240	179,183
1890.....	252	235,722	.....	.....	.....	.....	.....	.....	1	170	42	3,714	295	329,606
1891.....	272	260,702	.....	.....	2	1,462	.....	.....	2	520	29	3,067	305	266,751
1892.....	289	275,040	.....	.....	3	2,215	1	149	2	340	36	2,214	331	280,958
1893.....	333	324,188	.....	.....	.....	.....	1	169	.....	.....	34	2,577	368	326,934
1894.....	349	362,945	.....	.....	3	2,323	.....	.....	4	609	23	2,230	379	368,107
1895.....	256	296,256	.....	.....	.....	.....	.....	.....	5	1,070	30	2,734	291	300,060
1896.....	252	292,881	.....	.....	1	178	.....	.....	4	734	15	1,188	272	294,981

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Inland Vessels that arrived in Port the past ten years, with the greatest number in Port at one time.

Years.	Number of Vessels.	Tonnage.	Greatest Number in Port at one time.
1887.....	5,367	791,452	189—30 May.
1888.....	5,500	863,014	163—14 Aug.
1889.....	5,847	1,069,709	187—15 do
1890.....	5,162	966,959	167—20 Oct.
1891.....	5,268	1,119,484	151—7 Sept.
1892.....	5,200	1,049,600	159—6 Aug.
1893.....	5,244	1,153,600	158—25 July.
1894.....	4,666	979,809	172—20 May.
1895.....	4,498	943,717	165—20 July.
1896.....	4,832	1,004,117	160—11 June.

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Dates of the opening and closing of Navigation, first arrival from Sea and the last departure for Sea, the past ten years.

Years.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1887.....	1 May	23 December	3 May	28 November ...
1888.....	29 April	14 do	4 do	22 do
1889.....	14 do	29 do	27 April	23 do
1890.....	14 do	3 do	30 do	24 do
1891.....	17 do	17 do	27 do	21 do
1892.....	13 do	23 do	23 do	27 do
1893.....	24 do	4 do	3 May	23 do
1894.....	12 do	26 do	27 April	24 do
1895.....	20 do	6 do	27 do	25 do
1896.....	22 do	19 do	28 do	23 do

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

STATEMENT showing the Nationality and Tonnage of Sea-going Vessels that arrived in Port during the Season of 1896, that were navigated by 21,853 seamen.

Nationality.	Number of Vessels.	Tonnage.
British	675	1,172,848
Norwegian	13	18,746
German	10	18,594
American	10	5,971
Russian	1	309
Total.....	709	1,216,468

THOMAS HOWARD,
Harbour Master.

Steamboat Inspection.

PORT OF MONTREAL.

NUMBER and Tonnage of Sea-going Vessels that were consigned to the following Merchants during the Season of 1896.

No.	Name of Firms.	Steam	Tonnage.	Sail.	Tonnage.	Total Vessels.	Total Tonnage.
1	Kingman, Brown & Co.....	177	216,794			177	216,794
2	H. & A. Allan.....	88	213,649			88	213,649
3	Elder, Dempster & Co.....	64	158,704			64	158,704
4	D. Torrance & Co.....	46	133,273			46	133,273
5	R. Retord & Co.....	68	132,479			68	132,479
6	McLean, Kennedy & Co.....	64	105,749	9	6,409	73	112,158
7	D. W. Campbell.....	24	60,388			24	60,388
8	Carbray, Routh & Co.....	37	43,379			37	43,379
9	Wm. Johnston & Co.....	15	35,953			15	35,953
10	Hy. Dobell & Co.....	29	21,551			29	21,551
11	J. G. Brock.....	16	18,412	8	619	24	19,031
12	James Thom.....	10	19,023			10	19,023
13	International Coal Co.....	11	12,008			11	12,008
14	Munderloh & Co.....	6	10,720			6	10,720
15	Anderson, McKenzie & Co.....	1	53	8	6,548	9	6,601
16	Imperial Government.....	2	5,370			2	5,370
17	Kingston and Montreal Forwarding Co.....	3	5,208			3	5,208
18	J. Hope & Co.....	2	2,834			2	2,834
19	C. A. Boucher.....			14	2,204	14	2,204
20	Three others.....	6	4,996	1	145	7	5,141
	Total.....	669	1,200,543	40	15,925	709	1,216,468

THOMAS HOWARD,
Harbour Master.

APPENDIX No. 3.

REPORT OF THE HARBOUR COMMISSIONERS OF TORONTO FOR YEAR
ENDED 31st DECEMBER, 1896.

FORTY-SIXTH ANNUAL REPORT.

To the Commissioners of the Harbour of Toronto :

GENTLEMEN,—I have the honour to submit the annual report for the year 1896.

The harbour was clear of ice on March 28th, 9 days earlier, and was frozen over on December 22nd, 11 days later than last year. The harbour last winter was frozen over for 110 days. The greatest duration of ice since the winter of 1886-87.

The first arrival with freight was the stone hooker "Zebra," Capt. W. Hind, on 8th April.

The number of arrivals at this port during the season was 2,207, two hundred and eighty-seven less than last year. The falling off was chiefly among the schooners and was in the stone hooker class, there being no trade in stone during the latter part of the year.

	1895.	1896.	Increase.	Decrease.
Steamers loaded	1,253	1,239		14
do light	102	12		90
Propellers loaded	132	231	99	
do light	98	51		47
Schooners loaded	883	655		228
do light	26	19		7

The number of vessels wintering here is 79, viz. :—20 schooners, 20 steamers, 14 propellers and tugs, 9 steam launches, 14 sailing yachts and 2 barges, in all about 15,347 tons.

Cash receipts from all sources, including balance from last year, amounts to \$20,855.85.

Expenses of all kinds, including the payment of five bonds for \$1,000.00 each, which matured on July 2nd, amount to \$15,423.51, showing a credit balance of \$5,432.34.

The receipts of coal by water for the year were 153,094 tons, of which 11,785 tons were soft coal. This is a reduction of 9,384 tons compared with last year. The total receipts of coal per water and rail, per returns from the custom house, were 324,152 tons of anthracite and 278,797 tons of bituminous ; total 601,949 tons.

The falling off in the receipts of coal by water may be explained partly by the mild autumn, during which the local deliveries were light, leaving the yards well stocked until too late for navigation ; and partly by the formation of shoals at both entrances to the harbour, which with the continued low water in Lake Ontario did not admit of vessels being loaded to their full capacity. This, together with the low rates which ruled during the fall, discouraged owners, who laid up their vessels earlier than usual.

But to compensate for this falling off in coal there has been a considerable increase in general merchandise, and particularly in fruit, the dues from which latter class of goods were \$900.39 in excess of last year, no less than 252,185 packages having been carried by water this season.

The dredging which cost \$3,338.82 was chiefly done at the various coal docks and consumed the greater portion of the year, leaving the western channel for next season. Soundings were taken at the Queen's wharf on December 2nd, and a considerable quantity of sand, &c., will have to be removed if a uniform depth of 12 feet is to be maintained.

Steamboat Inspection.

The highest water for the year was 4 inches above zero on May 28th.

The lowest water for the year was 20 inches below zero on January 20th.

The average for the year is $8\frac{3}{4}$ inches below zero, being $3\frac{1}{2}$ inches higher than the average of last year.

The government engineer of the harbour works at the eastern entrance reports as follows :

"The work done last year at the eastern entrance was completing the superstruction on the cribs and repairing the damage done to the piers by the winter gales. Brush mattresses were sunk at the north end of the west pier and at the south end of the east pier on the channel side, and covered with large stones which have been brought above water level, in order to prevent further scouring and settling of the piers."

As the commissioners are aware exception has been taken to the placing of these stones, which are considered by vessel men a dangerous menace to navigation.

The fog horn was sounded on 28 days, viz. : 5 in April ; 3 in May ; 2 in June ; 6 in July ; 2 in August ; 5 in September ; 1 in October ; 3 in November ; and 1 in December. I believe this service has been fairly well rendered this year.

Mr. Ald. Graham resigned his position as commissioner on May 14th, and Mr. Ald. Jolliffe, who had been appointed by the City Council in Mr. Graham's stead, took his seat at the board.

Mr. Morgan Baldwin retired from the service on Sept. 24th, and Deputy Harbour Master Mr. Postlethwaite was appointed harbour master. On October 2nd Captain Taylor, lighthouse-keeper at Queen's wharf, was relieved of his duties, and Captain Hall was appointed in his place. Captain Taylor has been for 20 years a faithful and efficient servant of the commissioners, but his advanced age and increasing feebleness rendered his withdrawal necessary.

The foundations of the dwelling house at the Queen's wharf have given way and the building has settled considerably. Repairs are now being made under the supervision of the commissioners' engineer, Mr. Kivas Tully, and the house will be ready for occupation about the 1st March. The engineer's report will furnish further details.

The lights at the lighthouses have been found defective and out of date. The lanterns were originally constructed to burn oil and were not materially altered when the more modern gas was introduced. The reflectors and lens also are old fashioned and obsolete. An estimate for remodelling and modernizing them has been approved by the commissioners, and the lights will be greatly increased in power and brilliancy by the spring.

The boat purchased in 1892 is found to be too large and cumbersome for the purpose for which it is intended and, if desired, I will at a future meeting of the board submit a scheme whereby a lighter and more efficient boat may be procured without additional cost.

There have been but few disasters to the Toronto fleet this year. The schooner "Speedwell" was burnt at her moorings in the harbour in June. The S. B. "Shickluna" with her consort "S. Louis" were blown ashore in Lake Huron during a gale on September 28th. They were got off, however, and after being dry docked and repaired are in good shape for next season. The propeller "Acadia," owned in Hamilton, went ashore near Michipicoten in a snow storm on November 12th and became a total wreck. These with some damage to stone hookers by a spring freshet in the Credit River are all the disasters I have to record. There was no loss of life.

During the year the Niagara Navigation Company have added the SS. "Corona" to their fleet to take the place of the S.S. "Cibola," which was destroyed last year by fire. The "Corona" was launched on May 23rd from Bertram's shipyard and made her first trip to Niagara on August 19th. She is well adapted for the route and from the first became a favourite with the travelling public.

I remain,

Your obedient servant,

COLIN W. POSTLETHWAITE,

Harbour Master.

TORONTO HARBOUR WORKS.

TORONTO, January 7th, 1897.

SIR,—I have the honour to report that tenders were received on the 29th of April last, for the dredging required in the harbour for 1896, the lowest being that of A. Coghill, viz., 11½c. per cubic yard. The quantity dredged at the wharf was as follows :

Conger & Co.'s Wharf	352	cubic yards.
Elias Rogers & Co.'s Wharf	8,921	do
Medler & Arnot Wharf	1,634	do
Reid's Wharf	438	do
Princess Street Wharf	8,313	do
Polson Iron Works Co. Wharf	6,053	do
Electric Light Co. Wharf	437	do
Total	26,148	do

As nearly all the dredging at the east end of the harbour is caused by the deposit from the River Don, as stated in last year's and other reports, I cannot too strongly urge the necessity of the diversion of the River Don into Ashbridge's Bay, as arranged between the board and the city corporation in 1892, by which improvement this annual expense would be avoided. The question is still under consideration by the City Council.

Full particulars respecting this diversion and the construction of the proposed trunk sewer, were given in a joint communication by the harbour master and myself, as ordered by the board in May last, and forwarded to His Worship the Mayor. The communication was accompanied by a statement prepared by the deputy harbour master, showing the cost of dredging from 1865 to 1895, amounting to \$163,861.91, the greater part of which would have been saved by the diversion of the River Don, and the construction of a trunk sewer. In a sanitary point of view, the city would be materially benefited by these improvements, which I trust may not much longer be deferred.

Tenders were also received on the 7th of April for repairs to the sheet piling south of the breakwater, the lowest being that of Messrs. Medler & Arnot. The repairs were completed early in June at a cost of \$1,378.00. Early in September the east end of the breakwater was damaged by a tug moored to the breakwater, dragging away a nigger-head and 30 feet of the capping, which, on examination, was found to be decayed.

By orders of the board, the capping, &c., was replaced, and the planking on the south side repaired by day work, the cost being \$293.82. In accordance with the directions of the board, I examined the condition of the light-keeper's house at the Queen's wharf, which was erected in 1861, and removed to its present position in 1881, and found that sundry repairs would be required, which are now being carried out, and will soon be completed.

Owing to the continued low level of the water in Lake Ontario, dredging will be required in the western channel during the ensuing season, as previously reported.

I remain,

Your obedient servant,

KIVAS TULLY,

Engineer.

A. B. LEE, Esq.,

Chairman Toronto Harbour Commissioners.

Steamboat Inspection.

SECRETARY of the Toronto Harbour Trust in account with the Commissioners for the year ended 31st December, 1896.

DR.	GENERAL BALANCE SHEET.		CR.		
	\$	cts.	\$	cts.	
Wharf property.....	43,073	72	Debentures (not matured).....	20,000	00
Elevator.....	10,250	00	Profits and loss.....	39,337	37
Office furniture.....	581	31			
Cash in bank.....	5,425	11			
Cash in till.....	7	23			
	59,337	37		50,337	37

We have examined the books and vouchers, and have compared the balance sheet as above with the said books, &c., and we certify the same to be correct, and to represent a true statement of the affairs of the trust at this date, 31st December, 1896.

ARTHUR B. LEE,
Chairman.

THOS. DAVIES,
JAMES JOLLIFFE,
W. A. GEDDES, } *Commissioners*

W. R. HARRIS,
S. BRUCE HARMAN, } *Auditors.*

COLIN W. POSTLETHWAITE,
Harbour Master.

TORONTO, 2nd January, 1897.

RECEIPTS and Expenditure of the Toronto Harbour Trust for the year 1896.

RECEIPTS.	\$	cts.	EXPENDITURE.	\$	cts.
Cash in bank.....	573	31	Charges.....	300	00
Cash in hand.....	11	84	Premium and interest.....	1,125	00
City corporation water works.....	66	66	Lights, buoys and beacons.....	141	81
Canadian Pacific Railway Company.....	5,000	00	Insurance.....	124	75
Interest on deposit.....	121	75	Salaries.....	2,604	94
Harbour dues.....	10,082	29	Repair account.....	1,903	65
Special deposit.....	5,000	00	Printing and stationery.....	49	94
			Office expenses and rent.....	759	90
			Dredging.....	3,338	82
			Engineer's fees.....	49	70
			Surveyor's fees.....	25	00
			Bonds matured.....	5,000	00
			Cash in bank.....	5,425	11
			Cash in hand.....	7	23
	20,855	85		20,855	85

Audited and found correct.

TORONTO, 2nd January, 1897.

W. R. HARRIS,
S. BRUCE HARMAN, } *Auditors.*

DR.	PROFIT AND LOSS.		CR.		
	\$	cts.	\$		
Charges	300	00	Balance per ledger.....	34,490	18
Premium and interest.....	1,125	00	Harbour dues.....	10,082	29
Lights, buoys and beacons.....	75	15	Interest on deposit.....	121	75
Insurance.....	124	75	Canadian Pacific Railway Company..	5,000	00
Salaries.....	2,604	94			
General repairs.....	1,903	65			
Printing and stationery.....	49	94			
Office expenses and rent.....	759	90			
Dredging.....	3,338	82			
Engineer's fees.....	49	70			
Surveyor's fees.....	25	00			
Balance to credit of profit and loss.....	39,337	37			
	49,694	22		49,694	22

Audited and found correct.

TORONTO, 2nd January, 1897.

W. R. HARRIS,
S. BRUCE HARMAN, } *Auditors.*

STATEMENT OF ACCOUNTS IN DETAIL.

1896.	FURNITURE ACCOUNT.	\$	cts.	\$	cts.
Dec. 31....	Amount per ledger folio 464.....				581 31
	PROPERTY ACCOUNT.				
Dec. 31....	Amount per ledger folio 408.....				43,073 72
	ELEVATOR.				
Dec. 31....	Amount per ledger folio 408.....				10,250 00
	GENERAL REPAIR ACCOUNT.				
April 9....	Advertising for tenders.....	30	20		
June 16....	Medler & Arnot, repairs to breakwater.....	1,714	18		
do —	Engineer's fees.....	70	75		
Dec. 31....	Repairs to house at Queen's wharf.....	88	52		1,903 65
	CHARGES.				
Jan. 10....	Commissioners and auditors' fees.....				300 00
	LIGHTS, BUOYS AND BEACONS.				
Mar. 9....	R. Lewis & Son, paints, &c.....	10	85		
May 27....	Posting "notices to mariners".....	4	82		
July 18....	Repairing buoys.....	3	75		
do 18....	Removing logs.....	1	00		
Aug. 7....	"Mail" jobbing account, notices.....	5	25		
Dec. 4....	Placing buoys, per contract.....	54	00		
do 31....	Gas account for year.....	56	89		
do 31....	Soundings in channel.....	5	25		
	LESS—Paid by city, per agreement.....				141 81
					66 66
	INSURANCE.				75 15
Jan. 21....	Premium on light houses.....	8	00		
Aug. 31....	do elevator.....	116	75		124 75

Steamboat Inspection.

STATEMENT OF ACCOUNTS IN DETAIL—*Concluded.*

		SALARIES ACCOUNT.		
Oct.	31	Morgan Baldwin	1,000 00	
Dec.	31	C. W. Postlethwaite	854 94	
do	31	Captain Archibald Taylor	600 00	
do	31	Captain William Hall	150 00	
				2,604 94
		PRINTING AND STATIONERY.		
Jan.	10	Brown Bros., 1/2 ream foolscap	2 25	
do	10	Copp Clark Co., envelopes	5 50	
Feb.	4	Arcade Printing Co., annual report	15 00	
April	15	do manifests	3 50	
July	15	Blight & Co., blotting paper	2 50	
May	22	Arcade Printing Co., notices of meeting	1 75	
do	22	Brown Bros., guard book	1 25	
Nov.	1	Rowse & Hutchison, diary	1 00	
Dec.	31	Petty cash, pens, ink, stamps	17 19	
				49 94
		OFFICE EXPENSES.		
Nov.	1	Rent for one year	650 00	
do	1	Rent of 2 telephones for year	90 00	
Jan.	15	1 directory	5 00	
Oct.	3	Repairing clock, Ryrie Bros.	1 25	
Nov.	1	Water rate at Queen's wharf	2 40	
		Petty cash	11 25	
				759 90
		DREDGING ACCOUNT.		
		Coghill & Co., per contract	2,987 01	
		K. Tully, engineer's fees	150 31	
		J. McGill, check clerk	170 00	
		F. Jackman, removing logs	6 00	
		Advertising for tenders	25 50	
				3,338 82
		ENGINEER'S FEES.		
		For sundry reports on harbour		49 70
		SURVEYOR'S FEES.		
		R. P. Fairbairn, surveying water lots		25 00
		DEBENTURE ACCOUNT.		
July	2	Taking up 5 commissioners' bonds		5,000 00
		PREMIUM AND INTEREST ACCOUNT.		
July	2	To half year's interest on 25 bonds	625 00	
Dec.	31	do 20 do	500 00	
				1,125 00
		INTEREST ACCOUNT.		
June	1	By half year's interest on deposit	6 90	
do	30	do special deposit	92 05	
Nov.	30	do deposit	23 40	
				122 35
July	31	To interest on overdraft		0 60
				121 75

COMPARATIVE STATEMENT.—Goods arrived per steamer and vessel for the years 1895 and 1896.

Description of Goods.	1895.	1896.	Description of Goods.	1895.	1896.
General merchandise... tons.	7,350	13,768½	Fruit		313
Coal	162,478	153,094	Fire bricks.....		47,000
Lake stone..... toise.	2,008½	1,565½	Common bricks.....	873,500	237,100
Building stone..... tons.	438	6	Shingles..... bdles.	227	
Moulding sand..... "	76		Lumber..... ft. b. m.	3,030	1,005,000
Fruit	3,214	4,979	Grain..... bush.	110,700	121,800
do	2,161	7,807	Sheep.....	7	
do	77,976	239,086	Horses, vehicles, &c.....	140	176

COLIN W. POSTLETHWAITE,

Harbour Master.

TORONTO, 1st January, 1897.

Steamboat Inspection.

APPENDIX No. 4

REPORT OF THE QUEBEC HARBOUR COMMISSIONERS FOR THE YEAR 1896.

(Under 38 Victoria, Chapter 55, Section 14.)

QUEBEC, 2nd January, 1897.

To the Honourable L. H. DAVIES,
Minister of Marine and Fisheries, &c.,
Ottawa.

SIR,—In compliance with the requirements of the 38th Victoria, chapter 55, section 14, I have the honour to report as follows on the doings of the Quebec Harbour Commissioners for the year 1896.

CHIEF ENGINEER'S REPORT.

The annexed report (marked A) from the chief engineer, Mr. St. George Boswell, conveys the usual information in relation to the harbour works, and the additions and reparations made to them, and to the other properties of the commissioners during the year.

WARFINGER'S REPORT.

The annexed report (marked A 1) from the wharfinger, Mr. Jas. F. Golden, gives all the usual information regarding the number of vessels using the Louise docks, cargoes loaded and discharged, passengers landed at Immigration Department, and the surface traffic over this portion of the commissioners' property during the year 1896.

HARBOUR MASTER'S REPORT.

The report (marked A 2) from the harbour master, Mr. James C. Sullivan, gives information regarding the opening and closing of navigation, formation of ice, disposal of ballast, &c. The commissioners are pleased to record that during the past season no ballast has been allowed to be dumped into the harbour, all of it either having been utilized for the Point-à-Carcy wharf proper, or in the new deep water front that is being added to it.

REVENUE AND EXPENDITURE.

The commissioners' revenue for 1896 was \$70,135.04, and the working expenses \$33,339.63, thus leaving a surplus of \$36,795.41 on the year's operations. Included in this surplus of \$36,795 is the charge of \$13,845.48—for rent of ground occupied by the immigration buildings.

CAPITAL ACCOUNT.

The following has been the expenditure on capital account:—

Point-à-Carcy Wharf	\$ 847 90
Tools account	43 75
Point-à-Carcy deepening	17,953 92
Harbour improvements	448 38
	<hr/>
	\$ 19,293 95

PREMISES LEASED.

The only change that has taken place in the properties leased by the commissioners is that store No. 11, formerly occupied by Octave T. Poitras, has been leased to Mr. William Carrier, flour merchant.

QUEBEC COLD STORAGE AND WAREHOUSE CO.

The lease to this company of stores Nos. 1 and 2 and a portion of the front of Point-à-Carcy Wharf, referred to in the report of 1895 as being then under consideration has been completed, and the company took possession of the leased premises 1st May. Previous to this they had been given access to the upper part of store No. 2, which they converted into a temporary cold storage warehouse, and had ready in operation for the trade of 1896.

Under the terms of their lease the company are bound during the present year to build a cold storage warehouse, which is intended to be first-class in every respect, and equipped with all the necessary appliances for the economical handling of the goods. A flour shed for the storage of flour has already been erected by the warehouse company.

BY-LAWS.

The by-law passed by the commissioners in 1895 reserving a clear water space in front of the city of 400 English yards, in order to secure a safe ferry service between Quebec and Lévis, and to give more direct and better telegraphic and telephonic communication, having been approved by an Order in Council of 2nd of March, was put into force at the commencement of the season.

REPAIRS TO PROPERTY.

Careful attention has been given to the various properties of the commissioners to maintain and bring them up to a first class condition. The heaviest expenditure in this connection has been with the Point-à-Carcy and East India wharfs, and it is intended to further continue this work next season by thoroughly rebuilding the side of Point-à-Carcy wharf forming the entrance to the Louise Docks and renewing the foundation of store No. 6, East India wharf, occupied by Messrs. Verret, Stuart & Co. as a salt store. Details concerning these and the other repairs to properties will be found in the chief engineer's report.

POINT-À-CARCY DEEPENING.

This work, which gives the commissioners an additional water frontage, 600 feet long with a depth of 30 feet at low water, and which also increases the surface of the Point-à-Carcy wharf by 58,000 superficial feet, is now virtually completed and ready for use. The expenditure on this work to the 31st of December has been \$83,149.77.

GRAVING DOCK.

The commissioners have continued to urge upon the Dominion Government and the Honourable the Minister of Public Works the advisability of restoring to them the management of the graving docks, Lévis, and they hope that their representations on this subject will receive the favourable consideration of the Government and the Minister.

INSPECTION OF THE HARBOUR.

The usual inspection of the harbour has been made by the chairman, accompanied by the secretary, chief engineer and harbour master, so as to assure himself that none of the old wharfs or blocks were becoming dangerous to navigation. None of these old properties were found to be in any worse condition than in the previous year.

Steamboat Inspection.

CHANGE IN PERSONNEL OF COMMISSION.

On the 5th day of October a communication was received from the Deputy Minister of Marine and Fisheries, Ottawa, stating that by an Order in Council, on the recommendation of the Minister of Marine and Fisheries, authority had been given for the cancellation of the appointment as harbour commissioners of Quebec of Messrs. John Sharples, E. Giroux, Victor Chateauvert, Arthur J. Turcotte and Felix Carbray, and that by an Order in Council the vacancies thus created in the harbour board had been filled by the appointment of Messrs. Jean Baptiste Laliberté, Narcisse Rioux, Dosithée Arcand, Harold Kennedy and William M. Macpherson as members of the Corporation of the Quebec Harbour Commissioners.

At the first meeting of the newly constituted board held on the 6th of October, and at which there was a full attendance, Jean Baptiste Laliberté, Esquire, was unanimously elected as chairman.

DEATH OF MR. WM. RAE.

The commissioners have to record, with feelings of the profoundest sympathy and regret, the death of one of the oldest of their members, the late Wm. Rae, Esquire, who had continuously occupied a seat on the board since 1876 as one of the representatives of the "Shipping Interest," and who passed away suddenly in Montreal on the night of the 27th December last.

During his long term of office, Mr. Rae, by his intimate knowledge with all matters connected with the shipping and commercial interests of this port, had rendered the commissioners and the community at large most valuable service. As a mark of respect and sympathy for their late confrère the commissioners sent their chairman and secretary to represent them at the funeral, which was held in Montreal.

ICE CUTTING.

Fifty-two thousand three hundred and one blocks of ice, all for local use, have been cut during the winter of 1895-96, an increase of 1,502 blocks over the product of the previous year.

To this report are annexed the various statements conveying the information yearly forwarded to your department in connection with the harbour, as also a complete statement of the commissioners' accounts for the year.

I have the honour to be, sir,
Your most obedient servant,

JAS. WOOD,
Secretary-Treasurer.

HARBOUR ENGINEER'S OFFICE,
 QUEBEC, 31st December, 1896.

JAMES WOODS, Esq.,
 Secretary Treasurer, Harbour Commission.

SIR,—I have the honour to submit the following with reference to the various works executed during the season of 1896.

PRINCESS LOUISE DOCKS.

The cribwork of the new quay wall, forming the southern side of the tidal harbour, was completed up to coping level during the past season, the cast iron mooring posts placed in position, and a certain number of the permanent fenders placed on the wharf; so that this important frontage of 600 feet in length, at which there is a depth of 30 feet of water at low tide, is now virtually completed; several steamships having made use of this quay for loading and discharging during the past season.

The space between the new quay wall and the old Point-à-Carcy wharf has all been filled in, and the surface brought up to coping level, during the past season; the quantity of filling material deposited for this purpose amounting to 45,000 cubic yards, of which 4,400 cubic yards were obtained from ship's ballast and the balance from local source. The increase to the surface area of the Point-à-Carcy wharf, due to the completion of this filling, has been 58,000 superficial feet.

The grab dredge supplied under contract by Messrs. Carrier, Lainé & Co., has been undergoing the three months' test, provided for by the contract, and has during the time which it has been at work, removed 4,800 cubic yards of accumulated silt from the tidal basin.

The plank roadway 600 feet long, situated at the western end of the embankment has been reconstructed with six inch spruce, and the macadam roadways kept in a fair state of repair, the stone broken during the preceding winter having been used for the purpose, six cast iron mooring posts, to replace wooden ones, have been fixed along the northern quay wall of the tidal harbour.

A large number of cross-ties on the embankment railway lines have been removed, and the tracks generally maintained in good condition.

The work shop, weigh house, etc., on the embankment have been painted, and a portion of the roof of the superintendents' office shingled.

The cross-wall bridge, engine-house and boiler-room have been painted, and a new floor laid down in the boiler-house. The series electric light heretofore used in the engine and boiler-rooms have been replaced by an equivalent number of incandescent lights, whereby a considerable saving of expense will be effected.

POINT-À-CARCY.

The surface of this wharf has been levelled off, 1,400 cubic yards of ship's ballast having been used for the purpose.

The Southern Railway track has also been removed from the centre of the wharf, and brought alongside the commissioners' stores No. 2.

The Cold Storage Co. have now erected a substantial freight shed on this wharf, a new roof of Canada plate has been placed on store No. 1 and the stores Nos. 1 and 2, painted.

EAST INDIA WHARF.

A considerable portion of this wharf has been filled, and the surface planked and the approach to the wharf macadamized; a new foundation to the weigh house, situated on this property, has also been constructed and the scales put in good order.

The white pine timber, required for repairing the northern face of this wharf, has been procured, ready for beginning work early in the spring.

Steamboat Inspection.

WELLINGTON WHARF.

A certain portion of the approach to this wharf has been macadamized, and a part of the wharf planked. The buildings Nos. 5, 7, 8 have been painted and minor repairs effected to the other properties of the commissioners.

The buildings situated at Ottawa Cove, and sold by the commissioners for removal, are now almost completely demolished, and the materials removed.

The cross-wall draw bridge was operated for the first time on 22nd April.

The entrance gates were shut for the first time on 9th May, and remained in operation until 16th November.

The draw bridge was operated for the last time on 30th November, on which day the inner basin was frozen over.

The entrance gates were not opened for the morning tides of 1st and 2nd September, the water not having risen high enough for the purpose.

I have the honour to be, sir,

Your obedient servant,

ST. GEORGE BOSWELL,
Chief Engineer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1897.

JAS. WOODS, Esq.,
Secretary-Treasurer, Harbour Commission,
Quebec.

SIR,—I have the honour to submit the following with reference to the traffic of the Louise docks and wharf.

During the past season 51 ocean mail steamships, of 151,303 tons register, used the docks for landing immigrants, baggage, &c., and 5,370 tons of Quebec and western freight.

Nineteen steamships of 55,681 tons register, lightered 771 tons Quebec freight, and landed their immigrants.

Twenty-one ocean steamships of 46,316 tons register, landed 4,817 tons Quebec freight.

Nineteen steamships of 21,112 tons register, have used the docks, discharging their full cargoes of 42,461 tons coal.

Nine sailing ships of 9,629 tons register, have used the docks, discharging their full cargoes of 6,632 tons coal, and 42 canal boats and schooners of 3,992 tons register, discharged 6,431 tons coal.

Seven sailing vessels of 1,140 tons register, landed 1,368 tons molasses.

Two sailing vessels, of 1,677 tons register, landed 1,298 tons salt.

Seventeen gulf port steamships, of 2,378 tons register, landed 442 tons of goods.

Twenty-four schooners, of 2,065 tons register, landed 28,371 railway ties.

Seventeen sailing ships, of 15,852 tons register, have used the docks, loading full cargoes timber, deals, &c.

Nine steamships, of 14,881 tons register, have used the docks loading full cargoes timber, deals, &c.

Thirty steamships of 77,714 tons register, have used the docks, loading part cargoes timber, deals, &c.

Eleven steamships, of 35,077 tons register, have used the docks, loading 2,535 head cattle, and 3,347 sheep, 144 horses, completing cargoes with deals, &c.

Eighteen gulf port steamships, of 2,472 tons register, also used the docks, loading 585 tons outward freight.

The surface traffic has required the employment of 3,237 railway cars.

IMMIGRATION TRAFFIC.

During the past season, the different ocean mail steamships landed 8,000 steerage passengers at the immigration station, Louise Docks, who were forwarded to their future homes by the Canadian Pacific Railway Company.

No record has been kept of cabin passengers.

The following vessels who had suffered accidents on their outward trips, were accommodated in the Louise Basin, where they in some cases, having discharged the whole or a portion of their cargoes, and after repairs were made, re-loaded and proceeded to sea:—

SS. "Repton," SS. "Bengor Head," SS. "Iona," SS. "Vancouver," SS. "Neptune," SS. "Brookside," Skip "Cleveland," Bark "Mathilda."

The water logged bark "Grennock," after having discharged the whole of her cargo, was sold for the benefit of the underwriters.

The freight sheds on the cross wall are utilized during the winter months for storing flour, feed, and salt, which the owners are obliged to remove before the opening of navigation.

The docks are used from the 20th November, for wintering a large number of vessels of various tonnages, where they find safe quarters to the opening of navigation.

I have the honour to be, sir,

Your most obedient servant,

JAS. F. GOLDEN,
Wharfinger.

QUEBEC, January 18th, 1897.

JAS. WOODS, Esq.

Secretary Treasurer, Harbour Commissioners,
Quebec.

SIR,—I beg to report that during the past season, twenty-nine vessels discharged 8,646 tons ballast into commission properties, subdivided as follows:—

	Tons.
New Wharf	6,621
Point-à-Carcy	2,025
Total	8,646

The cost of obtaining this ballast was \$752, being an average of about 8 $\frac{3}{4}$ cent per ton.

I would also respectfully draw your attention to the fact that although the expense to the commissioners this year has been \$212 more than last, there has been an increase of nine vessels, and 3,341 tons more ballast discharged.

The number of lumber laden vessels which cleared from this port during the past two seasons has been—

	Vessels.	Tons.
1895	86	70,960
1896	103	82,622
Increase	17	11,662

OCEAN STEAMERS.

	Vessels.	Tons.
1895	58	87,749
1896	90	162,017
Increase	32	74,268

Steamboat Inspection.

During the past year the harbour rules and regulations have been vigorously enforced, and persons infringing them have been prosecuted.

Five hundred harbour regulations were during the shipping season distributed to vessels entering the harbour.

Notices have been posted up in suitable localities warning parties from discharging rubbish of any kind into the harbour and every possible precaution is being taken to prevent any violation of this regulation of the commissioners.

The following is a memorandum regarding the opening and closing of navigation and the formation of the ice in the harbour of Quebec for the year 1896.

Schooner "L'Emerillon," with firewood, arrived in port the 22nd April.

The ice in the tidal basin and wet dock broke up the 24th April.

The River St. Charles and Orleans ice broke up and cleared on the 18th April.

Steamboat "Montreal" of the Richelieu and Ontario line arrived in port the 1st May.

The first ocean steamer, SS. "Laughrigg Holme" arrived on the 24th April, the second the SS. "Fremona" arrived in port the 25th April.

The first ship, "Medusa," arrived in port May 12th.

The last ocean mail steamer, "SS. Vancouver," left port the 20th November.

The last freight steamer, SS. "Baltimore City," left port the 26th November.

The last sailing vessel, ship "Cleveland," left port the 29th October.

On the 2nd December both the River St. Charles and the two basins were frozen over.

The ice bridge formed to Island of Orleans on the 24th December.

An ice bridge formed before the city on the 26th January and remained intact until the 24th April, on which date the river was clear.

I remain,

Your obedient servant,

JAS. C. SULLIVAN,
Harbour Master

STATEMENT showing the Movement of the Coasting Trade of the Harbour for the Season of Navigation of 1896 (as reported at this office).

	Number.
Cargoes by schooners	326
do bateaux	426
do barges.....	60
do steamboats.....	314
	\$
Tonnage dues.....	372,867
	No.
Crews, men.....	16,500
Passengers	118,325

HARBOUR COMMISSIONER'S OFFICE,
QUEBEC, 31st December, 1896.

QUEBEC HARBOUR COMMISSION.

COMPARATIVE STATEMENT of the Revenue of the Commission for the Years 1895-96.

	1895.	1896.	Difference in 1896.	
	\$ cts.	\$ cts.	\$ cts.	
Tonnage dues.....	11,195 38	12,558 17	1,362 79	Increase.
Import do	2,653 07	3,547 43	894 36	do
Export do	3,986 95	4,515 70	528 75	do
Harbour do	2,383 57	2,392 10	8 53	do
Property receipts.....	43,972 30	45,347 73	1,375 43	do
Interest.....	508 20	360 33	147 87	Decrease.
Beach and deep water lots.....	1,606 55	1,406 11	200 44	do
Sundries	6 25	7 47	1 22	Increase.
	66,312 27	70,135 04	3,822 77	Increase.

Steamboat Inspection.

STATEMENT of Assets and Liabilities, per Balance Sheet of Date.

	ASSETS.	\$	cts.	1896.	LIABILITIES.	\$	cts.	\$	cts.
Dec. 31.	Real estate—			Dec. 31.	Quebec Harbour debentures.....	3,612,802	42	3,612,802	42
	Breakwater wharf.....	225,515	83		Receiver General.....	43,380	00	43,380	00
	Point-à-Carcy wharf.....	288,907	40		Surplus, composed as follows—	56,539	64	56,539	64
	East India do.....	48,552	99		Beach and deep water lots.....	448,865	75	448,865	75
	Grand Trunk do.....	15,740	32		Profit and loss.....				
	Wellington do.....	86,541	85						
	Atkinson's do.....	51,458	20						
	Reynars do.....	9,918	29	726,279				505,405	39
	Harbour Improvements—								
	River St. Charles.....			3,116,204					
	Point-à-Carcy wharf.....			83,149					
	Deepening inside face.....			13,567					
	Cash—								
	On hand.....	655	57						
	On deposit.....	12,912	17						
	In re beach and deep water lots—								
	Capital at debit "sundries".....	36,690	27						
	Arrears of interest to 24th June.....	5,607	30						
	do do 24th December.....	976	52	43,274					
	Rents, wharfage, &c.—								
	Dues by sundries per "balance sheet".....	10,230	23						
	Rentals for November and December.....	1,841	58						
	Dominion Government for unsettled claims.....								
	Hopper barge and dredger.....			12,071					
	Jackcrews on hand.....	153,956	11	5,200					
	do do.....	394	87	218					
	do do.....	218	38	2,418					
	Tools do.....	2,418	30	1,248					
	Timber do.....	1,248	44	3,602					
	Office furniture.....	3,602	97						
				4,161,587				4,161,587	81

JAMES WOODS, *Secretary-Treasurer.*

We hereby certify that we have examined the statement of assets and liabilities of the Quebec Harbour Commission for the year 1896, and that we have found the same the true position of the Trust at the close of the said year.

ARTHUR E. SCOTT, } *Auditors.*
NAP. MATTE, }

QUEBEC, 2nd February, 1897.

BALANCE SHEET OF 31ST DECEMBER, 1896.

DR.

CR.

	\$	cts.	\$	cts.	\$	cts.
To Office furniture.....						
Amount at debit of grantees beach and deep water lots.....			3,602	97		
Amount at debit sundries for rents, wharfage, &c.....			42,297	57		
Unsettled claims against Dominion Government			10,290	23		
Breakwater wharf.....			153,956	11		
Pointe-à-Carey wharf.....			228,515	83		
do.....			288,907	40		
East India.....			48,552	99		
Grand Trunk.....			15,740	82		
Wellington.....			86,541	85		
Atkinson's.....			51,103	20		
Reynar's.....			9,818	29		
Harbour Improvements—						
River St. Charles.....			3,116,204	87		
Pointe-à-Carey wharf—						
Deepening inside face.....			83,149	77		
do deposit.....						
Hopper barge and dredger.....			13,567	74		
Jackcrews account.....			5,200	58		
Anchor.....			394	87		
do.....			218	88		
Tools.....			2,418	30		
do.....			1,248	44		
Timber.....						
do.....						
Suspense account—						
Rents for November and December.....			1,841	58		
Arrears on grants, 24th June to 24th Dec....			976	52		
			4,161,587	81		
By Beach and deep water.....						
Receiver General.....			56,539	64		
Quebec Harbour debentures.....			43,380	00		
Profit and loss.....			3,612,802	42		
			448,865	75		
			4,161,587	81		

JAMES WOOD, *Secretary-Treasurer.*

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission to the 31st December, 1896, and that this Balance Sheet is correct.

ARTHUR E. SCOTT, } *Auditors.*
 NAP. MATTE, }

QUEBEC, 2nd February, 1897.

Steamboat Inspection.

Cr.

REVENUE AND EXPENDITURE.

Dr.

	\$	cts.		\$	cts.
1896.					
Dec. 31 To			Dec. 31 By		
Tonnage dues	12,558	17	Office salaries	8,249	84
Import do	3,547	43	Reporters' salaries	390	50
Export do	4,515	70	Legal expenditure	611	45
Harbour do	2,392	10	Notarial do	184	85
Property receipts	45,347	73	Property do	18,775	34
Beach and deep water lots	1,406	11	Commissioners' attendance	2,175	00
Interest	360	33	Report and annexures for 1895	336	75
Sundries	7	47	Auditors for 1895	200	00
			Removing snow	678	53
			Sundries—Attempting to remove the Ice Bridge	75	00
			Electric bells	21	80
			Range lights	80	00
			Cordwood	45	00
			Harbour master St. Thomas, for reporting ballast vessels	50	00
			do service in Quebec	160	10
			Sundries	1,305	47
			Surplus over working expenses	36,795	41
	70,135	04		70,135	04

MEMO.—Included in this surplus of \$36,795.41 is the unsettled annual charge of \$13,845.48 against the Department of the Interior for the rent of the ground occupied by the Immigration Buildings.

JAMES WOOD,
Secretary-Treasurer.

HARBOUR COMMISSIONER'S OFFICE,

QUEBEC, 2nd February, 1897.

To the Chairman and Commissioners,
Quebec Harbour Commission.

GENTLEMEN,—We beg respectfully to report that we have carefully audited the books and vouchers of the commission for the year ending 31st December, 1896, and we are pleased to state have found everything correct as per Secretary-Treasurer's statements duly examined and certified.

We have to thank the Secretary-Treasurer for having given us all the facilities possible.

We have the honour to be, gentlemen,

Your obedient servants,

ARTHUR E. SCOTT, } *Auditors.*
NAP. MATTE, }

Steamboat Inspection.

APPENDIX No. 5.

REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE FOR THE YEAR ENDED 31ST DECEMBER, 1896.

BELLEVILLE, 13th January, 1897.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—The Harbour Commissioners of the city of Belleville beg to submit herewith, a statement of the receipts and expenditure in connection with the harbour for the year ending 31st December, 1896.

The report of the harbour master for the year is also inclosed.

The amount under the heading of "dredging" is for work done with the rock drill and blasting in connection with the dredging done by the "Queen."

In the breaking up of the ice in the river last spring, although some damage was done by the high water, it was confined to the upper part of the city and was caused by the ice jamming in the river above the bridges. The freedom of the mouth of the river from its effects again shows that the deepening of the channels is of permanent value in the prevention of trouble from the floods, to the harbour and lower parts of the city.

I have the honour to be, sir,
Your obedient servant,

GEORGE WALLBRIDGE,
Chairman, Board of Harbour Commissioners of the City of Belleville.

STATEMENT of the Receipts and Expenditure of the Harbour Commissioners of Belleville for the Year ending 31st December, 1896.

Dr. Cr.

<i>Receipts.</i>	\$	cts.	<i>Expenditure.</i>	\$	cts.
Harbour dues collected for the year as per harbour master's statement	2,401	70	Buoys—Placing and removing	14	50
Rent of house on Hill property	9	50	Booms—Opening	0	75
			Dredging—Rock blasting in connection with work of dredge "Queen"	101	52
			Salaries—		
			Harbour master	\$600	00
			Tally clerk	72	00
			Office expenses—		
			Rents (of office, &c.)	\$18	00
			Postage and stationery	6	15
			Fuel (for office)	3	00
			Sundries	2	15
Balance on hand 1st January, 1896	2,411	20	Balance on hand	29	30
	412	83		818	07
	2,824	03		2,005	96
				2,824	03

Dominion of Canada,
Province of Ontario,
County of Hastings,
To wit: }

In the matter of the report of the Harbour Commissioners of the city of Belleville for the year ending 31st December, 1896.

I, George Wallbridge, of the city of Belleville, in the county of Hastings, do solemnly declare: (1) That I am chairman of the Harbour Commissioners of Belleville. (2) That the above is a statement of the receipts and expenditure of the Harbour Commissioners of Belleville for the year ending 31st December, 1896. (3) That the said statement is true and correct as therein set forth. (4) That nothing is wilfully omitted therefrom which should be stated therein, or improperly inserted therein, to the best of my knowledge, information or belief. And I make this solemn declaration conscientiously believing the same to be true and by virtue of the "Act respecting Extra-Judicial Oaths."

Declared before me at the city of Belleville, in the county of Hastings, this 13th day of January, 1897.

GEO. WALLBRIDGE.

S. Masson, Notary Public.

Steamboat Inspection.

}

Dominion of Canada,

Province of Ontario,

County of Hastings,

To Wit :

In the matter of the Report of the Harbour Master of the city of Belleville for the year ending 31st December, 1896.

I, Daniel Collins, of the city of Belleville, in the county of Hastings, do solemnly declare :

That I am harbour master at the city of Belleville.

That my report hereunto annexed contains a true, correct and full statement of the revenue from the harbour at the city of Belleville for the year ending 31st December, 1896.

That the said report is in all other respects true and correct to the best of my knowledge, information and belief.

And I make this solemn declaration conscientiously believing the same to be true and by virtue of the "Act respecting Extra Judicial Oaths."

Declared before me at the city of Belleville, }
in the county of Hastings, this 14th day }
of January, A.D. 1897. }

D. COLLINS,
Harbour Master.

P. MASSON,
Notary Public.

BELLEVILLE, 14th January, 1897.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—The undersigned harbour master of the City of Belleville begs to submit the following report for the year 1896.

Navigation opened in Belleville harbour on the 16th day of April and closed on the 1st day of December.

Import dues on 12,453 tons coal, less rebate on 235 tons transhipped	\$ 1,233 55
Import dues on 613,492 feet lumber.	30 68
do 135 tons salt	13 50
do 243,000 lath.	3 07
do 50½ tons flour.	5 05
do 71½ tons cement.	7 15
do 5 tons hay	0 50
do 95,000 shingles	2 85
do 224 tons potter's clay	13 44
do 1 ton charcoal	0 10
do 36 cords wood	1 80
do 873½ tons merchandize	87 35
	\$1,399 04

Export dues on logs and timber	\$873 06
do 280,000 shingles	8 40
do 15,641 bush. pease	19 59
do 22,112 bush. barley	27 61
do 84,000 feet lumber	4 20
do 14½ tons coal oil	1 45
do 2 tons ale	0 20
do 681½ tons mchds	68 15
	<hr/>
	\$1,002 66
<hr/>	
Dues collected during the season are as follows :—	
Total amount derived from imports	1,399 04
do do exports	1,002 66
	<hr/>
	\$2,401 70

The amount of dues collected from logs and timber coming down the river is considerably smaller this year than last, owing principally to the very low state of the water in the river preventing the lumbermen from getting their logs through before the end of the season.

The dues received from coal are also somewhat less than last season, while those from other sources show a small increase.

The water in the harbour, although not quite so low as during the season of 1895, is still much below the level of former years, and a good deal of dredging is still to be done to facilitate the navigating of the harbour.

All of which is respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

D. COLLINS,

Harbour Master.

Steamboat Inspection.

APPENDIX No. 6.

REPORT OF THE HARBOUR COMMISSIONERS OF THREE RIVERS FOR THE YEAR ENDED 31ST DECEMBER, 1896.

THREE RIVERS, QUE., 8th February, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine, Ottawa.

SIR,—I have the honour to forward for the information of the Honourable the Minister of Marine and Fisheries, statements of receipts and disbursements of the commission for the year ended 1896. Also a statement of trade and navigation of the port and district of Three Rivers for the same year.

I have the honour to be, sir,
Yours very respectfully,

GEORGES BALCER,
Secretary.

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers entered Inward and Outward at the Port and Outport of Three Rivers for the year 1896.

Return of Vessels Inwards.			Return of Vessels Outward.		
	No.	Tons.		No.	Tons.
Total arrivals	52	73,942	Total departures	52	73,942
Steamers	36	56,498	British and Canadian	36	53,730
Sailing vessels	16	17,444	Norwegian	15	19,887
			French	1	325
Sailing from			Sailing for		
Inland Ports	24	38,329	Great Britain	35	56,922
Great Britain	15	22,046	Gulf Ports	7	5,884
Norway	5	6,068	Inland Ports	4	4,889
Lower Provinces	6	5,662	Australia	2	3,116
United States	1	1,512	South America	2	2,759
France	1	325	France	1	325
			St. Pierre and Miquelon	1	47

PORT OF THREE RIVERS.

Steamers arrived	29	45,665	Cleared for Great Britain	22	39,402
Sailing vessels arrived	7	7,753	do Gulf Ports	7	5,884
			do Inland Ports	4	4,969
			do Australia	2	3,116
			do St. Pierre and Miquelon	1	47

OUTPORTS—BATISCAN.

Steamers arrived	2	2,923	Cleared for Great Britain	7	8,660
Sailing vessels arrived	7	8,496	do South America	2	2,759

LAKE ST. PETER—PIERREVILLE, LOUISEVILLE.

Steamers arrived	5	7,910	Cleared for Great Britain	6	8,780
Sailing vessels arrived	2	1,195	do France	1	325

UNITED STATES TRAFFIC.

	Number.	Tonnage.
United States canal boats	530	51,815
Canadian barges	16	2,111
Total	546	53,926

INLAND TRAFFIC.

Bateaux, not registered	112	
Schooners	24	1,844
Barges	22	2,208
Steamboats and tugs	198	32,157
Total	356	36,209

Steamboat Inspection.

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers entered Inward and Outward at the Port and Outport of Three Rivers—*Concluded.*

RECAPITULATION.

	Number.	Tonnage.
Port of Three Rivers	36	53,418
Outports: Batiscan	9	11,419
do Lake St. Peter	7	9,105
American barges	530	51,815
Coasting traders	372	38,320
Total	954	164,077

THREE RIVERS HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1896.

Commissioners :—R. S. Cooke, Esq., Chairman., Louis Brunelle, Esq., Nap. E. Lajoie, Esq., Henry Hart, Esq., Alex. Houllis, Esq., Georges Balcer, Secretary.

COMPARATIVE STATEMENT of Exports and Imports for the Port and District of Three Rivers for the year ending 31st December, 1896.

The aggregate volume of direct foreign trade as per custom and consular returns, amounted in 1896 to \$1,773,630, divided into :

Exports	\$1,587,072
Imports	186,558

as against a total of \$1,375,388 in 1895, \$1,114,391 in 1894, and only \$870,000 in 1886. Showing an increase of \$400,000 over the first mentioned ; \$650,000 over the second and twice the amount of the transaction of some ten years ago. A result confirming once more the gradual and steady development of our trade and the value and importance of the resources of this section of the country. And a confirmation more striking still, when we have added to the above figures our indirect exports ; i. e. the value of our dairy products : Cheese and butter—articles of exports scarcely known to our people a few years ago,—and our hay shipped at present principally from Montreal for the supply of cattle on outgoing steamers, or indirectly to both British and American markets, the aggregate value of which exports averages between \$600,000 and \$700,000 per annum—thus bringing the combined transactions up to at least \$2,500,000.

The increase in the trade of 1896, as in former years, is exclusively in exports. Leaving aside the indirect shipments for which we have no exact figures as yet, we find it consisting chiefly of lumber and products of lumber, and mainly due to the extension of our traffic with the United States. But our trade with Great Britain has also taken a livelier turn and if our neighbours share in our transactions exceeds 50 per cent, Great Britain comes in with at least 40 per cent, and reaches now \$500,000 for lumber alone, the balance being made up of our entire dairy production.

Interested to such an extent in the two principal markets of the world, transactions with other countries cannot be large. Still the necessity of extending our trade in

other directions is also becoming in this section of the Dominion daily more pressing. At the present rate of production and development of—up to not very long ago,—latent or unknown resources old markets cannot avoid becoming sooner or later overstocked, if not totally glutted. Already the least depression in one of the two markets invariably forces upon the other extra quantities of the same article with always disturbing and often times disastrous effects. Foreign markets alone will be able to afford relief, and questions like “the possible extension of the trade of the Dominion in various directions” cannot commend too great attention.

We accordingly note with pleasure that our trade with Australia continues satisfactorily, and that means have been taken for the renewal of former connections with some of our old South American customers.

We also mention with satisfaction that in consequence of the attention drawn upon the continental markets of Europe by the recently concluded Franco Canadian Treaty, initial trials have been made with our lumber and pulp on the French and German markets; on a very small scale it is true, but owing to the yet insufficient information as to the particular requirements of these markets, progress in that direction may, for some time to come, develop but slowly.

In confirmation of the foregoing we may further remark that this already unusually large development of our trade in lumber would have had a better showing still were it not that—apart from the general depression—exports to the United States during the presidential election campaign met with a decided check and was brought for several months to a complete standstill, and that during the later part of the season the sudden raise in ocean freights—consequently the increase in the cost of transport—commending greater caution still, prevented our shipping to Great Britain during a great portion of the fall. Quite a number of vessels partly engaged for Three Rivers went to Montreal, leaving over some 20 million feet deals for next season's shipment. In consequence of these purely accidental circumstances—confirming, however, our views,—the traffic of 1896 was largely curtailed, though the prospects for 1897 may thereby be proportionately increased. At any rate, with a stock of some 50 million feet of sawn lumber wintering over in only three of our principal yards, together with this winter's cut of logs in the St. Maurice district alone—an operation actually engaged on an exceptionally large scale—the shipping of lumber from the very beginning of navigation cannot be but unusually heavy during the season, 1897.

In summing up the shipping of our principal staple we find the quantity exported slightly below the total of 1895, viz., 88 million feet as against 97 million feet. But if we consider the value of the export we find the reverse: almost \$500,000 against \$786,000, a difference of more than \$100,000 in favour of 1896. This is accounted for by 1895 exports to the United States, (66 million) being partly made up by an enormous amount of small common lumber, lowering the average to less than \$7 per m. ft. B. M., whereas this year's export to that country, although showing a diminution of 35 per cent, (24 million ft.) in quantity, shows only a reduction of \$70,000, or 15 per cent as to value. On the other hand the export to Great Britain continued its decided upward tendency: 41½ million feet, valued at \$490,668 (the highest figure attained yet) as against 29½ M. and \$327,400 in 1895, and an average of only \$235,000 for the last half decade.

Apart from the sawn lumber, we have a large increase in the export of pulp-wood; some 54,000 cords, valued at \$200,000, against 32,000 cords and \$142,000 in 1895, exclusively directed to the United States. To the same market has also been shipped \$194,000 worth of wood pulp, and to Great Britain, France and Germany \$56,600, bringing our exports of products of the forest up to the respectable figure of \$1,374,047.

The products of the mines exported give \$122,000, of which raw products form \$64,000, or 52 per cent, and partly manufactured articles—pig iron, oxide of iron, mineral waters, etc.—\$58,000, or 48 per cent.

A peculiar feature of this year's transaction is the attempt to introduce on the European market, not without a fair prospect of success, certain grades of our renowned charcoal iron. Austria, Germany and France, and even Great Britain, are experimenting with it for special military and naval purposes.

Steamboat Inspection.

Our other exports, the same as our direct imports, are divided into mere fractions of more or less importance. The whole may be classed as follows:—

EXPORTS.

TO THE UNITED STATES.

Lumber and manufactures of lumber, 42,000,000 feet	\$ 374,117
Pulp-wood, 54,497 cords	198,123
Pulp	193,994
Produce of the field and farm	43,148
do mines	104,444
Household effects and sundries	29,909
	\$943,735

TO GREAT BRITAIN.

15,825,750 feet pine deals	\$227,516
11,492,645 " " and spruce	126,635
13,228,125 " spruce	124,647
1,014,750 " deal ends	11,870
Wood pulp	50,303
60 tons charcoal pig iron	1,480
Mineral water	97
	542,548

TO AUSTRIA.

600 tons pig iron	15,000
-------------------------	--------

TO FRANCE.

Wood pulp ..	\$ 5,215
315,637 feet lumber	3,080
15 tons charcoal pig iron	375
	8,670

TO FRENCH COLONY ST. PIERRE MIQUELON.

Miscellaneous cargoes	3,225
	11,895

TO GERMANY.

Wood pulp	\$ 1,000
Furs	794
20 tons charcoal pig iron	640
	2,434

TO SPAIN.

Mineral water	50
---------------------	----

TO AUSTRALIA.

2,474,080 feet lumber	32,601
-----------------------------	--------

TO SOUTH AMERICA.

2,267,000 feet lumber	22,920
-----------------------------	--------

TO THE MARITIME PROVINCES.

561 tons iron water pipes	\$ 16,830
169 tons hay	1,690
	18,520

Total direct exports..... \$1,589,703

INDIRECT EXPORTS.

Hay, per G.T.R., partly for United States market, or transit viâ Portland, partly for Montreal and Ontario markets, 23,000 tons . . .	\$ 240,000
Hay, per C.P.R., viâ Montreal, partly for the supply of cattle on ocean steamships, partly for home and foreign markets, 34,000 tons	360,000
Cheese and butter, viâ Montreal, for export to Great Britain only, approximately	500,000
	<hr/>
Total indirect exports	1,100,000
	<hr/>
Grand total for exports	\$2,689,703

IMPORTS.

From United States	\$ 95,868
“ Great Britain	13,371
“ France	2,620
“ Holland	2,397
“ Austria	1,188
“ Germany	1,177
“ Spain	602
“ Belgium	272
“ Italy	94
“ Lower Provinces, coal and pig iron	68,969
	<hr/>
Total imports	\$ 186,556
	<hr/>
Grand total for 1896	\$ 2,873,630

GEORGES BALCER,
Secretary.

HARBOUR COMMISSIONERS' OFFICE,
THREE RIVERS, February 5th, 1897.

Steamboat Inspection.

RECEIPTS and Disbursements for the Year 1896.

Receipts.	\$ cts.	\$ cts.	Disbursements.	\$ cts.	\$ cts.
COMMISSIONER'S OFFICE.			ADMINISTRATION.		
Tonnage dues on vessels.....	451 69		Current expenses	381 02	
Harbour dues on goods in-wards.....	219 69		Salaries and commissions....	1,698 92	
Harbour dues on goods out-wards.....	248 57		Rent.....	204 92	
Commutation.....	153 25		Printing and stationery.	91 19	
Rent of wharfs and moorage...	210 10		Travelling and other expenses	71 65	
		1,283 30	Refunds.....	20 19	2,467 26
CUSTOM HOUSE.			DISBURSEMENTS.		
Tonnage dues on vessels.....	2,129 31		Engineer's office	71 34	
Harbour dues on goods in-wards.....	1,189 56		Repairs	804 64	875 98
Harbour dues on goods out-wards.....	2,823 40		Interest account.....		1,351 96
Moorage dues.....	237 50	6,379 67	Sinking fund.....		275 96
			Bank deposit 1st Dec., '96....		5,749 94
Total receipts.....		7,662 97	Cash in hand.....		4 96
Bank deposit, 1st Jan., '96.....		3,062 13			10,725 10
		10,725 10			

GEORGES BALZER,
Secretary-Treasurer.

THREE RIVERS, 14th January, 1897.

Steamboat Inspection.

APPENDIX No. 7

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY FOR THE YEAR ENDED 31st DECEMBER, 1896.

NORTH SYDNEY, 26th January, 1897.

SIR,—I have the honour of submitting herewith the seventeenth annual report of the North Sydney Harbour Commissioners for the year ended 31st December, 1896, together with the financial statement, the harbour master's report, and plan of required improvements by Mr. Odell.

Very respectfully,

Your obedient servant,

GEO. H. DOBSON,

Secretary.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

HARBOUR COMMISSIONERS' REPORT FOR 1896.

NORTH SYDNEY, January 6th, 1897.

To the Honourable

L. H. DAVIES, M.P.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with provision of 42 Victoria, chapter 30, the commissioners have the honour of submitting for your consideration their annual report for the year ended December 31st, 1896.

Nothing of importance has transpired since their last annual statement to your department.

It is with pleasure they are able to report the debt on mortgage reduced during 1896 by \$1,200, which, with previous payments, make the amount paid \$2,400, leaving a small balance of \$600 still due on the mortgage debt.

The admiralty sheet charts of the port not having been revised since the Bayfield survey, do not show the correct draught of water at the coaling piers, nor the harbour improvements and wharf extensions; to remedy this the commissioners had the port resurveyed and the necessary data sent to the Admiralty Hydrographic office, London, for the correction of the harbour charts.

The annual statement of disbursements and the harbour master's report is transmitted herewith.

For the information of the department a short resume, covering the condition of the harbour when the commissioners assumed charge and at the present time will be found in the reports of Henry F. Perley and C. M. Odell, C.E., annexed.

The commissioners found the harbour in 1879, with the exception of an increase of shoaling on the seaward side of the G. M. A. pier, in the condition described in Mr Perley's report.

The works have since been built on the lines suggested in his report with the exception of one or two changes made with the approval of Messrs. Boyd and Milledge.

The harbour improvements are now well advanced at a cost much below Mr. Perley's original estimate, as shown in our report to your department for 1895.

Since 1879 there has been a great change in the class and size of shipping using the port; the carrying trade has changed from sail to steam, and the light draft boats have been superseded by large, heavy draught ocean carriers which require coaling piers, wharf and dock accommodation from 28 to 30 feet water. The increase in ocean boats using the port and in the coal export will be seen in the following table:—

	1879.	1886.	1896.
Number of ocean boats arrived	41	298	630
Total number of arrivals	1,153	1,486	2,190
Coal shipments	147,051	368,823	900,646 tons.

In view of this large increase in ocean steamers, almost unparalleled at Canadian ports, boats for bunker coal and cargo requiring deep water piers have caused the commissioners, after consultation with the harbour committee of the Board of Trade, to have a survey made to ascertain what further improvements are necessary for the increasing commerce of the port.

The present condition of the port and the needed improvements are shown in Mr. Odell's report and plan annexed,* which suggestions are important and worthy of careful consideration.

The question of establishing and fortifying a St. Lawrence Atlantic port of refuge for the St. Lawrence and Gulf fishing fleet, and for the merchant marine, as is now being done by the American Government on the Delaware at considerable cost, is a matter of no little importance for the security of the St. Lawrence carrying trade, particularly in the emergency of war. As a port for the protection of the St. Lawrence and harbour of refuge, Halifax is too far to the westward.

For such a port Sydney certainly possesses many advantages. Situated at the main entrance of the St. Lawrence and on the "Great Circle Track" highway between Europe and America, and at the confluence of the St. Lawrence with the American seaboard, it is the natural entrepot for the St. Lawrence and the commerce between the east and west. The shipping, carrying the products of the Great Lakes by the St. Lawrence and its tributaries through the main entrance for the South American and European ports pass its eastern; and on the other hand exports of American Atlantic centres and the Gulf of Mexico forwarding their goods to the eastern world converge on the southern shore. In such an eminently favourable position, with its stores of coal in ever increasing demand for ocean transportation, account for the large increase shown in the above table. Commanding the shipping in the transatlantic trade and being already a coal distributing centre, it is destined to become one of the leading ports in the commercial world, hence the importance of the improvements suggested in Mr. Odell's report.

The following report by Mr. Perley in response to a request of the General Mining Association, which led up to the harbour being put under commission, gives an idea of its condition and needs at that time; the commissioner's report for 1895 gives some particulars of what has been done, and Mr. Odell's report and plan herewith show the further necessary improvements.

M. J. PHORAN,
GEO. H. DOBSON,
W. H. MOORE.

* The plan is not reproduced here.

Steamboat Inspection.

Mr. Henry F. Perley's report relative to the condition of the North Sydney Harbour, C.B., to the Public Works Department, Ottawa, No. 56403, in response to Messrs. Rutherford & Morrow in 1875, No. 54333.

The harbour of Sydney, C.B., is described by Admiral Bayfield as one of the finest ports in the world, being equally easy of access and egress and capable of containing any number of the largest vessels in safety. It is three miles wide at the outer entrance, but the navigable channel contracts rapidly to the breadth of one-half mile between the two bars which are of sand and shingle and extend from the shore on either side at five (sea) miles within the lighthouse at that point, inside of these bars the harbour divides into the west and south arms.

The town of Sydney three and one-half miles up the south arm is the shire town of the county; the town of North Sydney is situated within the north-west bar, and principally known as the leading ground of the General Mining Association in the shipment of coal raised at their mines. The north-west bar, lying one quarter of a mile to the seaward side of the new pier lately erected by the G. M. A., extends 1,100 feet into the harbour, and has a width of about 1,400 feet over this area. The depth at low water spring tide varies from six inches to two feet. This bar, extending as it does so far from the shore and having an immense area of shoal ground, breaks the force of the seas from the north-west and forms a shelter for the wharf and anchorage. Nearly all the vessels calling for coal at North Sydney arrive in ballast, which is discharged at the ballast ground south of the wharf (vide plan herewith). [Not printed.] This ground, from the accumulation of years now extends 900 feet into the harbour to a depth of 22 feet at low water, and shelters the wharf during southerly gales. New Bayfield's Chart of 1849 shows the bar to be dry at low water, it has now, as before stated, a depth of from six inches to two feet over it at such times, thus proving denudation of the surface has taken place. As stated by Messrs. Rutherford & Morrow, No. 54333, shoaling has taken place about and around the wharfs, and dredging has been done to restore the original depth. This shoaling may be thus accounted for: Ballast of all kinds is deposited at the ballast ground, and all the finer materials, such as earth, sand, etc., by the action of the sea, is washed out, leaving only the coarser materials. Again, the bottom of the west and south arm is of mud. The wharf lying opposite the junction of these arms are exposed to the full force of southerly gales, and any soft materials, whether brought down by the sea or washed out of the ballast ground, would be checked by the north-west bar and deposited at the wharfs and anchorage. In regard to the proposal that vessels arriving in ballast should in future discharge at the bar instead of the present ballast ground, I am of opinion that such a course would be advisable, and for the following reasons:—1st. The present ballast ground has been carried out to deep water, and no further extension is required for the purpose of shelter. 2nd. The present ballast ground is difficult of access and the damage to the harbour from the washing out of the softer material would be unchecked. 3rd. By discharging ballast on the south-west bar a breakwater would in the course of time be made, which would render the anchorage and wharf property still more secure and would increase the sheltered area, at present rather small.

Should it be deemed advisable to create a place for discharging ballast on the north-west bar, it will be necessary to place a continuous line of closed faced wharfing on its inside edge in sixteen feet of water, as shown in red in the accompanying plan. This wharfing would have to be built by degrees, commencing at the shore end and constructing at first about 370 feet to reach deep water, so that vessels of all classes could discharge, and to this length extensions could be added when found necessary. I estimate the cost of 370 feet alluded to, placed as per plan, at \$10,000. Looking at the construction of a new ballast wharf in the light of a necessity for the protection of private wharfs and the accommodation of vessels, it is questionable to what extent the Dominion is interested in its construction and whether its cost should not be wholly or in part defrayed by a tonnage due levied on vessels using the harbour. At present I believe there are not any dues collected for this purpose; and it might be advisable to consider this question.

(Signed) HENRY F. PERLEY.

St. JOHN, N.B., Dec. 31st, 1875.

NORTH SYDNEY, C. B., 28th December, 1896.

To the Harbour Commissioners,

Port of North Sydney.

DEAR SIRS,—Having completed survey and soundings of the breakwater on north-east bar of your port and water in the immediate vicinity, with a view to the extension of said breakwater, I beg to report as follows :—

The same reasons advanced by Mr. Perley, in his report made in 1875, for the construction of the breakwater in its present condition and extent, now hold as reasons for the extensions of the same breakwater to a depth of thirty feet as the tendency of all shipping now being done in vessels of twenty feet draught is towards a class of vessels of from twenty-eight to thirty feet draught and the various ports of the world are working with a view to the accommodation of vessels of this increased draught by the deepening of channels and the extension of piers, wharfs, and breakwaters. Fortunately for your port, nature has provided a channel to your harbour which at extreme low water offers ample depth of water for the accommodation of vessels of the heaviest class afloat, and already some of the coal shipping piers of Sydney have provided accommodation for the same by extending to deep water, and it now becomes a matter of necessity for the General Mining Association to so extend their shipping pier, if they hope to compete with the collieries on the southern side of the harbour. It is also confidently hoped that the government will at no distant day provide a deep water terminus for the Intercolonial Railway, by the extension of the road to the water front and the construction of suitable wharf accommodation.

The development of Newfoundland's natural resources, now just commencing, and the establishment of a fast line of steamers between Port aux Basques, the terminus of the Newfoundland Railway, and this port, the steamer for this route being now under construction for Messrs. Reid and Sons, of the Newfoundland Railway, will undoubtedly result in a great expansion of the shipping trade of this port, and all or any of these proposed improvements will necessitate a corresponding extension of the breakwater to provide a safe shelter from north-east winds for vessels lying at any wharf or pier which extends to deep water. It might not be amiss to draw attention to the fact that the port of North Sydney offers the shortest and most practicable route for the proposed Canadian fast Atlantic line of steamers, as is shown by Capt. Smith's table of distances from which the following figures are taken :—

Meridian of Fastnet to North Sydney	1959	Knots.
Queenstown	2016	"
Milford Haven	2186	"
" " Halifax	2353	"
" " St. John, N. B.	2603	"
" " Quebec	2687	"
" " New York	2950	"

When to the advantage of distance are added the freedom from fog which your port enjoys and the great saving in cost of coals and time for coaling, the claim of the Port of North Sydney as one of the termini or a port of call for the despatch of mails during the St. Lawrence season of a fast Atlantic line of steamships may well be given consideration.

I submit herewith a plan* showing the breakwater as it at present exists, and the proposed extension of it shown in red, as are also shown the extension of the General Mining Association's coal shipping pier which will be necessary to give it the same depth of water as is at present afforded to vessels when coaling at piers on the southern side of this harbour, and the Intercolonial Railway's proposed deep water terminus.

As will be seen by reference to the accompanying plan, the shoaling of the bar to the north-east of the breakwater, as expected by Mr. Perley in his report of 1875 and as reported by me in my report of January last, has already taken place to a very large extent, and there can be no doubt that an extension to deep water, would be followed by a similar shoaling to the north-east, while the south or sheltered side at the outer

* Not printed.

Steamboat Inspection.

extremity would offer a large extent of safe wharfage in deep water, if the proposed extension be built some two feet higher than the height of present work which has evidently settled since it was built.

The present length of the breakwater from the high water mark as it existed at the time of commencement of construction is about twelve hundred feet, some three hundred feet of this distance having shoaled to such an extent as to be bare at high-water.

The proposed extension would require to be between seven and eight hundred feet in length to reach a depth of thirty feet, and in the best interests of the port of North Sydney, no wiser expenditure could be made than in the construction of the proposed extension, is the opinion of

Yours truly,

C. M. ODELL,
Civil Engineer.

HARBOUR COMMISSIONERS OF NORTH SYDNEY.

STATEMENT of Receipts and Disbursements for Year ending 31st December, 1896.

RECEIPTS.	\$	cts.	DISBURSEMENTS.	\$	cts.
Balance on hand, 31st Dec., 1895	752	70	C. M. Odell, acct. for survey, plan, &c., for 1895 report	10	00
Harbour dues through H. M. Customs.	2,510	41	Secretary, on acct. year 1895	100	00
			Typewriting annual reports, 1895	8	00
			Vincent Brown, acct. 1895	30	00
			J. H. Angel's acct.	3	50
			Harbour master's salary	400	00
			do boat hire	50	00
			Secretary's salary	400	00
			A. C. Thompson & Co.'s acct	6	25
			W. C. Robertson's acct	6	50
			A. C. Bertram's acct.	14	50
			C. M. O'Dell, survey, &c., for revision of admiralty charts	10	00
			L. Robertson's acct	8	00
			J. R. Lithgow, on acct. mortgage	1,200	00
			do interest to Feb., 1897	189	50
			Bank commission remitting interest to Feb., 1897	2	11
			Telegrams, 57c.; postage, \$1.29; stationery, \$10.97	12	83
			L. McLeod's acct	1	00
			S. S. Gladiator's acct	5	00
			Vincent Brown's acct., 1896	30	00
			Recording release of mortgage	0	90
			Secretary's services for reports on harbour, revising admiralty charts, &c.	75	00
			C. M. Odell, survey plan for 1896 report	12	00
			Labour on breakwater, per vouchers	41	13
			Typewriting annual reports, 1896	8	00
			Charles Cann, ballast, per vouchers	75	84
			Chairman's salary	200	00
			Treasurer's salary	200	00
			John McMullin, acct. logs	20	00
			Balance on hand	143	05
	,	263			
				3,263	11

HARBOUR MASTER'S REPORT FOR THE YEAR 1896.

THE FOLLOWING is a Comparative Statement of Arrivals and Tonnage calling for Orders and Steamers for Bunker Coal, the Last Departure, First Arrival and Opening and Closing of Navigation.

YEAR.	OCEAN STEAMERS.		COASTING STEAMERS.		SHIPS.		BARQUES.		BRIGANTINES.		SCHOONERS.		TOTAL.		Total Seamen.
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1879	41	42,550	105	45,752	8	7,541	124	68,244	145	25,358	717	55,775	1,153	245,220	9,862
1880	197	197,242	43	15,297	13	16,768	156	87,438	157	35,958	607	45,277	1,173	397,990	12,385
1881	253	258,470	55	25,703	9	11,076	136	44,753	125	25,854	439	35,226	1,017	401,082	10,147
1882	174	178,566	128	86,759	5	5,989	110	62,380	186	45,969	498	75,829	1,100	453,492	11,827
1883	217	212,467	178	40,732	11	10,480	105	53,157	145	36,186	826	64,878	1,486	417,894	14,297
1884	271	240,675	121	35,305	11	13,148	159	80,059	189	36,597	856	63,423	1,607	469,189	15,730
1885	240	285,458	71	17,475	5	5,523	133	62,827	166	33,908	702	34,268	1,307	400,557	15,014
1886	289	241,849	77	16,044	5	7,151	150	73,219	86	19,368	861	62,998	1,498	420,619	14,882
1887	292	280,943	82	19,810	6	7,528	110	49,056	102	18,323	672	52,868	1,204	428,528	13,316
1888	335	259,493	160	26,191	6	8,238	78	32,010	109	18,301	591	51,272	1,279	363,505	15,776
1889	423	372,903	86	19,480	5	6,364	81	36,921	100	18,240	749	56,895	1,444	510,803	18,846
1890	391	339,164	90	21,774	10	16,578	126	69,407	80	17,250	1,118	76,457	1,815	540,630	17,557
1891	386	352,649	82	163,165	6	7,906	67	57,101	81	17,090	899	73,334	1,534	515,215	16,000
1892	310	247,245	56	12,768	11	14,300	70	42,544	38	8,080	779	71,520	1,287	396,557	13,889
1893	543	370,892	49	11,153	7	10,276	74	42,868	33	11,040	903	76,972	1,629	524,201	13,705
1894	586	520,655	85	12,500	6	8,070	140	61,653	38	9,717	1,040	88,567	1,895	701,242	19,274
1895	644	614,873	134	23,280	5	7,763	59	43,596	36	9,683	1,377	25,356	2,255	824,551	28,235
1896	623	616,606	163	17,590	5	7,066	91	38,764	54	10,490	1,242	82,283	2,178	767,899	25,705

Steamboat Inspection.

COMPARATIVE STATEMENT of the Coal Shipments, &c., from the Harbour including all the Mines since 1878.

Year.	Sydney.	Victoria.	Inter-national.	Bridge-port.	Gardiner.	N.S. Transportation Co.	Reserve.	Total.
1879.....	108,259		21,523				17,269	147,051
1880.....	115,317		38,897				13,614	167,828
1881.....	133,135		76,285				63,884	278,884
1882.....	133,622		102,927				74,432	310,981
1883.....	131,673	1,521	96,997				104,777	334,908
1884.....	131,339	10,408	80,798	3,045			86,550	312,140
1885.....	103,917	39,926	87,485	12,502			72,547	316,458
1886.....	119,949	40,744	106,149	12,519			83,402	368,823
1887.....	145,210	55,631	102,485	18,014			76,205	397,565
1888.....	126,896	72,563	99,544	22,327			100,063	430,333
1889.....	123,902	91,120	117,086	24,222			110,222	467,555
1890.....	150,468	77,367	133,076	28,692			134,777	500,688
1891.....	146,645	96,479	124,677	32,547	17,105		154,656	572,109
1892.....	164,078	108,332	105,479	31,328	39,485		133,836	584,538
1893.....	290,000	100,000	185,000				172,000	657,000
1894.....	230,000	120,910	229,924				211,719	800,733
1895.....	208,300	83,158	450,000			2,100	194,308	937,716
1896.....	265,000	51,865	583,781					900,646

PORT OF NORTH SIDNEY.

COMPARATIVE STATEMENT showing when navigation closed and opened, also first arrival and last clearance.

Year.	Closing navigation.	Last departure.	Opening navigation.	First arrival.	Number of days closed.
1881.....	Jan. 22	Jan. 19	Feb. 25	April 1	34
1882.....	do 27	do 24	May 2	May 2	92
1883.....	do 19	do 17	Mar. 28	April 1	80
1884.....	do 16	do 16	April 22	do 27	99
1885.....	do 22	Feb. 15	do 24	do 25	91
1886.....	Feb. 28	do 15	do 4	do 15	44
1887.....	do 21	Jan. 27	do 2	do 28	53
1888.....	Jan. 19	do 16	Mar. 25	do 7	76
1839.....	Feb. 23	do 27	do 6	Mar. 30	34
1890.....	do 23	do 27	do 6	do 30	34
1891.....	Jan. 27	do 17	do 4	do 15	46
1892*.....					
1893.....	Feb. 16	Feb. 16	Mar. 19	Mar. 19	33
1894.....	do 1	Jan. 23	do 15	do 28	54
1895*.....					
1896.....	Feb. 8	Feb. 4	Mar. 1	Mar. 23	21

* Open all winter, vessels arriving each month.

Respectfully submitted,

GEO. B. MOFFAT,
Harbour Master.

APPENDIX No. 8.

REPORT OF THE HARBOUR COMMISSIONERS OF PICTOU FOR THE
YEAR ENDED 31st DECEMBER, 1896.

PICTOU, N.S., 19th February, 1897.

Deputy Minister of Marine,
Ottawa.

SIR,—I have the honour to inclose you herewith account of harbour commissioners, port of Pictou, Nova Scotia, for year ending 31st December, 1896.

Also report of collector of customs showing amount paid into bank for harbour dues.

Your obedient servant,

D. SUTHERLAND,
Secretary.

MEMORANDUM of Receipts and Disbursements on account of Harbour Dues at the Port of Pictou, N.S., for Year ending 31st December, 1896.

1896.	RECEIPTS.	\$ cts.	\$ cts.
Jan. 1.	By Balance on hand from 1895	133 86	
Dec. 31.	Dues collected during 1896	741 34	875 20
	DISBURSEMENTS.		
Feb. 28.	Paid late Capt. Gunn, Harbour Master, salary for months of January and February, paid monthly	66 66	
Dec. 31.	Paid Hugh Munro, Harbour Master, salary for six months ending 31st December, 1896, paid monthly	100 00	
do 31.	Paid Harbour Commissioners during 1896	642 00	
do 31.	In Bank of Nova Scotia, reserved to pay Harbour Master's salary during winter of 1897	66 54	875 20
Dec. 31.	Balance on hand		66 54

Certified correct.

D. McDONALD,
Collector.

CUSTOM HOUSE,
Pictou, N.S., 31st Dec., 1896.

Steamboat Inspection.

APPENDIX No. 9.

REPORT OF THE PILOTAGE AUTHORITY OF MONTREAL FOR THE YEAR 1896.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,
MONTREAL, 18th February, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, as the pilotage authority, to transmit, for the information of the Honourable the Minister of Marine and Fisheries, the following report of the pilotage district of Montreal for the year ended 31st December, 1896.

The accompanying statement gives the names, earnings, &c, of all the pilots for the past season, and shows an increase of \$7,779.98, or nearly 13½ per cent as compared with 1895, and of about \$1,900, or 3 per cent, as compared with the average total earnings of the past five years.

The total amount of pilotage dues, as therein shown, was received from the following services, namely:—

BRITISH.	
Steamships	\$ 62,150 93
Sailing vessels.....	725 06
	—————\$ 62,875 99
FOREIGN.	
Steamships	\$ 2,382 52
Sailing vessels.....	277 48
	————— 2,660 00
Total	\$ 65,535 99

In the early part of the year petitions were received from 39 pilots (including the committee of 5) and from 9 of the tour de role pilots, asking as follows:—

The former, that by-law No. 126, relating to the suspension of a pilot in connection with any accident to the vessel of which he was in charge, should be modified so that such suspension would only date from the rendering of the judgment instead of from the happening of the accident; that the pilots should be represented on the harbour commission when acting as pilotage authority by their president, and that the tariff of pilotage fees should be increased for all vessels over 2,000 tons;

The latter, that there should be a more equal distribution of the pilotage work as between the special service pilots and those of the tour de role than had been during the past two seasons, to enable the latter to maintain themselves and give them the necessary practice on the river.

After several conferences and due consideration of all the questions involved, it was decided that the pilotage fees should remain as they had been since 1877, although the shipping interest maintained their former contention that the rates of river pilotage had long been excessive and, more especially in recent years, had been injurious to the trade of the port and of the St. Lawrence route, also that the reduction formerly asked for of

25 or 30 per cent from the present tariff would still leave the earnings of the Montreal to Quebec pilots in excess of those of the pilots below Quebec and in the maritime provinces. Further, that the pilots' requests for representation on the commission in its capacity of pilotage authority, and for the modification of the by-law No. 126 should be granted, and, to that end, that an amendment to "The Montreal Harbour Commissioners' Act, 1894," should be obtained to give legal effect to the agreement, and a new by-law passed to replace No. 126.

After some delay in the preparation of these, the draft bill was forwarded on the 26th August with a request that the Honourable the Minister of Marine and Fisheries would have it put through Parliament then in session, to which a reply was received that it was not proposed to introduce a bill during that session.

The amended by-law No. 126 was forwarded for the approval of the Governor in Council on 17th September.

In October, after the change in the six commissioners appointed by the Government, the bill and by-laws were both reconsidered by the commissioners with the result that the latter was approved, while the former was not approved.

The new by-law was subsequently approved by the Governor in Council and reads as follows :—

Whenever any accident occurs to or is caused by any vessel whilst in the charge of a pilot within the pilotage district of Montreal, or other incident out of the ordinary course occurs or is brought to the notice of said pilot in connection with the navigation of the said vessel, such pilot shall forthwith, after he ceases to be in the actual charge of the vessel, report in writing to the secretary of the harbour commissioners the nature of the accident or incident that has occurred, with all particulars thereof.

At their annual meeting in December the pilots authorized the committee elected thereat to make application at the ensuing session of Parliament for an Act of incorporation on similar lines to that of the pilots below Quebec, one of the provisions being that the president of the corporation should sit *ex-officio* as a Montreal harbour commissioner on all pilotage questions.

A copy of the proposed bill is now before the commissioners for their consideration.

As regards the better distribution of the pilotage work during the season which was then approaching, it was finally agreed that not more than 14 pilots should be left on the *tour de role*, with which reduced number, as compared with that in 1894 and 1895, it was hoped that each of these 14 would get more vessels and consequently earn more than in those years as well as have more practice. The statement of work done and earnings by each pilot for 1896 proves that this was, in some measure, accomplished, but had the number been only 10 or even 12, as was contended for by some of those interested, the earnings of the *tour de role* men would have reached a fairer figure, as compared with those of the selected or special service men.

On 11th February, pilot Zephirin Bouillé, 66 years of age, was examined and granted a renewal of his license for another year.

In March, pilots Victor Gagnon, of Champlain, and Alexis Gauthier, of Deschambault, were superannuated in view of medical certificates submitted by them that their state of health would not allow them to continue in active service.

Apprentice pilot, Severe Perron, aged 37 years, of Deschambault, being the only one ready for his license, and having been fully entitled thereto before the decision to reduce the number of pilots back from 55 to 50, was granted a license on 14th April.

In September, pilot David Perrault submitted an oculist's certificate that his eyesight had become greatly impaired, and applied for superannuation, which was granted him as from 7th September, the date of his certificate.

In the matter of pilot J. S. Labranche, who had been suspended on 18th November, 1895, for a year, the conviction was quashed by the Superior Court and the plaintiff allowed his costs of \$45.85 on the ground that there was no evidence to prove the offence charged in the information, the judge pointing out that the only evidence was that the pilot was in an intoxicated condition and unfit to take charge of a ship.

Steamboat Inspection.

Towards the close of the season, it was found necessary to notify several of the pilots doing special service on the large transatlantic lines that by-law No. 109 would be strictly carried out, namely, that no such pilot would be allowed to make more than thirty trips, and in one case where the notification was not heeded, the amount of the pilotage dues for the thirty-first trip was claimed by the commissioners, and will be placed to the credit of the Montreal Decayed Pilots' Fund as in 1897.

In explanation of the thirty-one trips to the credit of Jean Nault and Jean B. Nadeau, it is proper to say that the former piloted one "tour de role" vessel whose pilot did not report for her, which was allowed under the circumstances; while the latter's thirty-one included a vessel from Montreal to Three Rivers, and thence, after a short delay, to Quebec, each being counted as a trip, while, strictly speaking, the two were only one downwards trip under the by-law.

On 2nd June, Mr. J. Arthur W. Gariepy was received as an apprentice, while several other young men filed applications in the latter part of the year to be so received, which are still under consideration.

The following list shows the name, age and residence of each apprentice pilot now serving his time under this authority:—

Number.	Name.	Age.	Residence.
1.	Belleisle, Arthur	35	Deschambault.
2.	Belanger, Charles	26	Lotbinière.
3.	Pleau, J. E.	27	Ste. Anne de la Parade.
4.	Hamelin, Theodule	22	Grondines.
5.	Perrault, Anthyme	28	Deschambault.
6.	Raymond, J. N.	26	"
7.	Belisle, Cyrille	28	"
8.	Veillet, George	25	Ste. Anne de la Parade.
9.	Perrault, Arthur	26	Deschambault.
10.	Naud, Damase	29	"
11.	Labranche, Melville	22	Portneuf.
12.	Gagnon, Albert	21	Three Rivers.
13.	Angers, Alberic	22	Ste. Anne de la Parade.
14.	Paquin, Azarias	23	Deschambault.
15.	Gignac, Arthur	23	Portneuf.
16.	Dejordy, J. B.	24	Contrecoeur.
17.	Bélisle, Felix	26	Deschambault.
18.	Belanger, Achille	23	Lotbinière.
19.	Paquet, Damien	23	Deschambault.
20.	Bourassa, Henri	23	"
21.	Angers, Alfred	20	Ste. Anne de la Parade.
22.	Gariepy, J. Arthur W.	17	St. Alban.

There is reason to believe that several of the above have given up serving and, should they not report during the coming season of navigation, their names will be struck off the list.

The following is a list, with particulars, of accidents which occurred to vessels when in the hands of pilots on their passage between Montreal and Quebec, and vice versa during the past season of navigation:—

On 20th May, the steamship "Kingswell," drawing 22 feet, grounded lightly when endeavouring to get into her berth at section 26 of Montreal harbour, but, after lightning, was brought alongside the wharf. Upon inquiry, after hearing the statements of the captain and the pilot, and examining the charts of the harbour, the commissioners unanimously decided that the grounding was due to want of care on the part of the pilot, Nestor Arcand, in approaching his berth without ascertaining the exact depth of water at the stern of the vessel, and that he be censured, which was accordingly done.

On 21st May, the steamship "Amarynthia," drawing 24 feet 4 inches, grounded on the north side of the channel at Longue Pointe. After lightning, she was floated off on the same day and enabled to proceed on her voyage to Glasgow. Upon examination it was found that the red spar buoy at this point had been dragged considerably

north-west of its proper position, but the commissioners found Pilot Cléophas Auger blameworthy, and issued a notice reminding the pilots that buoys are constantly liable to accidental displacement, and absolute reliance should not be placed upon them.

On 1st June, steamship "Isis," drawing 22 feet 6 inches, when approaching the Maisonneuve Pier, opposite the St. Lawrence Sugar Refinery, Montreal Harbour, went aground and had to be considerably lightened to enable her to reach her wharf. After careful inquiry, the commissioners unanimously found pilot Joseph Sifroi Lablanche guilty, and suspended him until the 1st September.

On the 27th June, the steamship "Assaye," drawing 26 feet 2 inches, when in charge of pilot Louis A. Bouillé, touched the bottom opposite Champlain River, and on the 4th July, the steamship "Vancouver," drawing 25 feet 7 inches, in charge of pilot Prudent Beaudet, touched near the same place. Upon examination by the superintendent of dredging for the Department of Public Works, a slight silting up of the channel on the north side was found, while the engineer for the buoy contractors found the Point Citrouille red spar buoy considerably out of place which, in view of the distance up the river of the Champlain beacons, was, without doubt, the reason for these two vessels having touched.

On 29th July, the steamship "Sarmatian," in charge of pilot Joseph Hurteau, touched the bottom very lightly in the channel off Cap Levrard, while endeavouring to pass the steamship "Cairo," in charge of pilot Jean Arcand, while both vessels were coming up the river. The pilot of the former vessel claimed that this was caused by the latter vessel not having carried out the provisions of by-law No. 80, and, after inquiry, the commissioners warned both pilots to be more careful in such cases in future.

On 26th July, the steamship "Iona," while passing over the bar at St. Augustin with a draught of 26 feet 1 inch, touched the bottom, being in charge of pilot Jean Nault. After examination by divers in Quebec, she was allowed to proceed on her voyage to the east coast of Scotland. The commissioners, after inquiring into the matter, cautioned the pilot to be more careful in the future as to availing himself of the rise of tide with such a deep draught vessel.

On 7th August, the steamship "Kingswell," was stated by the captain and pilot, Néré Bellisle, to have touched the bottom while in the channel through the Barre-à-Boulard at Lotbinière, the ship drawing 21 feet 11 inches, and the semaphore showing 24 feet 6 inches. By a report from the superintendent of dredging for the Department of Public Works, it is evident that the ship did not touch the bottom, but passed so close to the government dredge "Laval" working there, that she touched the chains of the dredge. A report to this effect was forwarded to the captain of the "Kingswell."

On 21st October, the steamship "Buenos Ayrean" downwards, in charge of pilot Joseph Hurteau, and the steamship "Parkmore" upwards, in charge of pilot Barthelemi Arcand, came into collision in the channel at Grandmont Pouillier, opposite Champlain River, causing a slight damage to both vessels. After inquiry, the commissioners exonerated pilot Hurteau, but found pilot Arcand guilty of breach and neglect of his duty and suspended him for the remainder of the season, he having violated by-law No. 81 in not stopping below this narrow passage until the downward-bound vessel had passed through it.

The tariff of pilotage fees was the same as has been in force since March, 1877, and is as follows:—

From the harbour of Quebec to Portneuf and the opposite side of the River St. Lawrence, or below Portneuf and above the harbour of Quebec.

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned) for each foot of draught of water.

Upwards	\$0 50
Downwards	0 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water:—

Upwards	\$0 62½
Downwards	0 62½

Steamboat Inspection.

For the pilotage of any vessel under sail for each foot of draught of water :—

Upwards	\$1 05
Downwards	0 70

From the Harbour of Quebec to Three Rivers and the opposite side of the River St. Lawrence, or any place above Portneuf and below Three Rivers.

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned) for each foot of draught of water :—

Upwards	\$1 50
Downwards	1 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water :—

Upwards	\$1 75
Downwards	1 75

For the pilotage of any vessel under sail, for each foot of draught of water :—

Upwards	\$2 60
Downwards	1 90

From the Harbour of Quebec to Sorel and the opposite side of the River St. Lawrence, or any place above Three Rivers and below Sorel.

For the pilotage of any vessel in tow or propelled by steam (except as hereinafter mentioned) for each foot of draught of water :—

Upwards	\$1 50
Downwards	1 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water :—

Upwards	\$1 87½
Downwards	1 87½

For the pilotage of any vessel under sail, for each foot of draught of water :—

Upwards	\$3 15
Downwards	2 10

From the Harbour of Quebec to the Harbour of Montreal, or to any place above Sorel and below the Harbour of Montreal.

For the pilotage of any vessel in tow or propelled by steam (except as hereinafter mentioned) for each foot of draught of water :—

Upwards	\$2 00
Downwards	2 00

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water :—

Upwards	\$2 50
Downwards	2 50

For the pilotage of any vessel under sail, for each foot of draught of water :—

Upwards	\$4 20
Downwards	2 80

From the Harbour of Montreal to Sorel, or to any place above Sorel and below Hochelaga, and from Sorel, or any place above Sorel and below Hochelaga, to the Harbour of Montreal, for each foot of draught of water for each such pilotage:—

Upwards	\$1 00
Downwards	1 00

For the removal of any vessel from one wharf to another, within the limits of the harbour, or from any of the wharfs into the Lachine Canal; or out of the said canal to any of the wharfs in the harbour; or from the foot of the current; or from Longueuil into the harbour; or from the harbour to the foot of the current, or to Longueuil; for each such service

\$5 00

The amounts received and expended by the Harbour Commissioners, as Pilotage Authority of the district, apart from their receipts and disbursements in trust for the Montreal Decayed Pilots Fund, of which the annual report and statements have been sent you, certified by Messrs. Riddell & Common, auditors, were as follows:—

RECEIVED.

From J. A. W. Gariepy, fee for license as apprentice pilot	\$ 5 00
Sévère Perron, fee for license as pilot	10 00
Five pilots, 2 per cent of the pilotage dues of sundry war vessels, &c	5 63
P. Flynn, Montreal pilotage agent at Quebec, 2 per cent of the pilotage dues on vessels to and from Batiscan	7 70
Collector of Customs, Montreal, 2 per cent of the pilotage dues on vessels to and from Montreal	1,264 14
Collector of Customs, Three Rivers, 2 per cent of the pilotage dues on vessels to and from Three Rivers	29 22
Collector of Customs, Sorel, 2 per cent of the pilotage dues on vessels to and from Sorel	12 84
Total	\$ 1,334 53

EXPENDED

By Deficiency, carried from 1895	\$ 43 36
Messrs. Abbotts, Campbell & Meredith, for legal services in connection with pilot investigations	368 00
P. Flynn, salary as Montreal Pilotage Agent at Quebec	600 00
P. Flynn, allowance for postage, &c	15 92
Law costs <i>re</i> Pilot J. S. Labranche's <i>Certiorari</i>	45 85
Refunds of percentages overpaid	1 13
Printing and express charges	9 85
	<hr/>
	\$ 1,084 11

The surplus of \$250.42 has been carried forward at the credit of pilotage expenses to 1897.

Steamboat Inspection.

During the season several important improvements in aid of navigation between Montreal and Qu-*bec* were effected by the Department of Public Works, of which the most notable were:—The completion, in August, of the channel through the Barre-à-Boulard, at the head of the Richelieu Rapids, to a width of 400 feet and a depth at low water of 28 feet 6 inches, in view of which vessels drawing 27½ feet have since been able to pass without reference to the Lotbinière semaphore or stage of the tide; and the widening of the curve opposite Isle Delorier, Cap St. Michel, to a width of 550 feet, which was completed early in June, and on being advised of which the Department of Marine had the two red spar buoys replaced to indicate the increased width.

Early in the season the commissioners published three sheets—Nos. 20, 21 and 22—in completion of the set of charts of the ship channel of the River St. Lawrence, the originals having been lent them for this purpose by the Department of Public Works, by which the survey had been made and the charts prepared. The whole set has since been on sale at the small price of \$3, and should hereafter be found of great use by pilots and navigators.

The lights, beacons and buoys along the channel, and the semaphore at Lotbinière, were all well maintained throughout the season, the first by the Marine Department directly and the latter three through the contractors—the Sincennes-McNaughton Line.

The commissioners again published the usual 500 copies of “Tide Tables and other information connected with the ship channel between Montreal and Quebec,” embodying tide tables for Quebec, prepared by the Tidal Survey Office of the Department of Marine and Fisheries, which were kindly furnished to the commissioners by the department for that purpose.

These “Tide Tables” were, as in former years, much appreciated by the officers of vessels and the pilots, amongst whom they were freely distributed without any charge.

I have the honour to be, sir,
Your obedient servant,

ALEXANDER ROBERTSON,
Secretary.

STATEMENT showing the number of Branch Pilots for and above the Harbour of Quebec, during the Year 1896, their Age, Residence, Number of Pilotages, Earnings, and whether employed on Special Service or Tour-de-Rôle.

Number.	Names.	Residence.	Date of Branch.	Remarks.	No. of Trips to Montreal.		No. of Trips to intermediate Places.		Total No. of Trips.	Earnings to Montreal.	Earnings to intermediate Places.	Total Earnings.	Employed on Special Service or Tour-de-Rôle.
					In.	Out.	In.	Out.					
1	Bouillé, Zéphirin.	67 Deschambault	Mar. 1, 1855.	New license for 1896.	15	15			30	1,687 82		1,687 82	Allan Line.
2	Naud, Onésime.	54 do	do 16, 1870.		14	15			29	1,556 18		1,556 18	do
3	Chandonnet, Joseph.	55 St. Henri de Lazon, Lévis.	Aug. 2, 1870.		12	12			24	1,356 41		1,356 41	Beaver Line.
4	Bouillé, Louis A.	59 Deschambault	Sept. 1, 1870.		11	12			23	1,255 42		1,255 42	Elder, Dempster & Co.
5	Beaudet, Prudent.	55 452 St. Joseph St., Quebec.	Oct. 10, 1870.	Member of Committee of Pilots, 1896 and 1897.	14	15			29	1,675 82		1,675 82	Dominion Line.
6	Bélisle, Elzéar.	62 Deschambault	do 10, 1870.		8	5			14	440 07	34 13	474 20	Tour-de-Rôle.
7	Pleau, Joseph.	59 Ste. Anne de la Pêrade.	do 10, 1870.		10	8			19	775 82	35 88	811 70	do
8	Brunet, Célestin.	52 19 Notre-Dame de Lourdes St., Montreal.											
9	Bélisle, Louis.	50 Deschambault	Feb. 28, 1872. do 28, 1872.	Secretary of Committee of Pilots, 1897.	21	22	1		44	1,652 54	37 50	1,690 04	Carbray, Routh & Co.
10	Groseau, Ulric.	48 Grondines	Oct. 30, 1872.		15	15			30	1,625 79		1,675 79	Elder, Dempster & Co.
11	Frenette, Alfred.	57 Portneuf	do 30, 1872.		7	6	2		17	569 22	126 87	696 09	Tour-de-Rôle.
12	St. Amant, Alfred.	52 Deschambault	do 30, 1872.		14	16			30	1,363 28		1,363 28	McLean, Kennedy & Co.
13	Bélangier, Philippe.	57 Lotbinière	April 8, 1874.		9	6	2		18	682 00	81 72	763 72	Tour-de-Rôle.
14	Perrault, Narcisse.	59 Deschambault	do 9, 1874.	Member of Committee of Pilots, 1896; pres., 1879; see letter press.	12	11			23	1,190 59		1,190 59	Elder, Dempster & Co.
15	Auger, Cléophas	50 Point Lévis.	Sept. 22, 1874.	Member of Committee of Pilots, 1897.	13	14			27	1,505 17		1,505 17	Donaldson Line.
16	Desjardy, François.	54 Lavaltrie.	April 8, 1875.		15	15			30	1,676 64		1,676 64	do
17	Labranche, Ferd.	49 Portneuf.	do 8, 1875.	Member of Committee of Pilots, 1897.	8	2	1		11	368 08	22 50	390 58	Tour-de-Rôle.
					15	15			30	1,577 24		1,577 24	Elder, Dempster & Co.

Steamboat Inspection.

18	Ferrault, David....	53	Deschambault ..	do	9, 1875.	Secretary of Com- mittee of Pilots, 1896; pensioned, 7th Sept., 1896.	4	4	8	335 19	355 19	Tour-de-Rôle.	
19	Bouillé, Louis Z ...	46	do	do	Jan. 16, 1878.	President of Com- mittee of Pilots, 1896	14	15	29	1,638 00	1,638 00	Allan Line.	
20	Gauthier, Laurent ..	45	do	do	Dec. 10, 1879.	See letter press....	14	15	29	1,700 57	1,700 57	Dominion Line.	
21	Arcand, Jean	43	do	do	do	do	6	5	3	482 47	163 08	15	Tour-de-Rôle.
22	Nault, Delevote	43	do	do	do	do	21	21	42	1,714 09	1,714 09	09	Dominion Coal Co.
23	Gauthier, Wilbrod ..	43	do	do	do	do	15	15	30	1,673 46	1,673 46	46	Allan Line.
24	Mayrand, Louis	49	Ste. Anne de la Pérade	do	9, 1880.	.....	20	19	32	1,541 83	1,541 83	83	Dominion Coal Co.
25	Dufresne, Georges ..	47	Deschambault ..	do	10, 1880.	.....	10	10	1	808 72	52 51	23	Henry Dobeil & Co.
26	Arcand, Norbert	43	Champlain	do	10, 1880.	.....	18	17	2	1,413 75	121 87	32	Dominion Coal Co.
27	Bouillé, Tanerode ..	42	Deschambault ..	do	11, 1880.	.....	13	14	1	1,428 35	38 94	29	Hamburg Am. Packet Co.
28	Arcand, Nestor	40	do	do	Feb. 20, 1884.	.....	20	19	39	1,528 49	1,528 49	49	Dominion Coal Co.
29	Nault, Jean	39	do	do	do	do	15	16	1	1,728 12	1,728 12	12	Thomson Line.
30	Dussault, Joseph ..	40	do	do	do	do	19	19	3	1,523 91	55 65	56	Dominion Coal Co.
31	Groseau, Gédéon ..	44	Grondines	do	20, 1884.	.....	5	3	3	1,333 21	173 89	10	Tour-de-Rôle.
32	Bellisle, Néré	45	Deschambault ..	do	20, 1887.	.....	20	19	39	1,526 62	1,526 62	62	Dominion Coal Co.
33	Perrault, Liboire ..	50	St. Hypolite ..	do	April 20, 1888.	.....	7	16	1	738 40	108 94	34	Tour-de-Rôle.
34	Raymond, Wilfrid ..	41	St., Montreal ..	do	do	do	16	15	31	1,684 73	1,684 73	73	Thomson Line.
35	Hurteau, Joseph ..	35	Deschambault ..	do	20, 1888.	.....	15	15	29	1,563 07	1,563 07	07	Allan Line.
36	Perrault, Edouard ..	46	Montreal	do	Mar. 20, 1889.	See letter press....	11	14	23	1,138 91	42 00	91	Dominion Line.
37	Bouillé, Lydoric	39	Deschambault ..	do	do	do	12	12	24	1,363 52	1,363 52	52	Beaver Line.
38	Dussault, Honoré ..	39	St. Pétrouille ..	do	20, 1889.	.....	8	8	17	600 98	24 50	48	Henry Dobeil & Co.
39	Briate, Arthur	39	Portneuf	do	July 16, 1889.	.....	18	14	1	1,294 33	60 95	28	Intercolonial Coal Min- ing Co.
40	Labranche, J. Sifroi.	42	do	do	April 28, 1891.	See letter press, sus- pended from 5th June to 1st Sept.	18	14	1	1,294 33	60 95	67	Tour-de-Rôle.
41	Perrault, Alexis	33	Deschambault ..	do	do	do	5	22	1	364 17	31 50	94	Dominion Coal Co.
42	Dufresne, Côme	35	do	do	28, 1891.	Sick for 2½ months from 25th Aug.	20	22	45	1,653 24	67 70	94	Dominion Coal Co.
43	Nadeau, Jean B	37	Lévis	do	June 23, 1891.	.....	8	9	17	888 33	888 33	33	Johnston Line and Tour- de-Rôle.
44	Naud, Aubert	43	Deschambault ..	do	April 11, 1893.	.....	16	14	1	1,465 53	44 45	98	McLean, Kennedy & Co.
45	Sauvageau, Joseph ..	35	do	do	July 11, 1893.	.....	13	13	26	1,393 85	1,393 85	85	Allan Line.
46	Dussault, Napoléon.	34	do	do	Oct. 10, 1893.	.....	20	19	39	1,582 02	1,582 02	02	Dominion Coal Co.
47	Arcand, Barthélemi.	34	do	do	April 3, 1894.	Suspended from 26th Oct. until close of naviga- tion	9	9	1	739 57	59 04	61	Tour-de-Rôle.
48	Bellisle, Prudent ..	33	do	do	do	do	6	5	2	501 66	88 57	23	do
49	Arcand, Georges	32	do	do	3, 1894.	.....	19	17	36	1,465 98	1,465 98	98	Dominion Coal Co.
					do	do	7	6	17	612 81	134 50	31	Tour-de-Rôle.

STATEMENT showing the Number of Branch Pilots for and above the Harbour of Quebec, during the Year 1896, their Age, Residence, Number of Pilotages, Earnings, and whether employed on Special Service or Tour-de-Rôle.

Number.	Names.	Age.	Residence.	Date of Branch.	Remarks.	No. of Trips to Montreal.		No. of Trips to intermediate Places.		Total No. of Trips.	Earnings to Montreal.		Earnings to intermediate Places.		Total Earnings.		Employed on Special Service or Tour-de-Rôle.
						In.	Out.	In.	Out.		\$	cts.	\$	cts.	\$	cts.	
50	Toupin, Constant.	30	Three Rivers.	April 3, 1894.		8	8	1	17	18	625	94	18	38	644	32	Henry Dobell & Co.
51	Perreault, Georges.	31	Deschambault	Sept. 11, 1894.		15	14		29	894	58				894	58	J. G. Brock.
52	Bouillé, Narcisse.	37	do	Oct. 9, 1894.		19	10		20	1,016	72				1,016	22	Johnston Line and Tour-de-Rôle.
53	Leveillé, Joseph	33	Batiscau.	June 18, 1896.		6	12	1	6	779	42				987	54	Tour-de-Rôle.
54	Ferron, Sévère	38	Deschambault	April 14, 1896.		6	11	3	23	748	12				898	07	do
					Total.						63,552	26	1,983	74	65,535	99	

ALEXANDER ROBERTSON,
Secretary.

HARBOUR COMMISSIONER'S OFFICE,
MONTREAL, 18th February, 1897.

Steamboat Inspection.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE, MONTREAL, 3rd March, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Herewith please find report and statements of the Montreal Decayed Pilots' Fund for the year 1896, which was yesterday approved by the commissioners. Also a copy of report of the harbour master of the port of Montreal for the year 1896, which has been held until the pilotage reports were ready. The draft of the report of the pilotage district was also yesterday approved and will be forwarded to you within a day or two.

Trusting that the delay in the transmission of these may not have caused any inconvenience.

I have the honour to be, sir,
Your obedient servant,

ALEXANDER ROBERTSON,
Secretary.

REPORT AND STATEMENTS OF THE MONTREAL DECAYED PILOTS' FUND FOR THE YEAR 1896.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE, MONTREAL, 18th January, 1897.

F. GOURDEAU, Esquire,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, the usual statements of (1) Receipts and Disbursements of the Montreal Decayed Pilots' Fund for the year ended 31st December, 1896, and (2) Assets of the Fund at 31st December, 1896.

The following is an abstract of the former :—

Receipts.

5 p.c. of pilotage dues, collected at Montreal.	\$3,160	42
do do Three Rivers.		73 04
do do Sorel.		32 10
From Montreal Pilotage Agent at Quebec on vessels to and from Batiscan, etc.		19 23
From fine and sundry percentages of pilotage dues.		35 28
		\$3,320 07
From interest on investments and on cash in bank.		2,291 89
		\$5,611 96
From Montreal Harbour bond matured.		2,000 00
		\$7,611 96
Total.		\$7,611 96

Disbursements.

Pensions to old pilots and widows of pilots	\$5,373 74	
Messrs. Riddell & Common, for audit of fund	25 00	
Postage stamps and stationery	10 00	
Refunds of percentages overpaid	2 81	
		\$5,411 55
Two Montreal 6 per cent Harbour bonds of par value of \$3,000 at 16¼ per cent premium and ¼ per brokerage		3,495 00
131 days' accrued interest on same		64 60
		88,971 15
Total		

As between the receipts and disbursements proper, there was a surplus of \$200.41; while the reinvestment of the principal of the matured bond and of a portion of the cash balance at the credit of the fund on 31st December, 1895, has nominally reduced the total assets by \$359.19.

At the price paid for the bonds, the fund will realize 4 per cent per annum until 5th July, 1906, when they mature.

On 15th January, old pilot Athanase Dufresne of Deschambault, died, and the full quarterly pension was paid to his widow, who was placed on the list from 1st February.

Pilots Victor Gagnon, of Champlain, and Alexis Gauthier, of Deschambault, were superannuated as from 1st May, on the strength of medical certificates to the effect that their infirm health prevented them from further service.

Mr. Gagnon died shortly before his first quarterly payment was due, but his widow received it, and was then placed on the list as from 1st August.

Widow Uldoric Toupin, of Champlain, having remarried on 31st March, the usual pension of \$32 was paid her to 30th April, but discontinued thereafter.

Pilot David Perrault, of Deschambault, was pensioned as from 7th September in view of a medical certificate that his eyesight had become greatly impaired.

There are now on the list of pensioners ten old pilots at \$360.00, and fifteen widows, of whom twelve receive \$149.32, two \$128.00, and one \$117.32, who are all paid quarterly, but the rate mentioned is the yearly sum received by them.

I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,
Secretary.

Steamboat Inspection.

1895.		\$	cts.	1896.		\$	cts.
Jan. 1..	To Balance from December, 1895.....	3,037	56	Feb.	By Pensions paid to the following for three months ending 1st February:—		
do 8..	City of Montreal, six months' interest to 1st Jan. on \$5,000 of 5 per cent Montreal City Stock.....	125	00	do 7..	Widow Isale Beauty, Sorel.....	37	33
do 29..	Montreal Harbour coupons, due 5th January, 1896:—			do 7..	do Sevére Belleisle, Quebec.....	37	33
	Series "P," No. 81 = 1 x 60.....		\$ 60	do 7..	do Edouard Boudreau, Three Rivers.....	29	33
	do "R," No. 20 and 102 = 2 x 15.....		30	do 7..	do L. David Bouille, Deschambault.....	37	33
	do "R," No. 117-119 = 3 x 30.....		90	do 7..	do Jos. L. Dusseau, Sorel.....	37	33
	do "D," No. 21 and 45-49 = 6 x 25.....		150	do 7..	do Placide Gaillardet, St. Gregoire.....	37	33
	do "F," No. 164-172 = 9 x 20.....		180	do 7..	do Hubert Lemay, Montreal.....	37	33
	do "G," No. 288-290 = 2 x 20.....		40	do 7..	do Adolphe Lisé, Batiscan.....	32	00
	do "H," No. 64, 65 & 139-142 = 6 x 20.....		120	do 7..	do David Mathieu, Grandines.....	37	33
	do "J," No. 231-246 = 16 x 20.....		320	do 7..	do Zéphirin Mayrand, Contrecoeur.....	32	00
April 18..	Pilot Joseph Sifroi Labranche, Portneuf, amount of fine imposed upon him on 3rd December, 1895, in <i>re</i> Kildonan.....	990	00	do 7..	do Edouard Naud, St. Hilaire.....	32	00
do 18..	Pilot Joseph Sifroi Labranche, Portneuf, percentages of pilotage dues owed by him as per account of 18th September, 1895. (See Letter Book, Folio 561.).....	11	20	do 7..	do Uldoric Toupin, Champlain.....	37	33
May 30..	Collector of Customs, Montreal, Trinity dues collected in May.....	371	60	do 7..	do Joseph Toupin do Athanasie Dufresne, Deschambault (which would have been due to her husband, who died on 15th January, 1896.....	37	33
June 17..	Pilot Gédéon Groleau, percentage of pilotage dues on whaleback barge No. 110 with 14 feet draught in tow from Quebec.....			do 7..	Old Pilot Cyrille Belleisle, Deschambault.....	90	00
do 30..	Collector of Customs, Montreal, Trinity dues collected in June.....	1	40	do 7..	do Damase Cayen, Portneuf.....	90	00
July 9..	City of Montreal, 6 months' interest to 1st July on \$5,000 of 5 per cent Montreal City Stock.....	452	70	do 7..	do J. B. Dorval, Cap de la Madeleine.....	90	00
do 24..	Pilot Jean Arcand, percentage of pilotage dues on H. M. S. "Tartar" from Quebec to Montreal and back with draught of 15 feet 2 inches.....	125	00	do 7..	do Pierre Gagnon, Three Rivers.....	90	00
do 31..	Pilot Gédéon Groleau, percentage of his pilotage dues SS. "Rosemont" from Quebec to Montreal with draught of 12 feet.....	3	80	do 7..	do Joseph Léveillé, Montreal.....	90	00
do 31..	Collector of Customs, Montreal, Trinity dues collected in July.....	150	00	do 7..	do Augustin Naud do George Raymond, St. Casimir.....	90	00
1896.				do 7..	do Treffe Toupin, Roberval.....	90	00
Aug. 31..	Pilot Elzéar Belleisle, percentage of pilotage dues on "Comanche" from Quebec to Montreal, with draught of 10 feet 5 inches.....	3	80	do 7..	do Riddell & Common, audit of this fund for the year ending 31st Decem' er, 1895.....	25	00
do 31..	Collector of Customs, Montreal, Trinity dues collected in August.....	6	97	do 7..	Pensions paid to the following for three months ending 30th April:—		
Sept. 12..	Patrick Flynn, Montreal, pilotage agent, Quebec, percentage of pilotage dues on vessels to and from Batiscan, &c., as per statement dated 1st August.....	6	97	do 7..	Widow Hubert Lemay.....	37	33
				do 1..	Old Pilot Augustin Naud.....	90	00
				do 2..	do Joseph Léveillé.....	90	00
				do 4..	do Adolphe Lisé.....	37	33
				do 7..	Widow Isale Beauty.....	37	33
				do 8..	do Sevére Belleisle.....	37	33
				do 8..	do Edouard Boudreau.....	29	33
				do 8..	do David Bouille.....	37	33
				do 8..	do Jos. Léandre Desseau.....	37	33
				do 8..	do Placide Gaillardet.....	37	33
				do 8..	do J. Octave Hamelin.....	37	33
				do 8..	do David Mathieu.....	32	00
				do 8..	do Zéphirin Mayrand.....	37	33
				do 8..	do Edouard Naud.....	32	00

CR.

ALEXANDER ROBERTSON, Treasurer, in account with the Montreal Decayed Pilots Fund—*Concluded.*

1896.	\$	cts.	1896.	\$	cts.
Sept. 16..	To Pilot Ulric Groleau, percentage of pilotage dues on H.M.S. "Intrepid" with draught of 20 feet from Quebec and 20 feet 3 inches downwards.	5	03	By Pensions paid to the following for three months ending 30th April— <i>Con.</i>	
do 30..	Collector of Customs, Montreal, Trinity dues collected in September.	494	61	Widow Oldric Toupin	32 00
Oct. 31..	Collector of Customs, Montreal, Trinity dues collected in October.	455	70	do Joseph Toupin	37 33
Nov. 18..	Pilot Gedeon Groleau, percentage of pilotage dues of barque "Hooding" from Quebec to Batiscan with draught of 14 feet.	1	05	do Athanase Dufresne	90 00
do 30..	Collector of Customs, Montreal, Trinity dues for November.	374	84	do Damase Cayen	90 00
do 30..	The Harbour Commissioners of Montreal, for one harbour debenture, series F, No. 81, which matured on 5th July, 1896.	2,000	00	do J. B. Dorval	90 00
do 30..	Montreal Harbour coupons, due 5th July, 1896— Series "P," No. 81, 1 of \$60. \$ 60 00 do "R," No. 90 and 102, 2 of \$15			do George Raymond	90 00
	do "R," No. 117-119, 3 at \$50. 90 00			do Trefflé Toupin	90 00
	do "D," No. 21 and 48-49, 6 at \$25. 150 00			Henry Dobell & Co., percentage of pilotage dues paid on SS. "Polino," inwards on 28th May, now re-paid, as \$2.97 had already been paid at Sorel, as per receipt shown to Secretary.	2 06
	do "F," No. 164-172, 9 at \$20. 180 00			By Kingman, Brown & Co., refund of pilotage dues over-paid on SS. "Mureia" at custom-house on 20th July	0 75
	do "G," No. 289-290, 2 at \$20. 40 00			Pensions paid to the following for three months ending 31st July:—	
	do "H," No. 64-65 and 139-142, 6 at \$20 190 00			Widow Isalie Besaudry	37 33
	do "J," No. 231-246, 16 at \$20. 320 00			do Edouard Boudreau	37 33
Dec. 2..	Collector of Customs, Three Rivers, percentage of pilotage dues, payable for the Montreal district at Three Rivers during 1896, as per statement of 1st December.	990	00	do L. David Bouillé	29 33
	(Collector of Customs, Sorel)			do Leandre Desureau	37 33
do 2..	Collector of Customs at Sorel, as per statement dated 1st December.	32	10	do Placide Gaillardet	37 33
do 2..	(Montreal Pilotage Agent at Quebec)			do J. Octave Hamelin	37 33
do 31..	Montreal Pilotage Agent at Batiscan as per statement dated 1st December.	12	26	do Hubert Lemay	37 33
	Bank on money at deposit during the year at 3 per cent	61	89	do Adolphe Lisé	37 33
				do David Mathieu	32 00
				do Zéphirin Mayrand	37 33
				do Edouard Naud	32 00
				do Joseph Toupin	37 00
				do Athanase Dufresne	37 00
				Old Pilot Cyrille Belleisle	90 00
				do Damase Cayen	90 00
				do J. B. Dorval	9e 00
				do Pierre Gagnon	90 00
				do Joseph Leveillé	90 00
				do Augustin Naud	90 00
				do George Raymond	90 00
				do Trefflé Toupin	90 00
				do Victor Gagnon	90 00
				do Alexis Gauthier	90 00

Steamboat Inspection.

	Pensions paid to the following for three months ending 31st October:—	
Nov. 4..	Widow Isaire Beaudry	37 33
do 4..	do Severe Belleisle	37 33
do 4..	do Edouard Boudreau	37 33
do 4..	do L. David Bouillé	29 33
do 4..	do Jos. L. Desureau	37 33
do 4..	do Placide Gaillardet	37 33
do 4..	do J. Octave Hamelin	37 33
do 4..	do Hubert Lemay	37 33
do 4..	do Adolphe Lisé	37 33
do 4..	do David Mathieu	32 00
do 4..	do Zéphirin Mayrand	37 33
do 4..	do Edouard Naud	32 00
do 4..	do Joseph Toupin	37 33
do 4..	do Athanase Dufresne	37 33
do 4..	do Victor Gagnon	37 33
do 4..	Old Pilot Cyrille Belleisle	90 00
do 4..	do Damase Cayen	90 00
do 4..	do J. B. Dorval	90 00
do 4..	do Pierre Gagnon	90 00
do 4..	do Joseph Léveillé	94 00
do 4..	do Augustin Naud	90 00
do 4..	do George Raymond	90 00
do 4..	do Treffis Toupin	90 00
do 4..	do Alexis Gauthier	90 00
do 4..	do David Perreault (pension from 7th September, inclusive to 1st November)	90 00
do 13..	See Board Minutes of 15th September	53 90
	Nichols & Marler, for two Montreal Harbour Ponds, series R, due 5th July, 1906, interest 6 per cent, viz. :—No. 42 of \$1,000 and No. 84 of \$2,000 = \$3,000 at rate of 116½	
	Commission for purchase of same 7 50	
	131 days accrued interest from 5th July ... 64 60	
Dec. 31..	Stationery and postage on pensions remitted by registered letter during 1896	3,559 60
do 31..	Balance to January, 1897	10 00
		1,678 37
		10,649 52

Verified.

RIDDELL & COMMON,
Auditors.

MONTREAL, 25th January, 1897.

ALEXANDER ROBERTSON, Treasurer, in account with the Montreal Decayed Pilots' Fund—*Continued.*

STATEMENT OF THE FUND.

Nos.	Series.		\$ cts.
		Montreal Harbour Debentures—	
20 and 102	R	(Due 5th July, 1906); interest at 6 p. c. = 2 × 500.....	1,000 00
42 and 117-119	R	(do 5th do 1906) do 6 p. c. = 4 × 1,000.....	4,000 00
84	R	(do 5th do 1906) do 6 p. c. = 1 × 2,000.....	2,000 00
21 and 45-49	D	(do 5th do 1915) do 5 p. c. = 6 × 1,000.....	6,000 00
164-172	F	(do 5th do 1917) do 4 p. c. = 9 × 1,000.....	9,000 00
289-290	G	(do 5th do 1918) do 4 p. c. = 2 × 1,000.....	2,000 00
64 65	H	(do 5th do 1921) do 4 p. c. = 2 × 1,000.....	2,000 00
139-142	H	(do 5th do 1921) do 4 p. c. = 4 × 1,000.....	4,000 00
231-246	I	(do 5th Jan., 1924) do 4 p. c. = 16 × 1,000.....	16,000 00
		City of Montreal, Consolidated Fund—	
165		(Due 1st July, 1910); interest at 5 p. c. = 50 × 100.....	5,000 00
		Cash in Montreal City and District Savings Bank at 3 p. c.....	1,646 06
		Cash in Commissioners' hands.	32 31
		Total.....	52,678 37

We hereby certify that we have examined the entries for the year 1896 as recorded on sheets hereunto annexed and have found them to agree with vouchers on file; also that debentures and certificates to the amount of \$52,678.37, as described in statement on opposite page, have been duly submitted for our inspection.

RIDDELL & COMMON,

Auditors.

ALEXANDER ROBERTSON,

Treasurer.

MONTREAL, 31st December, 1896.

Steamboat Inspection.

APPENDIX No. 10.

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE YEAR ENDED 31st DECEMBER, 1896.

(Under 36 Victoria, Chapter 54.)

QUEBEC, 2nd January, 1897.

To the Honourable L. H. DAVIES, M. P.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with the requirements of "The Pilotage Act," 36 Victoria, chapter 54, section 22, I have the honour to submit the following report from the Quebec Harbour Commissioners, as pilotage authority, for the year 1896.

SERVICE OF THE PILOT STATIONS.

The operations of the year opened the 14th April, by the departure of two pilots to the pilotage ground in the yacht "Laura."

On the 25th of same month, schooner No. 2 left with six pilots on board, and on May 1st, schooner No. 1 was despatched with eight pilots.

On the 21st, 22nd and 24th April, and 5th, 9th, 14th and 15th of May, forty-four pilots were sent forward via the Intercolonial Railway.

As usual, all the pilots stations have been provided with pilots during the season through the Intercolonial Railway and the pilots schooners, and the service has been performed to the satisfaction of the commissioners.

OLD PILOTS.

Previous to the opening of navigation, all the old pilots, eleven in number, who had attained the age of sixty-five and over, were summoned before the commissioners under the 32nd section of the "Pilotage Act," in order to ascertain whether they could continue in the exercise of their duties for the ensuing year. They were all found able to perform their duties, and their licenses were consequently renewed for one year.

PILOTS SUPERANNUATED.

Three old pilots, David Bouffard, Jos. Phil. Couillard and Victor Demers, have been superannuated during the year at their own request.

Pilot Bouffard had attained the age of 78, had been 53 years in the active service with only one accident recorded against him. Pilot Demers had reached his 71st year, had 44 years' service without an accident or complaint appearing in his record; and Pilot Couillard who was 74 years old when superannuated, had 47 years' service with a record of two casualties to vessels whilst in his charge.

The commissioners consider that all of these pilots are to be congratulated on their long and honourable records of service.

TRIALS.

Three pilots have been brought before the pilotage authority during the season of navigation: two of them under 45 Victoria, chapter 32, section 4, and the third on a complaint lodged by the master of the vessel he had piloted.

One of the statements annexed to this report conveys all the particulars as to the nature of the complaint and the result of the investigation in each case.

REINSTATEMENT OF PILOTS.

Eugène Anctil, a branch pilot, who had been deprived of his branch in 1892 for grounding the steamship "Comassie" in the North Channel off the Island of Orleans, was replaced on the active list and his branch restored to him, after passing a second examination as to his qualifications as a pilot, and a careful inquiry had been made into his character and habits during the time he had been dismissed from the pilotage service.

COMPLAINTS AGAINST PILOTAGE SERVICE.

During the season, two complaints have been lodged against the pilotage service: the first one was by the master of steamship "Lenghirst" complaining that his pilot had let go the anchor over the telegraph cable, damaging it to the extent of \$250, and for which damage the vessel was held responsible, and the second was from Messrs. Henry Fry & Co., complaining that ship "Lennie Burrill" outward bound from Montreal had been detained waiting for her pilot. In the first case, the commissioners were advised that the matter was outside of their jurisdiction as the pilotage authority, and in the case of detention of ship "Lennie Burrill," it was established after reference to the Pilot Board, that it was not the fault of the pilotage service.

APPRENTICE PILOTS.

There is no change to be noted in regard to this branch of the service, the list remaining the same as that of 1895.

Although this list contains eight names only six are to be counted, as Messrs. Nolet and Dugal, through their long absence, are considered to be dead.

These six apprentices cannot be admitted to pass their examination before the number of pilots is reduced to 125 as provided for in section 8 of 45 Victoria, chapter 32.

PILOTAGE EARNINGS.

According to a return received from the Secretary-Treasurer of the Corporation of Pilots for and below the Harbour of Quebec, their gross earnings for the season have been \$123,108.34.

Out of this amount \$110,264.70 were received from 809 British vessels, and the balance, \$12,843.64, from 125 foreign crafts.

The total expenses have been \$22,674.56, leaving a balance of \$100,433.78 to be divided among an average of 133½ pilots, giving them a net dividend of \$753.25 each.

DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting, held the 10th of December last, the pilots elected the following directors to their corporation for the ensuing year:—Messrs. F. X. Lamarre, David D'Amour, Paul Paquet, Arbel Bernier, Jean Tremblay and Léon Labrecque, and at a meeting of the new board, held the following day, Mr. F. X. Lamarre was elected president.

Annexed to the present report are the various statements, not herein alluded to, which contain all the information yearly conveyed to your department by the commissioners in their capacity of pilotage authority.

I have the honour to be, sir,

Your most obedient servant,

JAS. WOOD,

Secretary-Treasurer.

Steamboat Inspection.

STATEMENT showing the number of Pilots for and below the Harbour of Quebec on the active list on the 31st December, 1896, the number who retired, struck off the active list, or died during the year, the number temporarily suspended, the number who were unable to serve, the number in charge of Government steamers, &c.

Number.	Name.	Age.	Residence.	NUMBER OF PILOTAGES EFFECTED.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Régis Ménard.....	81	St. Valier.....	4	3	4	Sick since 1st October.
2	David Bouffard.....	78	St. Laurent, Orleans.....	2	0	2	Pensioned in the month of July.
3	Jos. Phil. Couillard.....	74	Quebec.....	2	1	2	do
4	Jérémie Dufresne.....	80	do	5	4	4	
5	Antoine Gobeil.....	68	St. Laurent, Orleans.....	13	13	1	Employed by the Allan Line.
6	Victor Demers.....	71	Lauzon, Lévis.....	0	0	0	Sick all the season, and pensioned in the month of September.
7	Charles Francis Brown.....	69	Quebec.....	5	6	4	
8	Paul Pâquet.....	65	St. John, Orleans.....	6	6	4	
9	Joseph Pouliot.....	70	do	4	4	4	
10	Georges Normand.....	66	Crane Island.....	6	5	4	
11	David Damour.....	64	Trois-Pistoles.....	5	5	4	
12	Charles Vézina.....	62	St. Michel, Bellechasse.....	14	11	0	Elected director of the Corporation of Pilots at last election.
13	Nunis Lachance.....	62	do	13	12	0	Employed by the Allan Line.
14	Annibal Baquet.....	61	Quebec.....	15	15	0	do
15	Joseph Gravel.....	70	do	5	4	0	Master of SS. "Campagna."
16	Auguste Couillard Després.....	60	Lauzon, Lévis.....	5	6	2	Employed by the Black Diamond Line.
17	Jean-Bte. Pouliot.....	55	St. John, Orleans.....	6	3	4	
18	Jean Gobeil.....	59	do	3	2	3	Sick since the month of September.
19	Joseph Pâquet.....	59	Quebec.....	4	5	4	
20	Louis Edmond Morin.....	58	do	17	12	4	Employed by the Hansa Line.
21	Moïse Lachance.....	59	St. John, Orleans.....	5	4	4	
22	Joseph S. Brown.....	62	Quebec.....	17	12	7	do
23	Hubert Raymond.....	57	do	5	4	4	Dominnion Line.
24	Achille Danour.....	57	St. Valier.....	5	4	4	
25	Joseph Pouliot.....	63	St. John, Orleans.....	0	0	0	Sick all the season.
26	Edmond Larochelle, sen.....	53	Quebec.....	0	0	0	One of the directors of the Corporation of Pilots. Not re-elected at last election.
27	Ant. Thomas Chouinard.....	62	Pointe-au-Père.....	7	4	4	
28	Laurent Godbout.....	53	Quebec.....	4	6	4	Employed by the Dominnion Line.
29	Adelme Pouliot.....	57	St. Laurent, Orleans.....	16	15	0	
30	Bart. Pepin dit Lachance.....	51	St. John do	5	5	4	
31	Frs.-Xav. Delsisle.....	51	Quebec.....	7	4	4	
32	Jos. Pepin dit Lachance.....	62	do	7	7	0	
33	Damien Eugène Boulanger.....	53	Tadoussac.....	0	0	0	Master of the Saguenay Station.

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &c.—Continued.

Number.	Name.	Age.	Residence.	NUMBER OF PILOTAGES EFFECTED.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
34	Cyprien Langlois.	52	St. John, Orleans.	5	4	4	
35	Jean Delisle.	51	do	6	7	3	
36	Nazaire Curodeau.	49	Quebec.	4	5	3	
37	Charles Normand.	50	do	4	6	4	
38	Napoléon Rioux.	51	Ste. Petronille, Orleans.	4	6	4	
39	Jean-Bte. Tremblay.	53	Quebec.	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
40	Ray, Baquet dit Lamontagne.	51	Notre-Dame, Lévis.	15	12	7	Employed by the Beaver Line.
41	Frs.-Xav. Lamarre.	50	St. Valier.	6	7	2	do Munderloh Co. Elected director of the corporation at last election.
42	Moïse Pouliot.	48	St. John, Orleans.	11	10	2	Employed by the Black Diamond Line.
43	Paul Gobeil.	50	do	5	5	4	
44	Chs. Alarie Raymond.	48	Chateau-Richer.	6	4	4	
45	Victor Vézina.	51	Quebec.	18	15	1	Employed by the Thomson Line.
46	L. B. O. Goutron dit Larochelle.	49	St. Michel, Bellechasse.	14	13	7	do Allan Line.
47	Chs. Hermie alias A. Bernier.	51	do	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
48	Louis Robert Demers.	50	Quebec.	19	22	2	Employed by the London Line.
49	Vital Ephrem Chamberland.	56	Montreal.	6	5	4	
50	Joseph G. Dupil.	49	Quebec.	12	13	0	do Allan Line.
51	Joseph Fortier.	52	St. John, Orleans.	0	0	0	President of the Corporation of Pilots. Not re-elected at last election.
52	Nestor Lachance.	51	do	4	5	4	
53	Cyrille Audette dit Lapointe.	51	St. Michel, Bellechasse.	5	4	4	
54	Joseph Lapointe.	53	St. Laurent, Orleans.	5	4	4	
55	Pierre Pepin dit Lechance.	47	Montreal.	12	13	2	Employed by the Black Diamond Line.
56	Théodule Gourdeau.	52	Lauzon, Lévis.	9	10	2	do
57	Isote Noëi.	46	St. John, Orleans.	6	3	4	
58	Jean Evariste Adam.	52	Trois-Saumons	4	5	4	
59	Alfred Larochelle.	46	St. Michel, Bellechasse.	11	11	1	
60	Théophile Corriveau.	49	Quebec.	6	6	3	do Beaver Line.
61	Eizéar Godbout.	48	do	12	12	1	do Black Diamond Line.
62	Georges Couillard Despres.	48	Bienville, Lévis.	4	5	4	
63	Pierre Gobeil.	48	St. John, Orleans.	13	13	1	do
64	Théodule Pepin dit Lachance.	51	Montreal.	15	16	2	do
65	Achille Trefflé Simard.	45	St. Joseph, Lévis.	19	16	1	London and Head Line.
66	Jean-Bte. Patoiné.	45	Montreal.	12	13	3	do Black Diamond Line.

Steamboat Inspection.

67	Narcisse Lavoie.....	47	Ste. Luce, Rimouski.....	5	4	4	Absent all the season, and master of S.S. "Greenlands."
68	Joseph Emilio Couillard.....	45	Quebec.....	0	0	0	
69	Louis Albert Royer.....	31	do.....	5	4	4	
70	Adélar Sansterre.....	46	do.....	12	15	1	Employed by the Thomson Line.
71	Orésime Noël.....	44	St. John, Orleans.....	16	20	1	do
72	Napoléon Baillargeon.....	46	Ste. Pétronille, Orleans.....	5	5	4	Donaldson & Ross Line.
73	Jos. Frs.-X. Bernier.....	44	Quebec.....	13	12	1	Master of pilot schooner No. 5.
74	Frs.-X. Demeule.....	44	St. John, Orleans.....	1	0	0	
75	Louis Honoré Lapierre.....	45	Notre Dame, Lévis.....	4	7	4	
76	Jos. Eugène Lachance.....	42	St. John, Orleans.....	4	5	4	
77	David Arthur Bouffard.....	42	St. Laurent dc.....	4	4	4	
78	Jean Théophile St. Laurent.....	45	Quebec.....	17	19	2	
79	Jacques Georges Dugas.....	44	St. Joseph, Lévis.....	5	3	4	
80	Joseph Victor Gourdeau.....	49	Ste. Pétronille, Orleans.....	15	15	1	Employed by the Black Diamond Line.
81	Louis alias Trefflé Delisle.....	42	Trois Pistoles.....	0	0	0	Master Red Island Light Ship.
82	J. Bte. Couillard.....	45	Cap. St. Ignace.....	3	5	4	
83	Chs. Pelletier.....	46	St. Michel, Bellechasse.....	5	4	4	
84	Jos. alias Philéas Langlois.....	50	St. John, Orleans.....	3	0	1	Master of Schooner No. 2 part of the season.
85	Nazaire Delisle.....	47	Quebec.....	5	4	4	
86	J. F. Bonaventure Lavoie.....	44	Ste. Luce, Rimouski.....	5	3	3	
87	Adjutor Baillargeon.....	42	Ste. Pétronille, Orleans.....	12	12	1	Employed by the Black Diamond Line.
88	Samuel Rioux.....	43	Quebec.....	13	13	13	Employed by the Allan Line.
89	Chs. Octave Clavet.....	42	St. Michel, Bellechasse.....	14	16	1	Employed by the Black Diamond Line.
90	Joseph Dion.....	40	Ste. Anne de la Pocatière.....	6	3	4	
91	Paul Lachance.....	40	Quebec.....	7	10	1	Employed by the Johnston Line.
92	Arcadius Jouvin.....	38	Ste. Luce, Rimouski.....	6	9	4	
93	Leon Labrecque.....	46	St. Laurent, Orleans.....	0	0	0	One of the directors of the Corporation of Pilots.
94	Paul Lachance.....	41	St. John, Orleans.....	9	9	2	at last election.
95	Joseph Poulhot.....	40	do.....	5	3	4	
96	Joseph Larochelle.....	39	St. Michel, Bellechasse.....	4	5	4	
97	Adjutor Lachance.....	38	do.....	7	8	1	Employed by the Donaldson & Ross Line.
98	Frs. Gaudreau.....	45	Quebec.....	5	4	4	
99	Arthur Koenig.....	45	L'Islet.....	7	7	3	
100	David Dumas.....	43	Notre Dame, Lévis.....	5	5	3	
101	Jos. Lachance.....	42	St. Laurent, Orleans.....	0	0	0	Master of Pilot Schooner No. 1.
102	Paul Paquet.....	38	St. John.....	0	0	0	One of the directors of the Corporation of Pilots.
103	Alphonse Pouliot.....	44	do.....	5	3	4	at last election.
104	Elzéar Normand.....	37	L'Islet.....	4	5	4	
105	Jean Bernier.....	37	do.....	12	12	1	Employed by the Donaldson & Ross Line.
106	Joseph Paquet.....	35	St. John, Orleans.....	4	5	4	
107	Jean A. Lachance.....	34	St. Henri, Lévis.....	4	5	4	
108	Arthur Baillargeon.....	39	Ste. Pétronille, Orleans.....	4	5	4	
109	Joseph Vezina.....	35	St. Laurent do.....	5	4	4	
110	Herménegilde Guénard.....	38	St. Thomas, Montmagny.....	4	5	4	
111	Elzéar Desrochers.....	43	Quebec.....	4	6	4	
112	John J. A. Irvine.....	40	Green Island.....	4	4	4	
113	Frederick Bouffard.....	39	St. Laurent, Orleans.....	5	5	4	
114	Jules Asselin.....	35	St. Michel, Bellechasse.....	5	6	5	
115	Prudent Marmen.....	37	Beaufort.....	6	5	5	
116	Lucien Lachance.....	35	Notre Dame, Lévis.....	13	13	7	Employed by the Black Diamond Line.

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &c.—Continued.

Number.	Name.	Age.	Residence.	NUMBER OF PILOTAGES EFFECTED.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
117	Alfred Dion	38	Green Island.....	3	6	4	
118	Camille Bernier	38	St. Michel, Bellechasse.....	16	16	1	Dominion, Liverpool and Bristol.
119	Moïse Blouin.....	45	St. John, Orleans.....	5	5	4	
120	Moïse <i>alias</i> Laurent Godbont.....	36	Quebec.....	6	9	3	
121	Alfred Godreau.....	43	Cap St. Ignace.....	4	5	4	
122	Alfred Raymond.....	35	Kamouraska.....	6	4	4	
123	Philéas Lachance.....	38	St. John, Orleans.....	14	15	2	Employed by the Black Diamond Line.
124	Joseph H. Talbot.....	34	Berthier.....	13	13	2	do
125	Moïse Arthur Lachance.....	33	St. John, Orleans.....	5	4	4	
126	Louis Frs. Thivierge.....	30	do do.....	5	5	4	
127	François <i>alias</i> Joseph N. Dallaire.....	35	St. Laurent do.....	5	5	4	
128	Jos. Emilien <i>alias</i> Emile Lachance.....	30	St. John do.....	5	5	4	
129	Alphonse Asselin.....	31	St. Michel, Bellechasse.....	12	12	2	
130	Edmond Larocheille.....	30	do do.....	10	7	1	
131	Joseph Plante.....	30	St. Paul's Bay.....	5	4	4	Employed by a collier.
132	Alphonse Pâquet.....	30	St. John, Orleans.....	4	6	4	Employed by the Johnston Line.
133	Paul <i>alias</i> Napoléon Pouliot.....	37	do do.....	4	5	4	
134	Arthur Dorion.....	40	St. Joseph, Lévis.....	3	6	4	
135	Adélaïde Bernier.....	35	Quebec.....	11	12	1	
136	Eugène Anctil.....	38	L'Islet.....	4	4	4	

Certified.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1897.

Steamboat Inspection.

QUEBEC HARBOUR COMMISSION.

Memorandum regarding the opening and closing of navigation and the formation of the ice in the Harbour of Quebec for the year 1896.

Schooner "L'Emerillon" with firewood arrived in port the 22nd April.

The ice in the tidal basin and wet dock broke up the 23rd April.

The River St. Charles and Orleans ice broke up and cleared the 26th April.

Steamboat "Montreal" of the Richelieu and Ontario Line arrived in port the 1st May.

The first ocean steamer SS. "Loughregg Holme" arrived on the 24th April, the second the SS. "Fremona" arrived in Port the 25th April.

The first Ship "Medusa" arrived in Port 12th May.

The last Ocean Steamer SS. "Vancouver" left port the 20th November.

The last freight Steamer SS. "Baltimore City," left port the 26th November.

The last sailing vessel, Ship "Cleveland," left port the 29th October.

On the 2nd December, both the River St. Charles and the two basins were frozen over.

The ice bridge to Island of Orleans formed the 24th December.

An ice bridge formed before the city on the 26th January and remained intact until the 24th April, on which date river was clear.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,)
QUEBEC, 2nd January, 1897.)

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the Year 1896, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 36 Vic., chap. 54, and 45 Vic., chap. 32, sec. 4.

Name of Pilot Tried.	Nature of Complaint.	Date of Trial.	Result.
Jos. Phil. Couillard.....	Causing ss. "Coquet" to take the ground in the South Traverse.	Aug. 18..	Pleads guilty, surrender branch and placed on pension list.
Laurent Godbout..	For colliding ss. "Neptune" with the ss. "Scandinavian" at the foot of the Traverse.	do 24..	Acquitted.
Charles Normand.....	For causing ss. "Brookside" to take the ground in the South Traverse.	do 28..	Found guilty of an error of judgment.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONER'S OFFICE,
QUEBEC, 2nd January, 1897.

QUEBEC HARBOUR COMMISSION.

LIST of Apprentice Pilots immediately under the Quebec Harbour Commissioners
Pilotage Authority on the 31st December, 1896.

Number.	Names.	When Indentured.	Remarks.
1	George Dugas	April 11, 1871.	Absent since the fall of 1877. do do 1878. It is stipulated in the indentures of these apprentices that they will not be admitted to pass their examination before the number of pilots is reduced to 125, as provided for by the Act 45 Victoria, chap. 32.
2	Ernest Nolet.....	Mar. 19, 1874.	
3	Adelard Vézina.....	May 24, 1883.	
4	Jean-Bte. Pouliot.....	do 24, 1883.	
5	Joseph Thivierge.....	do 24, 1883.	
6	Léonidas Lachance.....	do 24, 1883.	
7	Eudore Langlois.....	do 24, 1883.	
8	Frs. X. Eustache <i>alias</i> Wm. Dorion.....	July 12, 1883.	

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1897.

PILOTAGE TARIFF.

RATES of Pilotage for the Harbour of Quebec and below, as per by-law passed by the Quebec Harbour Commissioners, on the 18th June, 1891, and sanctioned by His Excellency the Governor General in Council on the 26th June, 1891.

TABLE I.

RATES of Pilotage for the Harbour of Quebec and below, for each foot of draught of water.

From.	To.	From the 1st May to the 10th Nov.	From the 10th Nov. to the 19th Nov.	From the 19th Nov. to the 1st March.	From the 1st March to the 1st May.
Bic Island or any place below the anchorage of Brandy Pots, off Hare Island ..	Anchorage or mooring ground in the Basin or Harbour of Quebec..	\$3 87	\$4 95	\$6 02	\$4 41
The anchorage ground at the Brandy Pots off Hare Island or any place above the said anchorage ground and below St. Roch's Point.....	do do ..	$\frac{2}{3}$ of this sum	$\frac{2}{3}$ of this sum	$\frac{2}{3}$ of this sum	$\frac{2}{3}$ of this sum
St. Roch's Point or any place above this Point and below the Point-aux-Pins, on Crane Island.....	do do ..	$\frac{1}{3}$ do ..	$\frac{1}{3}$ do ..	$\frac{1}{3}$ do ..	$\frac{1}{3}$ do ..
Pointe-aux-Pins or Crane Island or any place below St. Patrick's Hole.....	do do ..	$\frac{1}{4}$ do ..	$\frac{1}{4}$ do ..	$\frac{1}{4}$ do ..	$\frac{1}{4}$ do ..
The anchorage or mooring ground in the Basin or Harbour of Quebec.....	Bic Island or the place where the pilot shall be discharged in the river below Quebec..	\$3 40	\$4 46	\$5 54	\$3 93

Steamboat Inspection.

TABLE II.

RATES of Pilotage for the Harbour of Quebec and below.

From.	To.	§	ts.
Any wharf in the Harbour of Quebec between Pointe-à-Carcy, below, and the west end of the Allan's wharf above, both inclusive	Any other wharf within said limits.	2	50
Any place in the Harbour of Quebec not being a wharf in the above mentioned limits.	Any other place in the said harbour not being a wharf within the said limits.	5	00

Pilots taking charge of vessels at St. Patrick's Hole or above it shall be entitled to no more than the sum allowed in Table II for piloting vessels from one part of the harbour to another.

J. B. LALIBERTÉ, *Chairman.*
JAS. WOODS, *Secretary Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1896.

QUEBEC, 31st December, 1896.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to forward a detailed statement in duplicate of the moneys received and expended by the decayed Pilot Fund of Quebec for the year 1896 ; also a statement of the moneys received and expended by the Corporation of Pilots, viz. :—

The total amount received by the Corporation of Pilots	
was	\$123,108 34
Total amount expended	22,674 56
Leaving a balance of	\$100,433 78

To be distributed among 133 practising pilots, giving a net dividend to each of \$723.25.

One hundred and twenty-five foreign vessels paid \$12,843.64 and eight hundred and nine British vessels paid \$110,264.70.

All of which is respectfully submitted.

I have the honour to be,
Your obedient servant,

F. X. DION,
Secretary-Treasurer.

THE CORPORATION OF PILOTS.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot fund of Quebec, during the year 1896.

RECEIPTS.			
To balance of 1895.....	\$	7,004 35	
The Corporation of Pilots Account Capital.....		1,600 00	
Percentage on Contribution of Pilots		8,664 99	
Interest on investments		3,538 50	
do by savings bank		194 03	
			\$ 21,001 87
EXPENDITURE.			
By pensions.....	\$	7,165 35	
Relief.....		160 00	
Salaries.....		550 00	
Deposit in savings bank.....		13,009 57	
Balance on hand.....		116 92	
			\$ 21,001 87
PENSIONERS RELIEVED BY THE FUND.			
Victor Demers, 5 months	\$	40 00	
Joseph Pouliot, 13 months.....		104 00	
Jean Gobeil, 2 months.....		16 00	
			\$ 160 00
PENSIONERS AT THE EXPENSE OF THE FUND.			
AMOUNT PAID TO EACH DURING THE YEAR FROM 1ST NOVEMBER, 1895, TO 1ST NOVEMBER, 1896.			
<i>Fifteen Pilots at \$100.</i>			
Jean Chassé.....	\$	100 00	
David Bouffard, pensioned 12th July, 1896.....		30 40	
Joseph Ph. Couillard, pensioned 20th July, 1896.....		28 25	
Victor Demers, pensioned 1896.....		14 66	
Edouard Genest.....		100 00	
Dominique Girard.....		100 00	
Antoine Lapointe.....		100 00	
Marcel Label, died 7th July, 1896.....		68 30	
François Noel, died 20th July, 1896.....		67 20	
Joseph Pouliot.....		100 00	
Jean Pouliot.....		100 00	
J.-Bte. Talbot.....		100 00	
Laurent Tremblay.....		100 00	
François Vézina, died 4th November, 1896.....		101 10	
Joseph Dick, died 30th January, 1896.....		25 00	
			\$ 1,134 91
<i>Three Pilots at \$92.</i>			
Louis Fontaine, died 28th July, 1896.....	\$	69 00	
Edouard Lebrecque, died 9th October, 1896.....		87 85	
Dominique Verreault.....		92 00	
			\$ 248 85
<i>Three Pilots at \$84.</i>			
Abraham Després.....	\$	84 00	
Amable St. Laurent.....		84 00	
Alexis Vézina.....		84 00	
			\$ 252 00
<i>Two Pilots at \$82.</i>			
Ovide Dick.....	\$	82 00	
Cyrille Lapointe, on account.....		61 50	
			\$ 143 50
<i>Two Pilots at \$80.</i>			
F. X. Corriveau.....	\$	80 00	
François Pelletier.....		80 00	
			\$ 160 00

Steamboat Inspection.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the
Decayed Pilot fund of Quebec, &c.—*Continued.*

PENSIONERS AT THE EXPENSE OF THE FUND— <i>Continued.</i>			
<i>Three Pilots at \$73.</i>			
Pierre Charest.....		73 00	
Paul Pouliot.....		73 00	
Léandre Raymond, arrears		18 25	
do year.....		73 00	
			\$ 237 25
<i>Two Pilots at \$47.</i>			
James Forbes.....	\$	47 00	
Laurent Larochelle.....		47 00	
			\$ 94 00
WIDOWS OF PILOTS.			
<i>Twenty Widows at \$58.</i>			
Widow of George Audet, née Lapointe.....	\$	58 00	
do J. Bte. Bernier.....		58 00	
do Charles Brown.....		58 00	
do Maximin Caron.....		58 00	
do Magloire Delisle.....		58 00	
do Charles Dumas.....		58 00	
do François Dumas.....		58 00	
do J. Bte. Dion.....		58 00	
do Joseph Dick, pensioned 3th January, 1896.....		43 50	
do Laurent Godbout.....		58 00	
do Jouvin Hilaire, arrears		29 00	
do do a year.....		58 00	
do Louis Laprise.....		58 00	
do Paul Langlois.....		58 00	
do Louis Joseph Lajoie.....		58 00	
do Pierre Lapierre.....		58 00	
do Edouard Marcoux.....		58 00	
do Alexis Pelletier.....		58 00	
do Edouard Petitgrew.....		58 00	
do Yves Sylvestre.....		58 00	
do Alexandre Vaillancourt.....		58 00	
			\$ 1,174 50
<i>Nineteen Widows at \$55.</i>			
Widow of Jean Coulombe.....	\$	55 00	
do Louis Fontaine, pensioned 1st August, 1896.....		13 75	
do F. X. Delisle.....		55 00	
do Hubert Dumas.....		55 00	
do Julien Dion.....		55 00	
do Narcisse Forgues.....		55 00	
do Pierre Fontaine.....		55 00	
do Pierre Gourdeau.....		55 00	
do Michel Guénard.....		55 00	
do F. X. Lachance.....		55 00	
do Barth Lachance.....		55 00	
do Jean Frs. Lamarre.....		55 00	
do Pierre Laprise.....		55 00	
do Pierre Lemieux.....		55 00	
do Isaïe Marticotte.....		55 00	
do Joseph Morency.....		55 00	
do Joseph Raymond.....		55 00	
do Pierre Ruelland, on account.....		41 25	
do Louis Thivierge.....		55 00	
			\$ 990 00
<i>Eleven Widows at \$54.</i>			
Widow of J. E. Adam, arrears.....	\$	13 50	
do do a year.....		54 00	
do Damas Babin.....		54 00	
do Edouard Demers.....		54 00	
do Eustache Dorion, arrears.....		27 00	
do do a year.....		54 00	
do Nicholas Fortin.....		54 00	
do Amable Genest.....		54 00	
do Frs. Gaudreau.....		54 00	
do Joseph Lapointe.....		54 00	
do L. O. Leclerc.....		54 00	
do J. Bte. Paquet, on account.....		27 00	
do Gabriel Plante.....		54 00	
			\$ 607 50

STATEMENTS of Moneys received and disbursed by the Corporation of Pilots for the
Decayed Pilot fund of Quebec, &c.—Continued.

PENSIONERS AT THE EXPENSE OF THE FUND—Continued.			
<i>Eight Widows at \$52.</i>			
Widow of Antoine Boucher.....	\$	52 00	
do Félix Caron, arrears.....		13 00	
do do year, died 19th September, 1896.....		46 00	
do David Cinq-Mars.....		52 00	
do Louis Crépault.....		52 00	
do Pierre Curodeau.....		52 00	
do Joseph Dupil, died 21st May, 1896.....		28 95	
do Magloire Mercier.....		52 00	
do Alexis Roy.....		52 00	
	\$		399 95
<i>Twelve Widows at \$50.</i>			
Widow of Thomas Dick, died 11th August, 1896.....	\$	39 01	
do Amable Fournier, arrears.....		12 50	
do do year.....		50 00	
do Dennis Glynn.....		50 00	
do Wm. Irwine.....		50 00	
do Fabien Langeher.....		50 00	
do Julien Langlois.....		50 00	
do J. Bte. Laroche.....		50 00	
do L. M. Lavoie.....		50 00	
do L. H. Lachance, married 3rd November, 1896.....		50 40	
do Henri Noël.....		50 00	
do Pierre Ross.....		50 00	
do Jos. Simpson, died 27th March, 1896.....		20 28	
	\$		572 19
<i>Nine Widows at \$48.</i>			
Widow of J. Bte. Talbot, arrears.....	\$	12 00	
do do on account.....		36 00	
do Germain Caron.....		48 00	
do François Côté.....		48 00	
do Jean Dion.....		48 00	
do C. F. Koenig.....		48 00	
do Ovide Lachance.....		48 00	
do Joseph Leveque.....		48 00	
do Jean Pelletier.....		48 00	
do Benjamin Pineau.....		48 00	
	\$		432 00
<i>Four Widows at \$40.</i>			
Widow of Célestin Côté, arrears.....		10 00	
do do on account.....		30 00	
do P. Desrosiers.....		40 00	
do F. X. (M. L.) Lachance.....		40 00	
do Edouard Turgeon.....		40 00	
	\$		160 00
<i>Five Widows at \$34.</i>			
Widow of Jacques Dandurand.....	\$	34 00	
do André Keable.....		34 00	
do Guil Morency.....		34 00	
do David F. Pelletier.....		34 00	
do Pierre Rouleau.....		34 00	
	\$		170 00
<i>Six Widows at \$32.</i>			
Widow of Magloire Côté.....	\$	32 00	
do Fabien Caron.....		32 00	
do Louis Langlois (arrears).....		8 00	
do do year.....		32 00	
do Thomas McNeil.....		32 00	
do George Simard.....		32 00	
do Alfred Turgeon.....		32 00	
	\$		200 00

Steamboat Inspection.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the
Decayed Pilot Fund of Quebec, &c.—*Continued.*

PENSIONERS AT THE EXPENSE OF THE FUND— <i>Concluded.</i>			
<i>Thirteen Children.</i>			
Child of Thomas Boutin	(1)	.....	\$ 15 00
do Hil. Couillard	(1)	arrears	7 50
do do	(1)	on account	7 50
do Jean Dugas	(1)	.....	15 00
do F. Dupuis	(1)	.....	15 00
do Isaac Forbes	(2)	.....	27 48
do N. Fortin, arrears		.....	3 75
do do year	(1)	.....	15 00
do Jean Giroux	(1)	.....	15 00
do Jos. Jahan	(1)	.....	15 00
do Jos. Langlois	(1)	.....	15 00
do P. S. Laprise	(2)	.....	22 50
do P. Touissant	(1)	.....	15 00
			\$ 188 73

RECAPITULATION OF PENSIONS.

15 pilots at \$100	.....	\$ 1,134 19
3 do 92	.....	248 85
3 do 84	.....	252 00
2 do 82	.....	143 50
2 do 80	.....	160 00
3 do 73	.....	237 25
2 do 47	.....	94 00
30 pilots.		
20 widows at \$58	.....	\$ 1,174 50
19 do 55	.....	990 00
11 do 54	.....	607 50
8 do 52	.....	399 95
12 do 50	.....	572 19
9 do 48	.....	432 00
4 do 40	.....	160 00
5 do 34	.....	170 00
6 do 32	.....	200 00
94 widows.		
13 children at \$15, \$12.50 and \$10	.....	\$ 188 73
137 pensioners	.....	\$ 7,165 38

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, &c.—*Concluded.*

DR.	\$ cts.	\$ cts.
RECEIPTS—DETAILS.		
To Balance of 1895.....	7,004 35	
Trustees of Quebec Roads: 1 year's interest to 1st July, 1896, on \$22,800 at 6 per cent.	1,368 00	
The City of Quebec: 1 year to 1st July, 1896, on \$9,000 at 7 per cent.	630 00	
Treasury Department: 1 year's interest to 1st July, 1896, on \$20,000 at 5 per cent.	1,000 00	
The Corporation of Pilots: 1 year's interest on \$2,500 at 4 per cent, and on \$700 at 5 per cent.....	135 00	
Church Trustees, St. Fulgence: 1 year's interest on \$2,500 at 5 per cent.	125 00	
Guillaume Bouchard: 1 year's interest on \$2,400 at 5 per cent.....	120 00	
The Municipality of St. Joseph of Lévis: 1 year's interest on \$3,210 at 5 per cent.	160 50	
The Savings Bank: 1 year's interest on current account to 25th May, 1896.	194 03	
Contributions of pilots.....	8,610 59	
Received from captains acting as pilots.....	54 40	
The Corporation of Pilots on account of capital remitted.....	1,600 00	
		21,001 87
CR.		
By Board, relief, &c., paid during the year:		
Relief.....	160 00	
Arrears of pensions to 31st December, 1896.....	154 50	
Six months ending January, 1896.....	1,809 27	
Quarter ending 30th April, 1896.....	1,813 99	
do 31st July, 1896.....	1,735 70	
do 31st October, 1896.....	1,651 92	
Salary of secretary-treasurer.....	550 00	
Deposit in Savings Bank: National Bank.....	13,009 57	
Balance on hand.....	116 92	
		21,001 87
STATEMENT OF FUND.		
Moneys loaned.....	61,545 83	
Amount in Savings Bank.....	13,009 57	
do secretary-treasurer's hands.....	116 92	
		74,672 32
To be deducted: arrears of pensions due this day.....		140 88
		74,531 44

F. X. DION,
Secretary-Treasurer.

QUEBEC, 31st December, 1896.

Steamboat Inspection.

F. X. DION in current account with the Corporation of Pilots to the 31st
December, 1896.

	DR.	\$ cts.	\$ cts.
To Balance of 1895			801 51
Reserve fund of 1895			500 00
Customs—Montreal			64,639 85
" Three Rivers			2,460 28
" Chicoutimi			906 29
" Tadousac			438 18
" Sorel			1,224 70
" Batiscan			795 00
Interest :			
National Bank			104 30
Lost time			3,161 62
Pilotage Collected at Quebec			52,644 04
			127,675 77
	Cr.		
By Pilot boats		1,617 55	
Less		10 00	1,607 55
Pilots' expenses		691 20	
Less		16 80	674 40
General expenses		1,492 43	
Less		14 80	1,477 63
Provisions		1,696 71	
Less		65 09	1,631 62
Rent		672 26	
Less		50 00	622 26
Loan on account			1,600 00
Sailors' wages			1,374 54
Cooks' wages			498 60
Indemnity to directors			600 00
" captains			256 00
" for the Saguenay station			225 00
Pilot boat shares			500 00
Interest on loan			135 00
Insurance			100 96
Pilotage refunded			460 41
Salaries of employees			1,550 00
Decayed Pilot Fund			8,610 59
Retired pilots fund			750 00
Reserve fund			500 00
Dividends			103,773 00
Balances			728 21
			127,675 77

F. X. DION,
Secretary-Treasurer.

QUEBEC, 31st December, 1896.

N. B.—At the general annual assembly of pilots held on the 10th instant, it was unanimously resolved not to audit the books and accounts for the year ended 31st December, 1896.

Thanks.

F. X. DION,
Secretary-Treasurer.

N. B.—We, the undersigned, officially appointed to revise the books and accounts of the Decayed Pilot Fund of Quebec, certify to having minutely examined them and find them correct.

T. BOISSINOT, *Accountant.*
LOUIS E. MORIN, } *Auditors.*
VICTOR VEZINA, }

APPENDIX No. II

REPORT OF THE PILOTAGE AUTHORITY OF HALIFAX FOR THE YEAR
ENDING 31st DECEMBER, 1896.

HALIFAX, N.S., 8th January, 1897.

Hon. Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg leave to transmit for the information of the department the enclosed returns of the Pilotage Authority of the district of Halifax, viz. :—

Statement of receipts and expenditure.

Statement of superannuation fund.

Statement of net receipts of pilots.

Return of vessels entered, British and Foreign.

Return of vessels outward, British and Foreign.

List of licensed pilots.

Respectfully,

Your obedient servant,

J. TAYLOR WOOD,
Secretary-Treasurer.

LIST of Pilots of the Port of Halifax.

Name.	No.	Residence.	Age.
Wm. Fleming ..	2	Halifax.....	30
James Holland ..	3	Duncan's Cove.....	60
William Baker ..	4	Halifax	61
B. Gallagher ..	5	do	72
Daniel Martin ..	6	Ketch Harbour.....	51
Joseph Reno ..	7	Herring Cove.....	71
Hugh Munro ..	9	Halifax.....	61
Jeremiah Holland ..	10	Duncan's Cove.....	64
Edward Boyers ..	11	Halifax	54
James Hanrahan ..	12	Ferguson's Cove ..	59
Wm Beazley ..	13	do	56
John Hayes ..	14	Halifax	55
James Spears ..	15	do	38
John Beazley ..	16	do	36
Charles Glazebrook ..	17	do	66
C. F. Martin ..	18	do	31
William White ..	19	Ferguson's Cove ..	39
Thomas Hayes ..	20	Herring Cove	37
Thomas Reno ..	21	do	36
Henry Latter ..	23	Halifax	31
James Conway ..	25	Ferguson's Cove ..	34
James Fleming ..	26	Ketch Harbour	57
*Frank Mackay ..		Halifax	24
†William Hayes ..		Herring Cove	23
†Wm. Gorman ..		do	23
*F. E. Thomas ..		do	22

* 2nd class pilot. † Apprentice.

Total net earnings of pilots for 1896, \$19,829.41; total net earnings of each man for 1896, \$862.144½.

J. TAYLOR WOOD,
Secretary.

Steamboat Inspection.

STATEMENT of Receipts and Expenditures for the year ending 1896.

Dr.	\$	cts.
Balance, 31st December, 1895	1,267	35
Outward pilotage	1,413	50
Commissions	1,271	54
Interest, &c.	351	65
Licenses and bonds	212	00
	4,516	04
Cr.		
Paid commissioners attending meetings	740	00
Salary, secretary and treasurer	600	00
Rent, taxes, heating, &c.	406	25
Printing, stationery, expenses visiting stations	239	55
Superannuation fund	1,232	67
Balance, 31st December, 1896	1,297	57
	4,516	04

J. TAYLOR WOOD,
Secretary.

STATEMENT of Superannuation Fund.

Dr.	\$	cts.	\$	cts.
Balance, 31st December, 1895			12,737	19
Cash from General Fund	250	00		
Interest, &c.	351	65		
Commission	631	02		
			1,232	67
Paid pensions			13,969	86
			415	00
			13,554	86
Cr.				
Dominion stock	5,200	00		
Savings Bank	6,451	99		
Special deposit	1,500	00		
Union Bank	402	87		
			13,554	86

J. TAYLOR WOOD,
Secretary.

HALIFAX, 31st December, 1896

RETURN of Vessels entered Outward at the Port of Halifax, N.S., from 1st January, 1896, to 31st December, 1896, subject to compulsory Pilotage Dues.

BRITISH.

Schooners.	Brigantines.	Barquentines.	Barques.	Ships.	Steamers.	Barges.	Tonnage.	Amount of Pilotage Dues.
15	2	11	1	.....	491	21	636,463	6,256 40

FOREIGN.

20	3	4	29	2	100	.....	100,763	1,219 65
35	5	15	30	2	591	.....	737,226	7,476 05

J. TAYLOR WOOD,
Secretary.

HALIFAX, 31st December, 1896.

RETURN of Vessels entered Inward at the Port of Halifax, N.S., from 1st January, 1896, to 31st December, 1896, subject to Pilotage Dues.

BRITISH.

Schooners.	Brigantines.	Barquentines.	Barques.	Ships.	Steamers.	Barges.	Tonnage.	Amount of Pilotage Dues.
98	14	15	2	.....	585	68	674,167	12,299 30

FOREIGN.

53	6	4	30	2	104	.....	110,282	2,729 60
151	20	19	32	2	689	68	784,449	15,028 90

Steamboat Inspection.

APPENDIX No. 12.

REPORT OF THE PILOTAGE AUTHORITY OF THE DISTRICT OF ST. JOHN FOR THE YEAR ENDED 31ST DECEMBER, 1896.

DISTRICT OF ST. JOHN, N.B., 7th January, 1897.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed herewith please find the annual returns of pilotage for the District for the year ending the 31st December, 1896.

I have the honour to be, sir,
Your obedient servant,

J. W. THOMAS,
Secretary St. John Pilot Commissioners.

STATEMENT of Receipts and Expenditures for year ending 31st December, 1896.

	\$ cts.	\$ cts.
RECEIPTS.		
Licenses—		
30 pilots at \$5.....	150 00	
6 boats at \$10.....	60 00	
		210 00
Pilotage—		
25 cents per foot on outward from St. John, N. B.....	1,916 32	
" " Musquash.....	6 00	
		1,922 32
Maritime Bank account—		
Dividend on deposit.....		3 83
		2,136 15
EXPENDITURE.		
Expense account--		
Funeral expenses, Mrs. Bennett.....	20 00	
" Wm. Hatfield.....	20 00	
Stationery, books, etc.....	18 00	
Auditing accounts for 1895.....	25 00	
Office rent year to 1st November, 1896.....	100 00	
Salary secretary-treasurer 1 year to date.....	800 00	
Commissioners' services.....	800 00	
		1,783 00
Dividend Maritime Bank—		
Deposited in Bank of New Brunswick.....		3 83
Amount placed to credit of pilot fund.....		349 32
		2,136 15

Steamboat Inspection.

STATEMENT of Pilots' Individual Earnings.

	\$ cts.	\$ cts.
Total amount of pilotage received.....	26,374 89	
LESS—25c. per foot deducted from outward pilotage for payment of pensions, office expenses, &c.....	1,916 32	
		24,458 57*
<i>Contra.</i>		
John Spruce.....	1,012 53	
Joseph Doherty.....	1,464 88	
James Doyle.....	917 38	
Wm. Lahey.....	1,361 33	
Chas. Daley.....	616 12	
Jos. E. Mantle.....	395 65	
John Thomas.....	1,165 89	
John Spears.....	1,126 25	
Hy. Spears.....	1,327 03	
John Sherrard.....	1,486 28	
Wm. Miller.....	1,139 88	
Patrick Conlin.....	461 20	
Bart. Rogers.....	1,387 63	
Wm. Quinn.....	523 82	
Wm. Scott.....	678 51	
Thos. J. Stone.....	632 50	
Thos. Graynor.....	1,315 70	
Edward J. Fletcher.....	582 14	
Jas. Reid.....	574 63	
Robt. Thomas.....	318 62	
Geo. Doody.....	122 50	
Jas. McPartland.....	568 48	
Richard Cline.....	1,736 26	
Alfred Cline.....	429 88	
Jas. S. Spears.....	669 40	
Martin Spears.....	1,130 57	
Jas. Bennett.....	1,054 63	
Richard Scott.....	140 50	
Frank L. Lahey.....	118 38	
		24,458 57

OFFICE OF PILOTAGE AUTHORITY,
DOMINION OF CANADA, DISTRICT OF ST. JOHN, N.B.,
31st December, 1896.

RETURN of Vessels arriving at Port of St. John, N.B. (subject to provisions of Pilot Act), for year ending 31st December, 1896.

	British.	Foreign.	Total.
Schooners.....	175	183	358
Brigs and brigantines.....	20	2	22
Ships.....	10	1	11
Barques and barquentines.....	40	19	59
Steamers.....	120	10	130
	365	215	580
Amount of pilotage received.....	\$19,704 12	\$6,670 77	\$26,374 89

OFFICE OF PILOTAGE AUTHORITY,
DOMINION OF CANADA, DISTRICT OF ST. JOHN, N.B.

31st December, 1896

LICENSED Pilots, St. John, N.B., 1895-96.

Name.	Age.	Residence.	Remarks.
Bennett, James.....	39	St. John, N.B.....	
Cline, Richard.....	71	do.....	
Cline, Alfred.....	39	do.....	
Conlin, Patrick.....	46	do.....	
Doyle, James.....	59	do.....	
Doherty, Joseph.....	50	do.....	
Daley, Chas.....	60	do.....	
Doody, P. Geo.....	56	do.....	
Fletcher, Edward J.....	69	do.....	
Lahey, Wm.....	67	do.....	
Lahey, F. L.....	25	do.....	
Miller, Wm.....	45	do.....	
Mantle, Jas. E.....	50	do.....	
McPartland, Jos.....	62	do.....	
Quinn, Wm.....	49	do.....	
Reed, James.....	50	do.....	
Rogers, Bart.....	39	do.....	
Spears, John.....	47	do.....	
Spears, Henry.....	45	do.....	
Spears, Martin.....	39	do.....	
Spears, Jos. S.....	51	do.....	
Sherrard, John L. C.....	62	do.....	
Scott, Wm.....	40	do.....	
Scott, Richard.....	45	do.....	
Stone, Thos. J.....	43	do.....	
Sproul, John.....	60	do.....	
Thomas, John.....	48	do.....	
Thomas, Robt.....	55	do.....	
Traynor, Thomas.....	43	do.....	
McAnulty, John.....	58	Musquash, N.B.....	Licensed for Musquash only.

Steamboat Inspection.

APPENDIX No. 13.

REPORT OF THE PILOTAGE AUTHORITY OF PARRSBORO' FOR THE YEAR ENDING 31ST DECEMBER, 1896.

PARRSBORO', N.S., 13th January, 1897.

Hon. L. H. DAVIES,
Minister of Marine and Fisheries,
Ottawa.

SIR,—Enclosed please find Parrsboro' Pilotage returns for 1896, which I trust will be found satisfactory.

I am, sir,
Your obedient servant,

STEPHEN R. DEWOLFE,
Secretary Parrsboro' Pilotage Authority.

PARRSBORO' PILOTAGE RETURNS FOR THE CALENDAR YEAR ENDING 31ST DECEMBER, 1896.

Pilotage dues collected in 1896, namely:

On 6 British steamers.....	\$ 367 00
On 19 Norwegian vessels, 3 ships and 16 barques.....	1,022 88
On 1 Swedish vessel, 1 barque.....	33 00
On 3 American vessels, 1 barque and 2 schooners.....	97 75
On 8 Canadian vessels, 4 ships, 3 barques and 1 barquentine.....	381 75
	\$1,902 38

Contra.

Paid Pilot Robert Anderson, pilotage dues.....	\$ 725 75
do Haviland Pettis do.....	614 50
do James George do.....	562 13
	\$1,902 38

Statement of Pilot Fund Account.

To amount of pilot fund 31st December, 1895.....	\$ 812 46
To amount received for 6 pilot certificates to coal barges 31st December, 1896.....	210 00
Interest, 31st December, 1896.....	28 44
	\$1,050 90

Contra.

By Secretary's salary, office rent, books, stationery, &c., 31st December, 1896.....	\$ 174 90
“ Amount of pilot fund on deposit in Halifax Bank, 31st December, 1896.....	876 00
	<hr/>
	\$1,050 90

Licensed pilots acting :—Robert Anderson, West Bay ; James George, West Bay ; Haviland Pettis, Parrsboro'.

Parrsboro' Pilotage Authority.

Commissioners :—Angus McGilvray, Chairman, Parrsboro' ; Stephen R. DeWolfe, Secretary and Treasurer, Parrsboro' ; Edward Gillespie, Parrsboro' ; James E. Pettis, Port Greville ; Sydney Smith, Advocate Harbour.

Respectfully,

S. R. DEWOLFE,
Secretary, Parrsboro' Pilotage Authority.

PARRSBORO', N.S., 13th January, 1897.

Steamboat Inspection.

APPENDIX No. 14.

REPORT OF THE PILOTAGE AUTHORITY OF LOUISBOURG FOR THE CALENDAR YEAR ENDING 31st DECEMBER, 1896.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to herewith enclose you returns for the pilotage district of
Louisbourg, N.S., for the year ending the 31st December, 1896.

Your obedient servant,

JAMES MCPHEE,
Secretary.

NAMES of Pilots and License Fees collected during the year.

No.	Age.	Name.	License Fees.
			\$ cts.
1	57 years	George Kehoe.....	2 50
2	35 do	Daniel A. Townsend.....	5 00
3	33 do	John Power.....	5 00
4	37 do	Wm. P. Cann.....	5 00
5	46 do	Elias Townsend.....	2 50
6	63 do	John Williams.....	2 50
7	57 do	Samuel A Townsend.....	2 50
8	36 do	James T. Kelly.....	2 50
9		Capt. W. H. Townsend, schooner "Sarah A. Townsend".	6 00
Total.....			33 50

CLASS OF VESSELS.

—	Number.	Tonnage.
<i>Steamers.</i>		
British.....	60	64,064
Foreign.....	14	7,388
		71,452
<i>Sailing Vessels.</i>		
British.....	83	29,468
Foreign.....	87	71,983
		101,451

PILOTAGE RECEIVED.

	\$ cts.
From British vessels.....	2,028 47
do Foreign do	1,661 29
	3,689 76

STATEMENT of Receipts and Expenditure for the year 1896.

	Amount.
RECEIPTS.	
Pilotage received.....	3,689 76
License fees received.....	33 50
	3,723 26
EXPENDITURE.	
Cost building house, Battery Island station.....	50 00
Store and furniture.....	20 00
Pilot boat, No. 1.....	35 00
do No. 2.....	20 00
Surf boats, 2 at \$10 each.....	20 00
Printing regulations, bill heads and cards.....	15 00
Flare-ups, 4 at \$1.25 each.....	5 00
Fog horns, 2 at \$1 each.....	2 00
Compass, 1.....	2 25
Lanterns, 3 at \$1 each.....	3 00
1 piece chain and mooring rope.....	3 00
Secretary and treasurer's salary.....	147 59
Paid commissioners.....	35 50
do pilots.....	3,366 92
	3,723 26

JAMES McPHEE,
Secretary Treasurer.

Steamboat Inspection.

APPENDIX No. 15.

REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE YEAR ENDING 31st DECEMBER, 1896.

PICTOU, N.S., 31st December, 1896.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Enclosed you will please find pilotage returns for the Port of Pictou for season ending 31st December, 1896.

I am, sir, your obedient servant,

W. H. NOONAN.

MEMO.—Pilots' Earnings for 1896.

No.	Name.	Residence.	Age.	Amount.
				\$ cts.
1	Jas. Fraser	Chance Harbour	65	146 22
2	Bryant Rogers	Pictou	61	
3	W. A. Cooke	do	58	138 44
4	.....	.....
5	H. H. Powell	Boat Harbour	50	
6	C. A. Cooke	Pictou	51	161 88
7	G. W. Powell	do Landing	45	29 00
8	Daniel McLeod	do	55	109 00
9	Daniel Smith	do	45	498 21
10	Angus Smith	do	39	757 85
				1,840 60

RECEIPTS and Expenditures of all Moneys received by or on behalf of The Pilotage Authority, in respect of Pilots or Pilotage.

RECEIPTS.		\$ cts.	\$ cts.
Received pilotage dues, as per statement.....		1,854 60	
do from 7 pilots, renewing bonds.....		7 00	
do do Capt. Bacquet, license		40 00	
Balance due Secretary.....		459 57	
			2,361 27
EXPENDITURE.			
Paid pilots for pilotage.....		1,840 60	
do Secretary's salary.....		200 00	
Balance due from 1895.....		320 67	
			2,361 27

J. A. GORDON.
A. J. PATTERSON.
JOHN R. DAVIS.

AMOUNT Received for Pilotage Dues for Season ending 1896.

	\$ cts.	\$ cts.
Total amount received for pilotage dues for season ending 1896		1,854 60
Of this amount—		
Received from steamships.....	1,470 10	
do sailing ships.....	384 50	
		1,854 60
Of this amount—		
Received from British ships.....	1,444 75	
do foreign ships.....	409 85	
		1,854 60

Steamboat Inspection.

APPENDIX No. 16.

REPORT OF THE PILOTAGE AUTHORITY OF SYDNEY, FOR THE YEAR ENDING 31st DECEMBER, 1896.

NORTH SYDNEY, C.B., 6th May, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—My last communication to you was on the 5th of February.

The annual meeting of our Board of Commissioners was held on Monday, the third of May, at which meeting the accounts of the Board, as submitted to you on the 20th of January, were reported on by the Auditor, Thomas Routledge, Esq., Commissioner, who reported "the charge for secretary's salary, \$150,—has been omitted by him," which the board directed the secretary to charge against the accounts, which stands as follows :—

Amount due pilotage account—

Balance as per account rendered.....	\$ 409 30
Less secretary's salary (omitted).....	150 00
	<hr/>
Correct balance due.....	\$ 259 30
Amount on deposit with Bank of Nova Scotia.....	1,000 00
	<hr/>
Balance due pilotage account.....	<u>\$ 1,259 30</u>

I remain, sir,
Your obedient servant,

WILLIAM PURVES,
Sec. P.A.S.

NORTH SYDNEY, C.B., 20th January, 1897.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to hand you enclosed, returns in duplicate for Pilotage Authority of Sydney, viz.:—

- No. 1. Vessels paying pilotage.
 “ 2. Recapitulation and masters licensed.
 “ 3. Statement of relief.
 “ 4. “ account.

The statement of account shows :

Balance brought down.....	\$ 409 30
Amount on deposit bank of Nova Scotia.....	1,000 00
Total amount credit of pilotage authority.....	<u>\$ 1,409 30</u>

Returns from the head collector are not yet in, of the amount paid each pilot ; but I expect to receive them to-morrow, and shall forward them immediately on receipt.

I remain, sir,
Your obedient servant,

W. PURVES,
Sec. P.A.S.

NORTH SYDNEY.

	Number.	Tonnage.
British steamers.....	141	143,795
Foreign do	38	17,098
British sailing vessels	120	37,731
Foreign do	14	6,962
Relief	10	3,407
Total	323	208,993

PILOTAGE RECEIVED.

From British vessels	\$ 6,478 50
do foreign vessels	817 50
do relief	61 00
Total.....	<u>7,357 00</u>

Steamboat Inspection.

SOUTH BAR (VICTORIA).

	Number.	Tonnage.
British steamers	32	48,461
Foreign do	3	2,701
British sailing vessels	6	4,628
Foreign do	1	81
Relief	1	130
Total	43	56,001

PILOTAGE RECEIVED.

From British vessels	\$ 1,520 50
do foreign vessels	110 00
do relief	3 00
Total	\$ 1 633 50

INTERNATIONAL.

	Number.	Tonnage.
British steamers	149	199,408
Foreign do	11	11,772
British sailing vessels	18	13,905
Foreign do	4	2,144
Total	182	227,229

PILOTAGE RECEIVED.

From British vessels	\$ 6,626 50
do foreign vessels	477 50
do relief	7 00
Total	\$ 7,111 00

SYDNEY.

	Number.	Tonnage.
British steamers	2	625
Foreign do	2	1,805
British sailing vessels	1	372
Foreign do	1	112
Total	6	2,914

PILOTAGE RECEIVED.

From British vessels	\$ 34 00
do foreign vessels	90 00
Total	\$ 124 00

RECAPITULATION.

Port.	Number of Vessels.	Tonnage.	Amount.
			\$ cts.
North Sydney	323	208,993	7,357 00
International.....	182	227,229	7,111 00
Victoria.....	43	56,001	1,633 50
Sydney.....	6	2,914	124 00
Total	654	495,137	16,225 50

MASTERS LICENSED.

Name.	Vessel.	Class.	Number.	Amount.
				\$ cts.
R. Fraser.....	Coban.....	Steamer.....	3	40 00
D. C. Fraser.....	Bonavista.....	do.....	4	40 00
T. Welsh.....	Cacouna.....	do.....	7	40 00
J. Reid.....	Cape Breton.....	do.....	9	40 00
H. A. Gould.....	Louisbourg.....	do.....	11	40 00
J. A. Farquhar.....	Harlaw.....	do.....	10	40 00
P. Lachance.....	Polino.....	do.....	2	40 00
J. Delisle.....	Acadian.....	do.....	8	40 00
				320 00

RELIEF Fund Payments.

Date.	Name.	Amount.	Date.	Name.	Amount.
1896.		\$ cts.	1896.		\$ cts.
Feb. 6..	To Widow Mador.....	15 00	Aug. 18..	To Family (H.) McGillvary..	20 00
do 15..	do (Jno.) Petrie.....	15 00	Sept. 25..	Widow (Jas.) Petrie.....	15 00
April 28..	do Mullins.....	15 00	Oct. 16..	do Young.....	15 00
May 10..	Pilot (J.) Curren.....	25 00	Nov. 2..	do Mador.....	10 00
June 6..	Widow (J.) Brown.....	15 00	Dec. 1..	do (D.) McGillvary.....	15 00
do 25..	do (J.) Mullins.....	15 00	do 14..	do Daly.....	15 00
do 27..	do (Jno.) Petrie.....	15 00	do 14..	do Mullins.....	15 00
July 1..	do Mador.....	15 00	do 26..	Pilot (J.) Curren.....	25 00
do 2..	do McInnes.....	15 00	do 28..	Widow Young.....	15 00
do 9..	do (Jas.) Petrie.....	15 00	do 28..	Family Doyle.....	20 00
do 17..	do Daly.....	15 00	do 28..	Widow Brown.....	15 00
do 29..	do (D.) McGillvary.....	15 00	do 28..	do (J.) McGillvary..	15 00
do 29..	Pilot (J.) Curren.....	15 00			
Aug. 12..	Widow McInnes.....	15 00			415 00

Steamboat Inspection

DR.

SYDNEY Pilotage Authority, 1896.

CR.

	\$	cts.		\$	cts.
To paid Pilots' total pilotage.	\$16,225	50	By Total pilotage as per returns	16,225	50
Less—Relief.....	71	00	Licenses to pilots.....	87	00
	\$16,154	50	Boats licensed.....	16	00
do Commission.....	808	03	Masters licensed.....	320	00
	15,346	47	Balance, 1895.....	470	60
Four collectors.....	550	00	Interest on deposits.....	31	00
Collector, office rent and fuel....	45	00	Amount of old deposit receipts.....	800	00
Five commissioners' expenses, \$30	150	00			
Books, printing and stationery....	13	52			
Telegrams and postage.....	5	15			
Bank charges on drafts—Sydney, 1895, \$7.20; 1896, \$8.46.....	15	66			
Relief per statement.....	415	00			
Amount on deposit, Bank of Nova Scotia.....	1,000	00			
Balance carried down.....	409	30			
	17,950	10			
			1897.		
			Jan. 20..By Balance brought down....	409	30
			Amount on deposit, Bank of Nova Scotia.....	1,000	00
				1,409	30

NORTH SYDNEY, C.B., 20th January, 1897.

PILOTS' Earnings for the Year ending 31st December, 1896.

Number	Names.	Amounts.		Number	Names.	Amounts.	
		\$	cts.			\$	cts.
1	Con Mullins.....	477	44	21	John McGillvary.....	484	22
2	Wm. Ratchford.....	477	44	22	Lawrence Ling.....	484	22
3	John Cann.....	498	67	23	James Fraser.....	477	44
4	John T. Mullins.....	498	97	24	Thomas McNeil.....	527	19
5	Sil Shanahan.....	477	44	25	John T. Laffin.....	532	54
6	And. Ratchford.....	477	44	26	Bernard Mullins.....	477	44
7	John Fraser.....	477	44	27	Joseph Brown.....	498	84
8	James B. McGillvary.....	484	22	28	Benj. Carroll.....	492	19
9	Angus McNeil.....	477	44	29	Thomas Roberts.....	477	44
10	John Carroll.....	484	04				
11	George Brown.....	498	97		<i>Apprentices.</i>		
12	Lau. Connell.....	477	44		Will. D. McGillvary.....	242	11
13	Jas. Carroll.....	477	44		Michael Curren.....	243	37
14	Daniel Petrie.....	477	44		John Peck.....	230	36
15	John McNeil.....	492	50		E. D. Cann.....	238	71
16	Peter Burke.....	501	45		Vinc. McGillvary.....	238	71
17	James Shanahan.....	477	44				
18	Wm. Brown.....	498	84		Total.....	15,346	47
19	Thomas Ratchford.....	492	19				
20	George Townsend.....	477	44				

D. D. LIVINGSTONE,
Head Collector.

APPENDIX No. 17.

REPORT OF THE PILOTAGE AUTHORITY OF ST. MARYS AND LISCOMBE, FOR THE YEAR ENDING 31st DECEMBER, 1896.

RETURN of Pilotage for Pilotage District of St. Marys and Liscombe, from 31st December, 1895, to 31st December, 1896.

RETURN OF EDWARD QUINN, PILOT No. 1, ST. MARY'S.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	Inwards.	Outwards.	Total.
							\$ cts.	\$ cts.	\$ cts.
1896.									
April 17.	Arichat	Schooner	Albert P.	Sydney	59	Perior	1 80	1 80	3 60
May 4.	Sydney	do	Mary Ann	do	45	Bennet	1 80	1 80	3 60
do 19.	do	do	Vinella	Lunenburg	95	Spears	3 80	3 80	7 60
July 10.	Chester	do	Maitland	Yarmouth	44	do	1 76	1 76	3 52
do 18.	Halifax	do	Portland	St. John's, N.F.	92	Boxley	3 68	3 68	7 36
do 19.	Glouce Bay	do	Vinella	Lunenburg	95	Spears	3 80	3 80	7 60
Aug. 1.	Sydney	do	do	do	95	do	3 80	3 80	7 60
do 15.	Louisbourg	do	do	do	95	do	3 80	3 80	7 60
Nov. 11.	Sydney	do	Nightingale	do	51	do	2 04	2 04	4 08
do 16.	Glouce Bay	do	Vinella	do	95	Spears	2 85	2 85	*5 70
do 18.	Pugwash	do	Lama D	Sydney	90	Not known	3 60	3 60	7 20
									59 98

RETURN OF DANIEL BURNS, PILOT No. 4, ST. MARY'S.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	Inwards.	Outwards.	Total.
							\$ cts.	\$ cts.	\$ cts.
June 2.	Wales, G.B.	Brig.	Pimula	Norway	247	F. Johnsson	6 00	15 70	11 70
do 18.	Boston	Schooner	Stephen Bennet	Boston	231	G. Glass	4 00	4 00	8 00
Aug. 18.	do	do	do	do	231	do	4 00	4 00	8 00
Sept. 16.	Sydney	do	Ella B.	Halifax	62	P. Murphy	3 00	3 00	6 00
do 28.	Halifax	do	Stephen Bennet	Boston	231	G. Glass	4 00	4 00	8 00
Nov. 13.	Carthigan	do	Ella B.	Halifax	62	P. Murphy	2 50	2 50	5 00
do 18.	Halifax	do	Stephen Bennet	Boston	231	G. Glass	4 00	4 00	8 00
									52 20

APPENDIX No. 18.

REPORT OF THE PILOTAGE AUTHORITY OF BATHURST FOR THE YEAR ENDING 31st DECEMBER, 1896.

STATEMENT showing number of vessels and disbursements, Pilotage District of Bathurst, N.B., Season 1896.

Pilots.	British Vessels.				Foreign Vessels.				Pilotage Rates per Foot.				Disbursements.	
	Inwards.		Outwards.		Inwards.		Outwards.		Outside B.		Inside Bar.		To whom.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	In.	Out.	In.	Out.		
		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
William H. Daly.....	4	65 40	4	65 00	7	95 00	7	112 20	1 20	0 80	1 40	1 00	William H. Daly.....	\$ 106 92
Nazaire Hache.....													Nazaire Hache.....	106 90
Fred. Reynolds.....													Fred. Reynolds.....	106 90
Licenses.....													Commissioners.....	10 00
													Secretary.....	9 88
														340 60
														340 60

J. H. STEWART,
Secretary.

Commissioners—
 JOHN E. O'BRIEN, Chairman.
 P. J. BURNS.
 SAM'L MELANCON.
 JOSEPH M. HACHEY.
 THOMAS LEAHY.

Pilots—
 WILLIAM H. DALY.
 NAZAIRE HACHE.
 FREDERIC REYNOLDS.

Steamboat Inspection.

APPENDIX No. 19.

REPORT OF THE PILOTAGE AUTHORITY OF CARAQUET FOR THE YEAR ENDING 31ST DECEMBER, 1896.

CARAQUET, 29th December, 1896.

To the Deputy Minister of Marine,
Ottawa.

SIR,—I beg to forward account of pilotage dues received during the year, also statement of receipts and expenditure for the year within the pilotage district of Caraquet.

I have the honour to be, sir,
Your obedient servant,

PHILIP RIVE,
Secretary to Pilot Commissioners and Comr.

PHILIP RIVE, Secretary, in account with Pilotage Authority of Caraquet, 1896.

	Dr.	\$ cts.
To received renewal of boat license, Oct. Aché.....	1 00	1 00
do do Gerv. Poulain.....	1 00	1 00
do do Chs. Vibert.....	1 00	1 00
do do Xavier Poulain.....	1 00	1 00
		4 00
	CR.	
By salary for 1896.....		4 00

PHILIP RIVE,
Comr. and Secretary to Pilot Commissioners.

CARAQUET, December 29, 1896.

STATEMENT of Pilotage Dues paid in the Pilotage District of Caraquet during 1896.

Name of Vessel.	Nationality.	Rig.	Tonnage.	Date of Arrival.	Name of Pilot.	Inwards.	Name of Pilot.	Outwards.	Total.	Date of Sailing.
						\$ cts.		\$ cts.	\$ cts.	
Rambler	British	Schooner.	77	May 18.	No pilot.		Octave Aché	9 00	9 00	May 21.
do	do	do	77	Aug. 13.	Chs. Vibert.	9 00	Chs. Vibert.	9 00	18 00	Aug. 14.
George and Mary	do	do	96	do 13.	Gervais Poulain.	13 20	Xavier Poulain.	10 00	23 20	Sept. 26.
Rose of Thornedge.	do	do	94	do 14.	Chs. Vibert.	13 80	Chs. Vibert.	10 50	24 30	do 17.
Flying Foam.	do	do	100	do 22.	Gervais Poulain.	13 80	do	11 00	24 80	Nov. 7.
do	do	do	100	do	do		do		35 00	
†Fin	Norwegian.	Brq'te	131	do 29.	Chs. Vibert.	14 40	Gervais Poulain.	10 00	24 40	Sept. 26.
do	do	do	131	do	do		do		18 90	
Red Gauntlet.	British.	Schooner.	60	do 30.	No pilot.		do	9 00	9 00	Oct. 15.
Maud.	do	do	112	Oct. 9.	Chs. Vibert.	11 40	Chs. Vibert.	9 50	20 90	Nov. 13.
do	do	do	166	do 18.	do	12 00	do	10 00	22 00	do 18.
†Hibernian.	do	Brq'te	158	Nov. 8.	Gervais Poulain.	12 00	Gervais Poulain.	13 20	25 20	do 18.
do	do	do	187	do 4.	do	12 00	do	11 00	23 00	do 19.
†Netherton.	do	do	187	do 9.	Chs. Vibert.	10 00	do	10 00	20 00	do 21.
††Norden	Norwegian.	Schooner.	66	do	do		do		11 00	
do	do	do	66	do	do		do		298 70	

*Coasting from Shippegan to Caraquet and return to Shippegan. †Coasting from Caraquet to Shippegan. ‡Coasting from Caraquet to Shippegan.

Steamboat Inspection.

APPENDIX No. 20.

REPORT OF THE PILOTAGE AUTHORITY OF NEWCASTLE, N.B., FOR THE YEAR ENDING 31st DECEMBER, 1896.

NEWCASTLE, MIRAMICHI, N.B., 7th December, 1896.

Major F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to hand you herewith, the pilotage returns of the district of Miramichi, N.B., for the year ending 31st of December, 1896.

I am, sir, your obedient servant,

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending 31st December, 1896.

Class of Vessel.	Number.	Total.
Vessels reported inwards—		
British steamers.....	20	
do sailing vessels.....	49	
Foreign steamers.....	4	
do sailing vessels.....	91	
		164
Vessels reported outwards—		
British steamers.....	21	
do sailing vessels.....	47	
Foreign steamers.....	4	
do sailing vessels.....	90	
		162
Vessels removed—		
British steamers.....	15	
do sailing vessels.....	9	
Foreign steamers.....	3	
do sailing vessels.....	64	
		91
Vessels, extra services—		
British steamers.....	1	
do sailing vessels.....	10	
Foreign steamers.....	..	
do sailing vessels.....	5	
		16

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending 31st December, 1896.—*Continued.*

Class of Vessels.	Amount.	Total.
	\$ cts.	\$ cts.
Total amount of pilotage inwards—		
British steamers	1,112 22	
do sailing vessels	1,281 34	
Foreign steamers	226 78	
do sailing vessels	2,538 68	5,159 02
Total amount of pilotage outwards—		
British steamers	1,340 44	
do sailing vessels	1,383 25	
Foreign steamers	238 40	
do sailing vessels	3,262 50	6,224 59
Total amount for removals—		
British steamers	124 00	
do sailing vessels	62 00	
Foreign steamers	28 00	
do sailing vessels	625 00	839 00
Total amount for extra services—		
British steamers	6 00	
do sailing vessels	40 00	
Foreign steamers	31 00	77 60
do sailing vessels		12,299 61

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

RATES of Pilotage chargeable at Miramichi, N.B., on Vessels, British and Foreign, for year 1896.

	\$ c.
When inward bound	2.25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	0.02 per ton.
When outward bound	2.00 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	0.02 per ton.
For every vessel taken to sea after the first day of November a bonus of	4.00
For the removal and mooring of vessels over 300 tons	4.00
And where the distance of removal exceeds four miles, fifty per cent additional on the above rate.	

NATIONALITY of Vessels piloted Inwards, for year 1896.

British	69	Danish	3
Norwegian	61	Russian	3
Italian	13	Austrian	2
American	6		
Swedish	4		
French	3		
			164

R. R. CALL,
Secretary-Treasurer to Pilot Commissioners.

Steamboat Inspection.

PILOTAGE returns for the Pilotage District of Miramichi, N.B., for year ending
31st December, 1896.

No.	Names of Pilots.	Age.	For what service.	Remarks.
2	Louis Jimmo.....	42	Full license.....	
4	Angus McEachran	77	do	
5	Mitchell Martin.....	67	do	
6	Francis Martin.....	62	do	
7	Maxime Martin.....	51	do	
9	Angus McLean.....	63	do	
10	Alex. Wilson.....	50	do	
11	Robt. J. Walls.....	45	do	
12	George Savoy.....	52	do	
13	Reuben Nowlan.....	52	do	
14	John McEachran.....	46	do	
15	Charles McLean.....	56	do	Died at Chatham, N.B., January 17, 1896.
20	Oliver Foster.....	55	do	
22	Wm. Walls, sr.....	42	do	
26	John McCallum.....	44	do	
27	James Nowlan.....	45	do	
28	Durley P. Walls.....	50	do	
29	George Sutton.....	45	do	
30	James A. Nowlan.....	41	do	
31	George T. Tait.....	39	do	
32	Joseph Jimmo.....	41	do	
33	James McCallum.....	52	do	
35	John Martin.....	37	do	Suspended for 1 year from May 21, 1896, ground- ing SS. "Dora Foster" on Robicheau Flats.
36	Asa Walls.....	37	do	
37	Wm. Walls, jr.....	39	do	
38	John Nowlan.....	40	do	
39	Patrick Nowlan.....	37	do	

LIST of Pilot Boats licensed.

No.	Name of Boats.	Tonnage.	Captains.	First Licensed	Last Licensed.
11	May Queen.....	22 5		May, 1878....	Sold, 1896.
13	Two Brothers.....	25	Geo. T. Tait.....	do 1878....	May, 1896.
14	Empress.....	25 57	Geo. Savoy.....	do 1878....	do 1896.
15	Princess Louise.....	20 85	Asa Walls.....	do 1879....	do 1896.

STATEMENT showing the yearly expenditure by the Pilots on account of Pilot Schooners during the past seven years.

Names of Boats.	Paid by Pilots in 1890.	Paid by Pilots in 1891.	Paid by Pilots in 1892.	Paid by Pilots in 1893.	Paid by Pilots in 1894.	Paid by Pilots in 1895.	Paid by Pilots in 1896.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
May Queen.....	375 13	379 71	318 60	330 31	Laid up.	Laid up.	Sold.
Two Brothers.....	423 60	432 39	404 17	371 85	398 77	501 56	412 56
Empress.....	465 93	473 48	505 37	385 20	430 78	387 90	405 68
Princess Louise.....	321 27	346 33	324 35	447 17	391 84	381 21	329 14
Totals.....	1,585 93	1,631 91	1,552 49	1,534 53	1,221 39	1,270 67	1,147 38

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

The Miramichi Pilots in account with R. R. Call, Secretary-Treasurer.

1896.		Dr.	\$	cts.
Jan'y	17.	Geo. Henderson, surveying schooners, season 1895	7	50
June	5.	Premium of insurance on seine	9	00
"	18.	Mrs. Allan McEachran, on account amount voted by pilots	20	00
"	18.	D. G. Smith's account for printing	4	00
"	18.	Jas. F. Maher, lounge for pilots' office	7	00
"	18.	R. J. Walls, cleaning pilots' office	1	90
July	18.	Mrs. Allan McEachran, on account amount voted by pilots	20	00
"	18.	Geo. T. Tait's account repairing schooner "Two Brothers"	16	98
"	18.	D. & J. Ritchie & Co.'s account, spars for do	20	00
Aug.	18.	Geo. Watts' account, anchor for schooner "Empress"	7	00
"	18.	Miramichi Steam Navigation Co., ferriages	6	00
"	18.	Mrs. Allan McEachran, balance of amount voted by pilots	10	00
Sept.	18.	J. P. Searle, rent pilots' office to April, 1897	20	00
"	18.	Heirs and executors estate late Chas. McLean, his share in pilot schooner in full ..	127	58
Nov.	5.	Geo. Henderson, surveying schooners, season 1896	7	50
"	18.	Isabella J. Letson, rent of store on Muirhead Wharf, season of 1896	10	00
"	18.	Alexander Martin, pension, 1896	75	00
"	28.	E. Johnson's account for stationery	1	77
"	28.	R. J. Wall's account, sundries for pilots' office	1	90
"	28.	Wm. C. Anslow's account, printing	3	75
"	28.	Secretary-Treasurer, for postage and stationery	2	93
"	28.	2 pilots refund on account seine	1	52
Dec.	1.	Secretary-Treasurer, 3 per cent commission on \$13,022.25	390	67
"	7.	25 pilots at \$487.61 each and 1 pilot at \$60.00	12,250	25
				13,022 25
1896.		Cr.		
Dec.	7.	Amount collected, pilotage, in	\$	5,159 02
"	7.	" " out	6,224	59
"	7.	" " for removals	839	00
"	7.	" " for extra services	77	00
"	7.	Amount earned by pilots outside	722	64
				13,022 25

JOHN C. MILLER,

Chairman.

R. R. CALL,

Secretary-Treasurer to Pilotage Commissioners.

Steamboat Inspection.

APPENDIX No. 21.

REPORT OF THE PILOTAGE AUTHORITY OF THE COUNTY OF CHARLOTTE, N.B., FOR THE YEAR ENDING 31st DECEMBER, 1896.

PILOTAGE Returns for the district of the County of Charlotte for the year 1896.

Names of Pilots.	Residences.	District licensed for.
Joseph Boyd.....	Parish of Campbell.....	County of Charlotte.
Wellington Cline.....	do West Isles.....	do
William Clarke.....	do St. Andrews.....	do
Patrick Britt.....	do do.....	do

PILOT boats licensed.—Schooner “Frederick Taylor,” 12½ tons, J. Boyd, master;
Schooner “Lithe A. Crocker,” 13 tons, P. Britt, master.

AMOUNT of pilotage collected by pilots for year 1896.

Names of Pilots.	British Vessels.	Foreign Vessels.	Total.
	\$ cts.	\$ cts.	\$ cts.
Wellington Cline.....	96 75	52 50	
Joseph Boyd.....	57 00	30 00	
Patrick Britt.....	61 50	83 00	
William Clark (not acting).....			
	215 25	165 50	380 75

TONNAGE of British vessels, 1,425; foreign vessels, 1,304; total tonnage, 2,729.

LICENSE to Master C. S. Howard, Schooner “W. R. Huntley, 166 tons.

Receipts of Pilotage Authority.

1 license to one pilot.....	\$ 6 00
2 licenses to pilot boats.....	10 00
Regulations.....	2 00
1 license to master.....	6 00
	24 00

Charges.

Stationery and postage.....	\$ 1 00
Commissioners, St. Stephen and St. George.....	5 00
Commissioners and Secretary, St. Andrews.....	18 00
	24 00

Rates of pilotage in the district of the County of Charlotte,

First distance inwards or outwards \$2.25 per foot draught of water.

Second do do 1.60 do do

Third do do 1.50 do do

From or to Campbells 20c. per foot less than above rates.

Fourth distance inwards or outwards \$1 per foot draught of water.

From first of November to first of April 20c. per foot in addition to the above rates.

To and from St. Andrews harbour to ballast ground, vessels of 80 tons and under 300 tons, \$2.50 ; 300 tons and upwards, \$3.

Removing a vessel from one loading place or harbour to any other loading place or harbour inside St. Andrews Bay, vessels from 80 tons to 200 tons \$4 ; over 200 tons to 300 tons, \$5 ; over 300 tons to 400 tons, \$6 ; exceeding 400 tons, \$8.

Removing a vessel from any harbour or loading place inside St. Andrews Bay, to any harbour or loading place outside St. Andrews Bay and within the county, pilotage inward or outward vessels 80 tons and under 200 tons, \$6 ; 200 tons and under 300 tons, \$8 ; 300 tons and under 400 tons, \$10 ; exceeding 400 tons, \$12.

C. E. O. HATHEWAY,
Commissioner and Secretary.

ST. ANDREWS, 31st December, 1896.

Steamboat Inspection.

APPENDIX No. 22.

REPORT OF THE PILOTAGE AUTHORITY OF SHEDIAC, N.B., FOR THE YEAR ENDING 31st DECEMBER, 1896.

PILOTAGE OFFICE,
SHEDIAC, N.B., 5th January, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa

The Pilotage Authority of the Port of Shediac, N. B., begs leave to submit the following report for the year ending 31st December, 1896.

Name of Pilots.	Age.	Service.
1. Edward McDonald.....	64	Full District.
2. Docity P. LeBlanc.....	58	"
3. Thomas McGrath.....	50	"
4. Olaf Hendreckson.....	42	"
5. Paul P. LeBlanc.....	51	"

Vessels reported inwards :—

British steamers.....	2
British sailing vessels.....	—
Foreign steamers.....	—
Foreign sailing vessels.....	23
	25

Vessels reported outwards :—

British steamers.....	2
British sailing vessels.....	—
Foreign steamers.....	—
Foreign sailing vessels.....	23
	25

Nationality of vessels reported inwards for the year ending 31st December, 1896 :—

British.....	2		Swedish.....	1
Norwegian.....	20		German.....	1
Russian.....	1			

The total amount received for pilotage service for the district for the year was as follows :—

From foreign vessels.....	\$891 25
" British vessels.....	37 00
	\$928 25

The above amount was all paid to the above pilots.

The rates of pilotage dues for this district are as follows :—

For pilotage inwards or outwards, \$1.25 per foot draught of water.
Each removal, \$2.00.

Yours very truly,

W. A. RUSSELL,
Secretary to the Pilotage Commission of Shediac, N.B.

APPENDIX No. 23.

REPORT OF THE YALE AND NEW WESTMINSTER PILOTAGE AUTHORITY FOR THE CALENDAR YEAR ENDING 31ST DECEMBER, 1896.

VANCOUVER, B.C., 8th January, 1897.

The Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to inclose statement and accounts of the Yale and New Westminster Pilotage Authority for the year ending 31st December, 1896. And I have also the honour to send you the following resolution passed at annual meeting of this authority held at secretary's office, 8th January, 1897:—

Resolved,—"That the accounts kept by the secretary for 1896, as submitted to the commissioners, having been examined by them, are found to be correct, and the secretary is hereby instructed to forward same to Minister of Marine at Ottawa."

I have the honour to be, sir,
Your obedient servant,

C. GARDINER JOHNSON,
Secretary Yale and New Westminster Pilotage Authority.

LEDGER BALANCE.

The Bank of Montreal.....	\$1,087 09	
Pilot Jones, over-draft.....	10 00	
The Bank of Montreal—		
Savings Department.....	\$ 562 53	
Interest for 1896.....	16 80	
	—	579 33
		<u>\$1,676 42</u>
Reserve Fund.....	\$ 579 33	
Pilotage earnings (surplus).....	1,097 09	
		<u>1,676 42</u>

BALANCE SHEET.

Reserve fund.....	\$ 562 53	
Interest for 1896.....	16 80	
	—	\$ 579 33
Commission account.....	1,416 18	
Surplus earnings for 1896.....	929 43	
		<u>\$2,924 94</u>
Expense account.....	\$1,248 52	
Bank of Montreal Savings Department.....	579 33	
do current account.....	1,087 09	
Jones, over-draft.....	10 00	
		<u>\$2,924 94</u>

C. GARDINER JOHNSON,
Secretary Yale and New Westminster Pilotage Authority.
VANCOUVER, B.C., 8th January, 1897.

Steamboat Inspection.

RECEIPTS.

Balance in bank, 1st January, 1896.....	\$	892 25
Pilotage earnings for year.....		14,162 00
		\$15,054 25

DISBURSEMENTS.

Paid pilots, 5th January, 1896.....	\$	892 25
Paid pilots during the year.....		9,641 50
Office expense account.....	\$1,248 52	
Pilots expense account.....	2,174 89	
		3,423 41
Balance in bank.....	\$1,087 09	
Jones.....	10 00	
		\$ 1,097 09
		\$15,054 25

LICENSED PILOTS.

No. of License.	Class.	Name of Pilot.	Age.	Service.	Remarks.
1	1	W. Ettershank.....	54	}	Active.
2	1	G. W. Robertson.....	46		
3	1	H. R. Jones.....	40		
4	1	W. Johnson.....	40		

Licensed to pilot vessels of any size or description within limits of Yale and New Westminster Pilotage District.

Pilotage dues now in force are same as approved by Order in Council, Saturday, 28th day of April, 1894.

26	British steamers inwards.....	\$1,380	50	
198	Foreign do.....	3,116	50	
35	British sailers inwards.....	1,043	00	
40	Foreign do.....	905	00	
				\$6,445 00
27	British steamers outward.....	\$1,600	00	
199	Foreign do.....	3,258	25	
35	British sailers outward.....	1,283	50	
40	Foreign do.....	1,575	75	
				7,717 50
600				\$14,162 00

Remaining in port 31st December, 1896, 12 vessels; total tonnage, 21,918; value to pilots, \$404.25.

Inwards.	Tonnage.	Outwards.	Tonnage.
26 British steamers.....	109,819	27 British steamers.....	118,435
35 British sailers.....		35 British sailers.....	
40 Foreign do.....	207,136	199 Foreign steamers.....	214,839
198 Foreign steamers.....		40 Foreign sailers.....	
	316,955		333,274

C. GARDINER JOHNSON,

Secretary Yale and New Westminster Pilotage Authority.

VANCOUVER, B.C., 8th January, 1897.

APPENDIX No. 24.

REPORT OF THE PILOTAGE AUTHORITY OF VICTORIA AND ESQUIMALT, FOR THE YEAR ENDING 31st DECEMBER, 1896.

PILOTAGE AUTHORITY,

VICTORIA, B.C., 7th January, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine, &c.,
Ottawa.

SIR,—I have the honour, by direction of the Commissioners, to transmit herewith the pilotage returns for the Pilotage District of Victoria and Esquimalt, in the province of British Columbia, for the year ending 31st December, 1896, as required by section 22, chapter 80, of the Revised Statutes of Canada, 1886. Trusting that the same will reach you in time for embodiment in your annual report and that I may be furnished with a copy of the supplement when issued.

I have the honour to be, sir,
Your most obedient servant,

EDGAR CROW BAKER,
Secretary-Treasurer P. A.

PILOTAGE Returns, Victoria and Esquimalt District, B.C., 1st January to 31st December, 1896.

LICENSED PILOTS.

No.	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	John Thompson.	47	23 April, 1880.	4 Dec., 1878.	Originally a British Columbia pilot.
2	James Ramsey.....	66	21 Oct., 1889.	9 June, 1873.	Retired under pension from pilots, 8th February, 1894.
3	Samuel W. Bucknam....	46	6 March, 1891.	6 March, 1891.	Victoria and Esquimalt District.
4	John Newby.....	47	10 April, 1891.	10 April, 1891.	do do
5	Thos. Bebbington.....	50	25 Feb., 1893.	25 Feb., 1893.	Originally a New Westminster and Yale pilot.

N.B.—The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above named district. One of the above, James Ramsey, has been pensioned off, owing to increasing infirmity, under an agreement with the other pilots, whereby he receives a monthly allowance of sixty dollars paid by said pilots pro rata.

There are no masters and mates acting under license from this Pilotage Authority, all the certificates previously granted having expired by efflux of time.

Clauses I., II., III., page 213, supplement to 19th annual report, with reductions on pages 200 and 201, supplement to 21st annual report, and also those on pages 181 and 182, supplement to 26th annual report (*i.e.* Order in Council 1st July, 1893) apply to this year also.

Same Acts and parts of Acts as last year apply to 1896, and list of exempted vessels and Puget Sound rates remain the same.

EDGAR CROW BAKER,
Secretary-Treasurer.

VICTORIA, B.C., 31st December, 1896.

Steamboat Inspection.

Dr. Cr.
RECEIPTS and EXPENDITURE, 1st January to 31st December, 1896.

Date.	Nature of Receipt.	Amount.	Date.	Head of Service.	Amount.
1896.		\$ cts.	1896.		\$ cts.
1 January	Balance from last year	353 95	29 February	British Columbia pilots, division surplus, 1895	353 95
1 Jan. to 31 Dec.	Pilotage dues, 12 months	13,990 13	1 Jan. to 31 Dec.	British Columbia pilots, earnings as per receipts	12,553 32
1 " "	Quarantine fees, 16 days at \$3.00	48 00	1 " 31 "	Secretary-Treasurer, 12 months' salary	600 00
1 " "	Certificate fees, Puget Sound steamer	300 00	1 " 31 "	Fees to Commissioners, 12 months	240 00
1 " "	Pilotage outwards in certain cases to Cr. P. A.	130 88	1 " 31 "	Office expenses—rent, fuel, light, &c.	335 40
1 " "			31 December	Balance Cr. of Pilotage Authority	650 29
		14,732 96			14,732 96

Approved and certified correct,
 R. P. RITHEE,
 MATTHEW JOHNSTON,
 HERBERT G. LEWIS,
 } *Commissioners.*

EDGAR CROW BAKER,
Secretary-Treasurer.

PILOTAGE Dues, Collected 1st January to 31st December, 1896.

Month.	British.	Foreign.	Total.	Remarks.
	\$ c.	\$ c.	\$ c.	
January	434 00	501 00	935 00	N.B.—The total \$13,900.13 does not include sums of \$300.00 collected from Puget Sound steamers, \$130.88 pilotage outwards in certain cases to credit of Pilotage Authority and \$48.00 quarantine fees.
February	292 75	462 00	754 75	
March	414 50	485 50	900 00	
April	411 25	548 50	959 75	
May	512 50	715 25	1,227 75	
June	251 00	658 50	909 50	
July	440 25	729 75	1,170 00	
August	556 50	664 50	1,221 00	
September	668 50	595 00	1,263 50	
October	718 75	760 75	1,479 50	
November	838 25	767 25	1,605 50	
December	636 00	837 88	1,473 88	
	6,174 25	7,725 88	13,900 13	

EDGAR CROW BAKER,
Secretary-Treasurer.

VICTORIA, B.C., 31st December, 1896.

Steamboat Inspection.

APPENDIX No. 25.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF HARVEY FOR THE YEAR ENDED 31st DECEMBER, 1896.

HARVEY, N.B., 14th January, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report that Harding Bishop, aged 70 years, is the only pilot in the waters of this district. Pilotage 50c. to \$1.00 as to distance.

Amount received from British ships.....	\$ 60 00
do foreign do	100 00
do for license.....	5 00

Your obedient servant,

GEO. A. COONAN,
Commissioner.

APPENDIX No. 26.

REPORT OF THE PILOTAGE AUTHORITY OF NANAIMO FOR THE
YEAR ENDED 31ST DECEMBER, 1896.

PILOT OFFICE, NANAIMO, 9th January, 1897.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to forward for the information of the government the pilotage returns of this Pilotage Authority for the year ending 31st December, 1896, in accordance with the "Pilotage Act, 1886."

I am, sir, your obedient servant,

C. C. MCKENZIE,
Acting Secretary.

PILOTAGE Returns of the Nanaimo Pilotage District for the year ending 31st December, 1896, in accordance with the "Pilotage Act, 1886."

Names of Pilots.	Age.	Service.	
John Sabiston, Jr	43	District.	
Daniel Morrison	56	do	
Jas. Peter Bendrodt	36	do	
Jas. Christensen	55	do	
Jas. Edgar Butler	35	do	
John Sabiston, Sr.	70		Retired on 30th Sept., 1896.

Rates of pilotage dues, &c.:—

Half pilotage	\$ 1 00 per foot.
Full do	2 00 do
Gulf do	10 00 per diem.

Special rates for mail steamers and tugs.

Total amount received for pilotage dues :—

Pilotage dues from British ships	\$ 4,268 75
do Foreign do	16,242 00
Total pilotage dues	\$20,510 75

Steamboat Inspection.

Receipts and expenditure :—

Receipts.

Balance from 1895.....	\$ 412 98
Receipts for 1896.....	20,510 75
	\$20,923 73

Expenditure.

Paid pilots.....	\$19,297 70
do retired pilot.....	150 00
do expenses of office.....	1,392 10
Balance for 1897.....	83 93
	\$20,923 73

E. QUENNELL,
Chairman,
C. C. McKENZIE,
Acting Secretary.

Details of Expenditure.

Pilot Sabiston, sr.....	\$ 2,341 20
do do retiring allowance.....	150 00
do Sabiston, jr.....	3,404 04
do Morrison.....	3,404 04
do Beudrodt.....	3,404 04
do Christensen.....	3,404 04
do Butler.....	3,340 34
Commissioners.....	600 00
Treasurer and Secretary.....	600 00
Rent.....	120 00
Office cleaning.....	30 00
Printing.....	26 50
Postage, telegrams, &c.....	15 60
	\$20,839 80

APPENDIX No. 27.

HARBOUR MASTERS.

TABLE showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in Chapter 86, Revised Statutes of Canada, for the appointment of harbour masters; the dates of proclamation; the names of the harbour masters appointed; the dates of the appointment of harbour masters; the amount which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended 31st December, 1896, and the overplus, if any, paid into the credit of the Receiver General:

PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.		Amount collected in 1896.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.		
Collingwood.....	3 March, '77	Andrew Lockerbie.....	3 March, '77	200 00	115 50		
Fort William.....	7 July, '91	D. F. Macdonell.....	3 do '93	400 00	554 50	154 50	
French River.....	20 June, '93	E. Borron, jun.....	20 June, '93	200 00	97 50		
Goderich.....	28 April, '76	William Marlton.....	8 May, '94	300 00	57 00		
Midland.....	22 July, '82	F. Polkinghorn.....	22 July, '82	200 00			
Parry Sound.....	24 March, '83	John Galna.....	19 March, '83	200 00			
Penetanguishene.....	2 Feb., '77	Francis Dusome.....	3 June, '81	200 00	16 00		
Port Arthur.....	12 May, '84	D. F. Macdonell.....	3 March, '92	200 00	172 00		
Rondeau.....	4 do	W. R. Fellowes.....	17 Dec., '88	100 00			
Southampton.....	23 Sept., '75	W. H. Johnston.....	— Oct., '82	100 00	51 50		
Sarnia.....	25 July, '85	Robert McAdam.....	3 May, '86	300 00			

PROVINCE OF QUEBEC.

Amherst.....	14 Sept., '78	John Cassidy.....	2 Sept., '78	200 00	11 00		
Bersimis.....	31 July, '91	Earl D. Chase.....	31 July, '91	200 00			
Carleton.....	8 Dec., '81	Joseph E. Cullen.....	30 March, '96	200 00			
Chicoutimi.....	17 June, '85	Ainsworth Sturton.....	8 June, '86	200 00			
Grand Entry.....	19 Feb., '92	Colin Wallace.....	19 Feb., '92	200 00			
Gaspé.....	25 Sept., '74	Francis J. Eden.....	3 April, '89	500 00			
House Harbour.....	9 Aug., '87	C. Lafrance.....	10 Dec., '96	200 00	11 00		
Lachine.....	19 April, '80	Vacant.....					
Matane.....	19 Oct., '77	L. J. Lavasseur.....	12 Dec., '96	200 00			
Métis.....	7 Feb., '78	J. H. Ferguson.....	10 March, '96	200 00	70 00		
New Carlisle.....	25 Feb., '89	John C. Hall.....	17 Jan., '95	200 00	3 50		
New Richmond.....	15 April, '82	Henry Leblanc.....	3 April, '82	200 00			
Oak Bay.....	27 March, '80	Jas. D. Sowerby.....	22 March, '80	200 00			
Paspébiac.....	12 May, '77	Hugh Christie.....	22 May, '77	150 00	38 00		
Port Daniel.....	25 March, '89	J. Enright.....	11 Sept., '90	200 00	1 50		
Rimouski.....	5 do	A. P. St. Laurent.....	13 May, '96	200 00	7 00		
Rivière Ouelle.....	22 July, '82	Vacant.....		100 00			
St. Thomas.....	2 Jan., '86	L. Dionne.....	22 Oct., '96	200 00	114 50		
St. Johns.....	Within the Harbour of Montreal.	Alfred Pinsonneault.....	8 March, '88	500 00	540 00	40 00	
Sorel.....			20 May, '90	Pierre Guevremont.....	300 00	285 00	

Steamboat Inspection.

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1896.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Bathurst	30 May,	'73 M. T. Daley	21 April, '96	200 00	44 00	
Black's Harbour and Beaver Harbour	22 Sept.,	'83 E. W. Cross	17 Sept., '83	100 00	5 00	
Buctouche	30 May,	'73 Melem Chase	30 July, '90	100 00		
Cambellton	30 do	'73 A. J. Venner	12 April, '93	200 00	63 00	
Campbello	30 do	'73 W. E. Sulis	16 Dec., '92	100 00		
Caraquet	30 do	'73 Louis Poirier	17 April, '83	150 00		
Chatham	30 do	'73 Wm. Johnson	25 June, '79	300 00	338 00	38 00
Cocagne	30 do	'73 M. Billodean	21 April, '96	100 00	0 50	
Dalhousie	30 do	'73 Wm. Smith	19 March, '88	200 00	215 50	15 50
Dorchester	30 do	'73 F. C. Palmer	15 April, '93	200 00		
Fredericton	30 do	'73 Vacant				
Gaand Manan, North	18 Sept.,	'76 James Pettis	21 May, '88	100 00		
Grand Manan, South	22 Aug.,	'89 Abel Wilcox	22 Aug., '89	100 00	5 50	
Great Shemogue	17 May,	'75 Vacant		100 00		
Harvey	30 May,	'73 H. E. Graves	8 July, '84	100 00	49 00	
Hillsborough	do	'73 Boaz Gross	28 Jan., '92	100 00	82 00	
Hopewell Cape	25 Aug.,	'91 Josiah Christopher	25 Aug., '91	200 00	45 00	
Ledge of St. Stephens	30 May,	'73 Charles Young	22 April, '76	100 00		
Letete, &c.	22 Sept.,	'83 Jos. Chambers	17 Sept., '83	100 00		
Little Shippegan and Miscou Gully	1 May,	'86 Donald Harper	19 April, '86	100 00	15 00	
Little Shemogue	5 Sept.,	'88 Vacant		100 00		
Moncton	30 May,	'73 E. P. Cook	11 April, '95	200 00	23 25	
Musquash	26 March,	'74 J. McNulty	28 Sept., '96	100 00		
Newcastle	30 May,	'73 John Niven	7 July, '73	300 00	224 00	
North Joggins	30 do	'73 Vacant				
PortElgin and BaieVerte	6 Feb.,	'73 R. Anderson	2 June, '93	200 00	30 50	
Pokemouche	7 July,	'83 Felix Boudrot	13 March, '96	100 00		
Richibucto	30 May,	'73 James Alexander Jardine	11 May, '74	200 00		
Rockland	30 do	'73 Vacant				
Sackville	30 do	'73 Alexander Ford	28 June, '88	200 00	17 00	
St. Andrew's	30 do	'73 John Wren	6 May, '84	100 00	42 50	
St. George	30 do	'73 Alexander Dick	29 Aug., '84	100 00	9 00	
St. Martin and Quaco	14 do	'74 Joseph Carson	14 May, '74	100 00		
Shediac	30 do	'73 Alexander McQueen	19 do '76	300 00	86 50	
Shippegan	30 do	'73 John DeGrace	10 Aug., '89	100 00	9 00	
Tracadie	7 do	'74 Vital Arceno	9 July, '75	100 00	3 50	
Waterside	3 Sept.,	'89 Wm. Riley Copp	3 Sept., '89	100 00		
West Isles	4 Feb.,	'79 Thos. K. Parker	4 Feb., '79	200 00		

PROVINCE OF NOVA SCOTIA.

Advocate	15 May,	'80 Samuel Morris	10 May, '80	100 00		
Annapolis	12 March,	'75 William Cummings	16 do '79	200 00		
Apple River	14 Aug.,	'86 Robt. Field	9 Sept. '90	200 00		
Arichat	22 April,	'79 C. P. Terrio		200 00	33 00	
Baddeck	23 Sept.,	'75 Alex. McAulay	10 Dec., '90	100 00	1 50	
Barrington	10 July,	'82 B. Kenney	6 July, '93	200 00	35 50	
Bayfield	11 do	'79 John McDonald	11 July, '79	200 00		
Bay St. Lawrence	21 April,	'87 G. Zwicker	21 April, '87	200 00		
Bear River	25 Sept.,	'74 Robert Austin	4 do '87	100 00	24 50	
Beaver Harbour	24 July,	'80 Henry Hawboldt	22 Sept., '88	100 00		
Big Harbour	9 June,	'83 Donald McKenzie	28 May, '83	100 00	56 00	
Bourgeoisie River	1 May,	'86 E. C. Bouchie	19 April, '86	100 00	6 50	
Bridgewater	6 do	'74 William Oakes	28 Jan., '96	100 00	65 50	
Bras d'Or, including New Campbellton	6 do	'74 A. Livingston	25 Aug., '91	200 00		

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF NOVA SCOTIA—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1896.	Amount paid over to Receiver General.
				§ cts.	§ cts.	§ cts.
Cape Canso	6 June, '76	William Walsh	6 June, '76	100 00	105 50	5 50
Cape Negro or North East Harbour	18 May, '81	A. D. Perry	18 May, '81	200 00	23 00	
Chester	8 Sept., '83	A. C. Corkum	8 July, '96	100 00	12 50	
Cheticamp	20 April, '76	Fulgence Ancoin	15 April, '76	100 00		
Clark's Harbour	1 June, '81	J. B. Brannen	1 June, '81	200 00	16 50	
Clementsport	1 May, '77	Thomas Tracey	1 May, '77	100 00		
County Line to Grand Narrows	9 June, '83	Vacant				
Crow Harbour	30 Sept., '88	McLeod McKenzie	23 Jan., '94	100 00		
D'Escousse	23 Jan., '85	Arthur Pertus	6 March, '90	100 00	35 50	
Digby	19 Feb., '78	J. W. Cousins	3 do '93	200 00	39 00	
East Bay	25 Aug., '83	Donald McInnis	5 April, '86	100 00		
Fourchie	22 May, '89	Neil MacLean	22 May, '89	100 00	1 00	
Gaberouse	3 March, '79	John Wm. Hardy	2 Nov., '86	100 00	4 50	
Glasgow and Cape Breton Pier, Sydney	30 Oct., '80	Angus McQuarrie	30 Oct., '80	300 00	13 50	
Guysborough	15 Jan., '89	Thos. O'Connor	31 do '93	100 00	14 00	
Halifax	No proclamation required by Act	J. E. Butler	21 Sept., '93	1,800 00	1,521 00	
Hantsport	27 June, '84	Edward Davison	7 June, '84	225 00	145 00	
Ingonish, North Bay of do South do	22 March, '81	William Thomson	24 March, '81	200 00		
International Pier, Sydney	9 Oct., '84	F. C. Brewer	9 June, '86	100 00	5 50	
Isaac's Harbour	30 do '80	Michael J. Neville	30 Oct., '80	300 00	216 00	
Jeddore	30 do '89	Andrew J. Blakely	30 do '89	100 00	15 50	
Jordan Bay	20 Sept., '90	Wm. Jennox	20 Sept., '90	100 00		
LaHave or Getson's Cove	25 Oct., '76	M. D. McKenzie	25 Oct., '76	150 00	20 00	
L'Ardoise, Upper and Lower	12 March, '75	George Henry Zwicker	25 Feb., '75	300 00	30 00	
Lingan	22 Aug., '84	George Burke	29 Aug., '84	100 00	0 50	
Liscombe	12 July, '81	Thomas Laflin	12 July, '81	200 00		
Little Bras d'Or Lake between McKay's Point and Grand Narrows	18 May, '81	David Rosenhasa	9 Aug., '88	200 00	12 50	
Little Bras d'Or Lake from McKay's Point to Washadebuck Rivers	25 April, '84	Peter McLean	25 April, '84	100 00		
Little Glace Bay	25 do '84	Alex. J. McNeil	25 do '84	100 00		
Little Narrows and Cranberry Point	3 Aug., '74	E. Douglas Rigby	8 May, '84	200 00	34 00	
Liverpool	9 June, '83	Norman Matheson	25 May, '83	100 00		
Lockeport	19 Jan., '77	Wm. A. Kenney	19 Jan., '77	200 00	144 00	
Louisbourg	18 May, '81	E. A. Capstick	18 May, '81	200 00	31 50	
Lunenburg	17 March, '79	Louis Dickson	5 Oct., '87	200 00		
Mabou	3 Dec., '75	John Loye	10 Dec., '96	150 00	3 00	
Mahone Bay	17 July, '80	Finlay Rankin	23 June, '80	100 00	1 00	
McNair's Cove	16 May, '87	T. F. Mader	6 May, '96	200 00		
Main à Dieu	12 March, '75	Ronald McEachen	8 March, '75	150 00		
Maitland	31 July, '86	John Farrell	21 July, '86	100 00	1 00	
Marble Mountain	26 May, '85	Vacant				
Margaretsville	26 July, '92	D. McDonald	26 July, '92	200 00	1 00	
Margaret's Bay	26 March, '78	Robert Earley	26 March, '78	100 00		
Margaree	16 July, '75	Peter Francis Boutelier	7 July, '75	100 00	11 50	
Marie Joseph	12 June, '86	Nicholas Deagle	27 Feb., '93	100 00		
Middle South Island	— Jan., '95	John Davis	23 Jan., '95	100 00		
Merigomish	— April, '96	S. Wynacht	1 April, '96	100 00		
	26 March, '78	D. McGregor	22 March, '93	100 00		

Steamboat Inspection.

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NOVA SCOTIA—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1896.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Meteghan River..	10 Feb., '83	Urbain Doucette..	31 Jan., '83	100 00	29 00	
Musquodoboit..	19 May, '82	David Williams..	19 May, '82	100 00	9 50	
New Haven	9 June, '83	H. A. McLeod..	17 Aug., '89	100 00		
Neil's Harbour..	9 do '83	A. Hayman..	28 May, '83	100 00		
Northport	27 do '82	John M. Burns..	27 June, '82	100 00		
North-west Cove, Coleman's Cove and Aspotogan Harbour..	22 Dec., '76	P. Boutillier	30 June, '92	200 00		
Parrsborough	22 Oct., '73	Edward Walter Beaty..	22 Oct., '73	300 00	265 50	
Petit de Grat	5 June, '95	S. Boudrot..	5 June, '95	200 00	2 00	
Petite Riviere Bridge..	7 July, '83	John Nelson Parks..	27 April, '88	100 00		
Pictou	24 May, '83	John Gunn	14 Aug., '75	400 00		
Plaster Harbour..	6 do '74	Vacant				
Port George	1 do '77	Charles B. Weaver..	1 May, '77	150 00		
Port Greville	13 March, '80	George Hatfield	8 April, '91	200 00	41 00	
Port Hawkesbury	16 July, '75	Daniel Henesey	9 July, '75	200 00	74 00	
Port Hood	16 do '75	John Murphy, jun..	9 do '75	200 00	5 50	
Port la Tour	14 April, '81	John Nickerson..	9 Feb., '92	200 00	11 00	
Port Lorne	27 March, '86	Samuel Beardsley ..	13 March, '86	200 00	Nil.	
Port Maitland	— Dec., '96	Josiah Ellis	10 Dec., '96	200 00		
Port Morien	3 March, '79	Hector McDonald..	3 March, '79	400 00	8 50	
Port Mulgrave	8 do '76	David Murray	12 Oct., '92	200 00	35 50	
Port Medway	25 June, '79	John W. Hutt	19 April, '84	200 00		
Pubnico	27 Sept., '82	D. Q. Amireau..	27 Sept., '82	100 00	65 50	
Pugwash	22 Oct., '93	C. T. De Wolf..	6 May, '95	100 00	69 00	
Ritcey's Cove	26 Sept., '84	J. B. Ritcey	21 April, '96	100 00		
River John	26 March, '78	H. Campbell	11 June, '91	100 00	0 50	
St. Ann's, including Fuchs's Cove	20 April, '81	Vacant		200 00		
St. Ann's		James McKillop..				
St. Mary's River	18 May, '81	Win. Pride	20 Dec., '93	200 00	10 50	
St. Peter's	24 Jan., '81	Peter McNeill	17 Sept., '83	200 00	79 00	
Sambro	27 Dec., '79	Ben Smith	23 Dec., '79	200 00	12 50	
Sheet Harbour..	14 May, '74	Malcolm McFarlane..	6 do '83	150 00	34 50	
Shelburne	27 Aug., '77	John A. McGowan, jun.	22 Jan., '80	200 00	103 50	
Ship Harbour	2 June, '84	Conrad Marks	2 June, '84	100 00	3 00	
Smith's Mountain St. Ann's	9 do '83	James McKillop..	28 May, '73	100 00	2 50	
Tatamagouche	27 Feb., '78	W. McKenzie	29 March, '93	200 00		
Tidnish	5 July, '82	Charles Fields	30 June, '84	100 00	48 50	
Torbay and Whitehead	18 May, '81	O. N. Feltmate	18 May, '81	200 00	7 50	
Tusket	18 March, '75	Charles W. Hatfield..	7 March, '87	100 00		
Victoria Pier, South Bar, Sydney	25 July, '84	York H. Barrington ..	25 July, '84	200 00	141 00	
Wallace	22 Oct., '73	Charles E. Kerr	28 do '85	100 00		
West Arichat	20 Aug., '90	B. Poirier	7 Oct., '96	100 00	Nil.	
West Bay	8 May, '84	John McInnes	8 May, '84	100 00	2 50	
West Port	8 March, '87	Joseph D. Payson..	8 March, '87	200 00	13 00	
Weymouth	— May, '94	Alex. Beaton	21 May, '94	200 00	17 50	
Whycocomagh	29 Oct., '75	Neil McKinnon	8 Oct., '75	100 00		
Wood's Harbour	19 Feb., '92	S. K. Woods	19 July, '92	200 00	112 50	
Yarmouth	18 March, '75	Ebenezer Scott	19 Oct., '77	250 00		

PROVINCE OF PRINCE EDWARD ISLAND.

Alberton and Cascumpec	15 July, '74	W. D. White	12 Sept., '92	200 00	14 50	
Bay Fortune	10 April, '75	John R. Coffin	29 April, '78	200 00		
Brudenell	25 July, '85	Vacant		200 00		
Cape Traverse	23 May, '84	Vacant				

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF PRINCE EDWARD ISLAND—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1896.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Cardigan River, including Cardigan Bridge.	2 July, '78	Hercules McDonald.	2 July, '78	200 00		
Cardigan River, from head of river to north bank Mitchell River.	16 May, '78	Joseph Livingston.	8 May, '94	100 00		
Cove Head.	15 do '89	James D. McMillan.	15 do '80	100 00		
Charlottetown.	15 July, '74	David Small.	19 Feb., '77	400 00	172 00	
Crapaud.	15 do '74	Wesley Myers.	17 June, '74	200 00	4 50	
Egmont.	15 do '74	George Bollum.	3 Nov., '85	200 00		
Georgetown.	15 do '74	Samuel Hemphill.	1 Dec., '87	200 00	50 00	
Grand River.	10 April, '75	Vacant.		200 00		
Grand River, down to and including Poplar Point and Chapel Wharf.	16 May, '78	do				
Malpeque.	10 July, '74	J. Champion.	10 Dec., '96	200 00	1 00	
Miminegash.	17 April, '80	Michael McElroy.	12 April, '80	100 00		
Montagne Bridge.	15 July, '74	J. M. Aitken.	28 May, '92	200 00	11 00	
Murray Harbour.	17 June, '74	Wm. Miller.	17 June, '74	200 00	7 00	
Murray River.	16 May, '78	Hugh McKay.	8 May, '84	200 00		
New London.	15 July, '74	Wm. Bell.	25 Aug., '96	200 00	Nil.	
Pinette.	15 do '74	Vacant.				
Port Hill.	15 do '74	James Ellis.	17 June, '74	200 00		
Pownal.	10 do '79	A. A. Moore.	10 July, '79	100 00		
Rollo Bay.	10 April, '75	Vacant.				
Rustico.	17 May, '75	Geo. W. McKay.	12 April, '81	200 00		
St. Peter's Bay.	10 April, '75	John McGrath.	28 June, '87	200 00		
Souris East and West.	10 do '75	John McCormick.	25 April, '79	200 00		
Summerside.	15 July, '74	James Grady.	7 Nov., '87	200 00	34 50	
Tignish.	22 April, '90	Vacant.				
Tracadie.	17 May, '75	Donald Campbell.	27 Aug., '95	200 00		
Tryon.	12 April, '77	Vacant.				
Vernon River Bridge.	19 May, '74	John Finlay.	9 Oct., '84	200 00		
West River.	17 do '75	Vacant.				

PROVINCE OF BRITISH COLUMBIA.

Comox.	— April, '96	Geo. H. Rowe.	25 April, '96	200 00	45 00	-----
Nanaimo.	10 do '75	E. Quennell.	24 Oct., '84	500 00	356 50	.....
New Westminster.	23 Jan., '80	J. N. Draper.	18 Aug., '86	400 00	69 00	.....
Quadra.	17 April, '77	Vacant.				.....
Vancouver, including Burrard Inlet.	22 Feb., '88	M. W. Thane.	22 Feb., '88	400 00	433 50	33 50
Victoria and Esquimalt.	20 March, '75	C. E. Clarke.	3 Nov., '94	600 00	626 50	26 50

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

STATEMENT showing Returns respecting Shipping and Discharging Seamen, &c.—Concluded.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 31st June, 1899.		For Half-year ended 31st December, 1898.		Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Seamen Shipped.	Seamen Discharged.			
Lepreau.	Charlotte.	G. K. Hanson.	3	4	2 70	3	3	7	3 60
Moncton.	Westmoreland.	J. W. Binney.	15	11	10 80	26	33	37	27 60
Musquash.	St. John.	A. T. Dunn.							
New Brandon.	Gloucester.	F. J. Foley.							
Newcastle.	Northumberland.	J. Niven.				6	6		3 00
North Joggins.	Westmoreland.	Rufus C. Ward.							
Quaco.	St. John.	J. Carson.				60	60	68	50 40
Richibucto.	Kent.	B. V. Johnson.	3		1 50		3		1 50
Rockland.	Westmoreland.	A. Boudreau.							
Rockport.	Westmoreland.	R. C. Ward.				8	8	10	7 00
Sackville.	Westmoreland.	W. C. Miner.							
St. Andrew's.	Charlotte.	Samuel Billings.							
St. George.	Charlotte.	James McKay.							
St. John.	St. John.	W. H. Purdy.	1,368	645	877 50	1,251	2,883	1,896	2,010 30
St. Stephens.	Charlotte.	H. Graham.	Nil.	2	60	4	4	7	4 10
Shediac.	Westmoreland.	W. R. Wood.		1	30	3	6	4	4 20
Shippegan.	Gloucester.	Henry A. Sormany.		Nil.					
NOVA SCOTIA.									
Advocate.	Cumberland.	Wm. Moore.	19	7	11 60	10	29	18	19 90
Amherst.	Cumberland.	W. D. Main.							
Annapolis.	Annapolis.	E. McCormick.							
Antigonish.	Antigonish.	A. Boyd.		Nil.					
Apple River.	Cumberland.	H. H. Mosher.							
Arsicat.	Richmond.	H. O'C. Madden.							
Aspy Bay.	Victoria.	D. McDonald.							
Baddeck.	Victoria.	J. McDonald.	3		1 50		3		1 50
Barrington.	Shelburne.	D. Sargent.	10		5 00	6	16	11	11 30
Bayfield.	Antigonish.	E. G. Randall.		Nil.					
Beliveau Cove.	Digby.	E. E. Theriault.	67	43	46 40	66	133	105	98 00
Bear River.	Digby.	T. H. Millar.	68	31	43 30	55	123	77	84 60
Beaver River.	Colchester.	R. Perry.							
Bridgetown.	Annapolis.	S. S. Ruggles.			Nil.				
Bridgewater.	Lunenburg.	A. C. Owen.				94	94	62	65 60

Steamboat Inspection.

Canada Creek.	King's	1 00	1	2	1 10	3	62	65 60
Canso	S. W. Rawding						2	2 10
Cape Sable Island	Thos. C. Cook	2 00			0 30	4	1	2 30
Clementsport	Seth Smith	12 90	26	16	17 80		29	30 70
Cornwallis (Canning)	Chas. Ditmars							
Canning	E. Rand					24		
Digby	E. Harris	6 05	7	3	4 40		9	10 45
Freepoint	J. M. Viet	Nil.			Nil.	4		2 00
French Cross	A. F. Outhouse	Nil.	4		2 00			
Great Bras d'Or	J. E. Orpen	Nil.						
Guyssboro'	D. Campbell	1,036 70	1,321	1,112	994 10	2,789	2,121	2,030 80
Halifax	W. Cameron	19 20				27	19	19 20
Hantsport	H. Bligh							
Harbour au Bouche	J. W. Lawrence	7 80	17	3	90 00	15	4	8 70
Harbourville	E. Corbet			5	10 00	17	5	10 00
Isaacs Harbour	Chas. E. Morris							
Joggins	J. D. Griffin		11	1	5 80		1	5 80
Jordan Bay	J. Moffat							
Lingan	M. D. McKenzie							
Little Bras d'Or	Mathew Roche							
Liscombe	P. Collins							
Liverpool	Cape Breton	73 80	86	75	65 50	269	116	139 30
Lockeport	Cape Breton	86 00				109	105	86 00
Londonderry	Queen's	1 50		Nil.		3		1 59
Louisbourg	Shelburne	51 30	314	277	240 10	84	31	51 30
Lunenburg	Colchester	296 60				675	664	536 70
Mahtone Bay	W. H. McAlpine	Nil.						
Main à Dieu	William Young							
Matiland	A. F. Zwicker				Nil.			
Margaree	R. McDougall				Nil.			
Margaretsville	Alex. Roy							
Metegann	M. A. Dunn							
North-east Harbour	Inverness							
North Sydney	D. W. Landers							
Parrsborough	Annapolis	24 80	33	24	23 70	70	45	48 50
Pictou	D. McGregor	7 00	5	2	3 10	19	2	10 10
Port Acadia	E. U. Doucet	46 50	149	102	105 10	218	142	151 60
Port Caledonia and Little Glace Bay	G. B. Swaine	163 00	215	192	165 10	489	362	328 10
Port Gilbert	James Armstrong	17 80	5	37	13 60	34	48	31 40
Port Greville	W. W. Cunnabel							
Port Hawkesbury	M. Campbell							
Port Hood	A. Bourneuf							
Port la Tour	J. J. Campbell	41 80	42	30	30 00	42	30	30 00
Port Lorne	James Bingay	30 20	56	87	54 10	130	103	95 90
Port Medway	James Kerr		18	10	12 00	55	49	42 20
Port Morien	John Stapleton							
Port Mulgrave	E. D. Treman	3 50		Nil.	0 90	4	8	4 40
Port William	J. W. Taylor							
	W. Graves							
	E. E. Leston							
	Queen's							
	W. W. Bown	0 80	12	11	9 00	12	11	0 80
	Cape Breton	Nil.						9 00
	D. Murray							
	G. S. Lockwood							

STATEMENT showing Returns respecting Shipping and Discharging Seamen, &c.—Concluded.

NOVA SCOTIA—Concluded.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 31st June, 1896.			For Half-year ended 31st December, 1896.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Pubnico	Yarmouth.	P. S. L'Entremont.	22		11 00			22		11 00	
Pugwash.	Cumberland	J. Wilson.									
Ritcey's Cove.	Lunenburg	A. Seaboyer.	30	35	25 50		Nil.	132	107	98 10	
River Helbert.	Cumberland	W. Moffat.	30	2	15 60		10	50	12	28 60	
St. Ann's.	Cape Breton	D. McAuley.		Nil.				6		3 00	
St. Mary's River	Guyshorough	A. F. Falconer									
St. Peter's	Richmond	Donald Urquhart						1	2	1 10	
Salmon River	Digby	I. H. C. Penny	11	3	6 40		11	27	14	17 70	
Sheet Harbour	Halifax.	M. Macfarlane.									
Shelburne	Shelburne	W. W. Atwood	55	19	33 20		23	80	42	52 20	
Sydney	Cape Breton	Neil McDonald.	30	27	23 10		96	126	124	100 20	
Sydney, Victoria Pier.	Cape Breton	Vincent Mullins	1	3	1 40		9	11	12	9 10	
Thorne's Cove.	Annapolis	E. H. Porter			Nil.						
Truro	Colchester	George P. Nelson						4		2 00	
Tatamagouche	Colchester	J. A. G. Campbell.		Nil.							
Wallace	Cumberland	Charles D. Kerr									
Walten	Hants	H. Woodlaver		Nil.							
West Arichat.	Richmond.	Simon Terrio.	12		6 00			12		6 00	
Weymouth	Digby	N. B. Jones.									
Windsor	Hants	H. W. Dimock	42	27	29 10			122	101	91 30	
Wilmot	Annapolis	G. B. Reed.									
Wolfville.	King's.	J. B. Davidson.									
Yarmouth.	Yarmouth.	J. R. Rogers	273	253	211 40		350	585	603	472 40	

Steamboat Inspection.

PRINCE EDWARD ISLAND.

Alberton	Prince	J. P. Brennan				8	6	5 80	8	6	5 80
Cascumpec	Prince	James F. White									
Charlottetown	Queen's	H. W. Mutch	54	25	34 50				54	25	34 50
Crapaud	Queen's	S. J. B. Leard									
Georgetown	King's	Charles Owen	15	6	9 30	5	Nil	4 90	20	14	14 20
Malpeque	Prince	J. M. MacNutt			Nil	7	3	0 90		3	0 90
Montague Bridge	King's	J. M. Aitken					3	4 40	7	3	4 40
Murray Harbour	King's	H. J. Brehaut		Nil							
Pinette	Queen's	H. D. Morrison									
Port Hill	Prince	W. Hopwood		Nil							
St. Peter's Bay	King's	J. A. McLaine									
Souris	King's	Michahl J. Foley				31	7	17 60	31	7	17 60
Summerside	Prince	Jos. Reed			Nil						
Tignish	Prince	George Conroy									

BRITISH COLUMBIA.

Ahouset	Clayoquot	C. R. McDougall	104	1	52 30	3	82	26 10	107	83	78 40
Barclay Sound	Vancouver	M. Swartout			35 20			30 55			65 75
Clayoquot	Vancouver	John Grice	102		51 00		90	27 00	102	90	78 00
Hesquiat	Vancouver	A. J. Brabant				105	101	82 80	105	101	82 80
Kynquait	Nanaimo	H. Meplman	166	3	83 90	53	155	46 50	219	158	130 40
New Westminster	New Westminster	J. S. Clute	5		2 50	5	4	3 70	10	4	6 20
Vancouver	New Westminster	J. M. Bowell	374	336	277 80				354	336	277 80
Victoria	Victoria	H. G. Lewis	779	157	436 60	420	796	448 80	1,199	953	885 40

APPENDIX No. 29

List of Certificates of Competency granted to Masters and Mates, FOREIGN SEA-GOING, during the year ended 30th June, 1896.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
						£ c.
1895.						
3159	July 6	Edward Schurman.....	Mate.....	St. John, N.B.....	St. John.....	8 00
3160	do 6	Herbert Stilson Hilton.....	do.....	Varmouth, N.S.....	do.....	8 00
3161	do 6	James Alex. Sanford.....	do.....	St. John, N.B.....	do.....	8 00
3162	do 6	Adelbert Frank McKay.....	Master.....	Barton, N.S.....	do.....	15 00
3163	do 11	Edward Chas. Sears.....	Mate.....	Montreal, P. Q.....	Quebec.....	8 00
3164	do 29	Thos. Edward Thurmott.....	Master.....	St. John, N.B.....	St. John.....	.....
3165	do 29	Edward Reid.....	do.....	River Herbert, N.S.....	do.....	.....
3166	do 30	David Todd.....	2nd Mate.....	Dunedin, N.Z.....	do.....	8 00
3167	Aug 1	John Cunningham.....	Master.....	Hantsport, N.S.....	Halifax.....	15 00
3168	do 1	Andrew C. Davison.....	Mate.....	do.....	do.....	8 00
3169	do 12	Francis Haley.....	do.....	St. John, N.B.....	St. John.....	.....
3170	do 12	John Thompson.....	Master.....	do.....	do.....	.....
3171	Sept 9	Knowlton Marsters.....	2nd Mate.....	Burlington, N.S.....	Halifax.....	.....
3172	do 16	Angus McDougall.....	Master.....	Belfast, P.E.I.....	do.....	15 00
3173	do 16	Edward Hollis Burgess.....	do.....	Cheverie, N.S.....	do.....	.....
3174	do 16	Alvin K. Webb.....	Mate.....	Halifax, N.S.....	do.....	8 00
3175	Oct 12	Warren Hastings Gray.....	do.....	Folley Village, N.S.....	St. John.....	.....
3176	do 14	Thos. O'Brien.....	2nd Mate.....	Victoria, B.C.....	Victoria.....	.....
3177	do 16	Edward Holland.....	do.....	Louisbourg, C.B., N.S.....	Halifax.....	8 00
3178	do 16	Burton Davison.....	Mate.....	Hantsport, N.S.....	do.....	8 00
3179	do 16	Robt. Ayor Goudey.....	Master.....	Yarmouth, N.S.....	St. John.....	15 00
3180	do 7	Chas. Lockhart.....	do.....	Rockport, N.B.....	do.....	15 00
3181	do 18	Nicholas Mosher.....	Mate.....	Avondale, N.S.....	Halifax.....	8 00
3182	do 18	Alex. Putman.....	do.....	South Maitland, N.S.....	do.....	8 00
3183	do 18	Percival Mann.....	2nd Mate.....	Burlington, N.S.....	do.....	8 00
3184	Dec. 5	Albert Percival Bennett.....	Mate.....	Birmingham, Eng.....	do.....	8 00
3185	do 13	Chas. Wm. Mason.....	Master.....	Pictou, N.S.....	do.....	.....
3186	do 16	Alex. Miller Dickson.....	2nd Mate.....	Glasgow, Scotland.....	Victoria.....	8 00
3187	do 20	Ioan Alex. Dernier.....	Mate.....	Dover, N.B.....	St. John.....	8 00
3188	do 20	Fred Webster Robbins.....	Master.....	Yarmouth, N.S.....	do.....	15 00
1896.						
3189	Jan. 6	Thos. Herbert Dyas.....	Mate.....	Parrsboro, N.S.....	St. John.....	8 00
3190	do 13	Francis Byers.....	do.....	St. John, N.B.....	do.....	.....
3191	do 24	Frank Boynton Burgess.....	Master.....	Burlington, N.S.....	do.....	15 00
3192	do 24	James Wm. Hartley.....	Mate.....	Lancaster, Eng.....	do.....	8 00
3193	do 24	Wm. E. Gardner.....	2nd Mate.....	Victoria, B.C.....	Victoria.....	.....
3194	do 28	Alex. Wm. May.....	do.....	Retreat Queens Ro'd Lon.....	St. John.....	8 00
3195	Mar. 4	Thos. Ansley Grant.....	Master.....	Weymouth, N.S.....	Yarmouth.....	15 00
3196	do 4	John Hillgrove.....	do.....	Parrsboro, N.S.....	do.....	.....
3197	do 12	Frank Tebbutt Larcock.....	Mate.....	London, Eng.....	Halifax.....	8 00
3198	do 12	George McLeod.....	Master.....	Brooklyn, N.S.....	do.....	15 00
3199	do 17	John Duncan.....	Mate.....	Gooan hill, Glasgow, Scot.....	do.....	8 00
3200	do 20	Edwd. Clyde Williams.....	Master.....	St. John, N.B.....	St. John.....	15 00
3201	do 21	John McManus.....	Mate.....	do.....	do.....	8 00
3202	do 25	Leonidas Lemieux.....	2nd Mate*.....	L'Islet, Que.....	Quebec.....	8 00
3203	April 17	James Kemp.....	Mate.....	Montreal, Que.....	Halifax.....	8 00
3204	May 4	D. J. C. Jones.....	do.....	Dohave Cottage, Long-harne, S. Wales.....	Victoria.....	.....
3205	do 20	Edmund Johnson Spicer.....	do.....	Parrsboro, N.S.....	St. John.....	8 00
3206	do 22	George Gray Davis.....	do.....	Clifton, N.S.....	Halifax.....	8 00

*Fore and aft sail vessel.

Steamboat Inspection.

List of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, &c.—Continued.

Number of Certificate.	Date of Certificate		Name.	Grade.	Address.	Where Examination was passed.	Fees.
	1895.						
							\$ cts.
1724	July	3.	Henry Lyon	Mate	Barrie, Ont.	St. Catharines	6 00
1725	do	4.	Wm. Alexander Anderson	Master	Owen Sound, Ont.	do	15 00
1726	do	8.	Joseph McCane	do	do	do	15 00
1727	do	8.	Freeman Webb	do	Lincoln, N.B.	Fredericton	15 00
1728	do	8.	Wm. Seeghove, jr	do	Howe Island, Ont.	Kingston	15 00
1729	do	8.	Robt. Reynolds.	do	Penetanguishene, Ont.	St. Catharines	8 00
1730	do	8.	Wm. Hy. Peacock	Mate	Port Hope, Ont.	do	6 00
1731	do	10.	Angus Joseph McDonell.	Master	Midland, Ont.	do	15 00
1732	do	10.	Jno. Herman Hickler	do	Sault Ste. Marie, Ont.	do	15 00
1733	do	10.	Jonathan Everingham	Mate	Parry Sound, Ont.	do	6 00
1734	do	11.	James Gillis	Master	French River, Ont.	do	15 00
1735	do	11.	Richard Laheny	Mate	Muskoka, Ont.	do	6 00
1736	do	15.	Albert Seang	do	Parry Sound, Ont.	do	6 00
1737	do	16.	Jacob Hendrick Henesy.	Master	Rat Portage, Ont.	do	15 00
1738	do	16.	Sylvester E. Richmond	do	Parry Sound, Ont.	do	15 00
1739	do	17.	Chas. Thos. Jno. Nickerson.	do	Midland, Ont.	do	15 00
1740	do	22.	Robt. Thomson Johnson.	Mate	Toronto, Ont.	do	6 00
1741	do	22.	Geo. Albert McMenemy	do	Bruce Mines, Ont.	do	6 00
1742	do	27.	Joseph Morgan Ruddock.	Master	Chatham, N.B.	Chatham	15 00
1743	do	27.	Frank Alex. Smith	do	Point du Chene, N.B.	St. John	15 00
1744	do	29.	Saml. Sylvester Richmond.	do	Port Arthur, Ont.	Port Arthur	15 00
1745	Aug.	3.	Wm. Henry Kent	do	Grand Manan, N.B.	Halifax	15 00
1746	do	6.	John Francis Leahy	do	St. John, N.B.	do	15 00
1747	do	7.	Wm. Forge	do	Winamere, Ont.	St. Catharines	15 00
1748	do	7.	Emil Bourman	do	Arnprior, Ont.	Kingston	15 00
1749	do	9.	McPhee Howatt	Mate	Nelson, B.C.	Victoria	8 00
1750	do	10.	Chas. Griswold	do	do	do	8 00
1751	do	10.	Joseph Mortimer	do	Mortimer Point, Ont.	St. Catharines	6 00
1752	do	10.	Herbert Robinson	do	Gravenhurst, Ont.	do	6 00
1753	do	12.	Henry Killaly	Master	Port Dalhousie, Ont.	do	15 00
1754	do	12.	Wm. Valentine Reynolds.	do	Lakefield, Ont.	Kingston	15 00
1755	do	13.	Chas. Sampson.	Mate	Winn peg	Lunenburg	6 00
1756	do	13.	Wm. Kirkpatrick Smith	Master	Kingston, Ont.	Kingston	15 00
1757	do	13.	Chas. Augustus Black Walsh	do	Port Elgin, N.B.	Baie Verte	15 00
1758	Sept.	7.	Andrew J. Corbett	Mate	Bracebridge, Ont.	St. Catharines	6 00
1759	do	7.	Alfred N. Watson	do	Horse Fair, Borough- bridge, Eng	St. John	6 00
1760	do	7.	Geo. Rutherford Brown	do	Torass Point, Ont.	Kingston	6 00
1761	do	9.	Ernest Francis Kearney.	do	Cape Sable Island, N.S.	St. John	6 00
1762	do	9.	Wm. Findlay	Master	Bracebridge, Ont.	St. Catharines	15 00
1763	do	9.	Wm. Henry Elder	Mate	Gravenhurst, Ont.	do	6 00
1764	do	10.	Wm. A. Marsh	Master	Huntsville, Ont.	do	15 00
1765	do	10.	John D. Foreman.	Master	Nanaimo, B.C.	Victoria	15 00
1766	do	10.	John Casey	Mate	Carleton, St. John, N.B.	St. John	6 00
1767	do	10.	Wallace Travis.	Master	Whitneyville, N.B.	Newcastle	15 00
1768	do	10.	Peter Kerwin.	do	Sarnia, Ont.	St. Catharines	15 00
1769	do	11.	Peter C. Wilson.	do	Collingwood, Ont.	do	15 00
1770	do	11.	David Chas. Long	Mate	Nelson, B.C.	Vi toria	8 00
1771	do	11.	Albert Curtis	Master	Winds r, Ont.	St. Catharines	15 00
1772	do	11.	Patrick Kelly	do	Kippewa P.O., Que.	Ottawa	15 00
1773	do	13.	John Hackett	do	Quebec	Quebec	15 00
1774	do	14.	Albert Fred. Leeder.	do	Bracebridge, Ont.	St. Catharines	15 00
1775	do	23.	Alex. Lee Casselman.	do	Hantsville, Ont.	do	15 00
1776	Oct.	6.	John Cook	Mate	Milford, Ont.	Kingston	6 00
1777	do	6.	Geo. Alb. McMenemy, sen.	Master	Bruce Mines, Ont.	St. Catharines	15 00
1778	do	8.	Herbert Aubold McMaster.	Mate	Deseronto, Ont.	Kingston	6 00
1779	do	14.	Jaines Wm. Phipps.	Master	St. John, N.B.	St. John	15 00
1780	do	22.	Samuel Lovatt	do	Pilot Bay, B.C.	Victoria	15 00
1781	do	24.	Peter Samuel Wilson.	do	Nakusp B.C.	do	15 00
1782	do	29.	Geo. Brossard	do	Laprairie, Que	Ottawa	15 00
1783	Nov.	4.	Wm. Jno. Warnock.	do	St. John, N.B.	St. John	15 00
1784	do	12.	John McDowell.	do	Vancouver, B.C.	Victoria	15 00
1785	do	12.	Frank Monk	do	do	do	15 00
1786	do	12.	Isaac Hy. McDermott	do	Port Carling, Ont.	St. Catharines	15 00
1787	do	15.	Peter LeSage	do	Garam River, Ont.	do	15 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, &c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fees.
	1895.					\$ cts.
1788	Nov. 19.	Samuel Sylvester Richmond.	Master.	Port Arthur, Ont.	St. Catharines	No charge made.
1789	do 30.	Duncan Mackenzie	do	Van ouver, B.C.	Victoria	15 00
1790	Dec. 3.	Alphonse Blanchette	do	Klocks' Mills, Ont	Ottawa.	15 00
1791	do 4.	Chas. Manning Newcomb	do	Canning, N.S.	St. John	15 00
1792	do 4.	Jas. Homans.	do	Victoria, B.C.	Victoria	15 00
1793	do 4.	Joshua Oakes	do	Bridgewater, N.S.	Lunenburg	15 00
1794	do 12.	Andrew Locherly Campbell.	Mate.	Collingwood, Ont.	St. Catharines	6 00
1795	do 13.	Wm. Daoust	do	Melocheville, Que.	Kingston	6 00
1796	do 13.	Benj. Bowser	do	Dartmouth, N.S.	Halifax	6 00
1797	do 18.	Arthur Gelineau.	Master.	St. Eugene, Ont	Ottawa.	15 00
1798	do 26.	Jas. Edward Swin	do	Barrington, N.S.	Yarmouth	15 00
1799	do 31.	Chas. Hardy	do	Gabarus, N.S.	Halifax	15 00
1800	do 31.	Archie McInnis.	do	Tiverton, Ont	St. Catharines	15 00
	1896.					
1801	Jan. 7.	John T. Horne	do	Fort William, Ont	do	15 00
1802	do 8.	James Brewster Ramsay	Mate.	Belleville, Ont.	Kingston.	6 00
1803	do 10.	Alex. Henry McRae	Master.	Meaford, Ont.	St. Catharines	15 00
1804	do 14.	Adelbert L. McKinnon.	do	Cheboque, N.S.	Yarmouth	15 00
1805	do 15.	John Sixsmith	do	Toronto, Ont	St. Catharines	15 00
1806	do 17.	John Joyce.	do	Bronté, Ont	do	15 00
1807	do 17.	Arthur Milton.	do	Vancouver, B.C	Victoria	15 00
1808	do 17.	Chas. E. Crockett	do	do	do	15 00
1809	do 17.	Nils Persson Roman	do	Naksup, B.C	do	15 00
1810	do 18.	Neil Morrison	Mate.	Corunna, Ont.	St. Catharines	6 00
1811	do 18.	Stanley Colin Grenville	do	Kingsville, Ont	do	6 00
1812	do 20.	Joseph Shanks	Master.	St. John, N. B.	St. John.	15 00
1813	do 24.	Patrick Hickey	Mate.	Victoria, B.C.	Victoria	6 00
1814	do 24.	Jno. Howard Longley	Master.	do	do	15 00
1815	do 26.	Jas. Henry Hanna.	Mate.	Whitebread, Ont.	Kingston	6 00
1816	Feb. 1.	Tremaine Laidlaw Roberts.	do	Advocate Harbour, N.S.	St. John.	6 00
1817	do 3.	Robt. Nelson Anderson	Master.	Port Elgin, N. B.	do	15 00
1818	do 3.	Arthur Pritchard	do	Parrsboro', N.S.	do	15 00
1819	do 3.	Frank Tufts	do	St. John, N. B.	do	15 00
1820	do 3.	Wm. Allen Brascombe	do	do	do	15 00
1821	do 3.	Henry Alcock	Mate.	do	do	6 00
1822	do 3.	Nestor Chevrier	Master.	Montreal, P. Q.	Quebec	15 00
1823	do 3.	Nehemiah Murphy	Mate.	Yarmouth, N. S.	Yarmouth	6 00
1824	do 3.	David T. Nickerson.	do	do	do	6 00
1825	do 4.	Ronald McDonald.	do	Dartmouth, N. S.	Halifax	6 00
1826	do 4.	Marsden Bethel	Master.	Port La Lour, N.S.	do	15 00
1827	do 11.	Arthur Scroggs	do	Victoria, B. C.	Victoria	15 00
1828	do 11.	Wm. McLeod	do	Parrsboro', N.S.	St. John	15 00
1829	do 17.	Alex. Donnelly.	do	Kincardine, Ont.	Kincardine.	15 00
1830	do 17.	Duncan Barnes	do	East Jeddore, N. S.	Halifax	15 00
1831	do 17.	Saml. Jas. Newman	Mate.	Kingston, Ont.	Kingston	6 00
1832	do 17.	Eben Kinsman Merriman	do	Port Greville, N.S.	St. John	6 00
1833	do 18.	Thos. Jefferson Stockwell	Master.	Leamington, Ont.	St. Catharines	15 00
1834	do 22.	Hy. H. A. Jones	Mate.	Owen Sound, Ont.	do	6 00
1835	do 27.	Sam. Joseph McLaren	Master.	Carleton Place, Ont.	Ottawa.	15 00
1836	do 27.	Norman H. Murdoch.	Mate.	Bowmanville, Ont.	St. Catharines	6 00
1837	do 27.	Fred Poole Andress.	Master.	Brockville, Ont.	Ottawa	15 00
1838	do 27.	Geo. Moore	Mate.	Toronto, Ont	St. Catharines	6 00
1839	do 28.	Dennis J. Enright	Master.	St. Catharines, Ont	do	15 00
1840	Mar. 2.	Francis H. Bacon.	do	Golden, B. C	Ottawa.	15 00
1841	do 2.	Hugh Blake Cotter	Mate.	Burlington, Ont	St. Catharines	6 00
1842	do 2.	John McMulkin	do	Gagetown, N. B.	St. John	6 00
1843	do 2.	Jas. Galloway McLean.	Master.	St. Martins, N. B.	do	15 00
1844	do 3.	Zenon Legault.	Mate.	Ste. Anne Bellevue	Ottawa.	15 00
1845	do 6.	John Gosse	Mate.	Vancouver, B.C	Victoria	6 00
1846	do 9.	Geo. Lambert	do	Fort Erie, Ont.	St. Catharines	6 00
1847	do 9.	Arthur Wesley McKinnon.	Master.	Yarmouth, N.S.	Yarmouth	15 00
1848	do 10.	David P. Pruder	Mate.	Colpoys' Bay, Ont	St. Catharines	6 00
1849	do 12.	George Marion.	do	Laprairie, P. Q.	Ottawa	6 00

Steamboat Inspection.

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, &c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fees.
	1896.					\$ cts.
1850	Mar. 12.	Archie Ward.	Master.	St. John, N.B.	St. John	15 00
1851	do 12.	Eber Bent Hatfield.	do	Port Greville, N.S.	do	15 00
1852	do 12.	Harris Irvine Hatfield	do	do	do	15 00
1853	do 12.	Thos. S. Hutton	Mate.	Port Dalhousie, Ont.	St. Catharines	6 00
1854	do 13.	Diogene Couillard Desprès	do	St. Thomas, P. Q.	Quebec	6 00
1855	do 14.	Geo. W. Young	Master.	Main à Dieu, N.S.	Halifax	15 00
1856	do 18.	Simon F. McKenzie	do	Vancouver, B.C.	Victoria	15 00
1857	do 18.	Felix Compeau	Mate.	Gard-n Island, Ont.	Kingston	6 00
1858	do 19.	Murdoch McKay	do	Collingwood, Ont.	St. Catharines	6 00
1859	do 19.	Petre McLean	Master.	Murray Bay, P. Q.	Quebec	15 00
1860	do 20.	Alex. Rankin Goodfellow	do	Chatham, N.B.	Halifax	15 00
1861	do 24.	Jas. Robt. Milton	do	Port Greville, N.S.	St. John	15 00
1862	do 24.	Barnett Manzer Dykeman	do	St. John, N.B.	do	15 00
1863	do 24.	Alex. Joseph Dickens.	Mate.	Chatham, N.B.	do	6 00
1864	do 25.	James Lee	Master.	Wallaceburg, Ont.	Wallaceburg.	15 00
1865	do 28.	Thos. McAllister Gaskin	Mate	Kingston, Ont.	Kingston.	6 00
1866	do 28.	Alex. Coats Brown.	Master.	Port Stanley, Ont.	St. Catharines	15 00
1867	do 31.	Wm. Millar Tyson.	do	Warton, Ont.	do	15 00
1868	April 2.	Chas. E. Byens.	do	Lunenburg, N. S.	Lunenburg	15 00
1869	do 6.	Joseph Ranger	do	St. Anne de Bellevue, Que.	Ottawa	15 00
1870	do 7.	Robert Barkhouse.	do	Chester, N.S.	Halifax	15 00
1871	do 7.	Michael Tim. Daley.	do	Bathurst, N.B.	Bathurst.	15 00
1872	do 7.	Minard Hecks	do	South Bay, Ont.	Kingston.	15 00
1873	do 7.	Warren Bishop Moore	do	Parry Harbour, Ont.	St. Catharines	15 00
1874	do 7.	Gordon Tobin	Mate.	Amherstburg, Ont.	do	6 00
1875	do 7.	Arza Lymburner	Master.	Lion's Head, Ont.	do	15 00
1876	do 10.	Robert McNeill.	do	Dalhousie, N.B.	Dalhousie.	15 00
1877	do 10.	Robert Chamberlin Irwin.	do	Kingston, Ont.	Kingston.	15 00
1878	do 10.	Jas. Nelson Thomas	Mate.	Port Robinson, Ont.	St. Catharines	6 00
1879	do 11.	John Gallagher.	do	St. Catharines, Ont.	do	6 00
1880	do 11.	Wm. Geo. Sinclair.	Master.	Warton, Ont.	Warton	15 00
1881	do 14.	Robert Alex. Gaskin.	Mate.	Kingston, Ont.	Kingston.	6 00
1882	do 14.	John Marks	Master.	Toronto, Ont.	St. Catharines	15 00
1883	do 16.	Jas. B. Ferguson.	do	Admiston, Ont.	Ottawa	15 00
1884	do 17.	William Power.	do	Halifax, N.S.	Halifax.	15 00
1885	do 17.	Alfred Ellis	do	do	do	15 00
1886	do 17.	John Fred. McCain	do	Burton, N.B.	Fredericton	15 00
1887	do 17.	Alex. McKinnon	Mate.	Tiverton, Ont.	St. Catharines	6 00
1888	do 18.	Wm. Henry Courtney	Master.	Lindsay, Ont.	Kingston	15 00
1889	do 20.	Octave Fortin	Mate.	Lévis, Que.	Quebec.	6 00
1890	do 20.	Frank Belliveau	Master.	Church Point, N.S.	Yarmouth	15 00
1891	do 20.	Alex. Henry McLeod.	Mate.	Warton, Ont.	St. Catharines	6 00
1892	do 20.	Arnold Travis Mabee	do	Hampton, N.B.	St. John	6 00
1893	do 21.	Joseph Tessier	Master.	Sudbury, Ont.	Ottawa	15 00
1894	do 30.	Laurent Noël.	do	Lévis, Que.	Quebec.	15 00
1895	May 2.	Donald McPherson	Mate.	Victoria, B.C.	Victoria	6 00
1896	do 2.	Wm. R. Mackan	Master.	Grenville, Que.	Ottawa	15 00
1897	do 5.	Wm. Sutherland.	do	Goderich, Ont.	St. Catharines	15 00
1898	do 5.	Henry Kirk	Mate.	Lakeport, Ont.	do	6 00
1899	do 6.	Albert Forslund	Master.	Revelstoke, B.C.	Victoria	15 00
1900	do 6.	Jas. Whitmore.	Mate.	Robson, B.C.	do	6 00
1901	do 6.	Benj. Stone	Master.	Victoria, B.C.	do	15 00
1902	do 7.	John Flesher	do	Parry Sound, Ont.	St. Catharines	15 00
1903	do 7.	Edgar Louis Kemp	Mate.	Oakfield, Ont.	do	6 00
1904	do 7.	John Wesley Randall.	Master.	Seeley's Bay, Ont.	Kingston	15 00
1905	do 11.	Dennis P. McCarthy.	Mate.	Goderich, Ont.	St. Catharines	6 00
1906	do 13.	John Lumsden	Master.	Ottawa, Ont.	Ottawa	15 00
1907	do 14.	John O'Hagan	do	Pictou, Ont.	Kingston	15 00
1908	do 16.	Matthew Peace Reid	Mate.	Nelson, B.C.	Victoria	6 00
1909	do 18.	John McNeill.	do	Owen Sound, Ont.	St. Catharines	6 00
1910	do 18.	Wm. Phillips.	do	Toronto, Ont.	do	6 00
1911	do 19.	Thos. Whelan	do	Victoria, B.C.	Victoria	6 00
1912	do 20.	Miles Grant Tupper.	do	Scotch Bay, N.S.	St. John	6 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, &c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fees.
1896.						
1913	May 20.	Ernest H. Lewis..	Mate.	Yarmouth, N.S.	Yarmouth.	6 00
1914	do 28.	Leonard Duguay ..	do	Malbaie, P.Q.	Quebec	6 00
1915	do 29.	Patrick McCarthy ..	Master	Victoria, B.C.	Victoria	15 00
1916	June 1.	Frank Chateguy ..	do	Quebec.	Ottawa.	15 00
1917	do 1.	Henry Walter Mackey ..	do	Keewatin, Ont.	Winnipeg.	15 00
1918	do 2.	Mike Legue.	Mate.	Dickinson's Landing, Ont.	St. Catharines	6 00
1919	do 4.	Jas. Victor Crawford ..	Master	Wiaraton, Ont.	do	15 00
1920	do 4.	Joseph Ed. Grace.	Mate.	Toronto, Ont.	do	6 00
1921	do 8.	Henry Hibbard.	do	Newport.	Quebec.	6 00
1922	do 10.	Henry Bergeron ..	Master.	Scillery, P.Q.	do	15 00
1923	do 11.	Wm. McEachren.	do	Chatham, N.B.	New Castle.	15 00
1924	do 11.	Jas. Edgar Merriam ..	Mate.	Windsor, N.S.	St. John.	6 00
1925	do 13.	Charles O'Hill.	do	Collingwood, Ont.	St. Catharines	6 00
1926	do 13.	Nelson Harman ..	do	Sault Ste. Marie, Ont.	do	6 00
1927	do 13.	Ernest Aubry Rowys ..	Master.	Vancouver, B.C.	Victoria	15 00
1928	do 18.	Thomas Sadler.	do	Lindsay, Ont.	Kingston	15 00
1929	do 18.	Jno. Wm. Campbell ..	do	Newton, Ont.	do	15 00
1930	do 18.	Jno. Leavens Baxter ..	do	Gore Bay	St. Catharines	15 00
1931	do 19.	Wm. Fraser.	do	Little Current, Ont.	do	15 00
1932	do 22.	Damase Mongeau ..	do	Sorel, Ont.	Quebec	15 00
1933	do 24.	Wm. Jas. Hassell.	do	Sable Island, W.I.	St. John.	15 00
1934	do 24.	Wellington Ketch ..	do	Huntsville, Ont.	St. Catharines	15 00
1935	do 26.	Joseph Kingston ..	do	Calendar, Ont.	Ottawa.	15 00
1936	do 26.	John McCulloch ..	do	Carleton Place, Ont.	do	15 00
1937	do 29.	Simeon Wellington Conrad ..	do	St. Croix, N.B.	St. John.	15 00

LIST of Service Certificates granted to Masters and Mates of INLAND AND COASTING Vessels during the year ending 31st December, 1896.

3259	July 6.	Thos. H. Johnson ..	do	St. Joseph's Island, Ont.	St. Catharines.	8 00
3260	do 12.	Wm. McCamus.	do	Bobcaygeon, Ont.	Kingston	8 00
3261	do 15.	James Payne.	do	Port Stanley, Ont.	Ottawa	8 00
3262	Aug. 1.	Thos. LeCain.	do	Cheverie, N.S.	Windsor.	8 00
3263	Sept. 19.	Joel Shepherd Allen ..	do	Summerside, P. E. I.	Summerside	8 00
3264	do 23.	Wm. Hartwell Fredenburgh.	do	West Port, Ont.	Kingston	8 00
3265	do 26.	Albert Grady.	do	Summerside, P. E. I.	Summerside	8 00
3266	Oct. 9.	Albert Barnhart ..	do	Desoronto, Ont.	Kingston	8 00
3267	do 10.	Fenwick Hall ..	do	Liverpool, N.S.	Halifax.	8 00
3268	do 25.	John Wm. Morris ..	do	Advocate Harbour, N.S.	Parsboro'	8 00
3269	do 30.	Lorenzo Dow Church ..	do	Gananoque, Ont.	Kingston	8 00
3270	Dec. 12.	Geo. Howard Smith ..	Mate.	Port LaFour, N.S.	Shelburne	4 00
3271	do 23.	Wm. Howard Belyea ..	Master.	Greenwich, N.B.	St. John.	8 00
3272	do 23.	Edward Lussier ..	do	Sorel, Que.	Quebec.	8 00
1896.						
3273	Jan. 8.	John Baker	Mate.	Dartmouth, N.S.	Halifax.	4 00
3274	Mar. 2.	David Campbell Burk ..	Master.	Toronto, Ont.	Toronto	4 00
3275	do 6.	John H. McLean.	do	Pictou, N.S.	Pictou	8 00
3276	do 12.	Murdoch D. McLennan ..	do	New Westminster, B.C.	Victoria.	8 00
3277	do 19.	Zachariah Laurence ..	do	Windsor, Ont.	St. Catharines.	8 00
3278	do 24.	Alex. Gordon Duncan ..	do	Marksville, St. Joseph's Island, Ont.	do	8 00
3279	do 26.	Albert Edgett ..	Mate.	Hill-boro', N.B.	Halifax.	4 00
3280	April 14.	John Haker.	do	Harbourville, N.S.	do	4 00
3281	do 20.	John Thomas Burke ..	Master.	Huntsville, Ont.	St. Catharines.	8 00
3282	May 2.	Robert Hickman.	do	Halifax, N.S.	Halifax.	8 00
3283	do 4.	Wm. P. Cann	do	Louisbourg, C.B., N.S.	do	8 00
3284	do 16.	Rodk. Ross McDonald ..	do	Winnipeg, Man.	Winnipeg.	8 00
3285	do 22.	Edward Connell ..	do	do	do	8 00
3286	June 2.	John Barras, jun.	do	St. Joseph de Lévis, Que.	Quebec	8 00

Steamboat Inspection.

APPENDIX No. 30.

REPORT OF THE PORT WARDEN OF MONTREAL FOR THE YEAR ENDING 31st DECEMBER, 1896.

MONTREAL, 7th January, 1897.

Honourable L. H. DAVIES,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the council of this board and in compliance with section 31 of the Act governing the Port Warden's Office, 45 Vic., chap. 45, to transmit herewith documents as follows :—

1. The Port Warden's report for the year 1896.
2. Audited statement of receipts and expenditure of the Port Warden's Office for the year ending 31st December, 1896.
3. Statement of investments of the Port Warden's surplus funds.

I have the honour to be, sir,
Your obedient servant,

GEO. HADRILL,
Secretary, Montreal Board of Trade.

MONTREAL, 31st December, 1896.

To the CHAIRMAN and MEMBERS of the BOARD of EXAMINERS for the office of PORT WARDEN.

GENTLEMEN,—I have the honour to submit to you the annual report of the business of this office, with the statement of receipts and expenditure for the past year.

Navigation opened by the arrivals from sea of the steamships "Vancouver" and "Fremona" at 4 p.m., Tuesday, 28th April, and closed with the departure for sea of the SS. "Baltimore City" at 7 a.m., 23rd November.

The first sailing vessel to arrive was the brigantine "Rapid" from Barbadoes, on the 31st May, with a cargo of molasses.

The first vessel to enter the Gulf of St. Lawrence this season by the Straits of Belle Isle was the Donaldson Line SS. "Alcides" on the 22nd June.

Four hundred and twenty-one over-sea, or foreign-going vessels of all kinds, were entered at this office, with a tonnage of 901,675 tons, being an increase of 63 vessels and 126,920 tons over the business of last year.

The business to the lower ports this season consisted of 127 vessels of all classes with a tonnage of 109,595 tons, being an increase of 13 vessels and 15,438 tons over last year.

We have no serious disaster to record. The St. Lawrence route has enjoyed an enviable immunity from loss this season.

The season just past has been a fairly good and profitable one for shipping. There has been a notable increase in tonnage and the quantity of grain shipped, there being an increase in the shipment of grain of all kinds over last season of 12,181,864 bushels. The increased shipments of lumber have also been very marked.

The water in the ship channel did not run so low this past season as it did in 1895, and the business of the port was materially assisted by the addition of 13 inches on

the 20th October to the gauge for the channel between this port and Sorel—although even with this increase a number of steamships were compelled to complete loading and take on cattle at Quebec. There is great necessity for the continued increase of the depth of the ship channel up to 30 feet or more, as there has been a great increase in the size of steamships of late, and the tendency is to still greatly increase the dimensions of vessels.

The necessity for a dry dock at this port becomes more apparent each year. The time has now arrived when prompt and energetic action should be made to that end, as the vessels coming to Montreal are increasing to such extent, that the only dry dock we have to depend upon, namely that at Lévis, Quebec, is already too small. Should any disaster occur to these vessels necessitating their being put into dry dock, they could not get dry dock accommodation nearer than St. John's, N.F., or Halifax, N.S.

I am of opinion that a six-hundred foot dry dock could be constructed and maintained much more cheaply here than at Quebec.

I would respectfully impress upon the board not to lose sight of the urgent necessity for telegraphic communication for Belle Isle Straits, and not to allow the immunity from mishap during the past season lull them into false security. The prospect of increased passenger service will make this the more necessary. All of which is respectfully submitted.

The shipments of various kinds for the past season were as per attached statement.

I am, gentlemen.

Your obedient servant,

ARCHIBALD REID,

Port Warden.

COMPARATIVE Statement of Shipments, years 1895 and 1896.

Description.	1895.	1896.	1896.	
			Increase.	Decrease.
Wheat	Bush. 3,827,201	7,425,742	3,598,541	
Pease	" 860,386	1,897,136	1,036,750	
Barley and rye	" 17,062	630,688	613,626	
Oats	" 10,200	2,653,176	2,642,976	
Corn	" 2,462,306	6,752,277	4,289,971	
Flour and meal	Brls. 1,341,752	952,184		389,568
Ashes	" 1,783	1,753		30
Apples	" 139,639	707,201	567,562	
Sundries	Tons. 129,331	165,283	35,952	
Hay	" 12,070	761		11,309
Hops	" 29	32	3	
Oil cake	" 549	4,452	3,903	
Phosphates	" 528	21		507
Minerals	" 1,171	2,867	1,696	
Lumber	Ft. B.M. 175,372,976	221,334,580	45,961,604	
Cattle and horses	" 107,248	106,929		319
Sheep	" 206,501	76,842		129,659
Cheese		1,734,398 boxes	63,346 tons.	
Butter		154,011 pkgs.	5,584 "	
Eggs		139,649 "	8,429 "	
Box meats		219,671 "	43,438 "	
Lard		297,832 "	12,496 "	
Dead meat		15,837 qtrs.	1,515 "	
Pulp			1,431 "	
		No record for 1895.		

Steamboat Inspection.

STATEMENT of Arrivals.

	1895.		1896.	
	No.	Tons.	No.	Tons.
Steamers	345	765,597	400	888,856
Ships	1	1,545	5	7,349
Barques	8	6,529	4	2,127
Brigs and schooners	4	1,084	12	3,343
Total	358	774,755	421	901,675

An increase of 63 vessels and 126,920 tons.

CLEARANCES to Lower Ports.

	1895.		1896.	
	No.	Tons.	No.	Tons.
Steamers	97	92,652	115	108,514
Brigs and schooners	17	1,495	12	1,081
Totals	114	94,157	127	109,595

An increase of 13 vessels and 15,438 tons.

REVENUE.

	1895.	1896.
	\$ cts.	\$ cts.
Amount	10,947 52	12,629 87

STATEMENT of the investments of the surplus funds of the Port Warden's Office at Montreal, and of interest accruing therefrom, during the year ending 31st December, 1896.

Date.	Investments.	Amount.	Interest
			\$ cts.
Feb. 16, 1880	Expended \$2,380.34 in purchase of Dominion Government stock	\$ 2,300 at 4 p. c. for 12 mos.	92 00
Aug. 16, 1880	Expended \$7,254.11 in purchase of City of Montreal registered stock	\$ 7,000 at 5 do	350 00
April 18, 1884	Expended \$5,031.34 in purchase of Montreal four per cent registered stock, Nos. 1720, 1721, 1722, 1723, 1724, 5 at \$1,000	\$ 5,000 at 4 do	200 00
March 14, 1887	Expended \$10,320.75 in purchase of City of Montreal Consolidated Fund Stock Class C. 100 shares of \$100 each	\$10,000 at 4 do	400 00
	Loans to Montreal Board of Trade Building Fund to 31st December, 1896	\$30,000 at 5 do	1,500 00
Jan. 6, 1896	Additional loan to Montreal Board of Trade Building Fund	\$ 7,000 at 5 p. c. from Jan. 6, 1896 to Dec. 31, 1896	345 20
	Total	\$61,300	Interest for 12 mos. 2,887 20

CHAS. F. SMITH,
Treasurer.
GEO. HADRILL,
Secretary.

MONTREAL, 7th January, 1897.

Steamboat Inspection.

PORT WARDEN'S OFFICE. STATEMENT of Receipts and Expenditure for Year ending 31st December, 1896.

Cr.

1895.	1896.	\$	cts.	\$	cts.
Dec. 31.. To Balance, cash in bank.....	Dec. 31.. By paid salaries, &c.—	11,198 07			
1896.		348 60		2,300 00	
Dec. 31.. Cash in Port Warden's hands.....	J. A. Vibert, Deputy Port Warden.....		11,546 67	1,750 00	
	A. T. Creighton do.....			1,400 00	
	Revenue derived as under—			270 00	
	7,425,746 bushels wheat.....			137 00	
	1,897,136 do pease.....			300 00	
	630,688 do rye and barley.....			200 00	
	2,653,176 do oats.....			100 00	
	6,752,577 do corn.....			1,070 00	
	4,452 tons oil cake.....			584 37	
	2,867 do minerals.....			32 10	
	952,184 barrels flour and meal.....			85 80	
	1,753 do ashes.....			45 20	
	707,201 do apples.....			60 00	
	106,929 head oxen and horses.....				
	76,842 do sheep.....				
	154,549 tons sundries at 3c.....				
	10,766 do do at 2c.....				
	761 do hay.....				
	21 do phosphates.....				
	221,334,580 feet lumber.....				
	Port Warden's fees (inwards).....				
	do (outwards).....				
	Special surveys.....				
	Damaged cargo certificates.....				
	Interest on bank account.....				
	Treasurer Board of Trade interest on investments.....				
		12,629 87			
		107 23			
		2,887 20			
		27,170 97			
		9,947 22			
1897.	Jan. 1 To Balance.....			10,223 75	
				7,000 00	
				9,848 33	
				98 89	
				9,947 22	
				27,170 97	

ARCHIBALD REID,
Port Warden.

E. & O. E.

Audited and found correct.
ALF. W. HADRILL, *Auditor.*
MONTREAL, 4th January, 1897.

APPENDIX No. 31.

REPORT OF THE PORT WARDEN AT QUEBEC FOR THE YEAR ENDING
31ST DECEMBER, 1896.

QUEBEC, December, 1896.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—As required by the 30th section of the Port Warden Rules, I beg respectfully to submit the following annual statement of the business transacted in this office during the year ending 31st December, 1896, as follows :—

Ninety steamers were surveyed for clearance outwards after taking on board part cargo at this port, having previously shipped part cargo of grain at Montreal.

Seven sailing vessels had their hatches opened and cargoes surveyed on arrival from sea.

Seven steamers were surveyed on account of grounding and stranding.

Four steamers were surveyed on account of damage by collision.

Five surveys were held on cargoes.

Three steamers were surveyed for shifting of cargo and damage at sea.

Three steamers were surveyed on account of deckload.

One steamer and one sailing vessel were surveyed on account of repairs and condition.

The receipts and disbursements of this office were as follows :—

Receipts from all sources	\$958 50
Expenses	350 50
	<hr/>
Balance net receipts ..	\$608 00

Besides the foregoing, there were several vessels damaged by stranding and otherwise that did not come under the Port Warden Rules.

14 steamers took live stock during the season, amounting in all to	
3,620 cattle, at $1\frac{1}{2}$ c.....	\$54 33
3,963 sheep, at $\frac{1}{2}$ c.....	19 83
108 horses.....	0 00
	<hr/>
	\$74 16

With much respect, I am your obedient servant,

W. SIMONS, N.A.,
Port Warden.

Steamboat Inspection.

APPENDIX No. 32.

REPORT OF THE PORT WARDEN AT RIMOUSKI FOR THE YEAR
ENDING 31st DECEMBER, 1896.

(Translation.)

RIMOUSKI, 4th December, 1896.

The Hon. Mr. DAVIES,
Minister of Marine for the Dominion of Canada.

SIR,—I have the honour of informing you that I have not visited any vessel nor collected any money during the past season.

I have the honour, etc.,

CAPT. ELZ. HEPPELL,
Port Warden.

APPENDIX No. 33.

REPORT OF THE PORT WARDEN AT ANNAPOLIS FOR THE YEAR
ENDING 31st DECEMBER, 1896.

ANNAPOLIS, N.S., 31st December, 1896.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report for the year ending 31st December, 1896 :—

January 26.—Survey on Schooner “Shaffne Bros”	\$ 8 00
March 14. do hatches Schooner “George Everett.”	2 50
October 16. do Schooner “Shaffne Bros.” hatches	
	\$ 10 50

I am, sir, your obedient servant,

SIMON W. RILEY,
Port Warden.

Steamboat Inspection.

APPENDIX No. 34.

REPORT OF THE PORT WARDEN AT HALIFAX FOR THE YEAR ENDING 31st DECEMBER, 1896.

PORT WARDEN'S OFFICE,
HALIFAX, N.S., 4th January, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report for the year ending 31st December, 1896, accompanied by a statement of the receipts and expenditure during that period. Surveys have been held by me on thirty-one steamers and six sailing vessels which arrived in a damaged condition during the year.

The SS. "Wildcroft," from Los Palmos, Canary Islands, bound to St. John, N.B., arrived here on 1st August in a damaged condition, the said vessel having been stranded at Point Letour, N.S. At the request of the owners, temporary repairs sufficient to put her in a condition to carry a cargo to a port in the United Kingdom, were made to the vessel here. When the repairs were completed here, the vessel proceeded to St. John, N.B., and there loaded a cargo of deals with which she proceeded to Great Britain. The vessel was permanently repaired at Liverpool, G.B.

The SS. "Wraggoe," on a voyage from Wilmington, N.C., bound to Bremerhaven, arrived in this port on 25th November with the cargo of cotton in the forward hold on fire. Water was pumped into the hold and the fire subdued. The cargo in the hold was then discharged and a survey held upon it. The surveyors recommended that the fire damaged bales be sold and that the bales that were badly damaged with water be shipped on the decks of vessels, as they considered that there was danger of wet cotton heating and taking fire if stowed under deck. Acting under the instructions of the owners, the master reloaded in the forward hold and on deck all the water damaged bales, and I declined to give the vessel a certificate of seaworthiness. The vessel arrived safely at her destination. The fire damaged bales were shipped on board the SS. "St. John City" to London, G.B., and arrived safely.

All the vessels repaired here and bound to the other ports with their cargoes and now due, have arrived safely.

I have the honour to be, sir,
Your obedient servant,
DAVID HUNTER,
Port Warden.

RECEIPTS and Expenditure of the Port Warden, Halifax, N.S., from 1st January to 31st December, 1896.

Dr.	\$ cts.	Cr.	\$ cts.
To amount of fees received	2,258 25	By paid assistants, office expenses, &c.	1,338 75
		Amount reverting to Port Warden	919 50
	2,258 25		2,258 25

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S., during the year 1896.

DAVID HUNTER,
Port Warden.

APPENDIX No. 35.

REPORT OF THE PORT WARDEN AT NORTH SYDNEY FOR THE YEAR
ENDING 31ST DECEMBER, 1896,PORT WARDEN'S OFFICE,
NORTH SYDNEY, C.B., 9th January, 1897.F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries.

SIR,—I have the honour to report as follows :—

During the past season I have held the following surveys :—

10 Steamships.
6 Sailing vessels.

The most of the above vessels had extensive repairs made under my recommendation and inspection.

The total fees received were.....	\$194 00
Office expenses.....	50 00
	<hr/>
	\$144 00

I have the honour to be, sir,
Your obedient servant,DANIEL McKAY,
Port Warden

Steamboat Inspection.

APPENDIX No. 36.

REPORT OF THE PORT WARDEN AT PORT HAWKESBURY FOR THE YEAR ENDING 31ST DECEMBER, 1896.

PORT HAWKESBURY, 31st December, 1896.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the doings of the Port Warden's Office at Port Hawkesbury, accompanied by a statement of the receipts of the office during the year just ended.

Surveys have been held by me on three vessels which have arrived here in an unseaworthy condition. There have been other vessels arrived here and have been repaired here, but on none of these vessels, have my services been called for.

I have the honour to be, sir,
Your obedient servant,

D. W. HENESEY,
Port Warden.

RECEIPTS of Port Warden's Office at Port Hawkesbury, for the year ending December 31st, 1896.

1896.		\$	cts.
June, 26th . . .	One survey held on Schooner "Volunteer"	8	00
Sept., 1st . . .	do do "Winnie Pierce"	8	00
Sept., 22nd . . .	do do "John Millard"	5	00
		21	00

I hereby certify that the above is a true statement of all fees collected by me for the year 1896.

D. W. HENESEY,
Port Warden.

PORT WARDEN'S OFFICE, PORT HAWKESBURY,
December 31st, 1896.

REPORT of Surveys held on Vessels.

Date.	Name.	Rig.	Where From.	Where Bound.	Port of Registry.	Cargo.	Master's Name.	Remarks on Damages.	Fees.
1896.									\$ cts.
June 18	Volunteer	Schooner.	Fishing	Fishing voyage.	Gloucester	Fishing supplies.	P. Clarkson	Stranded on east side of Anticosti, Que.; keel badly broken and also her rudder stock; vessel leaking freely; damage repaired here, and proceeded on her fishing voyage in good order and condition.	8 00
Sept. 1	Winnie Pierce.	do	Sydney, C.B.	Bridgewater.	Grand Banks, Nfld.	Coal	Samuel Rieppo.	Received damage by striking a rock in Arichat Harbour, in the County of Richmond, Cape Breton; her keel badly chafed and four planks on the port side badly damaged; the chafed planks were taken out and replaced by new ones, and the vessel proceeded to her port of destination in good order and condition.	8 00
do 22	John Millard.	do	Newfoundland	Sydney, C.B.	Newfoundland	Ballast	Thos. Mitchell.	The vessel came from Newfoundland for repairs, and was thoroughly repaired here, and sailed from here for Sydney, C.B., in good condition.	5 00
									21 00

I do hereby certify that the above is a true and correct statement of all fees received by me for Port Warden's fees for the year just closing.

D. W. HENESEY,
Port Warden.

PORT WARDEN'S OFFICE,
PORT HAWKESBURY, 31st December, 1896.

Steamboat Inspection.

APPENDIX No. 37.

REPORT OF THE PORT WARDEN AT SOUTH BAR, N.S., FOR THE YEAR ENDING 31ST DECEMBER, 1896.

SOUTH BAR, N.S., 2nd January, 1897.

Hon. L. H. DAVIES,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report of the business of this office for the past year :—

Surveys held on fifteen steamships at \$5.....	\$ 75 00
Certificates to same	45 00
	<hr/>
	\$120 00

I am, sir,

Your obedient servant,

G. H. BARRINGTON
Port Warden.

APPENDIX No. 38.

REPORT OF THE PORT WARDEN AT YARMOUTH, N.S., FOR THE
YEAR ENDING 31ST DECEMBER, 1896.

YARMOUTH, N.S., 5th January, 1897.

Hon. L. H. DAVIES,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In this you will please find my report as Port Warden for Yarmouth, N.S. I have been called on six times only to survey hatches of vessels. The amount of fees is \$14.

I remain, your obedient servant,

EBEN. SCOTT,
Port Warden.

I, Eben. Scott, do solemnly declare that the above statement is correct; and I make this solemn declaration conscientiously believing the same to be true, and by virtue of the Act passed for the Suppression of Voluntary and Extra-Judicial Oaths.

EBEN. SCOTT.

Declared to be correct before me the }
2nd day of January, A.D. 1897. } J

GEO. P. SMITH, J.P.

Steamboat Inspection.

APPENDIX No. 39.

REPORT OF THE PORT WARDEN AT CHATHAM, N.B., FOR THE YEAR ENDING 31ST DECEMBER, 1896.

F. GOURDEAU, Esq.,
Department of Marine and Fisheries,
Ottawa.

SIR,—Inclosed please find copies of surveys held by me at this port during the season of 1896, with an account of fees collected for same, the last vessel having gone to sea yesterday and lightship and buoys taken up.

Hoping you will find account and reports satisfactory.

I remain your obedient servant,

WILLIAM MUIRHEAD,
Port Warden.

MEMO. of Fees received by William Muirhead, Port Warden of the Port of Chatham, N.B., 1896.

Date.	—	Fees.
1896.		\$ cts.
May 23.	Survey on SS. "Dora Forrester".....	10 00
do 25.	do Brig "Camilla".....	5 00
June 17.	do Barque "Ruth".....	10 00
Aug. 13.	do do "Jane".....	5 00
Sept. 10.	do SS. "Helen".....	10 00
Oct. 28.	do Schooner "Arthur M. Gibson".....	5 00
do 28.	do Barque "Armenia".....	10 00
	Total.....	55 00

PORT OF CHATHAM, N.B., 30th November, 1896.

APPENDIX No. 40.

REPORT OF THE PORT WARDEN AT PRINCE EDWARD ISLAND FOR
THE YEAR ENDING 31ST DECEMBER, 1896.

PORT WARDEN'S OFFICE,

CHARLOTTETOWN, P.E.I., 31ST December, 1896.

Hon. L. H. DAVIES,
Minister of Marine and Fisheries,
Ottawa.

SIR.—I have the honour to submit my annual report of the business of my office during the past season.

I am glad to report that there has been no loss of any grain-laden vessels bound to Europe this season.

I have the honour to be, sir,
Your obedient servant,

H. P. WELSH.
Port Warden.

RECEIPTS and Expenditure of the Port Warden's Office, Prince Edward Island, for
the year 1896.

Date.	Receipts.	Amount.	Date.	Receipts.	Amount.
1896.		\$ cts.	1896.		\$ cts.
	To fees derived from grain-laden vessels.	128 00		By office expenses.	5 00
	Survey on hatches.	6 00		Commission to deputies.	38 50
	Damaged goods.	3 00		Balance.	93 50
		137 00			137 00

I hereby certify that the above is a correct statement.

H. P. WELSH,
Port Warden.

CHARLOTTETOWN, P.E.I., 31ST December, 1896.

Steamboat Inspection.

APPENDIX No. 41.

REPORT OF THE PORT WARDEN AT ST. ANDREWS, N.B., FOR THE
CALENDAR YEAR ENDING 31st DECEMBER, 1896.

Date.		Amount.
		\$ cts.
February 1..	Survey on hatches, schooner "Seth M. Todd".....	2 50
May 14..	do pilot Boat No. 1.....	1 00
do 15..	do do No. 2.....	1 00
		4 50

JOHN WREN,
Port Warden.

ST. ANDREWS, 31st December, 1896.

Certified before me this 2nd day of January, A.D. 1897.

J. S. MALONEY, *J.P.*

APPENDIX No. 42.

REPORT OF THE PORT WARDEN AT HOPEWELL CAPE, N.B., FOR
THE YEAR ENDING 31ST DECEMBER, 1896.

HOPEWELL CAPE, N.B., 8th January, 1897.

The Honourable
Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—Although the port has been visited by a larger amount of tonnage than usual, nevertheless there has not been a call for my services as port warden and therefore have to report no receipts.

Yours truly,

HENRY J. BENNETT,
Port Warden.

Steamboat Inspection.

APPENDIX No. 43.

REPORT OF THE PORT WARDEN AT SHEDIAC, N.B., FOR THE YEAR ENDING 31st DECEMBER, 1896.

SHEDIAC, N.B., 11th January, 1897.

Deputy Minister of Marine,
Ottawa.

DEAR SIR,—I beg leave to report that the year just closed has been one in which there has been no call for the services of port warden at the Port of Shediac and the fees collected are nil.

There was quite an average amount of shipping visited the port but whether from less of storms or from better care on the part of ship masters, there were no casualties calling for my assistance.

Yours truly,

CHARLES HARPER,
Port Warden.

APPENDIX No. 44.

REPORT OF THE PORT WARDEN OF BURRARD INLET, B.C., FOR THE
YEAR ENDING 31ST DECEMBER, 1896.

Date.		Fees.
		\$ cts.
1896.		
Jan. 21....	Survey of hatches and attendance SS. "Empress of Japan".....	10 00
Feb. 4....	do British barque "Inch Keeth".....	5 00
do 5....	do and attendance SS. "Empress of China".....	10 00
Mar. 11....	do do SS. "Empress of India".....	10 00
April 8....	do do SS. "Empress of Japan".....	10 00
do 29....	do do SS. "Empress of China".....	10 00
May 20....	do do SS. "Empress of India".....	10 00
June 10....	do do SS. "Empress of Japan".....	10 00
July 3....	do do SS. "Empress of China".....	10 00
do 4....	do British barque "Cambusdoon".....	5 00
do 22....	do and attendance SS. "Empress of India".....	10 00
Aug. 12....	do do SS. "Empress of Japan".....	10 00
Sept. 3....	do do SS. "Empress of China".....	10 00
do 12....	do do SS. "Hulph".....	10 00
do 23....	do do SS. "Empress of India".....	10 00
do 24....	Survey of hold of British ship "Drumcliff".....	5 00
Oct. 12....	Survey of hatches and attendance SS. "Empress of Japan".....	10 00
do 13....	Extra survey of damaged cargo on SS. "Empress of Japan".....	16 00
do 14....	Survey of hatches SS. "Tye" on arrival from Japan.....	5 00
do 16....	do British ship "Iredale".....	5 00
Nov. 17....	do Barque "Wythop".....	5 00
do 18....	do and attendance SS. "Empress of China".....	10 00
do 19....	Extra survey of damaged cargo on SS. "Empress of China".....	16 00
	Total.....	212 00

As to signature of Murray Thain.

ALFRED M. JOHNSON, J.P.

M. W. THAIN,
Port Warden.

Steamboat Inspection.

APPENDIX No. 45.

REPORT OF THE PORT WARDEN AT VICTORIA, B.C., FOR THE YEAR ENDING 31ST DECEMBER, 1896.

VICTORIA, B.C. 5th January, 1897.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting my annual report as Port Warden for the ports of Victoria and Esquimalt, B.C., for the year ending on the 31st of December, 1896.

Amount of fees received for surveys on the hatches of 32 vessels.....	\$ 160 00
Fees received for surveys on cargoes and hulls, &c.....	303 00
Total of fees received.....	\$ 463 00
Rent and expenses of office.....	50 00
Net receipts.....	\$ 413 00

I have the honour to be, sir,

Your obedient servant,

CHAS. E. CLARK,

Port Warden.

APPENDIX No. 46.

REPORT OF THE PORT WARDEN, WHITNEY PIER, SYDNEY, C. B., FOR
THE YEAR ENDING 31st DECEMBER, 1896.

Honourable L. H. DAVIES,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report to you the proceedings of this office for the year 1896. Surveys held on sixteen steamships. Fees collected as follows :—

Surveys on hull seaworthiness.....	\$ 128 00
Expenses.....	20 00
	<hr/>
Net revenue.....	\$ 108 00
	<hr/>

The offices discharged were of the usual description.

I have the honour to be, sir,
Your obedient servant,

JAMES CARLIN,
Port Warden.

Steamboat Inspection.

APPENDIX No. 47.

STATEMENT of Wrecks and Casualties reported as having occurred to British; Canadian and Foreign sea-going vessels in Canadian waters, and to Canadian Sea-going vessels in other waters for the twelve months ending 30th June, 1896.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged.	Registered tonnage	Port sailed from. Port bound to.	Place where casualty happened.	Nature and cause of casualty.	Lives lost.	Remarks.
April 10	Attila	30	Norway	Barge, wood, sail.	1,107	Parrsboro to St. John and Cardiff.	St. John Harbour	Collision	Partial	300
.....	Austria	25	Windser, N.S.	Ship, wood, sail.	.....	Mobile to Fleetwood.	.....	.....	do	250
Sept. 27	Ada	29	St. John, N.B.	do	72	Apple River to Boston	Mace's Ledge, Mace's Bay, N.B.	Stranded	do	200
.....	Aberdeen	.....	American	.....	.....	.....	.....	.....	Total	50,000
Sept. 30	Alta	19	St. John, N.B.	Schr., wood, sail.	74	Sackville to St. John	Went ashore at Point Iroquois.	do	do	550
Nov. 1	Arcola	43	Arichat, N.S.	do	75	Halifax to St. Peters and L'Ardoise.	Hard Ledge, Rockport, N.B.	do	do	900
Nov. 1	Anastasia	16	Parrsboro', N.S.	do	64	Parrsboro', N.S., to West Bay, N.S.	L'Ardoise inside break-water.	do	do	125
Oct. 28	Adria	24	St. John, N.B.	do	194	Newcastle, N.B.	Found floating bottom up near La Have River, N.S.	.....	6	3,000 1,186
Nov. 1	Annie Bride	7	Gaspé, P.Q.	do	93	Montreal to Gaspé	Opposite St. Nicholas, River St. Lawrence.	Sudden squall	.....	150
Nov. 27	Annie G. O'Leary	13	Halifax, N.S.	do	142	Liverpool to Barbadoes	Between Halifax and Bermuda.	Strung a leak in a hurricane.	Total	3,000
.....	Amelia Corkum	3	Lunenburg, N.S.	do	99	Halifax	Fameuse Rock off Fameuse Har., July, '91.	Stranded	Total	1,500
Oct. 24	Acacia	8	do	do	117	Bridgewater	Boston Harbour	Partial loss; stranded	.....	500
Dec. 31	Amy D	12	Parrsboro', N.S.	do	99	Parrsboro', N.S., to Calais, Me.	Young's Point Campobello, N.B.	Parted chain and went ashore.	.....	200
Dec. 20	Annie G	17	Halifax, N.S.	do	38	Halifax to Sydney	S.E. side, Goose Island Harbour, N.S.	Stranded	Total	500
.....	Albert	39	Charlottetown, P.E.I.	Iron, steamer.	319	Charlottetown to Sydney and Placentia.	Near St. Pierre Mi-quelon, Nor. Atl.	Foundered	Total	523
									Total	20,000
									Total	4,000

STATEMENT OF Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How rigged. Iron or Wood. — Steam or Sail.	Registered Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature and cause of Casualty.	Lives Lost.	Remarks.
		yrs.								\$
Aug. 25	Alice	13	Lunenburg, N.S.	Wood, sail	115	Port Medway to Liverpool.	Vision Head, Seal Isld.	Stranded	.....	Total.
May	Alpha	23	Charlottetown, P.E.I.	do	26	Souris to Amherst, M.I.	do	do	.....	Total, 10,000 Cargo, 25,000 Partial,
Jan. 4	Aurora	13	Parrsboro', N.S.	do	85	Harborville to Booth Bay Boston, Mass.	Western en trance, Booth Bay, Me.	do	.....	150
22 Mar.	Albana	5	St. John, N.B.	do	97	Loading at Black River St. John Co., N.B.	Black River, St. John, N.B.	do	.....	100
20 Mar.	Amy D.	13	Parrsboro', N.S.	do	99	Parrsboro', N.S., to St. John, N.B.	Railway trestle work, St. John, N.B.	do	.....	100
Mar. 15	Annie M. Low	21	Yarmouth, N.S.	do	1179	Boulogne to Santos	English Channel	Vessel became leaky in bad weather.	.....	Partial, loss not known.
Mar. 3	Accacia	11	P. Medway, N.S.	Brg., sail	186	Ponce R. R., New Haven.	North Atlantic	Vessel damaged in rough weather.	.....	Partial, 2,000 Cargo, 1,000 Total, 9,000
May 18	Agra	34	Sand fiord, Norway	do	931	Pensacola to Sydney, C.B.	6 miles north of Louisbourg, C.B.	do	.....	162
Apr. 28	Amy D.	13	Parrsboro', N.S.	Schr., sail	99	Parrsboro', N.S., to Yarmouth.	Off Harborville, N.S., Bay of Fundy.	Parted chain and anchor and chain.	.....	Partial, 162
May 18	Alice M. Cleridge	16	British	Brg., sail	1129	London West Bay, N.S.	Atlantic Ocean	Struck an iceberg.	.....	Total, 20,000
May 20	Amy B.	18	Chatham, N.B.	Schr., sail	60	Pictou, N.S., to Newcastle, N.B.	Tyron Shoal, off P.E.I.	do	.....	Total, 400 Cargo, 100
July 1	Brenda	15	Shelburne, N.S.	Schr., wood, sail	100	Victoria to Altoon	Kurile Straits	Stranded	.....	Total loss.
Aug. 25	Bona Fides	.....	Lunenburg, N.S.	do	93	Lunenburg to Causeway fishing.	Atlantic Ocean	Caught in heavy gale	.....	Partial, 150 Cargo, 50
do	Blenheim	new	Liverpool, N.S.	Bque, wood, sail	199	Liverpool to Quebec	At sea	Caught in a gale and lost rigging.	.....	Partial, 465
May 22	Belgravia	14	Glasgow	Brg., wood, steam	3,274	St. John to Liverpool.	Partridge Island, Bay of Fundy.	Stranded	.....	Total loss, 60,000 Cargo, 26,313 Total.
do	Brodrene	33	Norwegian	Brg., wood	464	Avonmouth to Miramichi.	St. Paul's Island, Gulf St. Lawrence.	Struck on St. Paul's Island.	.....	5

STATEMENT OF Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, in Canadian waters, &c.—Continued.

Date of Casualty.	Name of ship.	Age of ship.	Port of Registry.	How Rigged. — Iron or wood. — Steam or Sail.	Register Tonnage.	Port Sailed from. — Port Bound to.	Place where Casualty happened.	Nature and cause of Casualty.	Lives lost.	Remarks.
Aug. 22	D. A. Wison.	26	America	Schr., wood, sail.	87	Salem, Mass., fishing.	Near Magdalen Islands	Vessel was in a squall; damaged.	200	Partial,
Sept. 26	Druid.	2	St. John, N.B.	do	97	St. John, N.B., to Qu- acco, Salmon Riv. Bar, N.B.	Western pt. of Little Fame Pt., St. Law- rence River.	Stranded.	1,250	do
Aug. 14	Dracona.	11	Dundee, Scot- land.	Schr., iron, steau.	1170	Middleboro' to Mont- real.	Pt. John, 7 m. below Fame Pt., St. Law- rence River.	do	Total.	Total.
.....	Donzella.	.....	Lunenburg, N.S.	Schr., wood.	.....	Aricebo to Halifax, N.S.	Barrington Bay, N.S.	Parted chains and drifted to sea; was picked up	2	Partial, Cargo,
Mar. 25	Dunvegan.	15	Chatham, N.B.	Brg., wood, sail.	786	Belfast, Ireland, to Farrsboro'.	to 300 m. east of St. John, N.B.	Casualty caused by rough weather.	7,500	Partial, Cargo,
June 26	Daguy.	7	Norway	Barque, wood, sail.	1009	Dalhousie to Fleetwood	Atlantic Ocean.	Vessel became water- logged.	700	Total,
July 7	Druid.	14	St. John, N.B.	Schr., wood, sail.	97	St. Martin's, N.B., to St. John, N.B.	to 10 m. east of St. Mar- tin's.	Blown on beach by heavy wind.	45,000	Partial,
May 23	Earl Burgess.	10	Windsor, N.S.	do	1669	Swanee to San Fran- cisco.	Off Cape Horn.	.....	8,000	Total,
Feb. 11	Emma S.	12	Yarmouth, N.S.	do	97	Bermuda to Yarmouth.	Atlantic Ocean.	.....	2,000	do
Aug. 8	E. H. Foster.	12	St. John, N.B.	do	124	Fatonville, N.S., to Boston.	Partridge Island, St. John, N.B.	Collision.	360	Partial,
do 25	Eagle.	26	Bangor, Me.	do	177	Bar Harbour, Me., to St. John, N.B.	Near Musquash Light, N.B.	Stranded.	2,000	Total,
do 7	Emma May.	17	Lunenburg, N.S.	do	20-45	Chester to Pt. Matoon.	White Point.	do	300	do
Sept. 25	Elliot.	1½	Charlottetown, P. E. I.	Schr., wood, steam.	227	Charlottetown to North Sydney.	Entrance to Sydney Harbour.	Collision.	700	Partial.
Oct. 20	Ellis T. Hawkes.	.....	Gloucester, N.S.	Schr., wood, sail.	60	Fishing.	Ledges, Sydney Har- bour.	Stranded.	700	do
do 18	Ethel.	27	St. John, N.B.	do	78	Farrsboro' to Port-a- pique.	Month of Port-a-pique River, N.S.	do	700	Total,
Nov. 1	Ellen.	30	Farrsboro', N.S.	do	29	Loading wood at beach near Moore Riv., N.S.	Moose Creek, Farrs- boro', N.S.	Vessel caught by a south- east storm and became a total loss.	500	do

Steamboat Inspection.

Sept. 27	Ella Maud	10	Moncton, N.B.	do	160	St. John to New York.	Near New London, Conn., U.S.A.	Thick fog.	do	5,000
Nov. 21	Elsie	29	Christiana.	Barque, wood, sail.	1236	Salpport, Manchester, St. Etienne, P. Q., London.	40 miles S. E. of S. W. Point, Anticosti.	Stranded.	Cargo, Total.	1,175
do	21	Evangeline	13	Winslor, N.S.	Wood, stmr.	54	Kingsport, N.S., to Parrsboro' River, N.S.	Rough weather	Partial,	700
do	26	Eltie	8	St. John.	Schr., wood, sail.	124	Boston to St. John.	4 miles from Ports-mouth, N.H., U.S.A.	do	306
Oct. 17	Eva Maud	15	do	do	207	St. John's, Nfld.		Not heard of since sailing	7 Total.	
Nov. 26	Exception	3	Parrsboro', N.S.	do	380	Demarara to New York	Carribbean Sea.	Vessel became leaky.	Partial,	5,000
May 29	Equator	17	Yarmouth, N.S.		1228	Rio Janeiro to Grand-stony Island, N.B.	S. side Long Isld., Co. Digby, N.S.	Went ashore in a dense fog.	Total,	8,000
Jan. —	Faling		London, Eng.	F. & A. iron stmr.	1246	Pelley Island, Nfld., to New York, U.S.A.	S. E. breaker off Isaac Harbour, N.S.	Stranded.	do	
Feb. 15	E. A. O'Brien	4	Maitland, N.S.	Barque, wood, sail.	1037	Newcastle	Atlantic Ocean, Lat. 35-26, Long. 135-27.	Lost masts and sails and received other damages in gale.	Partial,	1,944
do	15	Egeria	16	St. John, N.B.	do	896	Pernambuco to New York.	Atlantic Ocean.	do	not known.
Mar. 11	Evolution	6	Parrsboro', N.S.	Schr., wood, sail.	173	St. John to Hamilton, Bermuda.	Pt. Lepreaux, Bay of Fundy, N.B.	ing to bad weather.	do	1,300
do	17	Earncliffe	4	Lunenburg, N.S.	Boque, wood, sail.	122	Barbadoes to Manzenelo.	Cuba, south side	Total.	
May 16	Eleonor		Sunferland, G.B.	Schr., iron, steam.	1466	Quebec to Liverpool.	Atlantic Ocean.	Breaking of machinery; cause unknown.	Partial,	650
May 23	Frank A. Rockliff	11	Gloucester, N.S.	Schr., wood, sail.	99	Gloucester, fishing voy.	Atlantic Ocean.	Was run into in dense fog.	Partial,	600
do	14	Festina Lente	35	Christiana, Norway.	Barque, wood, sail.	996	Christiana to Parrsboro', N.S.	63-13 Lat., 43-48 Long., Atlantic Ocean.	do	300
Aug. 25	Fredrikka	26	Norway	do	448	Havre, France, to Bay Verte, N.B.	Aspy Bay, N.S.	Bad weather and strong current.	Total,	1,500
do	25	Four Sisters	14	Miquelon.	Schr., wood, sail.	70	St. Pierre to Sydney	Big Loraine, C.B.	Partial,	
Oct. 27	Frances	6	St. John, N.B.	do	293	Jacksonville, Florida, to Demerara.	Cape North.	Casualty caused by heavy gales.	Total,	10,000
Dec. 2	Frank W.	13	do	do	99	Dorchester, N.B., to Salem, Mass.	Martini Head, Bay of Fundy, N.S.	Vessel driven on the beach in a storm.	Cargo, Total,	3,000
do	10	Floresta	11	Lunenburg, N.S.	do	Isaac Harbr to Grand Glace Bay.	Hern Rock, N. S., Chadbuck Bay.	Stranded	do	400
do	Fanny B		Halifax, N.S.	do			North side of Cow Bay, C.B.	do	Total,	750
Nov. 17	Fred. E. Scamwell	15	Parrsboro', N.S.	do	1349	Musquash, N.B., to Sharpness, G.B.	to English Channel, Eng-land.	do	Cargo, Total,	200
Dec. 16	Free Trade	9 m.	do	do	76	Parrsboro' to Boston	Off Cape Ann, Mass., U.S.A.	Collision.	do	500

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian waters, &c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood, Steam or Sail.	Registered Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature and cause of Casualty.	Lives Lost.	Remarks.
Jan. —	Falcon..	8	New Westminster, B.C.	Sloop, wood, sail.	52	Victoria to Comox ..	Gonzales Port, Vancouver Island, B.C.	Stranding ..	.....	Total, 5,000
do —	F. P. T.	15	Halifax, N.S.	Schr., wood, sail.	41	Liscomb to Halifax, N.S.	Entrance to Jeddore Hbr., North Atlantic.	Thick snow storm. ....	.....	do 625
Mar. 12	Florence R. Hewson.	3	Parraboro, N.S.	do ..	288	Marcoris, San Domingo, to New York.	American Coast, Lat. 31-55, Long. 71-50	Vessel lost anchor and chains. ....	.....	Partial, 150
May 13	Fremons	8	Dundee.	do ..	1875	Montreal to London...	20 miles south of Cape St. Marys, Nfld.	Struck on sunken ice and made hole in bow.	.....	do
April 27	G. E. Bentley...	3	Parraboro, N.S.	Schr., wood, sail.	250	St. John to New York	Black Island, Rhode Island, U.S.A.	Stranded ..	.....	Partial, 1,000
July 16	Gypsaun Prince..	3	Windsor, N.S.	do ..	723	Windsor, N.S., to New York.	Old Pros Ledge, Grand Manan, N.B.	Went ashore .....	.....	Total, 3,000
Aug. 25	Geo. P. Trigg ..	27	Charlottetown, P. E. I.	do ..	99	Sydney to Chatham ...	Straits of Canso	Stranded.. ..	.....	Cargo, 1,600
Sept. 2	Geneva Myrtis ..	...	Barrington, N.S.	do ..	32	Yarmouth to Woods Harbour.	Woods Harbour, N.S.	Fire .....	.....	Partial, 500
do 21	George E. Dale..	30	New York	do ..	218	St. John to New York	Owl's Head, Campbell's Head, N.B.	Stranded .....	.....	Cargo, 100
Oct. 10	G. S. Penry	19	Belfast, Ireland	Barque, wood, sail.	737	Belfast to Newcastle..	Near St. Paul's Island, St. Lawrence River.	Damaged in gale. ....	.....	do 600
do 30	Gypsaun Empress	3	Windsor, N.S.	Schr., wood, sail.	723	Windsor, N.S., to New York.	Avon River, Hants Co., N.S.	Struck on a bar. ....	.....	do 300
do 14	Glenera.....	15	St. John, N.B.	do ..	98	St. John to Salem....	Isle of Shoals, New Hampshire, N.S.	Strained in heavy weather ..	.....	do 309
Nov. —	George Davis ..	18	Windsor, N.S.	do ..	643	Windsor, N.S., to St. John, N.B.	St. Croix River, N.S.	.....	.....	do 250
Oct. 11	Gertrude	13	Lunenburg, N.S.	Bgtn., wood, sail.	293	St. John's, Nfld., to Sydney, N.S.	Off south coast of Newfoundland.	Foundered ..	.....	Total, 8,000
Dec. 16	Galacia	7	St. John, N.B.	Schr., wood, sail.	122	Fall River, Mass., to St. John, N.B.	to 2 or 3 miles off West Quoddy.	Vessel was struck by a squall. ....	.....	Partial, 400
Nov. 9	Gazelle.....	17	Weymouth	do	Point Gilbert to Boston	46 miles north by south of Briar Island.	do 125

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Dec. 24	George P. Trigg.	32	Charlottetown	do	99	Charlottetown to Hall's Fisherman's Harbour.	Sprung a leak.	Total, 1,200 Cargo, 2,600
do	2 George E. Dale.	28	P. E. I.	do	218	Parrsboro', N.S., to Mines Channel, Cumberland Co., N.S.	Vessel became leaky and was run on shore.	Total, 2,000 Cargo, 134
Feb. 9	Gladys	9	U.S.A. Sydney, N.S.	do	57	North Sydney to Labra- Bay of Islands, Newfoundland.	Stranded.	Total, 2,100 Cargo, 900
do	9 Glendon	23	St. John, N.B.	do	249	Port Johnston, to St. John, N.B.	A heavy storm caused casualty.	Total, 600 Cargo, 745
April 4	Glenora	13	Shelburne, N.S.	do	76	Liverpool to Whitehead and Louisbourg.	Battery Island Reef, Louisbourg Harbour.	Total, 800 Partial, 1,500
Mar. 5	Gazelle	9	St. John, N.B.	do	264	Porto Rico to Delaware Breakwater.	At Anchor, C.B., 1 1/2 miles off the town. North Atlantic.	Total, 10,000
May 12	Gleanor	5	Parrsboro', N.S.	do	116	Harrington River to Salem, Mass.	Stranded.	do 2,000 Cargo, 200
Mar. --	Gypsum Queen	5	do	do	609	Demerara to Philadelphia.	Atlantic Ocean.	do 200 Partial, 200
May 4	do	5	do	do	609	Windsor to New York.	Goose Island, American Coast.	do 285
June 15	George Davis	19	Windsor, N.S.	Bqtn, wood,	643	Turks Island to New York.	Atlantic Ocean.	Total, 7,000
May 28	G. Walter Scott.	13	St. John, N.B.	Schr., wood,	75	Shulee N.S., to Vineyard Haven.	Off Cape Cod.	Partial, 300
July 13	Greenock	26	Norway	Schr., sail,	1186	Fleetwood to Quebec.	S. W. Point Anticosti.	do
do	11 Galatea	122	St. John, N.B.	Barque, wood,	122	Fredrickton to Bedford.	New Pollock Ripps, Nantucket Shoals, Atl.	Total, 3,000
May 27	Gunhilda	40	Copenhagen, Cape Tormentine, Ca.	Schr., wood,	533	White Point near Louisbourg, N.S.	run into by another vessel.	do 6,000
Jan. --	Harry	13	Parrsboro', N.S.	Schr., wood,	422	South Amboy to St. Andrews.	Vineyard Sound, American Coast.	Partial, 500
July --	Hilaria	9	St. John, N.B.	Ship, wood,	1598	New York to Melbourne, Australia.	Melbourne Pier, Australia.	Total, 30,000 Cargo, 4,000
Oct. 12	Hamstead	2	do	Wood, steamer	159	Indian town to Hampstead.	Even tale, St. John Riv., N.B.	Partial, 100
Sept. 11	Harry	422	Parrsboro', N.S.	Schr., wood,	422	Hillsboro' to New York.	Vineyard Sound, U.S.	do 717
do	21 H. B. Cann.	14	Yarmouth, N.S.	Schr., sail,	1218	Hamburg	Wolf Island, Labrador.	Total, 32,000
Nov. 22	Hazelwood	7	St. John, N.B.	Schr., wood,	114	Fall River to Rhode Island.	Libby Island, Me.	Partial, 500
Dec. 6	Hope	24	Halifax, N.S.	do	31	Big Bras d'Or to North Sydney, C. B.	1 mile west light-house, Sydney Har., N.S.	Total, 500
do	5 Harry Stewart	6	Digby, N.S.	Brig, wood,	244	Bear River to Cienfuego.	Off Seal Island, Atlantic Ocean.	Partial, 2,000
Nov. 27	Henri Rieth	3	Middleboro' ..	Schr., steel, steamer.	1488	Antwerp to Philadelphia.	Near Sable Island.	Not known.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Registered Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature and Cause of Casualty.	Lives lost.	Remarks.	\$
		Yrs									
Dec. 16	Hattie Louise....	9	Charlottetown, P. E. I.	Brig, wood, sail.	200	Trinidad to New Haven	Mona Passage, W. I.	Became leaky in heavy sea.	Partial.		
do	Herbert Rice....	7	Weymouth, N.S.	Top-sail, wood, sail.	149	Minighan, N.S., to Barbadoes.	North Atlantic.	Damag'd in rough weather	do		
Mar. 5	Hattie R.	15	Parrsboro', N.S.	Schr., wood, sail.	78	Parrsboro', N.S. to St. John, N.B.	Ogilvie's Wharf, Bay of Fundy, N.S.	Stranded.	Total, Cargo, Partial,	1,500 350 100	
do	Herold.	12	do	Schooner.	85	do	Spence's Island, Bay of Fundy, N.S.	Caught in a south-east gale.	Total loss. (Not known.)		
54 Feb. 27	Hyaline.....	15	Liverpool, N.S.	Bque, wood, sail.	187	Liverpool to Barbadoes	Atlantic Ocean.		do		
May	Harvest Home....		Newfoundland				North coast of Prince Edward Island.	Vessel caught in the ice and became a total loss.	do		
April 10	H. W. Pierce....	26	Parrsboro', N.S.	Schr., wood, sail.	70	Port William, to Parrs- boro', N.S.	Port William River, N.S.	Vessel grounded on bank and afterwards fell off and filled.	Partial,	250	
Aug. 18	Islet.....	12	Yarmouth, N.S.	Wood, steamer	344	Yarmouth, in harbour.	Chebogue Harbour....	Stranded.	do	500	
Dec. 22	Islander.....	6	Victoria, B.C.	Schr., iron, steamer.	478	Victoria to Vancouver.	Port lock, Gulf Georgia	Vessel run on ledge.	do		
Jan. —	Ida Maud.	15	Liverpool, N.S.	Brig, wood, sail.	171	St. Thomas, W. I., to Booth Bay, Me.	North Atlantic Ocean.	Vessel became leaky.	do		
Mar. 5	Iona.....	4	Windsor, N.S.	Schr., wood, sail.	196	Port au Prince, Hayti, to New York.	Atlantic Ocean.	Vessel damaged in rough weather.	Partial loss, Cargo, Partial,	2,000 1,000 300	
May 10	Isabella Balcom .	15	Parrsboro', N.S.	Barque, wood, sail.	270	Antigua to New York.	Gulf Stream, Atlantic.	Heavy weather.	Total, Cargo, Total,	3,000 1,000 300	
Sept. 29	Jessie F.	11	St. John, N.B.	Schr., wood sail.	99	Quebec to Storrington, Con.	Storrington Harbour, U.S.A.	Stranded.	Total, Cargo, Total,	3,000 1,000 300	
May 23	J. W. Dean....	26	do	do	85	Harrington River, to Bear River, N.S.	Middle Grounds, N.S., Harrington River.	do	Total, Cargo, Total,	7,000 2,000	
Dec. 28	Jennie Parker...	8	do	do	195	Kingsport to Havana.	Atlantic Ocean.	Hurricane cause of casu- alty.	Total, Cargo, Total.	2,500	
do	Janet Cowan....		British..	Bque, iron.	2,498	Cape Town to Vancou- ver.	12 miles west of Car- manah Point, B.C.	Captain unfamiliar with the coast.			

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian waters, &c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How rigged. Iron or Wood. Steam or Sail.	Registered Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature and cause of Casualty.	Lives lost.	Remarks.
		Yrs								\$
July 7	Mexico	5	London	Schr., steel, steam.	2055	Avonmouth to Mont- real.	Belle Isles Lighthouse, Nfld.	Stranded.	.....	Total.
Aug. 25	Morning Light	15	Port Hawkes- bury, N.S.	Schr., wood, sail.	39	Pictou to Port Hawkes- bury.	Mulgrave Cove	do	.....	Partial, 1,000 Cargo, 100
do	Minnie Cline	18	St. John, N.B.	do	46	Cruising in Bay Fundy, N.B.	Eastern Wolf Cove, Bay Fundy.	Collision.	.....	Partial, 150
June 26	Mirauchi	37	Quebec	Schr., wood, steam.	491	Quebec to Pictou	Cape Chatte, River St. Lawrence	Struck a rock.	.....	do
Sept. 21	Marguerite	2	St. John, N.B.	do	98	Boston to St. John	South-west Head, Grand Manan, N.B.	Stranded.	.....	do
do	Magellan Cloud	27	Shelburne, N.S.	Schr., wood, sail.	20	Lockeport to Lunen- burg.	Three Fathom Har- bour, N.S.	.....	.....	do Cargo, 900
Oct. 19	Marie Joséphine	4	Quebec	do	117	Harbour Breto, Nfld., to Quebec.	West, 45 miles St. Pierre, Nfld.	Damaged in gale.	.....	do Cargo, 600
do	Marie Joséphine	4	do	do	117	Harbour Breton to Louisbourg, Quebec.	16 miles N.E. of East Point, P. E. I.	do	.....	do
June 13	Maggie Lynds	10	St. John, N.B.	do	67	St. John to Quaco	Black Point, St. John Co., N.B.	Stranded.	.....	do
Aug. 1	Muriel	8	Victoria, B.C.	Sloop, sail.	44	Lowe Inlet to Baulss Intel.	Grenville Channel, B.C.	do	.....	Total, 1,000
Nov. 10	Moselle	16	Windsor, N.S.	Schr., wood, sail.	117	Hantsport to Lynn, Mass.	Tusket River, N.S.	.....	.....	do do 2,200 Cargo, 1,500
May 10	Munster	18	St. John, N.B.	Ship, sail.	1468	Rio Janeiro to New- castle, N.S.W.	Unknown	Sailed from Rio Janeiro on 12th May, 1895, for Newcastle, N.S.W., in ballast, and was never seen nor heard of again.	21	Total, 16,000
Dec. 10	Mary Grace	23	Parrsboro', N.S.	do	19	Parrsboro' to Kings- port, N.S.	Kingsport Pier	Stranded.	.....	Partial, 100
do	Marion	20	Windsor, N.S.	do	25	Canning, N.S., to Hills- boro', N.B.	Off Cape Chignecto, N.S.	do	.....	do
do	Mary Farnell	17	U.S.A.	do	90	Gloucester, U.S.A., to Whitehead, N.S.	Tree Top Island, White Head, N.S.	do	Total, 4,000 Cargo, 2,000

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do	29	Marceline.	20	New Carlisle Que.	do	45	Pictou, N.S., to Charlottetown Harbour, P.E.I.	Graveyard Point, Pictou Harbour, N.S.	do	Total, Cargo, 475
do	10	Mellacoin	12	Shelburne, N.S.	do	94	Halifax to Bahamas.	Morgan Reef, Bahamas	do	Total, Cargo, 400
do	15	Marlborough	33	Windsor, N.S.	do	1383	West Bay to Liverpool	Off coast New Brunswick, west side Read island.	Vessel sprung a leak	Partial, Cargo, 4,000
Feb.	13	Mary Hare	3	Victoria, B.C.	Sloop, wood, steam.	47	Sydney, C.B., to Sydney.	Tuncomaten Channel, B.C.	Stranded and afterwards burned.	Total, 7,000
do	2	Mary E. Harlow.	13	Shelburne, N.S.	Schr., wood, sail.	96	Lockeport, N.S., to Turk's Island.	Port Jollie Beach, N.S., Atlantic Ocean.	Casualty caused by light being out of order.	Cargo, 6,000
do	27	Mabel Taylor	18	Yarmouth, N.S.	Ship, wood, sail.	1298	Pensacola.	Caucus Shoals, near Pensacola.		Total, 20,000
		May Belle	4	Victoria, B.C.	do	58	Victoria to Nootka Sound.	North Pacific Ocean	Vessel supposed to have capsized.	Cargo, 11,000
May	4	Mary George	13	St. John, N.B.	do	95	Fredericton to Salem, Mass.	At the iron bridge, Fredericton.	Vessel struck the draw of the bridge.	Partial, 150
		Mary Kate	31	Charlottetown, P.E.I.	do	42	North Sydney to Rowley Bay.	Peter's Ledge, Cape Breton, N.S.	Casualty caused by thick weather.	Total, 400
July	5	Melrose		San Francisco, U.S.A.	Br., wood, sail.	918	San Francisco to Rosalie, Mexico.	Fuca Straits, B.C.	Attributed to neglect of navigation.	Cargo, 120
May	28	Mary C.	25	St. John, N.B.	Schr., wood, sail.	100	St. John, N.B., to Lunenburg.	American coast.	Heavy squall struck vessel.	Total, 2,000
Feb.	—	Menendez	6 m.	Lunenburg	do	130	Lunenburg to Trinidad.	North Atlantic Ocean.	Not heard of after leaving port.	do 6,500
Sept.	7	Newburgh	7	Windsor, N.S.	Schr., wood, sail.	505	Windsor to New York.	5 miles from Highland Light, U.S.A.		Cargo, 8,300
do	23	Nellie Pickup		Annapolis, N.S.	Barque, wood, sail.	175	New York to Cape Hait.	Port au Prince Harbour.	Burned.	Total, 8,000
Oct.	16	Nora O'Neil	19	Parrsboro', N.S.	Schr., wood, sail.	31	Parrsboro' to Cheverie.	Cheverie at Little Marsh.	Dragged anchor.	do 300
Dec.	24	Nettie Clark	22	Eastport, Me., U.S.A.	do	160	St. John, N.B., to Stanford, Me.	Petite Manan, Me.	Error of judgment on part of mate.	do 3,000
do	6	Nantasket	2	Lunenburg, N.S.	do	82	Alberton to Boston.	Coast of Maine, U.S.A.	Mistook the wrong light.	Total, 3,500
Jan.	5	Neophyte	13	Yarmouth, N.S.	Barque, wood, sail.	1,056	DuJin to St. John, N.B.	Cutler, Me., U.S.A.	Stranded.	Cargo, 1,000
do	26	Ninroch	32	Sydney, N.S.	Schr., wood, sail.	1,174	Vancouver, B.C., to Sydney, N.S.W.	Off Cape Flattery, North Pacific.	Abandoned by crew, afterwards fired by crew.	Total, 150
Nov.	1	Oddfellow	19	Annapolis, N.S.	Wood, sail	34	Windsor to Parrsboro'.	West Bay, Parrsboro', N.S.	Stranded.	Partial, 150
Oct.	21	Ocean Lilly	10	Halifax, N.S.	do	136	Pt. au Prince, Hayti, to New York.	Bahamas, Caribbean Sea.	Strong current.	Total, 5,000
Nov.	1	Olive	12	Lunenburg, N.S.	do	103	Gaspé, P.Q., to River, P.Q.	About 3 miles from Percé, Quebec.	Caused by heavy gale.	Cargo, 5,100
Dec.	30	Oscola		Windsor, N.S.	do	124	St. John, N.B., to Salem, Mass., and New York.	Vineyard Haven, U.S.A.	Stranded.	do 250
Nov.	7	Osprey	12	St. Johns, Nfld.	do	99	Carboneau, Nfld., to Beaubien.	Entrance to Port Jolli Harbour, N.S.	Stranded; struck on a ledge.	do 1,200

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Seagoing Vessels in Canadian waters, &c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature and cause of Casualty.	Lives lost.	Remarks.
Mar. 1	Olive	12	Lauenburg, N.S.	Schr., wood, sail.	103	Porto Rico to St. John.	North Atlantic	Vessel became leaky in rough weather.	Partial,	\$ 1,500
May 27	Onso	28	Norwegian	Barque, wood, sail.	443	Graeger, Norway, to Dalhousie.	Point Platte, St. Pierre, Miquelon.	Stranded.	Total,	5,000
do 11	Phoenix	12	Parrsboro', N.S.	Schr., wood, sail.	396	New York to Windsor.	Vineyard Sound, U.S.A.	Collision	Partial,	1,500
July 27	Para	11	London, G.B.	Schooner, iron, steam.	1,160	Cuba to Great Britain.	Near White Head Is.	Schooner touched bottom	do	2,000
Nov. 5	Providence	1	Quebec	do	86	North Sydney to Quebec.	40 miles n. n. w. of Anticosti.	Foundered.	Total,	2,000
Oct. 5	Perfection	2	Parrsboro', N.S.	Barque, wood, sail.	509	Turk's Island to New York.	Turk's Island to New Atlantic Ocean.	Heavy weather	do	900
Sept. —	Paspébiac	—	Jersey	Schooner, iron, steam.	57	New Carlisle, P.Q., to Alma, N.B., to St. John, N.B.	River, St. Lawrence.	Caused by squall.	Partial,	500
Dec. 9	Pearl	15	St. John, N.B.	do	47	Buenos Ayres to Rio Grande de Sul.	St. John Harbour, N.B.	Grounded.	do	100
May 4	Primrose	5	do	Bqtn., wood, sail.	376	do	The Bar of Rio Grande de Sul.	Casualty caused by thick weather which prevented the signal from being seen.	Total,	1,600
Dec. 6	Quatre Lours	—	St. Pierre	Schr., wood, sail.	69	St. Pierre to Sydney	East side of Bay	Heavy gales caused casualty.	Total.	3,250
May 27	Reaper	31	Jersey	Brig., wood, sail.	119	Jersey to Paspébiac	Harbour, C.B. South-west Point of Channel, Nfld.	Dense fog.	do	—
June —	Kingdove	31	Greenock	Bque., wood, sail.	399	do	St. Flavie, River St. Lawrence.	Stranded	do	—
Oct. 21	Reciprocity	21	Norwegian	Ship	—	Dublin, Ireland to St. John, N.B.	Near Musquash Light, N.B.	do	do	—
Nov. 20	Reaper	28	Halifax, N.S.	do	25	Halifax to Sweet Harbour.	Red Buoy Shoal, Halifax Harbour.	Casualty caused by fog.	Partial,	400
Dec. 1	River Dale	21	do	do	48	Quebec to Gaspé	Gulf of St. Lawrence.	Rough weather caused the casualty.	Partial,	800
Feb. —	Resolute	5	Gloucester, U.S.A.	do	90	Gloucester, U.S.A., to Halifax, N.S.	Loraine, Cape Breton, N.S.	Thick weather cause of casualty.	Total,	12,000

Steamboat Inspection.

.....	Roland	8	Parrsboro, N.S.	do	83	St. John, N.B. to Parrsboro, N.S.	Margaretville, Bay of Fundy, N.S.	Stranded	.....	Partial,	890
June 12	Ruth	21	Norway	Eque., sail.	466	London to Miramichi Bay, N.B.	Off Preston Lights, Miramichi Bay, N.B.	Casualty caused by heavy gales.	.....	Total,	5,000
July 8	Raffrele D.	28	Genoa, Italy	do	629	Genoa to Bathurst, N.B.	S. side, Subtle Island, N.S.	Stranded in fog.	.....	Total.	500
April 27	Seraphine	3	Digby, N.S.	Eque., sail.	250	Boston	Digby Basin, N.S.	Stranded	.....	Partial,	40,000
Feb. 7	Seammell Bros.	12	Parrsboro, N.S.	do	1219	Pensaola to Rio-Janiero	Rio Janeiro.	Caught fire	.....	Total,	200
Nov. 1	Starr	14	do	Schr.,	66	Windsor to Parrsboro	Near mouth of Parrsboro River, N.S.	Stranded	.....	Partial,	2,000
do	Sarah Alice	11	Halifax, N.S.	do	92	St. John to Ronkey	Sand Shoals, Turks Island.	Unfavourable tide.	.....	Total,	1,500
Dec. 8	S. H. Moose	18	St. Johns, Nfld	do	114	King's Cove to Halifax	Nag Rock entrance to Louisbourg Harb., N.S.	Collision.	.....	do	7,500
Oct. 23	Syanara	11	St. John, N.B.	Schr., sail.	318	Fernandid to Demerara	Atlantic Ocean.	Casualty caused by hurricane.	.....	Partial,	1,700
Aug. 22	Sentinel	10	Yarmouth, N.S.	Eqtime, sail.	489	Yarmouth, N.S., to Buenos Ayres.	do	Wrecked in storm.	.....	Cargo,	600
July	Scotland	15	Windsor, N.S.	do	1449	New York to Christiania	Near Stromstead	Miscellaneous, vessel met heavy gale struck a rock and became leaky.	.....	Total,	14,000
Dec. 5	Shenandoah	5	Annapolis, N.S.	Schr.,	198	St. Martin's, N.B., to New York.	to North Atlantic Ocean.	Vessel lost rudder in a storm.	.....	Partial,	800
Sept. 13	Surprise	13	Halifax, N.S.	do	59	Halifax to Grand Port, Nfld.	S.W. Point of Barachois Island, Nfld.	Struck on the rocks.	.....	Total,	1,350
Feb. 9	Sarah Hunter	14	St. John, N.B.	do	111	Elizabeth Port to St. John, N.B.	Thatchers Island.	Vessel struck by a heavy sea.	.....	Cargo,	2,200
Jan. 26	Soudan	10	Halifax, N.S.	do	118	Halifax to Demerara	Atlantic Ocean.	Vessel became leaky owing to rough weather.	.....	Total,	3,200
Mar. 20	Sir Hibbert	23	Pictou, N.S.	do	246	Campbelltown to New York.	25 miles from Magua, Atlantic Ocean.	Heavy sea cause of casualty.	.....	Partial,	600
Feb. 22	St. Pierre	11	Yarmouth, N.S.	do	496	Halifax, N.S., to Victoria, B.C.	North Atlantic Ocean, Lat. 40-37, Long. 48-34	Something got wrong with the machinery.	.....	Total loss.	125
June 3	Thurston	new	Parrsboro, N.S.	Schr., sail.	61	Diligent River to Parrsboro.	Gore's Rock, Diligent River, N.S.	Stranded	.....	Partial,	200
July 14	Talisman	15	Gloucester, Mass.	Wood, sail.	118	Gloucester on Fishing voyage.	do	.....	.....	.....	.....
July	Turret Cape	new	Newcastle	Iron, sail.	1595	Windsor to West Bay	On White Ship Head, Plaster Rocks, Cheverie, N.S.	Damaged at Montreal and at sea.	.....	Partial.	(not known)
Oct. 18	Trojan	11	Windsor, N.S.	Schr., sail.	24	Montreal to North Sydney.	Petrie's Ledge, Sydney Harbour, N.S.	Stranded	.....	Total.	4,500
Nov. 21	Thames	24	Quebec	Schr., steamer.	87	La Have to Guysboro'	Bar at New London, P.F.I.	Wind died away before vessel got over the bar.	.....	Total,	1,200
Nov. 27	Three Cheers	1	Lunenburg, N.S.	Schr., sail.					.....	Cargo,	

STATEMENT OF WRECKS and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty occurred.	Nature and cause of Casualty.	Lives lost.	Remarks.
Nov. 25	Thistle.....	5	Victoria, B.C.	Schr., wood, sail.	222	Victoria to Fishing grounds.	Chatham Sound, B.C.	Stranded.....	.....	Partial, 2,500
May 4	T. W. Carter.....	5	do	Sloop, wood, steam.	28	Victoria, B.C., to Fraser River.	Ripple Point, Trial Island, Fuca Strs., B.C.	do.....	.....	Total, 15,000
May 25	Turret Cape.....	1	Newcastle on Tyne.	Schr., steel, steam.	1142	Newcastle-on-Tyne to Montreal.	Cape Chatter, Lower Gulf St. Lawrence.	Vessel struck on a shoal.....	.....	Partial.
July 15	Tormore.....	7	Glasgow ..	do	.....	Shields to Halifax ..	Trepassy Bay, Nfld.....	Stranded.....	.....	Total.
Oct. 25	Lyrion.....	27	do	Schr., wood, steam.	.....	New York to Havana.	North Atlantic.....	Casualty caused by rough weather.....	.....	.....
July 29	Victory.....	12	Halifax, N.S.	Schr., wood, sail.	97	Sydney to Charlotte-town, P.E.I.	1/2 mile east bell buoy, Hillsboro' B., P.E.I.	Stranded.....	.....	Partial, 800
July 9	Vulorous.....	13	Lunenburg, N.S.	do	57	White Head to Halifax	Beaver Light, N.S.....	Collision.....	.....	Total.
Oct. 10	Valerian.....	1	Halifax, N.S.	do	64	Sydney, C.B., to Halifax.	Fisherman's Harbour, N.S.	Ran ashore.....	do	3,000
Oct. 31	Valetta.....	10	St. John, N.B.	do	99	St. John, N.B., to Lynn, N.S.	Government Pier, St. John Harbour, N.B.	Stranded.....	.....	Partial, 500
Oct. 15	Virgesco.....	11 1/2	Halifax, N.S.	do	.....	St. George's, Nfld., to Bonne Bay.	Rocky Harbour, Bonne Bay, Nfld.	Vessel drifted to sea.....	.....	Total, 1,000
June 9	Volunteer.....	6	Gloucester, N.S.	do	102	Gloucester to Anticosti	5 miles east of Point Anticosti.	Stranded.....	.....	Partial, 700
July 21	Victory.....	13	Halifax, N.S.	do	97	Big Bras d'Or to Gaspé.	S. W. Magdalen Islands, Gulf St. Lawrence.	Heavy sea and squall, cause of casualty.....	.....	do 400
April 14	Walter A. Earle.....	9	Victoria, B.C.	do	68	Victoria (sealing) to North.	Coast of Alaska.....	Supposed to have slipped cargo.....	.....	Total, 6,000
Aug. 21	Walter Summer.....	4	Moncton, N.B.	do	147	Richibouctou to Boston, N.S.	Anchored, Port Hawkesbury, N.S.	Collision.....	.....	Cargo, 125
Oct. 2	Winnie L.....	9	Halifax, N.S.	do	31	Port Malcolm to Ingonish.	Entrance to Ingomish Harbour, N.S.	Stranded.....	.....	Total, 950
Sept. 17	White Wings.....	6	Maitland, N.S.	Barque, wood, sail.	495	Cardiff to Pernambuco, Brazil.	Reef, Pernambuco, Brazil.	Got on reef.....	.....	Cargo, 500 Partial, 846

Steamboat Inspection.

June 2	Walter Alton	13	Magdalen Is., Schr., wood,	58	Magdalen Islands to Entry Island, one of the Magdalen Islands.	Stranded	Total,	400
Dec. 4	Wild Rose	16	Windsor, N.S. do	38	Pictou, N.S. do St. John to Yarmouth, Tiverton Beach, Digby Co., N.S.	do	Total,	800
Nov. 20	Waterside	6	St. John, N.B. do	161	Boston, Mass., to Jog Near Westcock, N.B.	do	Partial,	1,000
Oct. 16	W. H. Weather-spoon.	21	Parrsboro', N.S. do	194	Wellington, N. C., to Harbour of Macores, San Domingo.	do	Total,	1,500
Jan. 29	Wanderer	14	Victoria, B.C. do	25	Victoria to Nootka, Vancouver Island, B.C.	do	Total,	3,000
Mar. 17	Winnifred		Windsor, N.S. Bqtns, wood, sail.	432	Rosario to Hamburg. Barkum Island, North Sea.	Vessel became a total wreck in bad weather.	Total loss,	18,000
Feb. 2	Walter Summer	4	Moncton, N.B. Schr., wood, sail.	146	St. Georges, Bermuda, to North Bay.	Vessel damaged in rough weather and heavy seas	Partial loss,	250
May 21	Willie D.		Parrsboro', N.S. do	99	Stamford, Conn., to Long Island Sound, American coast.	Vessel was struck by a squall.	Partial,	22,000
Mar. 17	Wilhelmina		Lunenburg, N.S. do	54-29	Parrsboro', N.S. Twin Island, St. John's Bay, Nfld.	Was crushed in running ice.	Partial,	
Mar. 3	White Wings	6½	Matland, N.S. Barque, wood, sail.	495	Cardiff to Rio Janeiro, Palmouth for orders.	Vessel encountered terrible gale and was dismantled.	Total,	2,500
Oct. 1	Yuba	22	Montreal, Que. Brig., wood, sail.	879	Montreal to Sydney, C.B.		Cargo,	1,550

STATEMENT of Wrecks and Casualties reported as having occurred to Canadian Inland Vessels and to other Vessels in the Inland waters of Canada during the twelve months ending 30th June, 1896.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How rigged. — Iron or Wood. — Steam or Sail.	Registered Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature and Cause of Casualty.	Lives lost.	Remarks.
		Y'rs								\$
Oct. 4	Afraid		Owen Sound, Ont.	Schr., wood, sail	328	Ashtabula to Owen Sound	15 miles South Cove Isld. Lt.			Total, 14,000
Oct. —	Alzora	43	Port Burwell, Ont.	do	33	Port Dover to Erie	On south side Long Pt., Ont., Lake Erie.	Heavy sea	do	
Nov. 5	City of Owen Sound.	20	Toronto, Ont.	Steamer	498	Fort William to land.	Mid-Devil's Island.	Thick weather	Partial,	4,000
Jan. 15	Cibola	8	do	Steamer, iron	522	Toronto to Lewiston	Lewiston Dock.	Fire	Total.	
1895	Daisy		Port Hope	Steamer		Peterboro' to Healey's Falls.	Trent River, 6 miles below Hastings.	Caught fire explosion of a lamp.	Total,	2,000
do	George W. Adams.	20	America	Barque, wood, sail.	137	60 Cleveland to kee.	Milwan-Lake Erie	Vessel was cut by ice, filled with water and sunk.	Total loss,	30,000
Oct. 9	Hanlan		Kingston, Ont.				Belleville Harbour	Destroyed by fire	Total,	2,000
Nov. 7	Hero	17	do	Wood, steam	199	Deseronto to Picton	Bay of Quinté, Ont.	Collision	Partial,	200
Oct. 8	Highland Maid		Winnipeg, Man.	do	72	Rat Portage to Francis.	Rainy River	Stranded	Total,	6,000
Dec. 31	Hiram A. Calvin	28	Kingston, Ont.	do		Laid up for winter	Garden Island	do	Partial.	
Nov. 5	J. G. Worts		Toronto, Ont.	Barge		Fort William	Devil's Island	Thick weather	Partial,	5,000
Feb. 25	Julia	20	Kingston, Ont.	Schr., wood, sail	108	Wolf Island Wharf, Ont.	Wolfe Island Wharf, Lake Ont.	Fire	Total.	
Dec. 12	Kakaleka	11	Winnipeg, Man.	Steamer	74	Port Arthur to Inlet.	Silver Sand Island, Superior.		Total loss,	7,000
Jan. 14	King Ben		Kingston, Ont.	Wood, steam			Kingston Harbour, Ont.	Fire	Partial,	2,500
	Myles	14	Hamilton, Ont.	Screw, steam	929	Montreal	Lachine Canal	Bursting of cylinder	Partial,	600

Steamboat Inspection.

May 7	Mansfield.....	8	Ottawa, Ont..	Steamer, wood	103	Plied on ferry between Ottawa & Gatineau Pt. Montreal to Hamilton.	New Edinboro' Wharf, Ottawa River.	Fire	Total,	11,000
June 9	Ocean	23	St. Catharines, Ont.	Steamer, wood, sail.	464	.....	Cornwall Canal, Lock 17.	.....	Partial,	4,000
May 14	Owens.....	16	Montreal, P. Q.	Steamer, wood	90	.....	Ottawa River.....	Fire.....	Total,	10,000
Nov. 11	Rideau Belle....	10	Kingston, Ont.	Wood, str....	76	West side Sand Lake, Rideau Canal, Ont.	West side, Sand Lake, Rideau Canal, Ont.	do	do	4,500
.....	St. Magnus.....	15	Hamilton, Ont.	do	541	In dry dock.....	In dry dock.....	Burned	Total.	

60 Victoria.

Sessional Papers (No. 12.)

A. 1897

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED 30th JUNE

1896

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1897

[No. 12—1897.]

Postmaster General's Report.

To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, P.C., LL.D., Earl of Aberdeen; Viscount Formartine, Baron Haddo, Methlic, Tarves and Kellie, in the Peerage of Scotland; Viscount Gordon of Aberdeen, County of Aberdeen, in the Peerage of the United Kingdom; Governor General of Canada and Vice-Admiral of the same, &c.

MY LORD :

I have the honour to forward to Your Excellency the accompanying Report of the Post Office Department of the Dominion of Canada, for the year ended 30th June, 1896, which is respectfully submitted.

I have the honour to be,
My Lord,
Your Excellency's most obedient servant,

W. MULOCK,
Postmaster General.

POST OFFICE DEPARTMENT,
OTTAWA, 10th April, 1897.

Postmaster General's Report.

SCHEDULE.

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Postmaster General's Report.

REPORT

OF THE

DEPUTY POSTMASTER GENERAL

1896

POST OFFICE DEPARTMENT,
OTTAWA, 24th December, 1896.

To the Honourable W. MULOCK,
Postmaster General.

SIR,—I have the honour to submit herewith the annual statements giving in detail the operations of the Canadian Post Office for the year ending 30th of June, 1896. The number of Post Offices in operation on the 30th of June, 1896, was nine thousand one hundred and three, an increase of two hundred and seventy-one as compared with the year 1895.

TABLE showing the Number of Post Offices in operation, estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada, during the Year ended 30th June, 1896.

Provinces and Territories.	Number of Offices in Operation on 1st July, 1896.	Estimated Number of Letters and other Articles of Mail Matter posted in Canada, during the Year ended 30th June, 1896.								
		Letters.	Post Cards.	Registered Letters.	Free Letters.	Number of Transient Newspapers and Periodicals, Bk. Packets, Circulars, Samples, and Patterns, &c.	Number of Packages of Printers Copy Photographs, Deeds, Insurance Policies, &c.	Number of Packets of 5th class matter, Ordinary Merchandise open to Examination.	Number of Closed Parcels for the United Kingdom and other Countries.	
Ontario	3,185	61,791,000	15,879,000	1,864,000	3,600,000	15,140,000	1,216,000	863,000	162,000	10,800
Quebec	1,640	25,032,000	4,487,000	841,000	446,000	5,286,000	680,000	196,000	58,400	5,100
Nova Scotia	1,648	8,500,000	1,705,000	203,000	192,000	841,000	145,000	85,000	24,000	1,500
New Brunswick	1,181	5,960,000	1,105,000	141,000	172,000	755,000	85,000	62,000	15,500	850
Prince Edward Island	389	1,260,000	175,800	35,600	33,000	249,000	25,800	5,800	2,800	180
British Columbia	274	4,175,000	398,000	118,000	129,800	461,000	88,000	43,500	30,000	2,100
Manitoba and North-west Territories	786	9,250,000	1,045,000	302,000	296,000	1,292,000	112,200	59,400	28,100	2,130
Total	9,103	116,028,000	24,794,800	3,565,500	4,808,800	24,024,000	2,352,000	1,320,700	321,700	22,630

Postmaster General's Report.

RAILWAY MAIL SERVICE.

During the year ended 30th June, 1896, mail service was established on 318·02 additional miles of railway as follows:—

Name of Railway.	Places between which New Railways have been used for Mail Purposes since June, 1895.	Miles.
Brockville, Westport and Sault Ste. Marie.	Brockville and Westport	45
Canadian Pacific— <i>Pacific Division</i> — Revelstoke Section	Extension from Wigwam Junction to Arrowhead.	11·7
Montford Colonization.	Montford Junction and Montford.	13
Nakusp and Slocan.	Extension from Three Forks to Sandon	4
Nelson and Fort Sheppard.	Extension from Kootenay to Nelson.	4·8
New York Central and Hudson River.	Montreal and Boundary Line	66·8
Ottawa, Arnprior and Parry Sound.	Extension from Elgin St. Station to Central Station	1·7
Ottawa and Gatineau	Extension from Wright to Gracefield.	2·3
Parry Sound Colonization	Emsdale and Parry Sound	49·25
Pontiac Pacific Junction	Extension from Fort Coulonge to Waltham.	11·3
Quebec Central.	St. Victor and Tring Junction	12
Quebec and Lake St. John	Extension from St. Tite to Garneau Junction.	1
Quebec, Montmorency and Charlevoix	Quebec and St. Joachim de Montmorency.	25·22
Toronto, Hamilton and Buffalo.	Brantford and Waterford	17·95
United Counties.	Sorel and St. Hyacinthe.	86
Victoria and Sidney.	Victoria and Sidney.	16
	Total.	318·02

STATEMENT of distance travelled daily with mails on each Railway in Canada in
June, 1896.

Name of Railway.	Actual length of Railway in Miles.	Daily Service by Travelling Post Office.		Daily Service by Bags in charge of Company's Servants.
		No. of Postal Cars on road.	Distance travelled in Miles.	Distance in Miles.
Alberta.....	66·5			66·5
Bay of Quinté.....	60	2	208	50
Boston and Maine.....	33·75	1	67·5	61·5
Brockville, Westport and Sault Ste. Marie.....	45	1	90	
Canada Atlantic.....	152·7	1	156·5	516·5
Canada Coals and Railway Company.....	12			24
Canada Eastern.....	120			312
Canadian Pacific.....	6,627·9	48	11,522·3	5,409·36
Caraquet.....	65			88·33
(I) Central.....	74			166
Central Ontario.....	104	2	268	
Central Vermont.....	88·28	2	238·64	218·7
Columbia and Kootenay.....	28			56
Cumberland.....	32			74
Dominion Atlantic.....	217	2	434	198
Drummond County.....	64	1	128	
Elgin, Petitoodiac and Havelock.....	27			54
Erie and Huron.....	66	1	134	134
Esquimalt and Nanaimo.....	78	2	156	
Grand Trunk.....	2,907·12	50	7,973·75	8,039·17
Intercolonial.....	1,092	17	4,092	797
Irondale, Bancroft and Ottawa.....	30			60
Kent Northern.....	27			54
Kingston and Pembroke.....	104	2	208	94
Lake Erie and Detroit River.....	61·48	1	76	93·92
L'Assomption.....	3·5			21
Maine Central.....	53			106
Manitoba and North-western.....	234·2	1	152·5	58
Michigan Central.....	355·8	4	622·76	464
Montfort Colonization.....	13			13
Nakusp and Slocan.....	41			41
Nelson and Fort Sheppard.....	60			60
New Brunswick and Prince Edward Island.....	36			72
New Westminster and Southern.....	24·3			24·3
New York Central and Hudson River.....	66·8	1	155·6	155·6
Northern Pacific.....	210·4	1	185·5	89·6
Nova Scotia Steel Company's Railway.....	13			26
Orford Mountain.....	27·75			58·50
Ottawa, Arnprior and Parry Sound.....	145·4		154	137
Ottawa and Gatineau.....	56·8	1	120	50
Parry Sound Colonization.....	49·25			98·50
Pontiac Pacific Junction.....	70·6	1	118·6	22·6
Prince Edward Island.....	207·8	2	326·4	456·4
Quebec Central.....	150	2	286	24
Quebec and Lake St. John.....	281	2	458	72
Quebec, Montmorency and Charlevoix.....	25·22			113·44
Salisbury and Harvey.....	48	1	96	
Shore Line.....	82			164
South Shore.....	45			90
Témiscouata.....	113	2	226	
The Thousand Islands.....	3·5			30
Toronto, Hamilton and Buffalo.....	17·95			35·90
United Counties.....	36			72
Victoria and Sidney.....	16			32
Total.....	14,669	133	28,654·05	19,153·82

(I) Formerly Nova Scotia Central.

Postmaster General's Report.

COMPARATIVE STATEMENT of Railway Mail Service in June, 1896, and June, 1895.

Date.	Miles of Railway on which Mails are carried.	Daily Service by Postal Cars.		Daily Service by Bags in charge of Company's Servants.	Total Distance Travelled.	
		No. of Postal Cars on Railways.	Distance travelled in Miles.		Daily.	Yearly.
In June, 1896	14,669	133	28,654	19,153	47,807	14,915,784
In June, 1895	14,463	157	30,435	20,119	50,554	14,836,735
	206	24	1,781	966	2,747	79,049

The additional number of miles of railway over which mails have been carried since last return is 318·02

LESS—The following decreases since June, 1895—

Atlantic and Lake Superior Railway, Metapedia and St. Charles de Caplin	79
Canadian Pacific Railway, Hull and Aylmer	7·5
Grand Trunk Railway, Ste. Martine Junction and Valleyfield	19·12
New York Central Railway, Côteau Junction and St. Stanislas	5·5
	111·12
Actual increase.....	206·90

The Railway Mail Service during the year 1896 does not afford room for much comment. The increase in the number of miles of railway over which mails have been carried during the year amounts to 318·02 and consists chiefly of extension of existing services, the most important of these being from Parry Sound to Emsdale, a distance of 49 miles, and from Brockville to Westport, a distance of 45 miles.

The service from Montreal to the boundary line by the New York Central and Hudson River Railway not having been found to afford the accommodation expected, has since been discontinued.

PACIFIC OCEAN MAIL SERVICE.

The amount of correspondence passing between Canada and China and Japan will be seen by the following tables to have increased very considerably during the year. The correspondence with Australia does not show quite so favourable a result.

STATEMENT showing the Amount of Mail Matter passing between Vancouver, British Columbia, and the following Post Offices in China and Japan for the Year ended 30th June, 1896.

Place.	Letters.	Weight.		News-papers.	Weight.		Miscellaneous.	Weight.		Parcels.	Weight.	
		Lbs.	Oz.		Lbs.	Oz.		Lbs.	Oz.		Lbs.	Oz.
Yokohama	127,618	3,872	9	53,511	10,983	8	35,212	12,257	8	332	598	6
Hong Kong	52,820	2,374	9	16,129	2,906	9	13,095	2,002	9	75	206	...
Shanghai	20,610	1,222	15	9,497	1,934	5	5,482	1,800	6	46	150	8
Tokio	14,958	562	11	15,574	3,756	4	15,750	4,263	10	.....	.....	.....
Kobe	13,262	564	.....	4,014	739	.....	3,005	762	10	.....	.....	.....
Amoy	470	15	4	35	5	2	1,004	358	15	.....	.....	.....
Totals	229,738	8,611	7	98,757	20,324	14	73,548	2,445	10	453	954	14
Totals in 1895 ..	179,993	7,151	9	77,488	16,905	.....	61,049	19,711	4	336	652	3
Increase	49,745	1,459	14	21,269	3,419	14	12,499	1,734	6	117	302	11

NOTE.—In addition to above, through bags were forwarded to and from places designated as follows:—Yokohama, 853; Hong Kong, 59; Shanghai, 86; Tokio, 408; Kobe, 213; Nagasaki, 67; Hakodate, 55; and Amoy, 5.

STATEMENT showing the amount of Mail Matter passing between Vancouver, British Columbia, and the following Post Offices in Australia, including Honolulu and Suva—Fiji, for the Year ended 30th June, 1896.

Place.	Letters.	Weight.		News-papers.	Weight.		Books and Samples.	Weight.	
		Lbs.	Oz.		Lbs.	Oz.		Lbs.	Oz.
Sydney	48,884	1,736	2	89,581	27,914	6	81,766	8,898	4
Melbourne	28,843	990	3	70,610	14,095	3	96,079	10,865	4
Brisbane	11,810	355	13	21,546	5,948	4	23,382	3,793	13
Honolulu	28,747	999	15	26,493	5,541	8	38,283	4,911	5
Adelaide	7,427	301	4	30,247	5,841	2	32,804	4,693	15
New Zealand	4,849	119	2	10,882	1,984	10	3,545	840	14
Suva Fiji	2,057	72	14	1,379	239	15	245	90	11
Tasmania	414	11	5	379	65	8	151	5	8
Auckland	40	1	0	50	10	.....	15	5	.....
Queensland	50	5	1	5	.....	10	3	.....	7
Wellington	87	1	6	13	2	7	21	7	.....
Launceston	111	3	2	141	31	3	1	.....	2
Hobart	183	5	10	53	12	.....	.....	.....	.....
Way Letters	68	6	6	37	11	13	.....	.....	.....
Total	133,570	4,609	3	254,416	61,698	9	282,395	34,112	3

The above is necessarily incomplete owing to the disabling of steamers at certain periods of the year, making it necessary to send mails by another route.

WEST INDIES MAIL SERVICE.

The amount of mail matter passing between Canada and the West Indian Islands by Canadian steamships for year ended 30th June, 1896, was as follows:—

Letters, 11,917; newspapers, books, &c., 5,565; parcel post baskets and sealed bags, 126.

Postmaster General's Report.

FREE DELIVERY BY LETTER CARRIER.

ESTIMATE of Number of Letters, Post Cards and Newspapers delivered by Letter Carriers under the Free Delivery System, for Year ended 30th June, 1896.

Office.	Post Cards.	City Letters.	Registered Letters.	Other Letters.	Post Cards and Letters.	News-papers.	Post Cards, Letters and News-papers.	Carriers.	
								Actual Delivery.	Including Superintendents and Sorters.
Halifax	148,475	358,955	9,256	787,431	1,304,117	568,344	1,872,461	18	19
Hamilton	543,429	561,745	28,691	1,401,352	2,135,217	932,152	3,467,369	35	39
Kingston	206,119	189,889	12,811	575,689	1,084,508	581,201	1,665,799	10	12
London	384,490	292,041	24,394	1,121,501	1,822,426	778,922	2,601,348	22	26
Montreal	1,201,394	3,020,082	154,584	4,121,055	8,497,115	2,940,432	11,437,547	95	110
Ottawa	369,571	447,783	39,363	1,209,591	2,066,308	1,491,582	3,557,890	39	43
Quebec	411,459	454,241	42,922	1,364,457	2,273,079	1,116,104	3,389,183	24	27
St. John	220,075	216,292	9,428	793,837	1,239,632	804,971	2,044,603	22	24
Toronto	3,007,861	3,789,635	351,173	9,331,358	16,480,027	3,872,428	20,352,455	106	124
Vancouver	43,922	79,067	4,359	258,221	385,569	216,864	602,433	8	8
Victoria	53,533	116,822	3,181	267,286	440,772	311,436	752,208	13	13
Winnipeg	147,142	313,138	16,917	669,960	1,147,157	832,784	1,979,941	22	24
Totals	6,737,470	9,839,690	697,079	22,001,688	39,275,927	14,447,310	53,723,237	414	469
Totals in 1895	6,421,680	9,797,307	696,284	21,173,478	38,088,749	13,734,474	51,823,223	398	444
Increase	315,790	42,383	795	828,210	1,187,178	712,836	1,900,014	16	25

STATEMENT of Receipts of Postage Stamps, Post Bands, Letter Cards, Post Cards and Stamped Envelopes, for the Year ended 30th June, 1896.

RECEIPTS.

Denominations.	Stamps on hand from last year.	Received from Manufacturers.	Returned by Postmasters unfit for use.	Returned by Postmasters fit for use.	Total number of Stamps, &c., to be accounted for.	Amount to be accounted for.
						\$ cts.
½c. Stamps.....	47,000	850,000	769		897,769	4,488 84½
1c. “.....	4,637,900	46,000,000	18,690	200	50,656,790	506,567 90
2c. “.....	1,320,490	13,000,000	5,129	100	14,325,629	286,512 58
3c. “.....	10,227,900	82,000,000	37,996	1,500	92,267,396	2,768,021 38
5c. “.....	318,600	3,000,400	1,606	50	3,320,656	166,032 80
6c. “.....	116,700	400,000	128	100	516,928	31,015 68
8c. “.....	424,850	1,300,000	1,215	50	1,726,115	138,089 20
10c. “.....	157,150	200,400	125		357,675	35,767 50
15c. “.....	257,500	400	43		257,943	38,691 45
20c. “.....	408,150	200	49		408,399	81,679 80
50c. “.....	494,750	200	49		494,999	247,499 50
2c. Registration Stamps	400				400	8 00
1c. Post Bands.....	107,800	370,000	421	100	478,321	5,979 01½
1c. Letter Cards (blank).....		82,000		400	82,400	824 00
2c. “ “.....		58,500	1	100	58,601	1,172 02
3c. “ “.....	150,800	28,500	1,000	1,200	181,500	5,445 00
1c. “ (printed).....		76,300			76,300	804 65
2c. “ “.....		86,000			86,000	1,764 50
3c. “ “.....		106,600			106,600	3,257 05
1c. Post Cards.....	334,500	24,580,000	1,781	2,100	24,918,381	249,183 81
2c. P. U. Cards.....	11,700	40,000	559	100	52,359	1,047 18
2c. Reply Cards.....	17,600	180,000	79		197,679	3,953 58
1c. Stamped Envelopes..	28,100		84		28,184	352 30
2c. No. 2 “.....	14,200	30,970			45,170	1,038 91
3c. No. 1 “.....	34,100	30,000			64,100	2,083 25
3c. No. 2 “.....	19,000	90,000	300	1,500	110,800	3,656 40
	19,129,100	172,510,470	70,024	7,500	191,717,094	4,584,936 79½

Postmaster General's Report.

STATEMENT of Issues of Postage Stamps, Post Bands, Letter Cards, Post Cards and Stamped Envelopes, for the Year ended 30th June, 1896.

ISSUES.

Denominations.	Issued to Postmasters during the year.	Stamps destroyed as unfit for use.	Stamps, &c., on hand, 30th June, 1896.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.	Value of the Issue to Postmasters during the year.
					\$ cts.	\$ cts.
½c. Stamps.....	846,500	769	50,500	897,769	4,488 84½	4,232 50
1c. ".....	45,234,900	18,690	5,403,200	*50,656,790	506,567 90	452,349 00
2c. ".....	12,925,100	5,129	1,395,400	14,325,629	286,512 58	258,502 00
3c. ".....	81,674,800	37,996	10,554 600	92,267,396	2,768,021 88	2,450,244 00
5c. ".....	3,072,450	1,606	246,600	3,320,656	166,032 80	153,622 50
6c. ".....	372,950	128	143,850	516,928	31,015 68	22,377 00
8c. ".....	1,522,450	1,215	202,450	1,726,115	138,089 20	121,796 00
10c. ".....	225,650	125	131,900	357,675	35,767 50	22,565 00
15c. ".....	55,150	43	202,750	257,943	38,691 45	8,272 50
20c. ".....	49,550	49	358,800	408,399	81,679 80	9,910 00
50c. ".....	13,150	49	481,800	494,999	247,499 50	6,575 00
2c. Registration Stamps	400			400	8 00	8 00
1c. Post Bands.....	437,300	421	40,600	478,321	5,979 01½	5,466 25
1c. Letter Cards (blank)	73,500		8,900	82,400	824 00	735 00
2c. " " ..	49,700	1	8,900	58,601	1,172 02	994 00
3c. " " ..	101,950	1,000	78,550	181,500	5,445 00	3,058 50
1c. " (printed)	76,300			76,300	804 65	804 65
2c. " " ..	86,000			86,000	1,764 50	1,764 50
3c. " " ..	106,600			106,600	3,257 05	3,257 05
1c. Post Cards.....	24,322,500	1,781	594,100	24,918,381	249,183 81	243,225 00
2c. P. U. Cards.....	46,000	559	5,800	52,359	1,047 18	920 00
2c. Reply Cards.....	182,000	79	15,600	197,679	3,953 58	3,640 00
1c. Stamped Envelopes..	25,500	84	2,600	28,184	352 30	318 75
2c. No. 2 " ..	33,870		11,300	45,170	1,038 91	779 01
3c. No. 1 " ..	54,000		10,100	64,106	2,033 25	1,755 00
3c. No. 2 " ..	85,500	300	25,000	110,800	3,656 40	2,821 50
	171,673,770	70,024	19,973,300	191,717,094	4,584,936 79¾	3,779,992 71

Value of the issue during the year, to 30th June, 1896, \$3,779,992.71. The total stamp issue of the previous year was \$3,625,814.35, showing a comparative increase in issue for the present year of \$154,178.36.

POSTAGE STAMPS.

During the year, the one and the two cent letter cards were introduced,—the former to serve the purpose of the “drop letter” (*i.e.*, a letter posted at, and delivered from, the same office) in places where there is no free delivery by letter carrier; the latter to meet a similar object in cities where there is such a delivery. Already this extension of postal facilities appears to be appreciated,—more especially by banks, which largely use these cards in transmitting notices to their customers.

VALUE OF ISSUE OF POSTAGE STAMPS, ETC.

	1894-95.	1895-96.
September quarter	\$852,642 05	\$ 895,713 16
December do	979,147 35	1,030,206 45
March do	917,436 30	958,845 15
June do	876,588 65	895,227 95
	<hr/>	<hr/>
	\$3,625,814 35	\$3,779,992 71
		3,625,814 35
		<hr/>
Increase		\$154,178 36

Value of the issue of postage stamps during the year ended 30th June, 1896, \$3,779,992.71. The total value of the issue of the previous year was \$3,625,814.35, showing an increase in issue for the year just ended of \$154,178.36.

The increase for the year ended 30th June, 1895, over that of the preceding year was \$75,599.95.

REGISTERED LETTERS

It is estimated that 3,505,500 registered letters were sent by mail in the Dominion during the year ending 30th June, 1896, which is a considerable increase over the number sent in any one year for several years past.

The number of cases of abstraction of contents or portion of contents, or loss of registered letters containing money, sent through the mails within the Dominion during the year ending 30th of June, 1896, was 133, the number during the year ending 30th of June, 1895, was 164. The contents or a portion thereof of twenty letters alleged to have been lost, embezzled or mis-delivered whilst in the custody of the post office, were recovered from the officers responsible or otherwise made good.

Postmaster General's Report.

The contents were also made good or a portion thereof, of nineteen letters which were stolen or supposed to have been stolen, from the post office or mails whilst en route. There were twenty-two cases of letters lost or mis-delivered, the contents of which were not recovered, and twenty-seven cases of letters the contents of which or a portion thereof were stated to be missing on receipt of such letters, but no evidence was forthcoming to account for the alleged discrepancies. There were also seventeen letters stolen from the post office or from the mails en route, the contents of which were not recovered, and eleven cases in which the officers responsible made good the contents.

The following statement gives an estimate of the number of registered letters which have passed in the mails of the Dominion during the ten years from 1887 to 1896:—

Year ended 30th June, 1887.....				3,560,000
do do 1888.....				3,580,000
do do 1889.....				3,649,000
do do 1890.....				3,280,000
do do 1891.....				3,192,000
do do 1892.....				3,286,700
do do 1893.....				3,254,000
do do 1894.....				3,237,200
do do 1895.....				3,183,200
do do 1896.....				3,505,500

DEAD LETTERS.

The number of dead letters received and dealt with in the dead letter branch of the Post Office Department differs so slightly from the number received and dealt with during the previous year, that there does not seem to be anything calling for special remark in connection with this branch of the service.

The transactions of the dead letter branch of the department during the year ended 30th June, 1896, were as follows:—

Letters originating in Canada, returned as undelivered by the British Post Office	9,378
Letters originating in Canada, returned as undelivered by the United States Post Office.....	82,223
Letters originating in Canada, returned as undelivered by British colonies and foreign countries.....	2,110
	93,711
Less—Registered letters included in above and transferred to registered class.....	1,142
	92,569
Dead letters, circulars, post cards, &c., &c., returned from Canadian Post Offices.....	764,579
Dead letters, registered, found to contain value.....	14,975
Dead letters, circulars, post cards, &c., &c., sent to the Dead Letter Branch for special reason, such as insufficient address, non-payment of postage, &c.....	*97,623
	969,746

* Of these letters, &c., 3,791 contained articles of value or were registered.

POSTAL STORES BRANCH.

Statements giving in detail the transactions of the Postal Stores Branch of the Post Office service are given in Appendix I. These statements will show a considerable reduction in the cost of printing for the Outside Service ; the other items do not vary very materially from those of last year ; but owing to the reduction in the cost of printing, the total expenditure in this branch was \$104,270.37, which, as compared with the cost of the branch for the year ended 30th June, 1895, amounted to \$121,828.67, shows a reduction of \$17,558.30.

Owing to the appropriation for the year 1895-6 having been exhausted, accounts amounting to \$20,457, were at the close of the fiscal year ending 30th June, 1896, outstanding and unpaid, so that there was really, so far as the actual business of this branch is concerned, an increase of expenditure of \$2,899.00.

REVENUE AND EXPENDITURE.

STATEMENT of the Revenue of the Post Office Department of the Dominion of Canada, for the Year ended the 30th June, 1896.

	\$ cts.	\$ cts.
Balance due by postmasters on old revenue account, on 30th June, 1895.....		24,110 38
Postage stamps, post cards, &c., sold.....	3,786,012 76	
Less—Stamps supplied to International Office of the Postal Union.....	22 05	3,785,990 71
Postage on unpaid letters ; less, claims for matter re-forwarded, for overcharges, and for matter forwarded to Dead Letter Office.....		15,966 26
Rents of letter boxes and drawers.....		28,306 73
Commission received on money orders.....		106,543 67
Profit in exchange on money order business with other countries.....		1,696 36
Profit on purchase of a draft on New York.....		31 27
Amount received for transit charges on correspondence from other countries.....		25,882 48
Amount received on the exchange of parcel mails with other countries.....		15,993 32
Void money orders, that is, money orders issued between 1st January and 30th September, 1894, payment of which had not been claimed up to 30th September, 1895.....		1,369 59
Gross Revenue.....		4,005,890 77
DEDUCTIONS.		
Salaries, forward allowances, allowances towards rent, fuel and light, and compensation to postmasters on money order business.....	949,131 33	
Discount to stamp vendors.....	17,620 70	
Paid for the redemption of postage stamps.....	5,647 52	
Postage refunded.....	20 90	
Losses by fire, burglary, &c.....	463 62	
Balance of commission paid to other countries on money order business.....	1,360 49	
Amount paid for transit charges on correspondence for other countries.....	41,688 73	
Amount paid on the exchange of parcel mails with other countries.....	1,867 46	
Balance due by postmasters on revenue account on 30th June, 1896.....	24,075 79	
		1,041,876 54
Net Revenue.....		2,964,014 23

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Statement of the Expenditure of the Post Office Department of the Dominion of Canada for the year ended 30th June, 1896 :—

PAID BY CHEQUE FROM PARLIAMENTARY APPROPRIATION.

Conveyance of mails by land.....	\$ 847,080 02
do do steamboats, etc.....	79,218 16
do do railways.....	1,285,353 18
Making and repairing mail bags and locks.....	26,254 88
Total.....	\$2,237,906 24
Salaries paid by cheque.....	1,249,402 10
Travelling expenses.....	8,606 49
Tradesmen's bills.....	67,550 68
Rents and taxes.....	1,406 29
Stationery, printing and advertising.....	51,831 03
Miscellaneous disbursements paid by cheque.....	48,308 47
Total expenditure by cheque.....	\$3,665,011 30

For the year ended 30th of June, 1896, the net revenue of the Post Office Department was \$2,964,014.23 being an increase over the revenue for the year ended 30th of June, 1895, of \$171,224.59 equal to about 6.13 per cent.

The Post Office revenue and the expenditure for the eight years ended 30th June, 1896, were as follows :

Year ended 30th June.	REVENUE.				EXPENDITURE.			
	Gross.	Percentage of annual increase.	Net.	Percentage of annual increase.	Deductions from Revenue.	Percentage of annual increase.	Paid by Cheque.	Percentage of annual increase.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.	
1889.....	2,984,222 60		2,220,503 66		763,718 94		2,982,321 48	
1890.....	3,223,614 63	8.02	2,357,388 95	6.16	866,225 68	13.42	3,074,469 91	3.09
1891.....	3,374,887 66	4.69	2,515,823 44	6.72	859,064 22	*0.83	3,161,675 72	2.84
1892.....	3,542,611 02	4.97	2,652,745 79	5.44	889,865 23	3.58	3,316,120 03	4.88
1893.....	3,696,062 36	4.33	2,773,507 71	4.55	922,554 65	3.67	3,421,203 17	3.17
1894.....	3,734,418 59	1.04	2,809,341 06	1.29	925,077 53	0.27	3,517,261 31	2.81
1895.....	3,815,455 71	2.17	2,792,789 64	*5.59	1,022,666 07	10.54	3,593,647 47	2.17
1896.....	4,004,284 79	4.94	2,964,014 23	6.13	1,040,270 56	1.72	3,665,011 30	1.98

* Decrease.

The following statement will show the development of the Post Office business during the last ten years :

	1886.	1896.
Number of post offices in Canada.....	7,295	9,103
Number of letters sent by post.....	71,000,000	115,730,000
Number of miles of railway over which mails are carried.....	10,556	.....
Revenue.....	\$2,468,747 36	\$4,005,890 77
Savings bank deposits.....	\$7,645,227 00	\$8,138,947 00
Money orders issued.....	\$10,231,189 39	\$13,081,860 62

MONEY ORDERS.

At the close of the fiscal year ended on the 30th June, 1896, there were 1,310 money order offices in operation in Canada, an increase of 49 over the number in operation at the close of the previous year.

The number in each of the several provinces is as follows :—

Ontario	642
Quebec	210
Nova Scotia	173
New Brunswick	105
Prince Edward Island	15
Manitoba	67
North-west Territories	43
British Columbia	55
Total	1,310

The accompanying tables exhibit the money order transactions of Canada, both domestic and foreign, for the year ended 30th June, 1896.

The interchange of money orders between Canada and the United Kingdom and Foreign Countries was as follows :—

Country.	ISSUED IN CANADA.		PAYABLE IN CANADA.	
	Number.	Amount.	Number.	Amount.
		§ cts.		§ cts.
*United Kingdom	69,182	775,865 66	32,684	479,103 87
United States	151,161	1,365,827 25	105,946	1,510,695 20
France	4,399	39,537 06	1,463	32,800 12
Germany	2,093	30,256 73	557	15,578 91
Italy	1,192	27,715 25	45	1,433 40
Newfoundland	1,151	16,794 98	2,104	38,770 00
Belgium	743	8,965 83	394	11,386 71
Switzerland, Roumania and Servia	436	4,089 40	91	2,690 68
Japan	1,985	61,704 02	59	932 05
Jamaica	83	1,510 98	300	5,673 88
Barbados	78	1,288 66	193	4,510 06
Hong Kong	130	4,557 00	52	1,020 26
Leeward Islands	45	438 74	102	2,717 39
Bermuda	122	2,470 41	158	2,537 19
British Guiana	22	399 98	94	1,624 05
Hawaiian Islands	36	553 02	71	1,612 20
New South Wales	212	4,857 32	136	2,970 25
New Zealand	160	3,511 67	209	3,735 14
Queensland	82	1,007 04	46	1,368 17
Victoria (Australia)	142	3,004 38	144	2,664 77
Tasmania	16	242 84	15	292 94
South Australia	39	475 61	29	436 20
Fiji	8	125 75		
	233,517	2,355,199 58	144,892	2,124,553 44

* Including all those British Possessions and Foreign Countries between which and Canada there is not a direct exchange of money orders.

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TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1896.

Year ended 30th June.	UNITED STATES.		UNITED KINGDOM.		FRANCE.		GERMANY, DEN-MARK, SWEDEN AND NORWAY.		ITALY.		SWITZERLAND AND ROUMANIA.		BELGIUM.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
1868.														
1869.														
1870.														
1871.														
1872.														
1873.														
1874.														
1875.														
1876.														
1877.	212,135	156,134												
1878.	276,821	207,889												
1879.	328,264	246,586												
1880.	335,200	308,256												
1881.	420,966	494,637												
1882.	610,094	807,372												
1883.	781,167	1,003,079												
1884.	1,190,852	1,015,358												
1885.	1,288,245	959,691												
1886.	1,232,000	861,347												
1887.	1,262,382	837,146												
1888.	1,391,734	1,283,094												
1889.	1,391,743	1,031,103												
1890.	1,471,946	1,322,196												
1891.	1,469,819	1,465,904												
1892.	1,478,102	1,515,212												
1893.	1,461,304	1,645,140												
1894.	1,634,750	1,451,817												
1895.	1,443,419	1,352,985												
1896.	1,365,827	1,510,695												

1868.														
1869.														
1870.														
1871.														
1872.														
1873.														
1874.														
1875.														
1876.														
1877.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1878.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1879.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1880.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1881.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1882.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1883.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1884.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1885.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1886.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1887.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1888.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1889.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1890.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1891.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1892.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1893.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1894.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1895.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160
1896.	87,437	94,308	389,796	307,692	415,393	110,589	474,376	121,644	142,301	156,888	661,501	171,487	572,246	174,160

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

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

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1896.

Year ended 30th June.	NEWFOUNDLAND.		JAMAICA.		JAPAN.		AUSTRALASIAN COLONIES AND NEW ZEALAND.		HONG KONG.		BARBADOS.		THE LEEWARD ISLANDS.		BERMUDA.		BRITISH GUIANA.		HAWAIIAN ISLANDS.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
1868	3,321	3,142																		
1869	3,246	6,514																		
1870	5,246	7,328																		
1871	4,321	5,049																		
1872	3,656	4,928																		
1873	4,789	3,807																		
1874	5,753	6,014																		
1875	7,197	6,930																		
1876	5,305	8,499																		
1877	5,699	12,280																		
1878	6,245	23,076																		
1879	5,061	21,569																		
1880	3,570	22,452																		
1881	4,883	19,901																		
1882	4,300	20,644																		
1883	5,415	24,448																		
1884	5,291	29,150																		
1885	6,652	37,863																		
1886	6,467	40,092																		
1887	11,997	42,114																		
1888	22,177	51,482																		
1889	24,055	63,814																		
1890	26,942	73,555																		
1891	28,265	73,545																		
1892	22,247	88,124																		
1893	21,949	127,380																		
1894	19,208	220,234																		
1895	20,306	123,070																		
1896	16,796	38,770																		

\$Nine months' business only, from 1st October, 1889. †Three months' business only, from 1st April, 1892. ‡Six months' business only, from 1st January, 1893.

**Six months' business only, from 1st January, 1894.

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TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1896.

Year ended 30th June.	F.U.I.		NEW SOUTH WALES.		NEW ZEALAND.		QUEENSLAND.		VICTORIA, (AUSTRALIA.)		TASMANIA.		SOUTH AUSTRALIA.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
1868.
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1893.
1894.
1895.
1896.	126	..	4,857	2,970	3,512	3,735	1,007	1,368	3,004	2,665	243	293	476	436

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from 1st July, 1867, to 30th June, 1896.

Year ended 30th June.	Number of Money Order Offices.	Total Number of Money Orders Issued.	Total Amount of Money Orders Issued.	WHERE PAYABLE.		Amount of Orders Issued in other Countries payable in Canada.	Gross Revenue from Money Orders.	Expenditure for Salaries, Commissions, Postages, Printing, Stationery and Miscellaneous.	Losses sustained in conducting the Money Order system.
				In Canada.	In other Countries.				
1868	515	90,163	3,352,881 40	2,459,762 80	393,118 60	90,379 92	29,942 57	30,655 65	2,355 55
1869	550	96,627	3,563,644 95	3,193,305 77	370,339 18	100,822 84	30,935 12	32,594 17	3,169 99
1870	578	110,021	3,910,249 95	3,489,610 00	420,639 95	117,913 89	33,477 71	31,746 97	1,584 74
1871	571	120,521	4,546,433 85	4,067,735 17	478,698 68	126,694 06	38,495 55	33,225 68	518 87
1872	634	136,422	5,154,120 13	5,573,019 76	581,100 37	147,230 16	44,682 25	40,366 85	478 35
1873	644	161,096	6,239,505 86	5,569,298 00	670,206 86	169,695 80	53,019 45	42,271 89	2,036 92
1874	662	179,851	6,757,427 17	6,096,172 61	667,254 56	177,501 49	59,263 36	47,362 18	118 94
1875	687	181,091	6,711,538 98	6,132,094 67	579,444 31	181,091 07	54,360 22	49,416 12	796 64
1876	736	238,668	6,866,618 24	6,157,813 48	708,805 06	359,314 21	54,809 59	56,269 25	4,239 21
1877	754	253,967	6,856,921 13	6,164,825 99	691,995 14	408,285 99	54,847 50	51,740 06	6,166 49
1878	769	269,417	7,130,895 77	6,412,576 78	718,318 99	458,745 80	56,847 03	49,112 00	656 68
1879	772	281,725	6,788,723 29	6,086,521 95	702,202 34	503,833 67	55,008 42	47,222 93	147 00
1880	775	306,088	7,207,437 06	6,385,210 86	822,126 20	698,651 87	58,276 28	46,287 42	286 20
1881	786	338,238	7,725,212 66	6,679,547 44	1,045,665 22	1,002,734 96	60,835 25	47,722 80	161 26
1882	806	372,248	8,354,153 57	7,018,526 04	1,335,627 53	1,194,028 92	65,392 04	52,449 62	110 78
1883	828	419,613	9,490,899 62	7,634,735 27	1,856,164 35	1,236,274 95	65,485 20	67,308 52	58 85
1884	866	463,902	10,067,834 85	7,971,919 70	2,095,915 15	1,262,867 31	67,870 31	77,499 12	882 61
1885	885	499,243	10,384,210 99	8,254,063 12	2,130,207 87	1,185,750 92	73,392 84	83,211 36	4,265 59
1886	910	529,458	10,231,189 39	8,146,065 87	2,085,063 52	1,245,357 32	71,734 83	76,216 69	295 59
1887	933	574,899	10,328,984 51	8,063,886 92	2,265,097 59	1,495,673 58	79,325 86	76,845 15	1,179 14
1888	944	630,968	10,916,617 83	8,590,775 78	2,395,842 05	1,726,011 45	81,077 39	83,309 21	3,112 85
1889	990	673,813	11,265,919 95	8,692,418 31	2,573,501 04	1,756,944 74	92,047 98	88,309 21	*
1890	1,027	790,503	11,997,861 62	9,359,434 48	2,638,427 14	1,851,638 76	96,067 40	100,066 80	.....
1891	1,080	865,619	12,478,178 46	9,854,052 46	2,624,126 00	1,984,360 46	100,066 80	102,462 61	.....
1892	1,120	919,996	12,825,701 12	10,210,099 00	2,615,602 12	2,077,886 85	103,927 34	105,462 61	.....
1893	1,168	967,866	12,902,975 61	10,404,857 08	2,498,118 53	2,269,635 29	108,024 13	108,024 13	.....
1894	1,193	1,042,410	13,245,990 19	10,487,279 72	2,758,710 47	2,224,843 66	107,084 82	107,084 82	.....
1895	1,261	1,092,052	13,187,321 66	10,736,647 43	2,450,674 23	2,053,384 74	106,543 67	106,543 67	.....
1896	1,310	1,131,152	13,081,860 62	10,726,661 04	2,355,199 58	2,124,553 44	106,543 67	106,543 67	.....

a. This increase in the cost of management arises from the exhibition, for the first time, as a charge against the money order system, of the salaries of clerks in city post offices, engaged exclusively in money order duties; also from the preliminary expenses incurred in organizing money order exchange with a number of additional countries, as stated in the report for the year ended 30th June, 1883.

b. Including the amount of the "Void" orders of the previous years. c. Including payment for services partly chargeable to preceding year.

* Under the recently introduced system of accounts, these items can no longer be given separately.

Postmaster General's Report.

POST OFFICE SAVINGS BANK.

The general business of the savings bank shows a considerable increase over that of the previous year. The number of deposits rose from 143,685 to 155,398 ; and the amount from \$7,488,028 to \$8,138,947. The aggregate balance, including accrued interest, on the 30th June was \$28,932,929.68, or \$2,127,387.21 in excess of the balance at the close of the preceding period ; the average balance at the credit of each depositor advanced from \$222.22 to \$228.82. The average deposit in 1895 was \$52.11 ; in 1896 it was \$52.37.

A classification, according to number and amount, of the deposits received during the year gives the following result :—

58,481 under.....	\$ 10	
26,065 from.....	10 to	\$ 20
37,982 “.....	20 to	50
17,920 “.....	50 to	100
8,029 “.....	100 to	200
3,962 “.....	200 to	400
1,428 “.....	400 to	600
538 “.....	600 to	800
993 “.....	800 to	1,000

Herewith is appended the usual tabular statement, giving, progressively, the annual business of the savings bank since its establishment in 1868.

There were 24 new savings banks opened during the year—thus making 755 as the total number in operation at its close.

Nine hundred and fifty-seven claims to money left by deceased depositors were examined and paid during the year.

STATEMENT of the business of the Post Office Savings Bank, Canada,

Fiscal Year ended 30th June, (except 1867-68, which is for three months.)	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits re- ceived during period.	Average amount of each de- posit received during pe- riod.	Amount of depositors' ac- counts transferred from Dominion Government Savings Bank during period.	Number of withdrawals dur- ing period.	Total amount withdrawn during period.	Average amount of each with- drawal during period.	Number of accounts opened during period.
			\$	\$	\$		\$	\$	
1868.	81	3,247	212,507	65.44	.....	166	8,857.48	53.35	2,146
1869.	213	16,653	927,885	55.71	.....	4,787	296,754.35	61.99	6,429
1870.	226	24,994	1,347,901	53.93	.....	9,478	664,555.51	70.11	7,823
1871.	230	33,256	1,917,576	57.66	.....	15,148	1,093,438.86	72.10	9,424
1872.	235	39,489	2,261,631	57.27	.....	20,154	1,778,565.19	81.33	10,846
1873.	239	44,413	2,306,918	51.94	.....	23,800	2,323,299.32	86.91	11,995
1874.	266	45,329	2,340,284	51.63	.....	25,814	2,468,643.42	86.04	12,048
1875.	268	42,508	1,942,346	45.69	.....	25,954	2,341,979.04	82.88	10,516
1876.	279	38,647	1,726,204	44.66	.....	24,152	2,021,457.97	77.11	10,218
1877.	287	36,126	1,521,000	42.10	.....	22,484	1,726,082.98	70.49	8,971
1878.	295	40,097	1,724,371	43.00	.....	21,944	1,713,658.73	70.55	10,058
1879.	297	43,349	1,973,243	45.52	.....	23,226	1,733,448.79	66.07	10,755
1880.	297	56,031	2,720,216	48.55	.....	26,716	2,015,813.16	69.89	14,407
1881.	304	71,747	4,175,042	58.19	.....	28,510	2,097,389.15	73.56	18,731
1882.	308	97,380	6,435,989	66.09	.....	35,859	3,461,619.31	96.53	25,778
1883.	330	109,489	6,826,266	62.35	.....	45,253	4,730,995.39	104.54	27,127
1884.	343	109,388	6,441,439	58.88	.....	56,026	5,649,611.13	100.84	26,562
1885.	355	116,576	7,098,459	60.89	.....	59,714	5,793,031.84	97.01	27,591
1886.	392	126,322	7,645,227	60.52	.....	62,205	6,183,470.60	99.40	29,103
1887.	415	143,076	8,272,041	57.81	.....	65,853	6,626,067.51	100.62	31,874
1888.	433	155,978	7,722,330	49.51	217,385.10	78,229	7,514,071.78	96.05	37,515
1889.	463	166,235	7,926,634	47.67	1,085,979.72	84,572	7,532,145.56	89.06	38,049
1890.	494	154,678	6,599,896	42.67	167,501.53	90,151	8,575,041.98	95.12	32,127
1891.	634	147,672	6,500,372	44.02	389,169.28	84,963	7,875,977.57	92.67	29,791
1892.	642	145,423	7,056,002	48.52	.....	77,381	7,230,839.14	93.44	28,943
1893.	673	148,868	7,708,888	51.78	.....	73,361	6,631,578.97	90.39	29,502
1894.	699	145,960	7,524,286	51.55	218,173.60	84,941	7,473,585.46	87.98	29,116
1895.	731	143,685	7,488,028	52.11	493,889.23	85,588	7,310,291.97	85.41	27,998
1896.	755	155,393	8,138,947	52.37	449,981.61	87,221	7,406,066.13	84.91	30,100

† These losses were the result of frauds committed at Post Offices.

Postmaster General's Report.

year by year, from 1st April, 1868, to 30th June, 1896.

Number of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Cost of maintaining the Post Office Savings Bank.					Total amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.	
			Total Expenses of Management, including Salaries, Compensation to Postmasters, Inspection, Printing, Stationery, &c.	Average cost of each Transaction, viz.: of each Deposit or Withdrawal.	Percentage of Cost of Management to Balances due to Depositors.	Losses sustained.	Interest allowed to Depositors.			
			\$	\$		\$	\$	\$	\$	
.....	44	2,102	8,389.43	.....	.....	.....	939.37	204,588.89	97.33
.....	1,319	7,212	5,808.14	0·23 ¹ / ₁₀	0·67	.....	21,094.72	856,814.26	118.80
.....	2,857	12,178	8,128.12	0·20 ⁴ / ₁₀	0·51	.....	48,689.08	1,588,848.83	130.41
.....	4,449	17,153	11,108.40	0·20	0·44	.....	84,273.68	2,497,259.65	145.59
.....	6,940	21,059	12,242.34	0·20 ¹ / ₁₀	0·39	.....	116,174.55	3,096,500.01	147.04
.....	9,528	23,526	15,093.78	0·22 ⁷ / ₁₀	0·47	.....	126,932.88	3,207,051.57	136.32
.....	10,606	24,968	14,442.71	0·20 ⁷ / ₁₀	0·45	.....	126,273.31	3,204,965.46	128.36
.....	11,190	24,294	12,539.59	0·18 ⁷ / ₁₀	0·42	.....	120,758.06	2,926,090.48	120.44
.....	10,097	24,415	14,662.14	0·23 ⁷ / ₁₀	0·53	.....	110,116.08	2,740,952.59	112.27
.....	9,312	24,074	15,149.13	0·26 ² / ₁₀	0·57	.....	104,067.86	2,639,937.47	109.60
.....	8,597	25,535	15,266.08	0·25	0·55	†6,126.67	103,834.29	2,754,484.03	107.87	
.....	8,845	27,445	16,100.03	0·24 ⁴ / ₁₀	0·51	.....	110,912.56	3,105,190.80	113.14
.....	10,487	31,365	19,134.14	0·23 ³ / ₁₀	0·49	.....	136,075.47	3,945,669.11	125.80
.....	10,491	39,605	23,223.99	0·23 ² / ₁₀	0·37	.....	184,904.81	6,208,226.77	156.75
.....	13,920	51,463	29,245.68	0·21 ⁴ / ₁₀	0·31	391.00	291,065.07	9,473,661.53	184.08	
.....	17,531	61,059	31,180.03	0·20 ² / ₁₀	0·26	.....	407,305.17	11,976,237.31	196.13
.....	20,939	66,682	34,168.95	0·20 ⁴ / ₁₀	0·26	.....	477,487.46	13,245,552.64	198.63
.....	20,951	73,322	35,751.23	0·20 ² / ₁₀	0·24	.....	539,560.51	15,090,540.31	205.81
.....	21,555	80,870	41,358.11	0·21 ⁴ / ₁₀	0·24	341.49	607,075.38	17,159,372.09	212.18	
.....	22,585	90,159	43,661.25	0·20 ⁴ / ₁₀	0·22	150.00	692,404.57	19,497,750.15	216.26	
.....	723	26,704	101,693	44,348.93	0·19	0·21	765,639.15	20,689,032.62	203.44
.....	2,962	29,581	113,123	51,954.46	0·20 ⁷ / ₁₀	0·22	841,921.79	23,011,422.57	203.41
.....	570	33,499	112,321	51,132.07	0·20 ⁴ / ₁₀	0·23	†3,653.37	786,875.37	21,990,653.49	195.78
.....	1,124	32,006	111,230	60,193.65	0·25 ⁴ / ₁₀	0·27	†200.00	734,430.89	21,738,648.09	195.44
.....	29,368	110,805	57,661.49	0·25 ⁷ / ₁₀	0·26	.....	734,590.70	22,298,401.65	201.24
.....	26,032	114,275	57,443.24	0·25 ² / ₁₀	0·25	.....	777,482.98	24,153,193.66	211.36
.....	662	27,033	117,020	56,611.98	0·24 ⁴ / ₁₀	0·23	835,800.34	25,257,868.14	215.84
.....	1,647	26,037	120,628	57,116.82	0·24 ⁴ / ₁₀	0·22	876,049.07	26,805,542.47	222.22
.....	1,959	26,245	126,442	58,340.29	0·24	0·21	944,524.73	28,932,929.68	228.82

An arrangement was made with the New South Wales Post Office Department by which that department becomes the intermediary for the exchange of parcels with the other Australian Colonies (with the exception of Western Australia) and with New Zealand. Parcels for the colonies in question will therefore in future be forwarded via Vancouver by the steamers of the Canadian Australian Line.

REPORT OF AUDITORS UPON THE FINANCIAL AFFAIRS OF THE POST OFFICE DEPARTMENT.

At the close of the fiscal year 1895-96, it was found that the parliamentary appropriations for that year had been exhausted, and that large sums were still owing by the department.

With the view of ascertaining the true financial position of the department, two accountants, Messrs. W. H. Cross and W. F. Munro were appointed to make certain inquiries, the result of their investigations being set forth in the annexed report :—

The Honourable WILLIAM MULOCK,
Postmaster General,

SIR,—We have the honour to submit the statements prepared in pursuance of your instructions expressed in the following terms :

(1.) Ascertain the total cost of maintenance of the Post Office Department for the fiscal year beginning on the 1st of July, 1895, and terminating on the 30th of June, 1896, classifying such expenditures.

(2.) Ascertain the cost of maintenance of the Post Office Department for the fiscal year 1896-97 on the scale of expenditure reached in the fiscal year 1895-96.

(3.) Ascertain the amount of any unpaid debts or liabilities of the department on the 1st of July, 1896, over and above the appropriation made by Parliament for the fiscal year 1895-96 and classify the same.

Freed from outlays directly on behalf of the money order and savings bank branches which outlays embrace a share of the cost of inspection, together with a proportion of several lesser general items, and charging those branches with postage at the ordinary rates; then the postal service for the fiscal year cost \$902,625.62 over and above all revenue. The money order service and the savings bank service cost respectively \$28,136.12 and \$96,767.28 making a total of \$1,027,529.02, which may be described either as the cost of maintenance over and above all receipts, or as a deficit.

It must however be pointed out that the statement is incomplete in two ways. On the one hand the expenditures do not include the year's outlay for the maintenance of the public buildings used by the Post Office Department throughout the Dominion, nor is any allowance made either for interest upon the cost of such buildings, or for such a yearly sum by way of sinking fund as would provide for the repayment of the capital invested in them.

On the other hand, the receipts do not include any allowance for the services rendered by the department in respect of free transmission of newspapers, of free transmission enjoyed by members of the Dominion Parliament, or for services to other departments of the Dominion Government, or to the local legislatures.

In order to determine the scale of expenditure of the entire department reached in the year 1895-96, the outlay for the month of June last was selected. The service for that month cost \$419,304, equal to \$5,031,650 for the year. A classified statement of the scale of expenditure is herewith submitted, in which, it must be pointed out, no allowance is made for the yearly expansion of the service of the department. Such

Postmaster General's Report.

expansion during the seven years ending 30th June, 1895, averaged four and one-sixth per cent per annum upon the gross expenditure. This percentage on the gross estimated expenditure for 1896-97, \$5,031,650, would amount to \$209.652.

In the preparation of the statement of the arrears of the department upon maintenance account on the 30th June last, the arrears at the beginning of that fiscal year had also to be determined. Statements of the arrears at both periods are submitted.

W. H. CROSS,
WM. F. MUNRO.

OTTAWA, 27th February, 1897.

SUMMARY of cost of maintenance of the Post Office Department for twelve months ending 30th June, 1896.

<i>Salaries.</i>	\$ cts.	\$ cts.
Inside service	224,950 31	
Inspectors and staffs	141,367 07	
Railway mail clerks	401,581 50	
Letter carriers in 13 cities	261,766 12	
Staffs of 17 city offices	442,861 95	
Postmasters of offices accounting monthly	380,336 12	
do do quarterly	227,622 41	
Postmasters of non-accounting offices	288,918 50	
Postmasters of smaller offices, as commission on money orders	30,461 13	
do do do savings bank business	15,407 92	
Gratuities to families of deceased officers	1,226 64	2,416,499 67
<i>Conveyance of Mails.</i>		
Ordinary land service	854,929 37	
Steamboat service	79,973 17	
Railway service	1,338,018 98	
Mail transit through U. S. A.	40,723 00	
Mail bags and fittings	29,850 15	2,343,494 67
<i>Other Charges.</i>		
Cost of postage stamps, cards and envelopes	48,356 27	
Letter boxes, scales and stamping gear	11,511 94	
Discount to stamp vendors	17,620 70	
Losses by fire and burglary	463 62	
Letter carrier's uniforms and boots	15,289 74	
Printing and stationery	60,551 85	
Office and travelling expenses of—		
Inspectors and staffs	19,469 65	
Postmasters of 28 cities	38,139 13	
Inside service	5,285 66	
Other travelling	368 62	
Legal and detective expenses	3,011 39	
Advertising	5,264 62	225,333 19
Total expenditure		4,985,327 53
<i>Post Office Revenue.</i>		
Postage receipts	3,796,288 55	
Money order charges	108,249 13	
Mail transit with other countries	11,010 00	
Parcel postage with other countries	12,578 04	
Rents of letter boxes	28,306 73	
Casual receipts	1,366 06	3,957,798 51
Total cost of maintenance or deficit		1,027,529 02

SUMMARY of cost of maintenance of the Post Office Department for twelve months
ending 30th June, 1896—*Concluded.*

<i>Apportionment of Deficit.</i>		\$	cts.	\$	cts.
Money order branch *.....		28,136	12		
Savings bank branch		96,767	28		
Postal service		902,625	62		
				1,027,529	02
<i>Money Order Branch.</i>					
* Note—					
Commission on orders issued.....				108,249	13
Portion thereof allowed certain offices, treated as "deductions from revenue".....				30,461	13
Received by department				77,788	00
<i>Expenditures.</i>					
Salaries—Inside service		43,311	71		
do Outside service.....		27,079	35		
Postage		23,122	78		
Forms and miscellaneous expenses		12,410	28		
				105,924	12
				28,136	12

SUMMARY of cost of maintenance of the Post Office Department for the month of June
1896.

<i>Salaries.</i>		\$	cts.	\$	cts.
Inside service.....		18,697	00		
Inspectors and staffs		11,790	00		
Railway mail clerks		36,214	00		
Letter carriers		22,133	00		
City post offices		36,970	00		
Monthly accounting offices		31,668	00		
Quarterly accounting offices		19,019	00		
Non-accounting offices.....		23,816	00		
As money order commission		2,365	00		
As savings bank commission.....		1,232	00		
As gratuities upon decease.....		102	00		
				204,006	00
<i>Conveyance of Mails.</i>					
Ordinary land service		72,181	00		
Steamboat service.....		6,842	00		
Railway service		111,633	00		
Transit through U. S. A		3,378	00		
Mail bags and fittings.....		2,487	00		
				196,521	00
Other charges				18,777	00
Expenditure for June, 1896.				419,304	00
Yearly expenditure attained on basis of month of June, 1896.....		5,031,648	00		

Postmaster General's Report.

EXPENDITURE for the Year 1896-97 based upon the Scale of Maintenance attained in the month of June, 1896.

	\$	cts.	\$	cts.
Civil Government appropriations	245,800	00		
Departmental appropriation	3,805,280	00		
<hr/>				
Expenditure to be authorized by Parliament			4,051,080	00
Expenditures by warrant treated as "deductions from revenue"			980,570	00
Total expenditures			5,031,650	00
<i>Inside Service.</i>				
Salaries and clerical assistance	224,375	00		
Printing and stationery	14,900	00		
Travelling and office expenses	5,300	00		
Gratuities upon demise under Civil Government vote	1,225	00		
			245,800	00
<i>Outside Service.</i>				
Inspectors and staffs—				
Salaries	141,480	00		
Travelling and other allowances	19,470	00		
Railway mail clerks—				
Salaries and mileage	434,570	00		
Letter carriers in 13 cities—				
Salaries	265,600	00		
Uniforms	15,290	00		
Postmasters and staffs—				
Salaries in 17 city offices	443,640	00		
Various outlays in 23 city and town offices	38,140	00		
Manufacture of postage stamps	48,360	00		
Printing and stationery	45,640	00		
Letter boxes and other stores	11,500	00		
Advertising, legal and sundry expenses	9,100	00		
Commission on savings bank business	14,780	00		
<i>Conveyance of Mails.</i>				
Ordinary land service	866,170	00		
Water service	82,100	00		
Grand Trunk Railway	376,508	00		
Canadian Pacific Railway	614,329	00		
Intercolonial Railway, including P. E. I. Ry.	160,374	00		
Other railways	188,389	00		
Mail bags	29,840	00		
Under departmental vote			3,805,280	00
<i>Deductions from Revenue.</i>				
Salaries of postmasters and allowances	894,030	00		
Commission on money order business	28,380	00		
Discount on sale of postage stamps	17,620	00		
Conveyance of mails through U. S. A.	40,540	00		
Not subject to vote			980,570	00

LIABILITIES outstanding on 30th June, 1896, in excess of Appropriation for Year ending 30th June, 1896.

	\$ cts.	\$ cts.
Salary warrants outstanding.....	80,747 83	
Transit of mails through U. S. A.....	20,360 00	
		101,107 83
Mail transportation by railway.....	310,360 69	
do water.....	17,972 08	
do land.....	216,839 42	
Mail bags and fittings.....	3,595 27	
Other accounts for material.....	19,728 76	
Office and travelling expenses.....	1,328 14	
Mileage to mail clerks.....	8,379 40	
Accrued portion of seasonal water services for summer of 1896.....	6,135 44	
		584,339 20
Total arrears.....		685,447 03

LIABILITIES outstanding on 30th June, 1895, in excess of Appropriations for Year ending 30th June, 1895.

	\$ cts.	\$ cts.
Salary warrants.....		102,541 00
Land service.....	208,990 06	
Water service.....	17,217 07	
Railway service.....	257,694 90	
Transit through U. S. A.....	15,663 00	
Mileage to mail clerks.....	10,204 86	
		509,769 89
Accrued but not due upon seasonal water services.....		4,402 10
Total, 1894-95, arrears.....		616,712 99

CONCLUSIONS.

(a.) At the beginning of the fiscal year 1895-96, as the result of the deficits of previous years, there were outstanding liabilities of the department, in the shape of unpaid accounts, to the amount of \$616,712.99.

(b.) At the close of the fiscal year 1895-96, the liabilities of the department, in excess of all parliamentary appropriations applicable thereto amounted to the sum of \$685,447.03.

(c.) Thus the liabilities had increased during the year 1895-96, to the extent of \$68,734.04.

(d.) The actual cost of maintenance of the department in all its branches for the year 1895-96 was \$4,985,327.53.

(e.) The revenue of the Post Office department for the fiscal year ending 30th June, 1896, amounted to the sum of \$3,957,798.51; which, deducted from the above named gross cost of maintenance, namely, \$4,985,327.53, leaves a deficit of \$1,027,529.02.

(f.) Heretofore it has not been the practice to treat the amount expended under the head of Civil Government as a charge against the department and were such practice adhered to the deficit of \$1,027,529.02 would be reduced by \$246,376.83, leaving the outside service shortage \$781,152.19.

(g.) During the fiscal year 1895-6, there were increases of a permanent character to the cost of the service; such increases were not in existence throughout the whole of the fiscal year 1895-6, but they will occasion an increase in expenditure in 1896-7 over 1895-6.

(h.) As every branch of the service continues to expand it would be advisable in each year's appropriations to include a sum for the extension of the service, and have such extensions decided upon with reference to such special appropriations, otherwise there is danger of unauthorized and unprovided for necessary expenditures being undertaken, and a consequent laxity in the administration of the financial affairs of the department.

W. H. CROSS,
Wm. F. MUNRO.

I have again to offer my sincere thanks to the officers of the several branches of the inside and outside service of the department for cordial assistance rendered to me at all times in carrying on the operations of the department.

WILLIAM WHITE,
Deputy Postmaster General.

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APPENDIX A

MAIL TRANSPORTATION

Postmaster General's Report.

BARRIE POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Barrie Postal Division,
made within the year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ahmic Harbour and Dunchurch	W. J. Carey	4	6	Season 1895	67 49
Ahmic Harbour and Parry Sound	E. J. Taylor	32	3	12 months	249 00
Ahmic Lake and Spence	T. Botham	10	2	12 do	145 00
Allandale and Holly	W. Armstrong	3	6	12 do	115 00
Allandale and Painswick	C. T. Hunter	3½	6	12 do	150 00
Allandale and Railway Station	M. J. Hamlin	3	36	12 do	110 00
Allensville and Mail Changing Post	M. McNicol	½	12	12 do	150 15
Alliston and Beeton	J. McGarvey	½	12	Special service	3 75
Alliston and Elm Grove	C. Tebo	11½	6	12 months	199 00
Alliston and Railway Station	J. H. Johnson	½	24	12 do	45 00
Alliston and Rosemont	do	9	6	12 do	238 00
Alport and Bracebridge	H. F. Bickmore	4	3	6 do (to Sept. 30, '95)	60 00
do do	W. Lockhead	4	3	6 do from do	57 72
Alsace and Nipissing	J. Gerber, sr.	7	3	9 do (from July 1, '95)	69 00
Angus and Baxter	J. M. Coulson	7½	2	12 do	112 49
Angus and Railway Station	H. L. Tar Bush	½	24	12 do	120 00
Anten Mills and Railway Station	J. McLaughlin	½	6	12 do	110 00
Antioch and Grassmere	G. Hart	10	1	12 do	60 00
Apto and Phepston Railway Station	R. Shields	6	6	12 do	174 00
Ardtree and Orillia	A. T. Reed	9	2	6 do (to Sept. 30, '95) and arrears	99 17
do do	W. W. Blair	9	2	6 do (from Oct. 1, '95)	55 00
Ashdown and Bear Cave	H. Bishton	8	1	12 do	40 00
Ashdown and Edgington	W. Bond	14	1	3 do (to June 30, '95)	16 00
Ashdown and Rosseau	G. Raymond	1½	6	9 do (from July 1, '95)	60 00
Ashdown and Trout Lake	R. Lawson	7	3	9 do (from July 1, '95)	75 00
Ashdown and West Grove	M. E. West	4	1	12 do	40 00
Atherley and Railway Station	E. Langan	½	36	12 do	200 00
Athlone and Tottenham	S. E. Turner	17½	6	12 do	300 00
Anguston and Horning's Mills	W. August	3	2	12 do	25 00
Avening and Railway Station	J. Pingle	¾	24	12 do	240 00
Axe Lake and Sprucedale	J. McPherson	10¼	1	12 do	80 00
Bala and Dudley	G. J. Fenn	3	2	Season 1895	20 84
Bala and Gertrude	M. J. Jackson	5	1	6 months (to Sept. 30, '95)	13 00
Bala and Glen Orchard	N. Orchard	8	2	Season 1895	44 10
Bala and Gravenhurst	J. Burgess	17	1	Balance of season 1894-95	5 25
Bala and Sahanatian	L. Sahanatian	9	1	12 months	52 00
Baldwin and Railway Station	L. Grylls	½	6	12 do	52 00
Balsam Grove and Fenlon Falls	J. Copp	6	2	12 do	90 00
Balsam Lake and Victoria Road	J. Cunningham	4	2	12 do	72 00
Banda and Glencairn	W. Bell	2½	6	12 do	210 00
Banks and Collingwood	W. Johnson	12½	2	12 do	195 29
Barbville and Falkenburg Station	C. Bard	6½	2	Season 1895	47 25
Barkway and Washago	R. C. Benn	20	2	8 months (to Nov. 30, '95)	82 66
do do	do	20	3	4 do from do	62 00
Barrie and Hillsdale	C. C. Davis	16	6	6 do (to Sept. 30, '95)	137 50
do do	C. E. Smith	16	6	6 do from do	187 50
Barrie and Midhurst	J. W. Cook	5	6	12 do	160 00
Barrie and Railway Station	H. C. Crosby	10	72	12 do	146 08
Barrie and Street Letter Boxes	M. Murphy	5	18	12 do	250 00
Batteau and Railway Station	E. Ross	1½	12	7 do (to Oct. 31, '95)	36 80
do do	L. M. Jackson	1½	12	5 do from do	26 00
Baysville and Bracebridge	R. Richards	16	6	12 do	400 00

DETAIL of all payments for Mail Transportation in Barrie Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Baysville and Dorset.....	N. Langford.....	16	3	9 mos. (to Dec. 31, '95)..	135 00
do do.....	do.....	16	6	3 do from do.....	90 00
Baysville and Newholm.....	D. Ferguson.....	9	2	12 do.....	80 00
Bayview and Morley.....	C. Lemon.....	7	2	12 do.....	100 00
Beatrice and Falkenburg.....	R. Lance.....	5	3	11 trips.....	10 17
Beaverton and Railway Station.....	A. Hamilton.....	$\frac{3}{4}$	24	12 months.....	125 00
Beeton and Cardwell Junction.....	W. Beamish.....	$\frac{3}{4}$		Special service.....	10 00
Beeton and Railway Station.....	J. R. McDonald.....	$\frac{3}{4}$	24	12 months.....	172 15
Bell Ewart and Lefroy Railway Station.....	F. McKay.....	1	2	12 do.....	80 00
Berriedale and Hartfell.....	J. Duke.....	8	2	12 do.....	144 00
Black Bank and Lisle.....	J. W. Rinn.....	8 $\frac{1}{2}$	6	12 do.....	231 00
Blackwater and Railway Station.....	J. H. Chant.....	50	24	12 do.....	62 55
Bobcaygeon and Lindsay.....	W. Germyn.....	22	6	Part of season 1895-96.....	433 33
do do.....	R. M. Thurston.....	22	6	2 mos. (from April 1, '96)	112 50
Bobcaygeon and Red Rock.....	M. Thomas.....	6	2	12 do.....	75 00
Bourdeau and Whitehall.....	W. C. Rhamey.....	5	2	12 do.....	50 00
Bracebridge and Fraserburg.....	J. Clark.....	12	1	12 do.....	77 00
Bracebridge and Gravenhurst Railway Station.....	F. Sanders.....	12	6	Part of season 1895-96.....	69 00
Bracebridge and Muskoka Falls.....	A. R. Cameron.....	3	3	12 months.....	110 00
Bracebridge and Point Kaye.....	A. Mitchell.....	21 $\frac{1}{2}$	2	Balance of season 1894-95	13 20
do do.....	J. Hutton.....	21 $\frac{1}{2}$	2	Part of season 1895-96.....	64 60
Bracebridge and Railway Station.....	R. P. Perry.....	$\frac{1}{4}$	12 & 24	12 months.....	101 34
Bracebridge and Wharf.....	do.....	$\frac{1}{4}$	12	Season 1895.....	66 60
Bracebridge and Ziska.....	J. Killen.....	6	2	do.....	44 80
Brackenrig and Port Carling.....	C. H. Davidson.....	4	3	do.....	47 50
Bradford and Newton Robinson.....	G. Timmons.....	9	6	12 months.....	400 00
Bradford and Railway Station.....	do.....	$\frac{1}{2}$	24	do.....	75 00
Braie Lake and Uplands.....	W. Lee Taylor.....	8 $\frac{1}{2}$	1	12 do.....	45 00
Bramley and Mail Changing Post.....	J. Gordon.....	$\frac{1}{2}$	12	12 do.....	50 00
Brechin and Dalrymple.....	E. Vickers.....	9	3	12 do.....	185 00
Brechin and Railway Station.....	S. Luck.....	1	24	12 do.....	93 60
Brechin and Udney.....	do.....	5 $\frac{1}{2}$	3	12 do.....	80 00
Brentwood and Railway Station.....	J. O'Connell.....	$\frac{1}{8}$	12	12 do.....	64 00
Brown Hill and Ravenshoe Railway Station.....	J. Brown.....	$\frac{3}{4}$	12	12 do.....	40 00
Burk's Falls and Dunchurch.....	C. McMillan.....	29	3	Balance of season 1894-95	18 71
do do.....	R. A. Creasor.....	29	3	Part of season 1895-96.....	310 00
Burk's Falls and Railway Station.....	R. H. Menzies.....	1	12	12 months.....	150 72
Burk's Falls and Sand Lake.....	J. Hunter.....	16	1	12 do.....	90 00
Burnt River and Rettie's Railway Station.....	A. Atcheson.....	$\frac{1}{8}$	12	12 do.....	50 00
Bury's Green and Fell's Railway Station.....	J. Fell, sr.....	2 $\frac{1}{2}$	2	12 do.....	45 76
Bying Inlet and French River.....	J. Lamondin.....	25	2	Part of season 1895-96.....	242 00
Bying Inlet and Parry Sound.....	J. Calverly.....	65	2	Balance of season 1894-95	99 25
do do.....	C. Lamondin.....	65	2	Part of season 1895-96.....	370 00
Callender, Frank's Bay and Sturgeon Falls.....	J. McA. Smith.....	26s&16w	2	12 months.....	70 00
Callender and Railway Station.....	E. McGowan.....	$\frac{1}{8}$	12	12 do.....	78 00
Callender and Wisawasa.....	W. F. Cronkhite.....	2 $\frac{1}{2}$ & 2 $\frac{1}{2}$	3 & 6	12 do.....	100 32
Cambray and Lindsay.....	W. J. Jackson.....	9	6	12 do.....	265 00
Cameron and Railway Station.....	J. Bryson.....	$\frac{3}{4}$	12	12 do.....	120 00
Camilla and Granger.....	W. J. Dynes.....	6 $\frac{1}{2}$	2	9 do (to Dec. 31, '95)	58 50
do do.....	S. H. Bennion.....	6 $\frac{1}{2}$	2	3 do from do.....	17 00
Camperdown and Mail Changing Post.....	J. Barclay.....	4	12	12 do.....	24 00
Cannington and Railway Station.....	W. Cassidy.....	$\frac{1}{2}$	24	12 do.....	60 00
Cannington and Sutton West.....	G. Newton, jr.....	20	6	12 do.....	600 00
Cape Rich and Meaford.....	W. S. Cox.....	14	2	12 do.....	168 00
Carden and Horncastle.....	P. McCarthy.....	4	2	12 do.....	50 00
Carlyon and Unthoff.....	D. Ferguson.....	5	2	12 do.....	40 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Barrie Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cashtown and Creemore.	J. Cotton	2	6	12 months	100 00
Christian Island and Lafontaine.	W. Monague	7	2	12 do	120 00
Churchill and Lefroy Railway Station	P. Sloan	23	12	3 do (to June 30, '95).	55 00
do do	E. H. Sloan	23	12	9 do from do	165 00
Clarksburg and Heathcote.	S. C. Rowe	5	6	12 do	188 00
Clarksburg and Redwing.	J. L. G. Cronklin	13½	3	12 do	217 00
Clarksburg and Thornbury Railway Station	S. C. Rowe	13	24	12 do	195 00
Clear Lake and Vankoughnet.	A. Taplin.	63	2	6 do (to Sept. 30, '95).	20 00
do do	J. Cox.	163	2	6 do from do	65 00
Cley and Juddhaven Wharf.	R. Fullerton.	2	2	Season 1895.	25 20
Cley and Ullswater	do	4	1	Part of season 1895-96.	16 00
Coboconk and Fenelon Falls.	C. Bowins	16	3	12 months	234 00
Coboconk and Lorneville	do	28	6	12 do	939 00
Coboconk and Minden.	T. Leary	24	6	12 do	700 00
Coldwater and Lovering	S. Eplett.	6	3	12 do	140 00
Coldwater and Moonstone.	T. D. Robinson.	6	3	12 do	80 00
Coldwater and Railway Station.	S. Eplett.	1	24	12 do	200 00
Collingwood and Railway Station.	D. MacL. Darroch	36	12	do	250 00
Collingwood and Street Letter Boxes	J. Ferguson	34	18	12 do	200 00
Colwell and Railway Station	J. Campbell	3	12	do	62 80
Commanda and Loring	R. Robertson	26	2	3 do (to June 30, '95).	75 00
do do	J. Kyle.	26	2	9 do from do	225 00
Commanda and Restoule.	W. Bradley	10	2	12 do	144 00
Commanda and Trout Creek.	F. Sinclair	16	3	6 do (to Sept. 30, '95).	185 00
do do	W. O'Shaughnessy	16	3	6 do from do	122 50
Connor and Palgrave Station	P. Burns, jr	9 & 3	6 & 3	12 do	237 00
Cookstown and Railway Station	H. Coleman	34	24	12 do	150 72
Cooper's Falls and Lewisham.	W. Lowe.	12	2	8 do (to Nov. 30, '95).	80 00
do do	do	12	3	4 do from do	60 00
Cooper's Falls and Ragged Rapids.	R. Steen.	10	1	4 do (from Dec. 1, '95)	15 00
Corbetton and Railway Station	J. Corbett	30	6	12 do	35 00
Corson's Siding and Head Lake.	W. A. Maxwell.	12	3	12 do	170 00
Coulson and Orillia	W. Edgerton	16	6	12 do	450 00
Craigie Lea and Gregory	T. S. Waters.	5	3 & 1	12 do	123 75
Craigleith and Railway Station.	A. Fleming.	½	6	12 do	48 00
Creemore and Maple Valley.	J. McKenzie.	13	6	12 do	249 49
Creemore and Railway Station.	A. Gillespie.	½	24	12 do	157 60
Cresswell and Mail Changing Post.	T. Pearn	½	12	12 do	35 00
Crossland and Phelpston	P. Ryther	19	3	12 do	275 00
Dartmoor and Sebright.	D. Dunn	4	3	12 do	68 00
Deerhurst and Gilford.	R. Baynes.	4½	3	12 do	100 00
De Grassi Point and Lefroy	J. G. Dowse.	14	12	Season 1895.	40 80
Denville and Berriedale Railway Station	W. R. Lockhart	7¾	3	9 months (to Dec. 31, '95)	154 29
do do	S. Brimacombe	7¾	3	3 do from do	49 50
Dewe and Parry Sound.	J. Wright	11	1	Season 1895.	33 66
Doe Lake and Spence.	A. Turnbull	14	2	3 months (to June 30, '95)	30 00
Downeyville and Omemeo	A. Downey	5½	6	12 do	160 00
Dufferin Bridge and Emsdale	J. Vigrass	26	3	3 do (to June 30, '95).	110 00
Dufferin Bridge and Parry Sound	do	31	1	12 do	230 00
Duncan and Heathcote.	J. McKnight.	5	3	12 do	80 00
Dunchurch and Whitestone.	G. T. Stuckey	11¾	3	12 do	150 00
Dundalk and Hopeville.	A. McEachnie.	9	6	12 do	288 00
Dundalk and Kingscote.	J. Phelan.	12	2	12 do	130 00
Dundalk and McIntyre.	W. J. Robins.	13½	6	12 do	360 00
Dundalk and Railway Station	T. Hanbury	¾	24	12 do	98 00
Dunsford and Lindsay	W. Germyn	10	6	Season 1895.	160 00
Duntroon and Maxwell.	E. Linley	14	6	12 months.	405 00
Duntroon and Railway Station	J. Russell	½	24	12 do	314 00

DETAIL of all payments for Mail Transportation in Barrie Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dwight and Fox Point.....	T. Salmon.....	7	1	12 months.....	39 00
Dwight and Huntsville.....	D. Kernaghan..	13½	2	12 do.....	174 00
Earnscliff and Rosemont.....	N. Rutledge....	5½	6	12 do.....	131 29
Edgar and Hawkstone.....	T. E. Hutchinson	12	6	12 do.....	275 00
Edgington and Orrville.....	S. Malkin.....	14	1	3 do (to June 30, '95).	5 20
Egbert and Mail Changing Post.....	E. A. Gibson....	3	6	12 do.....	90 00
Elder and Sheldon.....	W. Thompson....	4	2	12 do.....	50 00
Elmvale and Gibson.....	J. A. Henderson	9	3	12 do.....	146 00
Elmvale and Railway Station (G. T.)	G. Hunt.....	½	18	12 do.....	80 00
Emberson and Huntsville.....	T. W. Ripper....	10	1	12 do.....	52 00
Emsdale and Fern Glen.....	H. Tebby.....	6	2	6 do (to Sept. 30, '95).	35 00
Emsdale and Railway Station (Ottawa and Parry Sound).....	A. E. Munn.....	⅙	12	9 do (from July 1, '95)	70 80
Emsdale and Railway Station (G. T.)	J. W. McDonald	⅙	12	12 do.....	78 50
Emsdale and Star Lake.....	C. Ross.....	5	3	9 do (from July 1, '95)	56 25
Ennis and Loretto.....	J. O'Leary.....	3½	2	12 do.....	50 00
Ennismore and Frank Hill.....	C. Lowes.....	6	1	12 do.....	65 25
Ennismore and King's Wharf.....	J. C. Leary.....	9	2	12 do.....	100 00
Epping and Flesherton.....	J. W. Shore.....	15½	6	12 do.....	390 00
Epping and Meaford.....	W. J. Cann.....	14	6	12 do.....	285 00
Erskine and Markdale.....	J. E. Guy.....	10	3	12 do.....	150 00
Everett and Perm.....	W. Arnold.....	7½	6	12 do.....	225 00
Everett and Railway Station.....	W. M. Lockhart.	⅙	24	9 do (to Dec. 31, '95).	67 50
do do.....	T. Watson.....	⅙	24	3 do from do	22 50
Fairbairn and Fenelon Falls.....	T. E. Tiers.....	8	2	9 do (from July 1, '95)	60 00
Fair Valley and Warminster.....	R. C. Hipwell..	4	3	12 do.....	72 00
Falding and Railway Station.....	M. Rankin.....	150 yds.	12	1 do 10 days (from Feb. 20, '96).....	7 00
Falkenburg Station and Port Carling	J. McCully.....	16½	3	Part of seasons 1895-96.....	126 00
Falkenburg and Railway Station.....	W. Brown, jr....	½	12	12 months.....	78 24
Falkenburg and Ullswater.....	S. Moore.....	14½	3	Season 1895.....	58 87
Falkenburg Station and Windermere	D. Fife, jr.....	17½	3	9 months (from July 1, '95)	225 00
Fawkham and Mail Changing Post.	D. Carrick.....	2	6	12 do.....	121 92
Fawn and Mail Changing Post.....	M. A. Hopkins..	½	3	12 do.....	25 00
Fenelon Falls and Railway Station.	E. Lansfield....	½	12	12 do.....	80 00
Fern Glen and Railway Station.....	C. Marshall.....	½	3	6 do (from Oct. 1, '95)	23 70
Fesserton and Railway Station.....	R. Jancowski....	½	12	12 do.....	65 00
Fetherston and Parry Harbour.....	M. A. Peake....	2	3	1 do 10 days (from Feb. 20, '96).....	11 26
Feversham and Flesherton.....	R. D. Meldrum..	14	6	12 do.....	299 00
Feversham and Lady Bank.....	T. Paul.....	5	2	12 do.....	66 00
Fingerboard and Sonya.....	T. Moase, sr....	2½	3	12 do.....	80 00
Foote's Bay and Glen Orchard.....	N. Orchard.....	8	2	4 do (from Dec. 1, '95)	40 80
Foxmead and Railway Station.....	C. Hughes.....	4	6	12 do.....	40 00
Gamebridge and Railway Station..	W. Stewart.....	1½	12	12 do.....	94 00
Georgina Island and Sutton West..	C. Big Canoe....	8	2	12 do.....	75 00
Germania and Uffington Road.....	W. Stamp.....	2½	3	12 do.....	75 00
Gilchrist and Shanty Bay.....	H. Gilchrist....	4	3	12 do.....	75 00
Gilford and Railway Station.....	J. A. Blain.....	½	24	12 do.....	60 00
Glandine and Railway Station.....	H. Dowson.....	2	3	12 do.....	80 00
Glenarn and Woodville.....	A. E. Staback..	22	6	12 do.....	310 00
Glencairn and Railway Station.....	W. Grieve.....	½	24	12 do.....	200 00
Glen Huron and Railway Station..	J. Hamilton.....	1½	6	12 do.....	115 00
Glenila and Maple Island.....	W. J. Markham	11	1	6 do (to Sept. 30, '95).	39 00
do do.....	A. C. Poytress..	11	1	6 do from do	39 00
Glen Orchard and Gravenhurst.....	W. D. White....	26	3	Part of seasons 1895-96..	188 24
Glen Orchard and Hammill's Point.	N. Orchard.....	5	2	Balance of season 1894-95	7 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Barrie Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Gordon Bay and Port Cockburn.....	J. J. Barnes.....	8	1	1 month 23 days (from Feb. 7, '96).....	10 00
Goring and Rocklyn.....	T. Muxlon.....	4	3	12 do	75 00
Granite Hill and Mandeville.....	C. Nixon.....	5	1	12 do	25 00
Gravenhurst and Leg Lake.....	J. Paterson.....	11	1	12 do	65 00
Gravenhurst and Port Carling.....	W. D. White.....	30	2	Balance of season 1894-95.....	27 58
Gravenhurst and Railway Station.....	J. McKinney.....	4	36	12 months.....	219 09
Gravenhurst and Uffington.....	R. Fielding.....	11	3	12 do	138 00
Gravenhurst and Walker's Point.....	H. Walker.....	14	1	Balance of season 1894-95.....	70 00
Gravenhurst and West Gravenhurst.....	W. McDevitt.....	2	6	12 months.....	140 00
Gravenhurst and Wharf.....	J. McKinney.....	13	12	Season 1895.....	95 50
Grenfel and Railway Station.....	T. Young.....	23	2	12 months.....	68 25
Guthrie and Oro Station.....	W. Mitchell.....	3	3 & 6	12 do	84 71
Haldane Hill and Sprucedale.....	T. Cudmore.....	6	3	9 do (from July 1, '95).....	60 00
Hamlet and Severn Bridge.....	T. Stanton.....	6	6 & 2	7 do (from Sept. 1, '95).....	43 75
Hatherton and McIntyre.....	W. Scilley.....	4	2	12 do	50 00
Hawkestone and Railway Station.....	T. Linton.....	4	6	12 do	25 12
Hekkla and Rosseau.....	A. V. Helgason.....	6	1	12 do	39 00
Hillsdale and Hobart.....	K. Kennedy.....	8	3	12 do	184 00
Hillsdale and Mount St. Louis.....	J. Coulson.....	4	3	12 do	75 00
Hockley and Mono Centre.....	J. L. Colwell.....	11	6	12 do	370 00
Holland Landing and Railway Station.....	W. Luck.....	1	24	12 do	75 36
Holt and Mount Albert.....	J. Roseman.....	3	6	12 do	125 00
Honeywood and Hornings Mills.....	J. Ostic.....	6	6	12 do	206 00
Hornings Mills and Shelburne Railway Station.....	do.....	6	6	12 do	207 00
Hotham and Nipissing.....	J. Steele.....	6	1	12 do	40 00
Huntsville and Peninsula Lake.....	J. G. Henderson.....	10	2	12 do	100 00
Huntsville and Railway Station.....	E. Shay.....	3	12	12 do	107 49
Huntsville and Ravenscliffe.....	W. H. Lehman.....	5	2	12 do	60 00
Huntsville and Williamsport.....	H. N. Gerhart.....	10	1	12 do	50 00
Hutton House and Point Kaye.....	J. Hutton.....	2	3	Season 1895.....	13 00
Ilfacombe and Novar.....	J. Campbell.....	6	3	12 months.....	190 00
Innisfil and Stroud.....	G. Barclay.....	3	6	12 do	136 00
Ivy and Thornton.....	W. Reid.....	4	6	12 do	150 00
Jarlsberg and Railway Station.....	J. Nelson.....	1	12	9 do (from July 1, '95).....	75 52
Juddhaven and Port Carling.....	A. Thomson.....	14	1	Balance of season 1894-95.....	16 10
do do.....	G. Sutton.....	14	1	Part of season 1895-96.....	29 90
Katrine and Orange Valley.....	R. White.....	6	1	12 months.....	40 00
Katrine and Railway Station.....	J. Mawhinney.....	1	6	12 do	94 20
Kearney and Ensdale.....	R. McConkey.....	6	3	12 do	100 00
Kearney and Ravensworth.....	J. M. Garrioch.....	11	1	12 do	70 00
Keldon and Shelburne.....	W. Smith.....	9	2	12 do	99 00
Kells and Powassan.....	H. Anderson.....	9	1	12 do	60 00
Keswick and Roaches Point.....	J. Cake.....	3	6	12 do	130 00
Kilgorie and Whitfield.....	M. Lloyd.....	4	2	12 do	60 00
Killyleagh and Thornton.....	J. Hicks.....	3	2	9 do (to Dec. 31, '95).....	37 50
do do.....	W. Hicks.....	3	2	3 do from do	12 50
Kilworthy and Mail Changing Post.....	G. A. Lehman.....	200 yds.	6	12 do	30 00
Kilworthy and Morrison Lake.....	N. McLean.....	8	1	7 do (from Sept. 1, '95).....	37 91
Kilworthy and Sparrow Lake.....	A. Wiancko.....	4	2	12 do	60 00
Kinmount and Railway Station.....	G. Train.....	4	12	12 do	50 00
Kirkfield and Rohallion.....	T. Strachan.....	6	2	12 do	90 00
Kolapore and Ravenna.....	S. A. Wilson.....	5	3	12 do	72 00

**DETAIL of all payments for Mail Transportation in Barrie Postal Division,
&c.—Continued.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lafontaine and Penetanguishene...	P. Brasseur.....	8	6	12 months	230 00
Layton and Blackwater	E. Ferguson.....	4	3	12 do	97 49
Leaskdale and Sunderland Railway Station	W. H. Oliver.....	13	6	12 do	271 00
Lefaiive's Corners and Mail Changing Post	N. Rowat.....	1	3	30 days (from Mar. 2, '96)	3 30
Lefroy and Railway Station	J. G. Douse.....	1	12	12 months	36 00
Lindsay and Railway Station, (G.T.)	H. Workman.....	48	7	do (to Oct. 31, '95).	175 00
do do	W. A. Jewett.....	48	5	do from do ..	125 00
Linsday and Street Letter Boxes...	A. D. Mallon.....	5 1/2	18	12 do	144 00
Lindsay and Wharf	J. Carlin.....	19	19	Season 1895.....	33 00
Lisle and Railway Station	R. H. Little.....	24	12	12 months (less fine).....	99 00
Little Britain and Mariposa Railway Station	W. E. Yerex.....	2	12	12 do	99 00
Little Britain and Valentia	D. J. Sharp.....	5 1/2	3	12 do	44 00
Longford Mills and Railway Station	W. Thomson.....	24	12	do	100 00
Lorimer Lake and McKellar.....	F. B. Ferris.....	8	1	12 do	55 00
Lorneville and Railway Station....	C. Morison.....	1	12	12 do	62 20
Magnetawan and Nipissing	H. Cameron.....	34	3	3 do (to June 30, '95).	143 25
Magnetawan and Spence	T. Langford.....	7	3	12 do (less fine).....	95 00
Malta and Severn Bridge.....	T. Whyte.....	4	2	12 do	50 00
Manilla and Junction.....	S. Harper.....	1 1/2	12	12 do	144 00
Meaford and Railway Station.....	M. Paul.....	3	24	12 do	100 00
Meaford and Walter's Falls.....	J. Murray.....	22	2	11 do 15 days (to Mar. 15, 1896)	189 30
do do	do	22	3	16 days from do ..	13 95
Mecunoma and Rye.....	W. Haufschild..	4	3	9 mos (from July 1, '95)	60 00
Melancton and Mail Changing Post	J. Brown.....	1	12	12 do	100 48
Melissa and Mail Changing Post ..	J. McRoberts...	1 1/2	3	12 do	78 50
Midland and Penetanguishene Railway Station	C. A. Hunter.....	5	6	12 do	149 00
Midland and Railway Station	R. Berry.....	3	24	12 do (less fine).....	119 00
Midland and Vasey	A. Brown.....	10	3	12 do	144 00
Midlothian and Royston.....	J. Rousell.....	8	2	9 do (from July 1, '96)	51 00
Millington and Uptergrove Railway Station	P. G. McDonald	3	3	12 do	74 00
Minesing and Railway Station.....	J. Young.....	2	6	9 mos (to Dec. 31, '95).	63 72
do do	A. Ronald, jr...	2	6	3 do from do ..	17 94
Minesing and Russelton	H. Herring.....	6	3	12 do	117 00
Minett and Morinus	W. D. McNaughton	3	6	Season 1895.....	27 00
Minett and Woodington.....	F. Winett.....	1	3 & 6	do	15 60
Mono Centre and Orangeville.....	H. Laverty.....	26 1/2	6	12 months	445 40
Mortimer's Point and Port Carling.	W. Mortimer.....	6	1	Season 1895.....	20 00
Mount Albert and Railway Station.	J. Roseman.....	1/2	12	12 months	74 00
Mount Horeb and Reaboro'	W. Elliott.....	5	3	12 do	100 00
Muskoka Mills and Penetanguishene	A. H. Campbell, jun	20	1	6 do (to Sept. 30, '95).	104 00
Nantye and Mail Changing Post....	S. Spillett.....	1/2	6	12 do	60 00
New Lowell and Railway Station.....	W. Switzer.....	1/2	12	12 do	40 00
do do	A. H. Carter.....	1/2	12	12 do	24 00
New Market and Sutton West.....	G. W. Stone.....	22	6	12 do	892 00
Nipissing and Powassan	H. A. Steele.....	10	3	12 do	230 00
Nottawa and Railway Station.....	G. Gemmell.....	3	12	12 do	88 00
Nottawa and Rob Roy	T. S. Freethy.....	10	3	12 do	147 00
Novar and Railway Station.....	H. Dafeo.....	1/2	12	12 do	62 80
Novar and Swindon.....	J. Large.....	5	2	12 do	60 00
Oakwood and Railway Station.....	W. H. McLaughlin	1 1/2	12	12 do	94 20

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Barrie Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Omemee and Railway Station	R. Grandy	1½	24	12 months	250 00
Orillia and G. T. Railway Station	W. Jackson	7	42	12 do	300 37
Orillia and Rugby	J. Millard	7	6	12 do	226 08
Orillia and Sebright	R. R. Young	16	6	2 do (to May 31, '95)	62 33
do	do	17½	6	10 do from do	326 24
Orillia and Street Letter Boxes	J. Harvie	3	18	12 do	145 00
Oro Station and Railway Station	A. Douglas	7	6	6 do (to Sept. 30, '95)	30 00
do	H. Douglas	7	6	6 do from do	30 00
Orrville and Railway Station	J. Nixon	7	12	9 do (from July 1, '95)	47 20
Orrville and Turtle Lake	A. N. McLean	7½	1	2 do (to Aug. 31, '95)	8 66
do	do	9½	3	7 do from do	87 50
Parkerville & Mail Changing Post	H. Jacobs	½	6	12 do	37 68
Parry Sound and Falding Railway Station	E. J. Taylor	10	6	7 do 19 days (to Feb. 19, '96)	150 75
Parry Sound and Parry Sound Railway Station	do	2½	12	1 do 10 days (from Feb. 20, '96)	26 25
Parry Sound and Rosseau	J. Calverly	24	6	3 do (to June 30, '95)	109 25
Parry Sound and Shebashecong	W. R. Hamilton	14	1	12 do	100 00
Pearceley and Sundridge	I. Milsap	8	1	2 do (from Feb. 1, '96)	10 83
Penetanguishene & Railway Station	C. Charlebois	1	24	9 do (to Dec. 31, '95)	74 61
do	C. Hubert	4	24	3 do from do	18 71
Pennville and Tottenham	D. M. Williams	19	6	12 do	269 00
Phelpston and Railway Station	R. Shields	1½	6	12 do	43 81
Port Cockburn and Trout Lake	R. Lawson	4	2	Season 1895	24 50
Port Perry and Scugog	J. Jackson	7	2	12 do	100 00
Port Severn and Waubashene	J. Hanly	5	3	12 do	156 00
Port Sydney and Utterson Railway Station	H. G. Ladell	2½	12	3 do (to June 30, '95)	58 50
do	J. F. Chester	2½	12	9 do from do	171 75
Powassan and Railway Station	A. H. Porter	1	12	12 do	96 90
Powles' Corners and Hall's Crossing	W. H. Powles	1	12	12 do	85 00
Primrose and Whitfield	P. D. Henry	4½	6	12 do	156 00
Proton Station and Railway Station	F. Freeman	3½	12	12 do	75 00
Proton Station and Swinton Park	J. Martin	8	3	12 do	76 00
Proton Station and Wareham	J. M. Burk	7	3	9 do (to Dec. 31, '95)	105 00
do	J. Roome	7	3	3 do from do	35 00
Purbrook and Uffington	J. Crockford	6	2	12 do	72 00
Ragged Rapids and Uphill	R. Steen	12	1	8 do (to Nov. 30, '95)	36 00
Rama and Longford Railway Station	J. McPherson	1½	6	12 do	80 00
Ravenshoe and Railway Station	W. Linstead	4	6	12 do	150 00
Reabor' and Railway Station	J. Greer	1	12	12 do	70 00
Riverview and Railway Station	H. Jordan	3½	6	12 do	187 20
Roach's Point and Lefroy Railway Station	F. McKay	3	6	Season 1895	68 25
Rock Hill and Seguin Falls	W. Fry	12	3	11 months (to Feb. 29, '96)	150 33
do	D. Robinson	12	3	1 do from do	13 66
Rosemont and Shelburne	G. Moffatt	12	6	12 do	520 0
Rosemont and Sheldon	T. J. Anderson	3½	6	12 do	90 00
Rosseau and Rosseau Falls	P. Mutchen- backer	4	3	Part of season 1894-95 and 1895-96	40 00
Rosseau and Shannon Hall	J. Fletcher	12½	1	12 months	78 00
Rosseau and Stanley House	W. B. Maclean	8	1	Part of season 1894-95 and 1895-96	33 00
Rosseau and Utterson	N. Hanes	22	6	do do	177 23
Royston and Utterson	G. Alexander	34	3	3 months (to June 30, '95)	172 50
Royston and Sprucedale	W. Pearce	8½	3	9 do (from July 1, '95)	101 25
Ruskview and Terra Nova	J. W. Walker	2½	3	12 do	40 00

DETAIL of all payments for Mail Transportation in Barrie Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
St. Patrick and Mail Changing Post	O. Pilon		3	12 months	\$ 34 00
Sadowa and Seoright	W. Hart	5½	1	6 do (to Sept. 30, '95).	15 60
do do	F. Grigg	5½	1	6 do from do	12 00
Saurin and Railway Station	T. McGrath		12	12 do	20 00
Scotia and Mail Changing Post	E. B. Clearwater		6	12 do	78 50
Seguin Falls and Railway Station	W. Fry		12	9 do (from July 1, '95)	37 76
Severn Bridge and Railway Station	J. H. Jackson	100 yds.	24	12 do	120 00
Shanty Bay and Railway Station	C. G. Arthur		12	12 do	75 00
Shelburne and Railway Station	E. Berwick		24	12 do	125 60
Smithdale and Railway Station	C. Smith		12	12 do	40 00
Sonya and Railway Station	A. Black		6	12 do	78 50
South River and Railway Station	W. Holditch		12	12 do	156 00
South River and Wattenwyl	A. Egger	18	3	12 do	280 00
Sprucedale and Railway Station	W. Pearce	75 yds.	12	9 do (from July 1, '95)	23 60
Stanleydale and Utterson	J. L. Hanes	15	3	9 do (from July 1, '95)	177 00
Stanleydale and Yearley's	H. Boulter	2½	3	12 do	40 00
Stayner and Railway Station	E. Saunders		24	12 do	96 00
Stayner and Sunnidale	J. Sherrick	22½	3	12 do	171 82
Stroud and Craigvale Railway Station	R. G. McCraw	1	12	12 do	120 00
Sturgeon Bay and Railway Station	J. Playfair		12	12 do	80 00
Sunderland and Railway Station	W. H. Oliver		24	12 do	94 00
Sundridge and Railway Station	J. Carter		12	12 do	125 60
Sundridge and Vavasour	H. Christie	12	1	6 do (to Sept. 30, '95).	48 00
do do	R. Moulding	12	1	6 do from do	47 00
Sutton West and Railway Station	W. D. Townley	½	12	12 do	125 60
Sutton West and Vachell	do	5	6	12 do	100 00
Thompsonville and Railway Station	G. T. Schmieten-dorf	1½	12	12 do	110 00
Thornton and Railway Station	W. H. Martin		24	12 do	119 00
Tioga and Railway Station	A. Lemon		12	12 do	43 96
Tottenham and Railway Station	C. Brown		24	12 do	73 00
Trout Creek and Railway Station	F. Sinclair		12	12 do	85 60
Uffington and Vankoughnet	J. Cox	10	2	6 do (to Sept. 30, '95).	45 00
Uthoff and Railway Station	I. Lynes	½	12	12 do	90 90
Ullswater and Utterson	H. Creasor, jr	11	3	Season 1895.	115 50
Uphill and Victoria Road	J. Gilmour	12	6	12 months	400 00
Uptergrove and Railway Station	T. Mulvihill		24	12 do	180 00
Utopia and Railway Station	P. Connor		12	12 do	78 50
Utterson and Railway Station	E. Hanes		12	3 do (to June 30, '95).	31 20
Utterson and Windermere	N. Hanes	15	2	3 do (to June 30, '95).	50 00
Victoria Harbour and Railway Station	M. Vasey	½	24	12 do	124 00
Vine and Railway Station	V. P. Kelcey	½	12	12 do	56 00
Washago and Railway Station	T. C. Marshall	½	24	12 do	100 48
Wanbamick and Parry Sound Railway	H. Noble	½	2	11 do (from May 1, '95)	27 50
Waubashene and Railway Station	W. H. F. Russell	½	24	12 do	100 00
Waverly and Railway Station	W. Waugh	9	6	12 do	260 00
Whitehall and Railway Station	W. A. White		12	9 do (from July 1, '95)	59 00
Woodville and Railway Station	J. S. Moynes		24	4 do 9 days (to Aug. 9, '95).	21 16
do do	J. Staples		24	7 do 22 days from do	37 84

Postmaster General's Report.

**DETAIL of all payments for Mail Transportation in Barrie Postal Division,
&c.—Concluded.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Wyebridge and Wyevale Railway Station	N. McRae	5	6	9 mos. (to Dec. 31, '95) ..	100 50
do do	W. Edward	5	6	3 do from do ..	43 50
Wyevale and Railway Station	G. Frith	$\frac{1}{2}$	6	9 do (to Dec. 31, '95) ..	18 00
do do	W. T. Stewart ..	$\frac{1}{2}$	6	3 do from do ..	7 41
Zephyr and Railway Station	J. N. Dafoe	3	6	12 do	160 00
				Total	\$48,256 95

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

BRITISH COLUMBIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, made within the Year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Otter.....	A. Beaton.....	11	2	12 months	129 00
Abbotsford and Peardonville.....	R. Peardon.....	7	1	12 do	60 00
Abbotsford and Railway Station.....	F. Munroe.....	50 yds.	12	12 do	40 00
Agassiz and Railway Station.....	H. White.....	100 yds.	14	12 do	60 00
Ainsworth and Wharf.....	J. Henry.....	4	9	12 do	104 00
Alberni and Beaver Creek.....	C. F. Bishop.....	6	2	12 do	68 00
Alberni and Clayoquot.....	F. Jacobson.....	65	ftly. & mthly	12 do	255 00
Alberni and Nanaimo.....	W. Armstrong.....	54	2	12 do	870 00
Alexis Creek and Soda Creek.....	T. McAllister.....	90	w'ly, s	12 do	1,100 00
Alkali Lake and Clinton.....	P. Grider.....	95	1	9 do (to Dec. 31, '95)..	750 00
do do.....	G. Hadley.....	95	1	3 do from do	250 00
Anthracite and Railway Station.....	J. Carroll.....	200 yds.	14	12 do	100 00
Armstrong and Railway Station.....	D. Rabbitt.....	50 yds.	12	12 do	60 00
Ashcroft and Ashcroft Station.....	M. J. Cornwall.....	2	2	12 do	65 00
Ashcroft Station, Clinton, Lillooet, &c.....	B. C. Express Co. (Limited).....	32, 63, 47	1	11 do (to May 31, '96)..	22,000 00
Ashcroft Station and Railway Station.....	J. J. Mackay.....	200 yds.	14	12 do	180 00
Balfour and Wharf.....	J. W. Gallup.....	100 yds.	as req.	12 do	24 00
Banff and Railway Station.....	R. G. Brett.....	1	12	12 do and extra trips..	270 80
Beaver and Railway Station.....	W. G. Neilson.....	200 yds.	14	12 do	100 00
Beaver Point and Bourgoyne Bay.....	S. Maxwell.....	10	1	12 do	130 00
Blue Springs and Vernon.....	L. Simmons.....	20	2	10 do (to Jan. 31, '96)..	248 33
Burgoyne Bay and Fulford Harbour.....	S. Maxwell.....	3	1	12 do	50 00
Burgoyne Bay and Wharf.....	do.....	4	1	12 do	25 00
Burrard Inlet and Railway Station.....	G. Black.....	200 yds.	12	12 do	40 00
Camp McKinney and Sidley.....	R. G. Sidley.....	10	1	7 do (from Sept. 1, '95)	58 33
Canmore and Railway Station.....	S. Laurendeau.....	4	14	12 do	120 00
Cedar and Nanaimo.....	G. Cassidy.....	10	1	12 do	84 00
Chemainus and Kuper Island.....	G. Donckele.....	5	1	12 do	104 00
Chemainus and Railway Station.....	E. J. Palmer.....	4	12	12 do	120 00
Cherry Creek and Kamloops.....	G. E. Pendleton.....	16	1	5 do (from Nov. 1, '95)	54 16
Chilliwack and Railway Station.....	W. McDonald.....	6	7	12 do	430 56
Chilliwack and Rosedale.....	A. Hamilton.....	7	3	12 do	160 00
Chilliwack and Sardis.....	H. Webb.....	3	6	12 do	150 00
Chilliwack and Sumas.....	G. W. Chadsey.....	6	6	12 do	211 00
Clayton and Railway Station.....	C. C. Cameron.....	4	4	12 do	120 00
Cloverdale and Clover Valley.....	D. Mackenzie.....	14	2	12 do	75 00
Cloverdale and Elgin.....	E. T. Wade.....	7	2	12 do	147 00
Cloverdale and Railway Station.....	J. J. Breen.....	500 yds.	12	12 do	75 00
Cobble Hill and Railway Station.....	H. Porter.....	40 yds.	6	12 do	40 00
Cochrane and Railway Station.....	J. Johnson.....	4	14	12 do	240 00
Columbia Valley and Mail Steamer.....	D. Campbell.....	1	2	7 do (from Sept. 1, '95)	21 00
Comox and Courtney.....	McQ. Gilmor.....	3	2	12 do	112 00
Comox and Grantham.....	G. C. Smith.....	7	1	12 do	100 00
Comox and Sandwich.....	E. Duncan.....	3 1/2	1	12 do	14 00
Comox and Wharf.....	J. B. Holmes.....	4	2	12 do	50 00
Coquitlam and Railway Station.....	R. B. Kelly.....	50 yds.	14	12 do	40 00
Corfield and Railway Station.....	G. T. Corfield.....	1 1/2	6	12 do	180 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Coutlee and Mamette Lake	L. Queenville...	18	ftnly.	12 months	104 00
Cowichan and Railway Station	T. Frumento...	2½	3	5 do (from Nov. 1, '95)	75 00
Cowichan Lake and Duncan's Station	Price & Jaynes ..	20	1	12 do	150 00
Craigellachie and Mail Catching Post	J. H. Wolsey	140 yds.	3	12 do	40 00
Denman Island and Wharf	R. T. Swan	½	2	12 do	80 00
Departure Bay and Nanaimo	J. Harper	4	6	12 do	180 00
Deroche and Mail Catching Post	E. Des Rochers ..	50 yds.	5	12 do	40 00
Dewdney and Mail Catching Post	J. Barker	½	12	12 do	156 00
Dog Creek and Empire Valley	M. J. Boyle	18	wkly s ftly w	12 do	250 00
Dog Creek and Gang Ranch	T. M. Graves	12	2	5 do (from Nov. 1, '95)	62 98
Donald and Railway Station	R. W. Patmore ..	½	14	12 do	160 00
Douglas Lake and Quilchena	J. B. Greaves	22	1	12 do	150 00
Duck and Pringles and Grande Prairie	W. H. Jones	21	1	6 do (to Sept. 30, '95).	84 50
do do	do	21	2	6 do from do ..	169 00
Duck and Pringles and Mail Catching Post	A. G. Daniels	300 yds.	7	12 do	100 00
Duncan's Station, Quamichan and Railway Station	W. P. Jaynes	200 yds.	6	12 do	180 00
East Sooke and Main Post Road	J. H. Dales	10	2	12 do	160 00
East Wellington and Northfield	I. R. McManus ..	2	12	8 do (from Aug. 1, '95)	66 66
Enderby and Hull Car	D. Crane	8	2	12 do	120 00
Enderby and Railway Station	O. Harvey	200 yds.	12	12 do	100 00
Enderby and Spillamacheen	E. J. Offerhaus ..	6	2	12 do	136 00
Epworth and Mount Pleasant	J. Bowyer	2½	3	3 do (from Jan. 1, '96)	10 00
Esquimalt and Victoria	W. J. King	4	28	12 do	440 00
Field and Railway Station	C. Wyckoff	200 yds.	14	12 do	100 00
Fire Valley, Mail Steamer and Nakusp	O. J. Vail	4 & 40	wkly s m'ly w	12 do	106 00
Fort Simpson and Hazelton	R. Tomlinson			Season 1895	100 00
French Creek and Parksville	W. H. Lee	4	4	12 months	200 00
French Creek and Revelstoke	G. Laforme	75	5	5 do (to Mch. 31, '96).	100 00
Fulford Harbour, Bourgoyne Bay and Wharf	H. N. Rogers	3	2	12 do	50 00
Gabriola Island and Wharf	J. H. Degnew	4½	2	12 do	100 00
Galiano and Steamer	H. Macklin	2	2	7 do (from Sept. 1, '95)	58 33
Garnham and Victoria	W. Garnham	5	3	12 do	150 00
Genoa and Railway Station	Hughitt & McIntyre	4½	6	7 do (to Oct. 31, '95) ..	175 00
Glencurma and Hull Car	K. Sweet	12	1	8 do (from Aug. 1, '95)	60 00
Glenwood and Langley Prairie	J. T. Smith	4	1	12 do	80 00
Golden and Railway Station	C. A. Warren	400 yds.	14	12 do	200 00
Golden and St. Eugene Mission	F. P. Armstrong ..	200	wkly s ftly w	12 do	3,000 00
Goldatseam and Railway Station	J. Phair	½	6	12 do	80 00
Gordon Ranch and Main Post Road	J. G. Gordon	3½	wkly s ftly w	4 do (from Dec. 1, '95)	9 16
Grand Forks and Penticton	M. Miller	107	1	12 do	1,450 00
Hagan and Victoria	H. Simpson	13	2	12 do	240 00
Hall's Prairie and Railway Station	D. W. Brown	14	4	12 do	120 00
Harrison Hot Springs and Ry Station	J. R. Ross	5	12 & 6	12 do	200 00

DETAIL of all payment for Mail Transportation in British Columbia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Harrison River and Railway Station	C. W. Menten..	4	4	12 months.....	60 00
Hatzic and Hatzic Prairie.....	T. Martin.....	5	2	4 do (to July 31, '95)..	33 33
Hatzic and McConnell Creek.....	M. O. Gasse.....	10	2	8 do (from Aug. 1, '95)	80 00
Hatzic and Mail Catching Post.....	S. StV. Ross.....	60 yds.	14	12 do	60 00
Hazelmere and Railway Station.....	H. T. Thrift.....	1	4	12 do	50 00
Hope and Railway Station.....	J. Wardle.....	2	6	9 do (to Dec. 31, '95)..	118 00
do do	T. Alvary.....	2	6	3 do from do	39 00
Hornby Island and Mail Steamer.....	G. Ford.....	2	2	3 do (to June 30, '95)..	6 50
do do	W. Ford.....	2	2	9 do from do	19 50
Horsefly and 108-Mile House.....	C. H. Tingley..	40	1	7 do and 12 days (from Aug. 20, '95)..	334 70
Huntingdon and Railway Station..	F. P. Truswell..	200 yds.	12	12 do	75 00
Huntingdon and Upper Sumas.....	A. Boley.....	5	3	12 do	120 00
Illicillewaet and Railway Station..	A. C. McArthur	1/2	12	3 do (to June 30, '95)..	10 00
do do	R. J. Scott.....	3/8	14	9 do from do	37 50
Kamloops and Louis Creek.....	J. F. Smith.....	40	ftly s		
			mly w	12 do	150 00
Kamloops and Railway Station.....	E. H. Jones.....	1	14	12 do	366 00
Kamloops and Spence's Bridge.....	J. Clark.....	108	1	12 do	1,944 00
Kananaskis and Mail Catching Post	J. Walker.....	100 yds.	12	12 do	45 00
Kaslo and New Denver.....	A. J. Scott.....	30	2	12 do (and arrears)...	1,180 00
Kaslo and Wharf.....	S. H. Green.....	1/2	6 & 4	12 do	189 70
Keefe's and Railway Station.....	J. Hannah.....	150 yds.	14	8 do (from Aug. 1, '95)	26 66
Keithley Creek and 150 Mile House	Executors estate				
do do	late J. Ford..	80	w. & ftly.	6 do (to Sept. 30, '95).	445 00
	British Columbia Exp. Co. (Ltd.)	80	do	6 do from do	400 00
Kelowna and Vernon.....	G. R. Thomson..	40	3	12 do	750 00
Kelowna and Wharf.....	L. Leguinne.....	100 yds.	6	12 do	60 00
Keremeos and Penticton.....	P. Marsel.....	24	1	12 do	250 00
Koksilah and Railway Station.....	R. McLay.....	1/2	6	12 do	40 00
Kualt and Mail Catching Post.....	J. Genelle.....	50 yds.	7	9 do (from July 1, '95)	15 00
Langley and Langley Prairie	F. White.....	6	3	12 do	156 00
Langley and Railway Station	J. Taylor.....	3	6	12 do	392 50
Lillooet and Pemberton Meadows..	R. Terry.....	60	ftly s. mly w	8 do (from Aug. 1, '95)	230 00
Loch Erroch and Mail Catching Post.....	T. Wilson.....	100 yds.	3	12 do	25 00
Lower Nicola and Princeton.....	G. B. Armstrong	75	mntly	6 do (to Sept. 30, '95, and extra trips)	135 00
do do	W. Smith.....	75	1	6 do from do	360 00
Lumby and Vernon.....	L. Simmons.....	16	2	2 do (from Feb. 1, '96)	39 73
Lytton and Railway Station.....	A. Stevenson..	1/2	14	12 do	175 00
McPherson's Station and Railway Station.....	A. Cook.....	70 yds.	6	12 do	40 00
Mara and Railway Station.....	S. Appleby.....	3/4	4	9 do (to Dec. 31, '95)..	37 50
do do	M. E. Roseman..	3/4	4	3 do from do	12 50
Metchosin and Victoria.....	T. Parker.....	25	1	12 do	190 00
Millstream and Railway Station.....	J. Wriglesworth	2	6s.3w.	12 do	100 00
Millward and Morley.....	J. McDougall..	3	2	12 do	100 00
Mission City and Mount Lehman..	W. Thomson.....	4	3	12 do	195 00
Mission City and Railway Station..	M. DesBrisay..	1/2	12	12 do	180 00
Mitford and Mail Catching Post.....	A. Cochrane.....	200 yds.	14	9 do (to Dec. 31, '95)	135 00
do do	do	200 yds.	14	3 do from do	75 00
Morley and Railway Station.....	W. Graham.....	100 yds.	12	12 do	40 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mount Pleasant, Street Letter Boxes and Vancouver.....	T. F. Neelands..	9	7	12 months	669 00
Mount Tolmie and Victoria	W. B. C. Newburn	3½	6	12 do	150 00
Nakusp and Railway Station.....	F. W. Jordan...	200 yds.	as req.	12 do	107 00
Nakusp and Wharf.....	do	600 yds.	as req.	12 do	106 50
Nanaimo and Comox Steamer Wharf	W. H. Ganner..	100 yds.	4	12 do	93 60
Nanaimo and Railway Station.....	Thompson & Sco-ville ..	1½	12	12 do	296 00
Nanaimo and Street Letter Boxes..	do	2½	7	9 do (to Dec. 31, '95).	136 50
do do	do	3½	7	3 do from do ..	66 75
Nanaimo and Vancouver Wharf..	do	300 yds.	7	12 do	180 00
Nanoose Bay and Main Post Road.	W. Roberts.....	2	2	12 do	75 00
Nelson and Ry. St'n (N. & F. S.)..	Wilson & Perdue	1	4 & 6	12 do	229 50
Nelson and Ry. Station (C. & K.)..	do	1	as req.	12 do	115 00
Nelson Railway Station and Wharf	W. Hodson.....	1	as req.	11 do and 13 days (from April 6, '95) (broken period)	90 00
Nelson and Wharf.....	Wilson & Perdue	½	6	12 do	78 50
New Denver and Railway Station..	G. L. Estabrook	4	as req.	12 do	213 00
New Denver and Silverton	W. Hunter	4	1	3 do (to June 30, '95).	13 00
do do	W. C. McKinnon	4	4	9 do from do ..	121 00
New Westminster and Railway Station (Can. Pac.)	W. G. Cross	¼	as req.	12 do	289 73
New Westminster and Ry. Station.	H. Williams.....	1	14	4 do (from Dec. 1, '95)	66 66
New Westminster and South Westminster.....	N. W. & S. Ry. Co.	1	7	8 do (to Nov. 30, '95).	133 33
New Westminster and Street Letter Boxes.....	W. G. Cross	4	6	4 do (to July 31, '95).	111 74
do do	do	5¼	6	8 do from do ..	257 15
New Westminster and Tram Car Terminus	do	100 yds.	as req.	10 do (to Jan. 31, '96).	20 50
New Westminster and Vancouver..	N. W. & V. E. Tram Car Co..	12	as req.	9 do (to Dec. 31, '95).	25 60
do do	Consolidated Ry. & Light Co..	12	as rep.	1 do (to Jan. 31, '96).	10 00
do do	do	12	12	2 do from do ..	80 00
Nicomekl and Railway Station.....	R. Ludlow.....	30 yds.	6	12 do	60 00
Nicoomin and Railway Station.....	W. Brown	3½	3	12 do	100 00
North Bend and Railway Station..	J. Webb	100 yds.	14	12 do	40 00
Northfield and Railway Station...	I. R. McManus..	1	12	12 do	190 00
North Saanich and Railway Station.	T. J. Forfar	3	6	4 do (from Dec. 1, '95)	50 00
North Saanich and Victoria.....	R. P. Horth.....	18	2	8 do (to Nov. 30, '95).	241 33
North Salt Spring Wharf and Vesuvius Bay.....	F. H. Lakin	300 yds. & 6 m.	2	12 do	75 00
Notch Hill and Railway Station...	C. Castle.....	100 yds.	6	12 do	50 00
Okanagon and Railway Station...	C. O'Keefe.....	2	2	9 do (to Dec. 31, '95).	75 00
Okanagon and Vernon	do	8	2	3 do (from Jan. 1, '96)	25 00
Otter Point and Shirley	H. McLeod.....	6	1	12 do	65 00
Otter Point and Victoria.....	A. Henderson..	30	1	12 do	275 00
Palliser and Railway Station	J. C. Medhurst.	50 yds.	14	12 do	36 00
Pender Island and Mail Steamer..	A. Davidson	¼	2	12 do	50 00
Penticton and Oroville (U. S.)..	A. J. Sproles ..	46 & 73	3s&1w	12 do	1,256 00
Penticton and Wharf.....	T. Ellis.....	1½	6	3 do (to June 30, '95).	30 00
do do	A. H. Wade ..	200 yds.	6	9 do from do ..	90 00
Pilot Bay and Wharf.....	J. D. Marsden..	½	6	12 do	36 00
Plumper Pass and Steamer.....	W. T. Collinson.	400 yds.	6	12 do	200 00
Plumper Pass and Saturna.....	H. D. Payne.....	10	1	13 days (to April 13, '95).	4 64
Port Hammond and Railway Station	A. L. Lazenby..	100 yds.	14	12 months.....	73 20

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Port Haney and Railway Station..	D. Dockstader.	50 yds.	14	12 months	60 00
Port Haney and Webster's Corners.	J. M. Webster..	4½	2	12 do	75 00
Port Kells and Railway Station....	J. Latta	1	6	12 do	80 00
Port Moody and Mail Catching Post.	J. Tays	¾	12	12 do	60 00
Port Renfrew and Mail Steamer...	W. D. McDonald	1	as req.	8 do (from Aug. 1, '95)	24 00
Revelstoke and Railway Station ...	C. Abrahamson.	1½	14	4 do (to July 31, '95)..	109 80
do do	S. Ballegaurd...	1	14	8 do from do	183 00
Revelstoke and Trout Lake.....	F. Allen	57	ftly	4 do (to April 30, '95).	40 00
do (via Thomson's Landing)	do	52	ftly	13 trips.....	145 00
Revelstoke and Wharf	R. Sanderson...	½	2	4 mos. and 29 days (to Nov. 13, '95)...	20 50
do do	C. Abrahamson..	1	as req.	4 do (to July 31, '95)..	70 00
do do	S. Ballegaurd...	1	as req.	8 do (from Aug. 1, '95, and extra trips).	58 87
Revelstoke Station and Ry. Station	A. J. Bourne...	40 yds.	12	12 do	40 00
Robson, Railway Station and Wharf	L. Levesque	100 yds.	as req.	12 do	36 00
Rogers Pass and Railway Station..	W. Cator	150 yds.	6	12 do	55 00
Roseberry and Railway Station.....	J. T. Nault	50 yds.	4	7 do (from Sept. 1, '95)	23 33
Rossland and Northport (U. S.)...	D. McKellar	14	4 & 6	13 do (from Mar. 1, '95)	643 50
Rossland and Trail Creek	E. Johnson	7	4	9 do and 16 days (from June 15, '95)...	330 00
St. Elmo and Mail Catching Post.	C. F. Pound	1	2	12 do	52 00
Salmon Arm and Railway Station..	E. McGuire	300 yds.	12	12 do	80 00
Salt Spring Island and Wharf.....	J. Broadwell...	3	2	12 do	150 00
Sandon and Railway Station	E. R. Atherton.	400 yds.	4	3 do and 17 days (from Dec. 15, '95)...	29 00
Sandon and Three Forks	do	4	2	4 do and 15 days (to Dec. 15, '95)...	78 00
Sapperton and Railway Station....	T. Johnson	200 yds.	12	12 do	40 00
Savona's Ferry and Railway Station	J. H. MacNab..	30 yds.	14	6 do (to Sept. 30, '95).	45 00
do do	J. C. Cruse	30 yds.	14	6 do from do	45 00
Shawnigan Lake and Ry. Station..	G. Koenig	50 yds.	6	12 do	30 00
Shusland and Somenos	J. Kier	4½	3	12 do	135 00
Shuswap and Railway Station.....	L. Hoffman	200 yds.	6	12 do	60 00
Sicamous and Railway Station.....	T. J. Cummiskey	400 yds.	12	12 do	240 00
Sidney and Railway Station.....	L. Dickinson	300 yds.	6	4 do (from Dec. 1, '95)	12 00
Silverdale and Mail Catching Post.	R. Law	100 yds.	5	12 do	50 00
Somenos and Railway Station.....	J. Kier	1½	6	12 do	180 00
South Vancouver and Vancouver..	W. Daniels	5	3	12 do	125 00
Spence's Bridge and Ry. Station...	J. Murray	¾	14	12 do	100 00
Squamish and Mail Steamer.....	D. Mooney.....	2	1	12 do	40 00
Steveston and Vancouver.....	W. H. Steves..	14 & 17	6	9 do (to Dec. 31, '95).	429 00
do do	do	14 & 17	6	3 do from do	117 25
Tappin Siding and Mail Catching Post.	W. T. Smith.....	100 yds.	6	12 do	40 00
Thomson's Landing and Trout Lake	J. W. Thomson.	12	1	4 do and 17 days (to Dec. 31, '95)...	60 00
Thomson's Landing and Wharf....	R. Sanderson...	¾	2	4 do and 29 days (to Nov. 13, '95)...	20 50
Three Forks and Railway Station..	H. H. Pitts	¾	as req.	6 do (to Sept. 30, '95).	53 00
do do	T. H. Wilson...	¾	as req.	6 do from do	54 50
Tinehead and Port Kells	R. S. M. Ingliis.	4	2	12 do	75 00
Trail Creek and Wharf	E. S. Topping ..	100 yds.	4	Season 1895	10 00
do do	do	200 yds.	as req.	6 mos. (from Oct. 1, '95)	30 00
Turgoose and Railway Station.....	F. Turgoose	200 yds.	6	4 do (from Dec. 1, '95)	8 00
Union and Railway Station	J. L. Roe.....	50 yds.	2	12 do	26 00
Union and Wharf	Union Colliery Co.	12	4	12 do	240 00
Union Bay, Wharf and Ry. Station	G. Howe	½	2	12 do	40 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Valdez Island and Mail Steamer...	R. J. Walker...	1½	ftly s	12 months (and arrears)...	43 50
Vancouver Tram Car Terminus and Victoria Steamers	Atkins & Johnson Consolidated Ry. and Light Co.	¼	as req.	12 do (and extra trips).	32 50
Vancouver Letter Carriers' Service.	Vancouver, Gurney Cab and Delivery Co.			3 do and 17 days (from Dec. 15, '95) ...	43 75
Vancouver and Nanaimo Wharf...	Vancouver Transfer Co. (Ltd.)..	¾	6	12 mos. (and extra trips).	151 00
Vancouver and China and Japan Steamers	Vancouver Transfer Co. (Ltd.)..			6 do (from Oct. 1, '95) (special service)	39 50
Vancouver and Railway Station...	Atkins & Johnson	¼	14	12 do	366 00
Vancouver Ry. Station and Steamer	R. Robinson...	200 yds.	as req.	12 do	36 00
do do	A. Adams	200 yds.	6	10 do (to Jan. 31, '96)..	43 25
Vancouver and Squamish Wharf...	D. Mooney	½	2	12 do	26 00
Vancouver and Union S.S. Co.'s Wharf	Union S.S. Co.	¼	2	12 do	39 00
Vancouver and Victoria Steamer Wharf.	G. McKay...	¾	12	12 do	124 72
Vernon and Railway Station	L. McDougall	¼	12	12 do	161 40
Victoria and Custom House	Victoria Transfer Co. (Ltd.)..			12 do	120 00
Victoria Letter Carriers' Service...	Victoria Electric Ry. and Light Co. (Ltd.)..		as req.	9 do (from July 1, '95)	150 00
Victoria and Nanaimo Wharf	Victoria Transfer Co. (Ltd.)..	½	2	12 do	106 00
Victoria and China and Japan Steamers	do			9 do (from July 1, '95)	63 50
Victoria and Ry. Station (E. & N.)	A. Henderson...	¾	12	12 do	235 00
do do (S. & V.)	Victoria Transfer Co. (Ltd.)..	1	12	4 do (from Dec. 1, '95)	60 00
Victoria and Street Letter Boxes	W. G. Bowman	9¼	14	12 do	500 00
Victoria and Wharf	Victoria Transfer Co. (Ltd.)..	¾	12	12 do	360 00
Waneta and Railway Station	F. Adie	500 yds.	4 & 6	11 do and 2 days (from April 29, '95) ...	76 50
Waneta and Wharf	do	400 yds.	4.	12 do	60 00
Wellington and Railway Station	T. Bryant	¾	12	12 do	72 00
Westholme and Railway Station	E. Barkley	1	3	12 do	60 00
Whonnoek and Railway Station	L. C. York	¼	7	12 do	60 00
Yale and Railway Station	D. J. Creighton.	100 yds.	12	12 do	60 00
Young and Railway Station	H. R. Young	1½	2	4 do (from Dec. 1, '95)	25 00
				Total	\$63,421 03

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

KINGSTON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
made within the year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					¢ cts.
Actinolite and Tweed	T. McCann	5	6	4 mos. (to July 31, '95).	61 66
do do	do	5	12	2 do (to Aug. 31, '95).	47 50
do do	G. Wey	5	12	6 do from do	142 50
Addison and Bell's Station	H. S. Moffatt	8½	6	12 do (including special allowance)	240 00
Adolphustown and Bath	T. Fournier	14	6	12 do	325 00
Adolphustown and Napanee	J. Furse	27¼	6	6 do (to Sept. 30, '95).	272 50
do do	J. Lowry	27¼	6	6 do from do	237 50
Albert and Marysville	P. Sullivan	11	6	12 do	300 00
Albury and Rednersville	D. F. Rose	4	3	12 do	75 00
Allisonville and Consecon	J. N. Isteed	8	3	12 do	125 00
Allsaw and Minden	G. Hope	12	2	12 do	120 00
Ameliasburg and Belleville	G. W. Tice	10	6	12 do	460 00
Anson and Railway Station	A. McMullen	200 yds.	6	12 do	45 00
Apsley and Coe Hill Mines	A. Smith	21½	2	12 do	189 68
Apsley and Peterboro	T. Kennedy	40	3	12 do	500 00
Apsley and Wilberforce	T. G. Eastland	27½	1	12 do	229 16
Arden and Dead Creek	J. Arney	7	1	12 do	40 00
Arden and Elm Tree	N. H. Hinchey	7	1	6 do (to Sept. 30, '95).	20 00
do do	W. McGregor	7	1	6 do from do	16 90
Arden and Railway Station	J. E. Hays	1	6	12 do	60 00
Arden and Tamworth	J. W. Babcock	20½	3	12 do	125 00
Athens and Brockville	A. Johnston	14	6	3 do (from Jan. 1, '96)	87 25
Athens and Mallorytown	H. Graham	13½	6	9 do (to Dec. 31, '95).	270 00
Athens and Oak Leaf	C. J. Slack	9	3	2 do 2 days (to June 2, '95)	21 63
do do	do	9 & 12	3 & 6	9 do 28 days (from June 3, '95)	145 34
Athens and Plum Hollow	H. Sherman	6	2	3 do (to June 30, '95).	14 50
do do	P. J. Hollingsworth	6	2	6 do (to Dec. 31, '95).	36 00
do do	do	6	3	3 do from do	27 00
Athens and Railway Station	J. H. Ackland	½	12	3 do (from Jan. 1, '96)	12 25
Atkinson and Washburn	J. Atkinson	3½	2 & 3	12 do	52 50
Ballantyne's Station and Railway Station	J. Hysop	½	2	12 do	26 00
Bancroft and Bronson	G. Payne	4	2	12 do	60 00
Bancroft and Leafield	W. H. Sweet	22	1	12 do	96 00
Bancroft and Wood	S. Vance	11	1	9 do (to Dec. 31, '95).	33 75
do do	A. W. Gould	11	1	3 do from do	9 00
Bannockburn and Railway Station	S. McEwen	½	12	12 do	60 00
Bath and Ernestown	C. Mills	3½	12	12 do	140 00
Bath and Stella	J. Baker	6½	6	12 do	344 40
Battersea and Kingston	W. J. Arthur	16	6	12 do	279 48
Bayside and Belleville	A. Aselstine	6	6	12 do	50 00
Bedford Mills and Newboro'	J. Woodman	6	3	9 do (to Dec. 31, '95).	52 50
do do	J. Moulton	6	3	3 do from do	18 75
Belleville and Albert College	W. P. Dyer	1½	6	12 do	25 00
Belleville and Belleville Station	H. W. Cronk	1½	12	12 do	75 00
Belleville and Frankford	F. Spencer	14	3	9 do (from July 1, '95)	101 25
Belleville and Railway Station	H. W. Cronk	1½	30 & 6	12 do	400 75
Belleville and Sydney Crossing	W. R. Vandervoort	6½	3	12 do	105 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c. --Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Belleville and Street Letter Boxes.	H. W. Cronk...	5	12	12 months	250 00
Belleville and Tweed	J. Jackson	25	6	12 do	666 68
Belleville and Wallbridge	F. B. Prior	9	3	3 do (to June 30, '95).	27 50
Bellrock and Verona	F. Clark	4	6	12 do	120 00
Bensfort and South Monaghan	J. Fletcher	5	3	12 do	65 00
Bethel and The Corners	R. H. Robinson	4	6	12 do	40 00
Bewdley and Millbrook	H. Atkins	11	6	12 do	350 00
Big Island and Demore-ville	G. P. Cole	5	2	12 do	55 40
Birdsalls and Railway Station	J. Lancaster	1	6	12 do	40 00
Bird's Creek and New Carlow	N. T. Armstrong	15	2	12 do	160 00
Black River Bridge and Picton	G. McQueen	7½	3	12 do	93 50
Blairhampton and Minden	W. Blair	10	1	12 do	60 00
Blairton and Havelock	M. J. Peters	8	3	12 do	141 68
Blairton and Wariston	J. A. Allen	9	3	12 do	187 48
Bloomfield and Railway Station	W. McQuaid	4	12	12 do	35 00
do do	J. Clinton	4	12	12 do	62 80
Bobcaygeon and Peterboro'	J. O. Gorman	22	6	12 do	537 00
Bobcaygeon and Silver Lake	A. Coulter	9	2	12 do	100 00
Boskung and Minden	J. Beatty	14	2	12 do	140 00
Boulter and Combermere	P. A. Bellisle	18	3	12 do	245 00
Boulter and L'Amable	J. Stewart	20	3 & 6	12 do	550 00
Brighton and Campbellford	J. Weese	20	6	12 do	474 00
Brighton and Lovett	P. B. Clark	5½	6	12 do	188 00
Brockville and Sherwood Spring	H. Marsaw	8	1	3 do (to June 30, '95).	9 50
Brockville and Railway Station	P. G. Cavanagh	1	12	3 do (from Jan. 1, '96)	21 50
Brockville and Westport	R. W. & J. Cope-land	44½	6	9 do (to Dec. 31, '95)..	1,503 75
Buckley and Godfrey	T. Buckley	7	2	12 do	60 00
Burnbrae and Railway Station	W. Wallace	5	6	12 do	139 00
Burnbrae and Sarginson	J. Finch	5	3	12 do	75 00
Burnley and Castleton	E. Richardson	8	3	12 do	99 00
Caintown and Mallorytown	S. L. Hogeboom	7	6	3 do (from Jan. 1, '96).	72 50
Caintown and Trevelyan	do	7½	6	9 do (to Dec. 31, '95).	104 61
Campbellford and Godolphin	D. N. Fairman	5	2	12 do	65 00
Campbellford and Havelock	J. Clark	11	6	12 do	293 00
Campbellford and Railway Station	J. W. Kent	½	12 & 6	12 do	79 32
Centretown and Grafton	S. Howard	15½	3	12 do	125 00
Centreville and Tamworth	S. Fleming	8	6	12 do	207 00
Chaffey Locks and Elgin	M. Doyle	6	2	12 do	100 00
Chantry and Philipsville	A. Brown	5½	6	9 do (to Dec. 31, '95).	88 50
Chantry and Delta Railway Station	J. H. Elliott	9½	6	3 do (from Jan. 1, '96)	61 50
Chapman and Lost Channel	A. Fluke	3	2	12 do	50 00
Chatterton and Foxboro'	S. P. Morden	3½	2	12 do	52 00
Cheddar and Gooderham	J. McIlvena	18	1	In lieu of 3 months notice of termination of contract.	20 00
Cheddar and Wilberforce	A. Southworth	8	1	12 months	52 00
Cherry Valley and Point Petre	J. R. Gibson	6	1	12 do	36 00
Cherry Valley and Salmon Point	J. M. Bentley	6	2	12 do	49 48
Clarendon Station and Plevna	A. Thompson	22	3	12 do	345 00
Clareview and Erinville	R. T. McDonnell	4	2	12 do	60 00
Cloyne and Denbigh	J. Quackenbush	28	2	12 do	410 00
Cloyne and Harlowe	J. A. Black	11	2	12 do	104 00
Cloyne and Railway Station	G. Deline	13½	6	9 do (from July 1, '95)	352 50
Cobourg and Harwood	A. Barr	16	6	12 do	375 00
Cobourg and Railway Station	R. Buck	½	6	12 do	46 80
Cobourg and Roseneath	T. McCutcheon	20	6	12 do	603 88
Cobourg and Wharf	J. Payne	4	12	Season 1895	53 35
do do	J. O'Neill	4	8	trips	3 00
Cobourg and Street Letter Boxes	W. Sykes	3	12	12 months	200 00
Coe Hill Mines and Faraday	R. Hewton	8	2	12 do	90 00
Coe Hill Mines and Railway Station	R. H. Waddington	½	12	12 do	40 00

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Coe Hill Mines and The Ridge.....	J. Wagar.....	28½	2	12 months.....	150 00
Colborne and Dundonald.....	G. Gooderich.....	8	6	12 do.....	148 36
Colborne and Lakeport.....	T. Howard.....	2½	12	12 do.....	180 00
Colborne and Warkworth.....	J. Prater.....	16	6	12 do.....	400 00
Collins Bay and Railway Station.....	J. J. Losee.....	3½	12	12 do.....	50 00
Combermere and Maynooth.....	J. Poff.....	25	1	8 do (to Nov. 30, '95).....	126 66
do do.....	do.....	22	1	4 do from do.....	55 73
Consecon and Railway Station.....	H. A. Gorman, executrix.....		24	12 do.....	133 20
Cooper and Madoc.....	W. West.....	11	3	12 do.....	156 00
Cooper and The Flats.....	A. Lemon.....	5	2	12 do.....	55 00
Corbyville and Gilead.....	W. Sheffield.....	4	2	12 do.....	50 00
Cottesloe and Norwood.....	S. J. Cameron.....	8½	2	12 do.....	90 00
Cranworth and Portland.....	J. Wilson.....	5½	1	12 do.....	25 00
Cressy and Picton.....	C. Storms.....	19	3	12 do.....	197 00
Crofton and Rossmore.....	G. W. Weese.....	9	6	12 do.....	268 00
Crow Lake and Railway Station (K. & P.).....	C. Knapp.....	9	2	12 do.....	72 00
D'Arcy and Howe Island.....	C. Rochefort.....	6	2	12 do.....	60 00
Deloro and Railway Station.....	J. Auger.....	1½	6	3 do (to June 30, '95).....	18 50
do do.....	H. N. Darling.....	1½	6	9 do from do.....	54 00
Delta and Railway Station.....	P. A. Jackson.....	3	6	3 do (from Jan. 1, '96).....	12 50
Demorestville and Fish Lake.....	G. W. Baker.....	4	2	12 do.....	60 00
Denbigh and Griffith.....	P. S. Rose.....	14	2	12 do.....	114 00
Denbigh and Plevna.....	J. H. Youmans.....	23	2	12 do.....	220 00
Deseronto Night Letter Box Service.....	The Rathbun Co.....	½	7	4 do 15 days (from Nov. 16, '95).....	47 43
Desert Lake and Hartington.....	W. Snook.....	9	2	12 do.....	104 00
Donaldson's Mills and Ry. Station.....	S. Donaldson.....	500 yds.	3	12 do.....	14 00
Dufferin and Kingston Mills.....	do.....	3½	3	12 do.....	71 25
Eldorado and Empey.....	J. A. Empey.....	3	2	12 do.....	80 00
Elgin and Railway Station.....	P. J. Fahey.....	3½	6	3 do (from Jan. 1, '96).....	19 50
Enterprise and Trafford.....	C. Whelan.....	11	1	12 do.....	48 00
Enterprise and Wilkinson.....	P. Finn.....	8½	2	12 do.....	89 00
Krinsville and Napanee.....	J. W. Grange.....	21	6	12 do.....	475 00
Essonville and Tory Hill.....	H. McGuire.....	4	2	12 do.....	55 00
Ewan and Furnace Falls Railway Station.....	G. J. McKee.....	14	3	12 do.....	135 00
Fermoy and Westport.....	J. J. Malville.....	8	3	3 do (from Jan. 1, '96).....	31 25
Flinton and Madoc.....	W. Hulin.....	19	6	9 do (to Dec. 31, '95).....	356 25
do do.....	F. Rollins.....	19	6	3 do from do.....	118 75
Fowler's Corners and Best's Rail- way Station.....	C. Chambers.....	1½	6	12 do.....	90 00
Foxboro' and Railway Station.....	W. L. Westover.....	3	12	12 do.....	157 00
Frankford and Railway Station.....	J. Chapman.....	2	12	12 do.....	78 00
Frankford and Stockdale.....	do.....	2	3	12 do.....	45 00
Frankville and Railway Station.....	W. Dourley.....	11	6	9 do (to Dec. 31, '95).....	179 25
do do.....	do.....	11	6	3 do from do.....	90 95
Fuller and Thomasburg.....	M. Mitts.....	4½	2	12 do.....	37 00
Gananoque and Seeley's Bay.....	W. Kenny.....	14	2	12 do.....	152 76
Gananoque and South Lake.....	J. Birmingham.....	7	4	12 do.....	195 00
Gananoque and Street Letter Boxes.....	E. Keating.....	2½	13	12 do.....	284 56
Gananoque and Winstead.....	T. Elliott.....	4	3	12 do.....	78 00
Gananoque and Grand Trunk Junc- tion.....	R. C. Carter.....	3½	26	12 do.....	25 00
Gilbert's Mills and Picton.....	J. D. Gilbert.....	12	3	12 do.....	130 00
Gilmour and Railway Station.....	J. Caverly.....	100 yds.	12	12 do.....	20 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Glanmire and Millbridge	W. Loudon.....	7	1	12 months	40 00
Glastonbury and Northbrook	W. Both.....	4½	2	12 do	39 00
Glenburnie and The Corners.....	S. Shurtleff.....	½	6	12 do	60 00
Glenfield and Vennachar.....	W. Livingston.....	4	1	12 do	40 00
Glen Millar and Trenton.....	W. Nelson.....	3½	6	12 do	125 00
Glenora and Picton.....	J. C. Wilson.....	6	6	12 do	225 00
Glen Ross and Railway Station.....	G. T. Iveson.....	20 yds.	6	12 do	50 00
Glenvale and Sharpton.....	G. D. Hann.....	4	2	12 do	60 00
Godfrey and Sangster.....	R. A. Popplewell.....	6	2	3 do (from Jan. 1, '96)	12 50
Gooderham and Railway Station.....	J. W. Gould.....	½	12	12 do	62 80
Gooderham and Ursa.....	S. Kettle.....	6	1	12 do	30 00
Gosport and Napanee.....	J. Harcus.....	19 & 20½	2	12 do (and arrears)	150 63
Grafton and Railway Station.....	J. Cochran.....	1	7	12 do	100 00
Green Point and Picton.....	C. Reynolds.....	12	2	Season 1895.....	67 00
Gunter and Railway Station.....	J. H. Gunter.....	6	2	12 months	80 00
Haliburton and Railway Station.....	J. Paull.....	½	12	12 do	40 00
Haliburton and Wicksteed.....	D. H. Anderson.....	10	1	12 do	55 00
Halloway and Railway Station.....	T. W. Carter.....	200 yds.	12	12 do	93 88
Hall's Glen and Warsaw.....	D. Madill.....	6	2	3 do (from Jan. 1, '96)	16 25
Harrowsmith and Sydenham.....	J. K. Godfrey.....	4	6	12 do	48 00
Hartsmere and Hermon.....	C. A. Bremner.....	8½	2	12 do	90 00
Havelock and Oak Lake.....	R. McCutcheon.....	16	1	12 do	65 00
Havelock and Railway Station.....	M. E. Fuller.....	50 yds.	18	3 do (to June 30, '95).	14 04
do do.....	A. V. Fuller.....	50 yds.	18	9 do from do	42 48
Hayburn and Parma.....	E. Loyst.....	2	3	12 do	50 00
Hiawatha and Peterboro'.....	O. A. Cragg.....	11	2	12 do	145 00
Hillier and Railway Station.....	H. Monaghan.....	½	24	12 do	125 60
Hillier and Rosehall.....	R. McCartney.....	2½	3	12 do	125 00
Hinch and Newburgh.....	B. Lewis.....	6	2	12 do	70 00
Hotspur and Tory Hill.....	T. Clark.....	3½	2	12 do	57 20
Howe Island and Pitt's Ferry.....	A. O'Brien.....	4	3	12 do	150 00
Indian River and Railway Station.....	M. Guérin.....	2	3	12 do	100 00
Indian River Station and Ry. St'n.....	J. Duff.....	½	6	6 do (to Sept. 30, '95).	12 50
Ingle and Tamworth.....	H. M. York.....	5	2	12 do	50 09
Irondale and Railway Station.....	P. Barr.....	½	12	12 do	62 80
Ivaahoe and Railway Station.....	W. B. Tanner.....	2	12	12 do	235 00
Ivy Tea and Lansdowne.....	J. Ivey.....	4	2 & 6	12 do	110 80
Jellyby and Railway Station.....	J. E. Davis.....	300 yds.	3	12 do	30 00
Jermyn and Lang.....	M. Carter.....	4	3	12 do	68 00
Jones Falls and Morton.....	T. Kenny.....	3	3 & 6	12 do	70 00
Keene and Railway Station.....	R. McIntyre.....	1½	12	12 do	119 00
Kennaway and Wilberforce.....	R. A. Riley.....	15	1	12 do	140 00
Kingston, Barriefield, Portsmouth, etc.....	B. McConville.....	1½ & 2½	6 & 12	12 do	301 91
Kingston Letter Carriers' Service..	Kingston, Ports- mouth and Catawaqui St. Railway Co'y.....			12 do	312 19
Kingston and Newboro'.....	R. W. Copeland.....	41	6	6 do (to Sept. 30, '95).	547 00
do do.....	do do.....	41	6	6 do from do	392 00
Kingston and Newburgh.....	C. H. Finkle.....	27	6	12 do	500 00
Kingston and Perth Road.....	J. Miller.....	15	6	12 do	439 48
Kingston and Street Letter Boxes.....	B. McConville.....			12 do	669 78
Kingston and Willetsholme.....	N. F. Darling.....	16	3	12 do	290 00
Kingston Station and Grand Trunk Junction.....	T. Hanley.....	2	26	12 do	36 00

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Kingston Station Post Office and Kingston Junction Station.....	A. Campbell.....	50 yds.	6	6 mos. (7 d. to Oct. 7, '96)	16 40
Kinmount and Mount Irvine.....	T. Peacock.....	7	2	12 do	70 00
Lakefield and Lakehurst.....	A. Johnston.....	19	3	12 do	239 00
Lakefield and Peterboro'.....	J. Cooper.....			Special service	6 00
Lakefield and Railway Station.....	do	4	18	12 months	141 30
Lake Opinicon and Perth Road.....	S. Sears.....	10	3	12 do	120 00
Lang and Railway Station.....	A. Colville.....	1	12	do	74 00
Lansdowne and Melcombe.....	A. Landon.....	4	3	3 do (to June 30, '95)	19 50
do do	do	4	3	9 do from do	78 00
Lansdowne and Rockfield.....	J. Herbison.....	7	3	6 do (to Sept. 30, '95)	69 00
do do	do	8	3	6 do from do	90 53
Lansdowne and Sand Bay.....	C. McDonald.....	11½	3	12 do	211 04
Latimer and Wolf's Corners.....	Mrs. M. E. Traves.....	1	3	12 do	62 48
Lavant Station and Ompah.....	H. Dunham.....	9	3	12 do	195 00
Leinster and Roblin.....	T. N. Richmond.....	7	2	6 do (to Sept. 30, '95)	26 00
do do	T. Brown.....	7	2	6 do from do	24 00
Leland and Oates.....	J. Buck.....	4½	2	12 do	50 00
Lime Lake and Marlbank.....	J. Henderson.....	4	3	12 do	78 50
Lochlin and Railway Station.....	G. W. James.....	4	12	10 do (from June 1, '95)	33 33
Long Lake and Mountain Grove.....	H. Drew.....	7	2	12 do	75 00
Long Point and Seeleys Bay.....	N. Shook.....	7½	2	9 do (to Dec. 31, '95)	63 75
Lyn and Railway Station (G.T.R.).....	J. Baird.....	1	6	12 do	62 80
Lyn and Ry. Station (B. & W. Ry.).....	W. A. McLean.....	4	12	3 do (from Jan. 1, '96)	15 00
Lyndhurst and Railway Station.....	W. D. Wetherell.....	2½	12	3 do from do	20 00
Lyndhurst and Seeley's Bay.....	do	8	6	9 do (to Dec. 31, '95)	126 00
do do	do	13	6	3 do from do	68 25
McLean and Parham.....	H. Vanvolkenburgh.....	8	2	12 do	100 00
Madoc and Queensboro'.....	W. H. Diamond.....	8	6	12 do	190 00
Madoc and Railway Station.....	W. Hulin.....	7	12	12 do	400 00
Madoc and Railway Station (C.P.R.).....	G. W. Alcombrach.....	6½	7	12 do	365 00
Madoc and Railway Station (G.T.R.).....	S. P. Barnum.....	2	24	12 do	125 60
Mallorytown and Poole's Resort.....	H. Turkington.....	5	6 & 3	12 do	95 00
Mallorytown and Rockport.....	A. Dickey.....	12½	6	12 do	210 00
Mallorytown and Sherwood Spring.....	B. Burnham.....	7	2	6 do (to Dec. 31, '95)	60 92
do do	J. Bryant.....	7	3	3 do from do	20 43
Mallorytown and Yonge Mills.....	B. Burnham.....	4	2	3 do (to June 30, '95)	18 75
Malone and Railway Station (C.O.).....	C. Thompson.....	3	6	12 do	80 00
Maple Lake and Minden.....	G. W. Clark.....	20	2	12 do	125 00
Marble Rock and Ganancque Stn.....	B. S. Bradley.....	4½	2	12 do	60 00
Marmora and Railway Station.....	R. A. McWilliams.....	2½	12	12 do	125 00
Marmora and Shanick.....	P. Sheridan.....	9	2	12 do	60 00
Marmora and Stirling.....	G. O. Tice.....	16	6	12 do	400 00
Maynooth and Murchison.....	P. Barr.....	25	1	12 do	175 00
Maynooth, Ormsby and Ry. Station.....	W. Golding.....	32	6	9 do (to Dec. 31, '95)	633 00
do do	G. L. Jarman.....	32	6	3 do from do	211 00
Milford and Picton.....	W. Ogden.....	10	6	6 do (to Sept. 30, '95)	125 00
Milford and Point Traverse.....	F. J. Vandusen.....	11½	2	12 do	92 60
Milford and Port Milford.....	J. Newman.....	4	6	1 do (21 days to Sept. 21, '95)	20 80
Millbridge and Railway Station (C.O.).....	C. Donaldson.....	1½	6	12 do	75 00
Minden and Railway Station.....	D. J. Hartle.....	7½	12	12 do	301 44
Moira and Plainfield.....	W. H. Dean.....	9	3	11 do (to Feb. 29, '96)	128 88
Moria and West Huntington Railway Station.....	do	4½	6	1 do (from Mar. 1, '96)	14 58
Moneymore and Roslin.....	J. Thompson.....	6½	1	12 do	30 00
Mountain Grove and Ry. Station.....	A. McDonald.....	100 yds.	12	12 do	20 00
Murray and Railway Station.....	G. D. Wells.....	1	24	12 do	180 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Napanee and Street Letter Boxes.	G. Bogart	1½	18	12 months	75 00
Napanee and Switzerville.	P. E. Miller	6	3	12 do	96 00
Naphan and Plainfield.	J. D. Naphan	13	2	12 do	95 00
Newboro' and Railway Station.	A. Wallace	27 & 29	12	3 do (from Jan. 1, '96)	12 43
Newboro' and Smiths Falls.	J. M. Preston	27 & 29	6	9 do (to Dec. 31, '95).	444 75
New Dublin and Bellamy's Station.	N. E. Brown	3½	3	12 do	65 00
Norwood, Warkworth and Hastings Railway Station.	C. McDonnell	16 & 6	6 & 6	12 do	510 44
Norwood and Ry. Station (C.P.R.)	W. Udy	12½	20	12 do	156 90
Norwood and Stony Lake.	D. Mahoney	12	3 & 2	3 do (from Jan. 1, '96)	31 25
Odessa and Railway Station.	B. L. Davy	5	12	12 do	220 00
Odessa and Violet.	E. W. Perry	6	6	12 do	95 00
Opeongo Station and Renfrew.	M. McKinnon			1 trip	1 00
Ormsby and Thanet.	Mrs. E. Thompson	5	2	3 mos. (to June 30, '95).	14 75
do do	do	5	2	8 do (from Aug. 1, '95)	39 33
Oso Station and Zealand.	J. Davis	4½	2	12 do	74 00
Otonabee and Railway Station.	J. Duff	18	6	6 do (from Oct. 1, '95)	12 50
Overton and Roblin.	G. W. Fox	3½	2	12 do	48 00
Parma and The Pines.	J. Magee	4	3	12 do	70 00
Perth and Westport.	A. P. Palmer	23	2	12 do	175 00
Perth Road and Wilmur.	J. S. Roberts	2	3	12 do	48 48
Peterboro' and Ry. Station (C.P.R.)	T. Fee	½	31 & 37	12 do and extra trips.	209 33
Peterboro' and Ry. Station (G.T.R.)	do	½	72	12 do	300 00
Peterboro' and Street Letter Boxes.	H. C. Rogers	4½	12	12 do	200 00
Peterboro' and Warsaw.	D. McIntosh	16	6	12 do	276 00
Phillipston and Plainfield.	W. H. Sills	5	3	1 do (from Mar. 1, '96)	6 25
Picton and Railway Station.	J. B. Sheriff	¾	24	12 do	92 00
Picton and Port Milford.	D. Welbank	14	6	6 do (from Oct. 1, '95)	124 50
Picton, West Lake and West Point.	J. R. Tubbs	10½ & 8	6 & 3	12 do	165 00
Picton and Solmesville.	G. T. Thompson	17	6	12 do	298 00
Picton and Street Letter Boxes.	T. Shannon	1	12	12 do	78 50
Portland and Crosby Ry. Station.	J. McDonald	5 & 7	6	3 do (from Jan. 1, '96)	33 50
Portland and Smith's Falls.	J. Barrington			In lieu of 3 months notice of cancellation of contract	25 00
do do	J. W. Preston	18	6	3 mos. (from Jan. 1, '96)	90 18
Preneveau and Rylstone.	B. Loucks	8	3	12 do	99 00
Railton and Railway Station.	P. Conway	4½ & 6	6	12 do	144 00
Read and Shannonville.	B. Callery	13½	6	12 do	251 50
Roblin and West Plain.	C. Sedore	3	2	12 do	25 00
St. Lawrence and Wolfe Island.	J. W. O'Brien	13	2	12 do	100 00
Sharbot Lake and Railway Station (C.P.R.)	M. Avery	½	14	12 do	146 40
St. Ola and Railway Station.	G. L. Clark	2	6	6 do (to Sept. 30, '95).	47 50
do do	W. Morton	2	6	6 do from do	47 50
Soperton and Railway Station.	S. W. Stafford	½	6	3 do (from Jan. 1, '96)	15 60
Snyder Depot and Railway Station.	G. Deline	15½	6	3 do (to June 30, '95).	142 50
Springville and Railway Station.	J. Tully	3	6	12 do	100 48
Steenburg and Railway Station.	S. S. Steenburg	100yds.	6	12 do	55 00
Stirling and Railway Station.	H. S. Ferguson	¼	12	12 do	58 77
Stony Lake and Warsaw.	E. McIlvena	12	1	9 do (to Dec. 31, '95).	55 50
Tory Hill and Railway Station.	J. H. Anderson	10yds.	12	12 do	50 00
Trenton and Railway Station.	J. S. Dyer	¼	36	12 do	187 20
Trenton and Wooler.	W. H. Richards	9	6	12 do	160 00

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Tuftsville and North Hastings Junction.....	S. Tufts.....	4 $\frac{1}{5}$	6	12 months.....	20 00
Turriff and Umfraville.....	P. Turriff.....	4	2	12 do.....	55 00
Tweed and Railway Station.....	W. J. Bowell.....	$\frac{3}{4}$	20	12 do.....	156 90
Villiers and Railway Station.....	W. Weir.....	2	3	12 do.....	69 08
Wellington and Railway Station...	M. E. Pettet....	$\frac{1}{4}$	24	12 do.....	98 64
Wellmans Corners and Ry. Station.	P. Hubble.....	2	6	12 do.....	150 00
West Huntingdon and Ry. Station.	E. Kerleston....	$\frac{1}{2}$	12	12 do.....	80 00
Westport and Railway Station.....	J. H. Whelan...	20	6	9 do (to Dec. 31, '95).	369 00
do do.....	do.....	$\frac{1}{2}$	12	3 do from do.....	17 25
Westwood and Railway Station.....	J. Esson.....	2 $\frac{1}{2}$	6	12 do.....	156 00
Wilberforce and Railway Station..	Mrs. H. Riley..	2	6	12 do.....	100 00
				Total.....	\$43,069 31

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

Postmaster General's Report.

LONDON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in London Postal Division
made within the Year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberarder and Railway Station	D. V. McPhail	1	6	9 months to Dec. 31, '95	37 50
do do	D. N. Sinclair	1	6	3 do from do	12 50
Aberfeldy and Bothwell	W. Hands	11½	6	12 do	350 00
Aberfeldy and Mosside	do	3	3	12 do	50 00
Adare and Maguire	A. Tod	2½	3	12 do	60 00
Adelaide and Strathroy	T. Callaghan	8½	6	12 do	175 00
Ailsa Craig and Railway Station	C. Walker	6	6	12 do	44 00
Albuna and Blytheswood	L. June	2½	3	12 do	48 00
Aldboro and Rodney	A. Ruthven	6	6	12 do	140 00
Alvinston and Railway Station	C. J. Parker	½	12	12 do	108 00
Amherstburg and Railway Station	J. W. Gibb	1	12	12 do	170 00
Amherstburg and Windsor	A. Fox	18 & 20	6 & 3	12 do	460 00
Amiens and Ryckman's Corners	W. Ireland	2	3	12 do	50 00
Appin and Glen Willow	J. Reilly	5½	3	12 do	95 00
Appin and Mayfair	R. Earhart	4½	3	12 do	90 00
Appledore and Railway Station	O. B. Arnold	2½	2	1 do (to April 30, '95)	5 58
do do	J. Sawers	2½	2	1 do (to May 31, '95)	5 58
do do	T. McKerrall	2½	6	20 do from do	53 32
Arkona and Thedford	W. Hester	7½	6	12 do	140 00
Arkona and Watford	F. Hooper	12	6	12 do	450 00
Arner and Railway Station	S. A. Agla	¼	6	12 do	40 82
Atherton and Delhi	E. Wilson	3	2	12 do	45 00
Aughrim and Tancred	T. H. Wall	2	2	12 do	36 00
Avon, Putnam and Railway Station	J. A. Kinnee	6	6 & 12	12 do	350 00
Avonry and Wilkesport	J. Blacklock	2½	2	12 do	37 48
Aylmer and Dorchester Station	A. W. Pierce	16½	6	12 do	299 00
Aylmer and Dunboyle	W. L. Pierce	31	6	12 do	500 00
Aylmer and Railway Station	do	¾	24	12 do	314 00
Banner and Putnam	J. A. Kinnee	3½	2	12 do	45 00
Bayham and Ingersoll	W. H. Cook	20	6	12 do	395 00
Becher and Terminus	W. A. Gibson	4½	2	12 do	52 00
Becher and Wallaceburg	W. Newkirk	5	3	12 do	69 00
Belle River and Byrnedale	W. Byrne	5½	1	12 do	55 00
Belmont and London	J. Charles	13	6	12 do	120 00
Belmont and Railway Station	do	½	12	12 do	60 00
Belton and Railway Station	J. Gibson	¾	12	12 do	45 00
Belton and St. Ives	H. Powell	9½	2	12 do	117 76
Bentpath and Dresden	G. Sheppard	7	2	5 do (to Aug. 31, '95)	33 33
do do	do	12	2	7 do from do	73 50
Bickford and Railway Station	M. Webster	3	12	12 do	40 00
Big Point and Dover South	J. Durocher	7½	3	12 do	74 00
Birr and Southgate	H. O'Neil	2½	2	12 do	50 00
Blackwell Station and Railway Station	P. Wellington, jr	½	2	12 do	31 20
Blandford Station and Railway Station	E. Eaton	1½	12	12 do	36 00
Blenheim and Leamington	A. E. Rymal	38½	6	12 do less fine	1,193 09
Blenheim and Morpeth	A. Appleford	10	6	12 do	250 00
Blenheim and Railway Station	J. M. Burke	¾	12	12 do	62 80
Blenheim and Rondeau	G. Hallick	5	3 & 6	12 do	140 00
Bloomsburg and Waterford	L. S. Dean	3	6	3 do (to Sept. 30, '95)	18 75
do do	A. E. Robinson	3	6	6 do from do	36 00
Blytheswood and Goldsmith	S. Scratch	2½	3	3 do (to June 30, '95)	17 50
do do	A. McMullen	2½	3	9 do from do	45 00

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Blytheswood and Railway Station.	S. Scratch	3 ¹ / ₂	6	12 months	76 92
Bornish and Sable	A. McDonald	3	2	12 do	48 00
Botany and Thamesville	E. McBrayne	6	3	12 do	88 00
Bothwell and Clachan	A. McArthur	8 ¹ / ₂	3	12 do	125 00
Bothwell and Florence	T. J. Elliott	9	6	12 do	237 00
Bothwell and Moravian Town	W. Goodling	4	2	12 do	55 00
Boxall and Fingal	L. Else	3 ¹ / ₂	3	12 do	60 00
Bradshaw and Bridgen	W. Bradshaw	5	3	6 do (to Sept. 30, '95).	60 00
do do	W. A. Dawson	5	3	6 do from do	49 00
Brandy Creek and Railway Station	J. Wintermute	4 ¹ / ₂	6	12 do	40 00
Brantford and Eagles Nest	Hunt & Colter	4 ¹ / ₂	6	6 do (to Sept. 30, '95).	15 00
Brantford and Grand View	do	1	6	12 do	40 00
Brantford and Harley	R. Cavin	14	6	12 do	364 00
Brantford and Langford	W. Reel	8	6	12 do	234 00
Brantford and Mohawk	R. Cavin	12	6	12 do	307 00
Brantford and Railway Station	Hunt & Colter	1	54	12 do	367 38
do do	J. McCann	1	12	3 do (to Sept. 30, '95).	15 80
do do	Hunt & Colter	1	12	6 do from do	18 84
Brantford and Simcoe	A. Hillier	24	6	6 do (to Sept. 30, '95).	420 00
Brantford and Street Letter Boxes	J. McCann	7 ¹ / ₂	12	12 do	299 00
Brewster and Parkhill	S. Gratton	16	6	12 do	298 00
Brigden and Railway Station	J. Armstrong	9	12	12 do	94 20
Bright and Cassel	J. MacDonald	1	6	12 do	234 00
Bright and Washington	A. Gatzka	6 & 1 ¹ / ₂	6 & 12	12 do	234 00
Burford and Cathcart	R. Cavin	5 & 3 ¹ / ₂	3 & 6	12 do	168 00
Burgessville and Newark	W. Fletcher	5	6	7 do (to Oct. 31, '95).	99 17
do do	do	5	6	5 do from do	102 08
Burgessville and Oriel	W. B. Somerville	8 & 6	3	12 do	132 50
Burgessville and Railway Station	E. W. Burgess	4	12	9 do (to Dec. 31, '95).	37 76
do do	F. Perdue	4	12	3 do from do	12 50
Byron and London	J. Charles	6	6	12 do	170 00
Calder and Railway	H. G. Jones	2 ¹ / ₂	2	12 do	49 00
Caledonia and Conboyville	W. Arrell	6	2	12 do	70 00
Caledonia and Railway Station	P. McMullen	3	30	12 do	141 00
Caledonia and Six Nations	J. A. Beaver	4	3	12 do	90 00
Camlachie and Hillsborough	C. L. Hill	9	2	12 do	140 00
Campbellton and West Lorne	W. M. Paris and D. McPherson	6 ¹ / ₂	3	3 do (to June 30, '95).	47 50
Canfield and Railway Station	T. Brown	1 ¹ / ₂	12	12 do	62 80
do do	do	1 ¹ / ₂	6	12 do	15 70
Cayuga and Deans Station	E. Wigg	1 ¹ / ₂	52	12 do	175 84
Cayuga and Gypsum Mines	J. M. Thompson	3 ¹ / ₂	6	9 do (to Dec. 31, '95).	82 50
do do	E. Stockton	4	6	3 do from do	24 75
Cayuga and Kohler	N. Degurse	4 ¹ / ₂	3	12 do	75 00
Cayuga and Railway Station	E. Wigg	5	6	12 do	72 22
Cayuga and Upper	J. Everets	12	3	12 do	145 00
Centralia, Crediton and Station	C. Wolfe	5 ¹ / ₂	12	12 do	225 00
Centralia and Mooresville	R. Handford	3 ¹ / ₂	6	12 do	200 00
Centralia and Saintsbury	F. Washburn	3 ¹ / ₂	2	12 do	45 00
Charing Cross and Doyles	M. Doyle	4 ¹ / ₂	2	12 do	80 00
Charing Cross and Railway Station	J. Hunter	1 ¹ / ₂	12	2 do & 12 dys. (to June 12, '95).	10 03
do do	do	1 ¹ / ₂	24	9 do & 18 dys. (from June 13, '95).	79 94
Charing Cross and Tilbury	F. C. Harvey	25 ¹ / ₂	3	12 do and arrears	542 06
Charlemont and Tupperville	J. Humphrey	5 ¹ / ₂	2	12 do	66 28
Chatham and Dover South	R. Reaume	6	6	12 do	189 00
Chatham and Louisville	G. N. Arnold	6	3	12 do	120 00
Chatham and Mitchell's Bay	T. Bourassa	15 ¹ / ₂	3	12 do	290 00
Chatham and Railway Station	A. Robinson	3	36	12 do	313 00
Chatham and Street Letter Boxes	P. O. Flynn	7 ¹ / ₂	18	12 do	467 72
Chatham and Van Horne	J. Zink	6	2	12 do	70 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Chatham and Williams.....	A. Williams.....	9	2	12 months.....	90 00
Cheapside, Jarvis, and Railway Station.....	J. A. Atkinson.....	16½	6 & 12	12 do.....	549 00
Chevalier and Stony Point.....	A. Lemire.....	1	12	12 do.....	100 00
Christina and Mt. Brydges.....	T. Pearce.....	6½	2	12 do.....	87 48
Clanbrassil and Railway Station.....	J. Cossar.....	2	6	12 do.....	60 00
Claudeboye and West McGillivray.....	W. H. Weir.....	7½	6	3 do (to June 30, '95).....	42 00
do do.....	G. Saunders.....	7½	6	9 do from do.....	126 00
Claudeboye Station and Lucan.....	W. Read.....	3	12	12 do.....	249 60
Clear Creek and Cultus.....	W. N. Buck.....	5	6	12 do.....	200 00
Coatsworth Station and Romney.....	A. Robinson.....	3½	3	12 do.....	60 00
Cobble Hill and Evelyn.....	A. J. Kernahan.....	2½	2	12 do.....	49 48
Comber and Railway Station.....	M. Laporte.....	½	12	1 do & 20 dys. to May 20, '95).....	16 48
do do.....	do.....	½	24	4 do & 11 dys. (to Sept. 30, '95).....	79 78
do do.....	S. T. Anderson.....	½	24	6 do from do.....	110 00
Comber and Windfall.....	G. Robb.....	9	2	12 do.....	148 00
Cornet and Railway Station.....	J. Beaudoin.....	4½	2	12 do.....	104 00
Copleston and Petrolea.....	N. Henroid.....	3½	6	12 do.....	170 00
Corinth and Railway Station.....	R. F. Evans.....	25	12	12 do.....	78 00
Corunna and Railway Station.....	J. H. Maguire.....	½	12	12 do.....	62 80
Cottam and Essex.....	S. A. Moore.....	5	6	12 do.....	190 00
Courtland and Port Rowan.....	J. Summerhayes.....	19½	6 & 12	12 do.....	597 00
Courtland and Rosanna.....	W. J. Herron.....	4	2	7 do (from Sept. 1, '95).....	28 00
Courtright and Railway Station (E. and H.).....	W. A. Cathcart.....	¾	12	12 do.....	76 00
Courtright and St. Clair Branch Railway Station.....	do.....	1⅞	12	12 do.....	78 50
Cowal and Iona Station.....	G. McCallum.....	6	2	6 do (to Sept. 30, '95).....	39 50
do do.....	W. Fletcher.....	6	6	6 do from do.....	45 00
Cranston and Railway Station.....	D. Hannah.....	4½	6	12 do.....	160 00
Crinan and West Lorne.....	J. Martin.....	5½	2	3 do (to June 30, '95).....	22 61
Crinan and Dutton.....	J. D. McIntyre.....	10	3	9 do (from July 1, '95).....	93 75
Croton and Dawn Mills.....	W. A. Moir.....	8	2	12 do.....	95 00
Currie's Crossing and Railway Station.....	W. D. Smith.....	½	6	12 do.....	75 00
Darrell and Railway Station.....	S. Duncan.....	50	6	12 do.....	10 00
Dashwood and Parkhill.....	P. McIsaac.....	16½	6	12 do.....	439 00
Deans and Cayuga and Railway Station.....	J. Shipway.....	3 & ½	6 & 12	12 do.....	230 00
Decewsville and Railway Station.....	J. Heaton.....	300 yds	12	12 do.....	60 00
Delaware and London.....	F. Ireland.....	12	6	3 do (to June 30, '95).....	36 00
do do.....	J. A. Scott.....	12	6	9 do from do.....	108 00
Delhi and Lynedoch.....	G. Reid.....	5½	6 & 12	12 do.....	235 00
Delhi and Rhineland.....	G. Manthe.....	4	2	12 do.....	45 00
Delmer and Tilsonburg.....	J. D. Rutherford.....	4½	6	12 do.....	90 00
Denfield and Duncreeff.....	J. Hodgins.....	6½	3	12 do.....	125 00
Denfield, Nairn and Station.....	J. Edwards.....	9 & 6	6 & 24	12 do.....	408 00
Dereham Centre and Mitchell's Corners.....	W. Short.....	2	6	12 do.....	100 00
Devizes and Main Post Road.....	A. G. Langford.....	3½	3	12 do.....	67 48
Dexter and Sparta.....	C. M. Pettit.....	4½	3	5 do (to Aug. 30, '95).....	35 42
do do.....	do.....	4½	6	7 do from do.....	72 92
Dolsen and Railway Station.....	B. Daly.....	3½	1	9 do (to Dec. 31, '95).....	22 50
do do.....	J. Tarsh.....	3	1	3 do from do.....	7 50
Dresden and Railway Station.....	D. Turnbull.....	7	24	12 do.....	165 00
Dresden and Rutherford.....	J. Conborough.....	9	6	12 do.....	160 00
Drumboand Railway St'n (B. & L. H.).....	H. W. Burgess.....	1	12	9 do (to Dec. 31, '95).....	52 50
Drumbo and Railway St'n (C. V.).....	do.....	1	12	9 do (to Dec. 31, '95).....	67 50
do do.....	J. Motheral.....	½ & 1	12	3 do from do.....	23 75
Duart, Palmyra and Railway St'n.....	W. M. Curtis.....	8½	6 & 12	12 do.....	375 00

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dunnville and Selkirk.....	A. Hedden.....	18	6	12 months.....	540 00
Dutton and Railway Station.....	A. J. Leitch.....	$\frac{1}{2}$	12	9 do (and 18 days from June 13, '95).....	100 40
Eagle and West Lorne.....	W. M. Paris and D. McPherson.....	4 $\frac{1}{2}$	12	3 do (to June 30, '95).....	49 72
do do.....	W. Wann.....	4 $\frac{1}{2}$	12	9 do from do.....	147 75
Ealing and The Gore.....	P. Ackland.....	3 $\frac{3}{4}$	3	12 do.....	60 00
Eberts and Railway Station.....	A. Robertson.....	10 yds.	12	6 do (to Sept. 30, '95).....	10 50
do do.....	D. Brodie.....	10 yds.	12	6 do from do.....	10 50
Edgar's Mills and Railway Station.....	R. Roadhouse.....	$\frac{3}{8}$	6	12 do.....	47 50
Edy's Mills and Oil Springs.....	D. McDougall.....	3	6	10 do (to Jan. 31, '96).....	64 58
do do.....	R. Sadlier.....	3	6	2 do from do.....	16 67
Elford and Essex.....	I. Elford.....	5	1	12 do.....	52 00
Elmsdale and Woodstock.....	H. J. Smith.....	5	2	5 do (from Nov. 1, '95).....	27 08
Elmstead and Railway Station.....	J. S. Austin.....	2	3	12 do.....	50 00
Embro and Harrington.....	W. S. Vannatter.....	25	6	12 do.....	340 00
Embro and Holiday.....	I. R. McKenzie.....	4	3	12 do.....	78 00
Embro and Railway Station.....	W. S. Vannatter.....	3 $\frac{3}{4}$	12	12 do.....	119 32
Erie and Jarvis.....	A. Finch.....	5	2	12 do.....	80 00
Essex and Gesto.....	R. Hamilton.....	5 $\frac{1}{2}$	6	12 do.....	154 25
Essex and Railway Station.....	T. Rush.....	$\frac{1}{2}$	24	12 do.....	146 25
Etrick, Ilderton, &c.....	J. H. McRae.....	6 & $\frac{1}{2}$	3 & 24	12 do.....	147 23
Evelyn and London.....	A. J. Kernohan.....	13	6	12 do.....	335 00
Exeter and Railway Station.....	C. Snell.....	1	24	12 do.....	188 40
Fair Ground and Tilsonburg.....	C. Martin.....	24	6	10 do (to Jan. 31, '96).....	370 83
do do.....	J. G. Harries.....	24	6	1 do (to Feb. 29, '96).....	37 08
do do.....	E. Gale.....	24	6	1 do from do.....	37 08
Falkland and Paris Station.....	W. T. Walker.....	9	6	12 do.....	250 00
Fargo and Railway Station.....	T. B. Sanders.....	300 yds.	24	12 do.....	80 00
Fernhill and London.....	D. Sells.....	41 $\frac{1}{4}$	6	12 do.....	704 92
Fingal and Port Talbot.....	J. Brown.....	7	3	12 do.....	130 00
Fingal and St. Thomas.....	A. Lawton.....	7	6	12 do.....	137 00
Fingal, Sheddin and Station.....	H. Cameron.....	3 $\frac{1}{2}$	6 & 12	12 do.....	190 00
Fisherville and Nelles Corners.....	H. J. Reichheld.....	4 $\frac{1}{2}$	6 & 12	12 do.....	185 00
Fletcher and Railway Station.....	R. Sainsbury.....	$\frac{1}{2}$	12	12 do.....	50 00
Florence and Langbank.....	J. Little.....	5 $\frac{1}{2}$	2	9 do (to Dec. 31, '95).....	39 00
Florence and Oakdale.....	A. Lourie.....	6	2	9 do (to Dec. 31, '95).....	60 00
Forest and Railway Station.....	P. Smith.....	400 yds.	12	12 do.....	87 92
Forest and Ravenswood.....	G. Street.....	9	3	12 do.....	95 00
Forestville and Railway Station.....	S. M. Beaupré.....	$\frac{5}{8}$	12	12 do.....	94 20
Frome and Railway Station.....	W. F. Silcox.....	1 $\frac{1}{2}$	6	12 do.....	78 50
Galt and Glen Morris.....	T. Scott.....	7	6	12 do.....	240 00
Garnet and Railway Station.....	J. Roulston.....	$\frac{1}{4}$	12	12 do.....	40 00
Gladstone and Harriettsville.....	F. Lavine.....	3	6	6 do (to Sept. 30, '95).....	39 50
do do.....	R. B. McMurray.....	3	6	6 do from do.....	40 00
Glanworth and Railway Station.....	J. Turnbull.....	$\frac{1}{4}$	6	12 do.....	64 00
Glencoe and Kilmartin.....	D. B. McIntyre.....	4 $\frac{1}{2}$	3	12 do.....	95 00
Glencoe and Strathburne.....	A. Crothers.....	2 $\frac{1}{2}$	6	12 do.....	116 16
Glencolin and Springfield.....	S. T. Young.....	3	3	12 do.....	100 00
Glendale and White Oak.....	W. D. Dale.....	2 $\frac{1}{2}$	3	12 do.....	55 00
Glenmeyer and Kinglake.....	H. Walmsley.....	3	3	12 do.....	75 00
Glenrae and Railway Station.....	D. McNeil.....	50 yds.	12	12 do.....	25 00
Glenshee and Lynedoch.....	O. Jones.....	1 $\frac{1}{4}$	6	12 do.....	300 00
Glenwood Station and Merlm.....	Sales & Halliday.....	4	2	12 do.....	45 00
Gordon and Railway Station.....	J. C. Duff.....	$\frac{1}{8}$	12	12 do.....	50 00
Granthurst and St. Mary's.....	J. Sheldon.....	5	2	12 do.....	60 00
Granton and London.....	W. Perry.....	18 $\frac{1}{2}$	6	8 do (to Nov. 30, '95).....	248 67
do do.....	H. W. Shoebottom.....	18 $\frac{1}{2}$	6	4 do from do.....	124 33
Granton and Whales.....	J. H. Millson.....	5	2	12 do.....	76 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hagersville and Railway Station...	D. Spears	1 ⁵ / ₈	36	12 months	200 00
Hagersville, Selkirk and Station...	A. Kinsley	12 ⁵ / ₈	6	12 do	270 00
Hagersville and Springvale...	S. Kenner	4	6	12 do	140 00
Harley and Hatchley Station...	C. F. Yates	4	2	3 do (to June 30, '95)	16 25
do do	F. T. Cox	4	2	9 do from do	37 50
Harley and New Durham	R. Cavin	5	6	12 do	132 00
Harrow and Railway Station	C. I. Pastorius	3	6	12 do	63 00
Hartford and Waterford...	L. S. Dean	10	6	3 do (to June 30, '95)	75 00
do do	do	13	6	9 do from do	262 50
Harwich and Railway Station...	L. Galbraith	4 ¹ / ₂	6	12 do	188 00
Hawtrey and Nortfield Centre, &c	J. W. Hauner	12	6 & 12	12 do	359 00
Hawtrey and Railway Station...	S. A. Innis	1 ⁷ / ₈	12	12 do	30 00
Heather and Walkers...	D. McIntyre	3	2	12 do	50 00
Hickson and Railway Station...	T. J. Loveys	1 ⁷ / ₈	12	12 do	20 00
Highgate and Railway Station...	B. Teetzel	1	12 & 24	12 do	244 15
Highgate and Turin...	R. B. Teetzel	5	3	12 do	100 00
Hillman and Leamington...	R. Manery	6	2	12 do	75 00
Hubrey and Railway Station...	J. Elliott	2 ¹ / ₂	3	12 do	78 00
Ingersoll and Peebles	J. Dennis	6 ¹ / ₂	2	9 do (to Dec. 31, '95)	60 00
do do	do	8	2	3 do from do	24 61
Ingersoll and Port Burwell	G. M. Harris	32	6	12 do	855 00
Ingersoll and Railway St'n (C.P.R.)	G. Matheson	12	4	4 do (to July 31, '95)	35 70
do do	R. H. Skinner	12	8	8 do from do	71 06
Ingersoll and Street Letter Boxes...	D. Smith	4	18	12 do	149 00
Innerkip and Railway Station	W. White	1 ³ / ₈	12	12 do	90 00
Inwood and Railway Station	J. M. Courtright	10 rds.	12	12 do	40 00
Iona and Railway Station	W. Fletcher	2	12	12 do	125 00
Jaffa and Orwell	A. Stafford	3	2	12 do	39 48
Jarvis and Railway Station	E. A. Lea	1 ¹ / ₂	24 & 18	12 do	252 76
Jennettes Creek and Railway St'n	F. C. Feck	150 yds.	6	12 do	40 00
Jura and Thedford	J. McCordic	7 ¹ / ₂	3	12 do	111 40
Kent Bridge and Railway Station...	D. Rapelge	2 ¹ / ₂	6	12 do	100 00
Kent Bridge and Thorncliffe...	E. Bolton	3	2	12 do	50 00
Kertch and Wanstead	N. K. Nesbitt	3	3	12 do	5 00
Khiva and Shipka	F. Heitzman	2 ¹ / ₂	2	12 do	40 00
Kimball and Railway Station...	B. Gerow	1 ⁷ / ₈	6	3 do (to June 30, '95)	6 25
do do	J. Kimball	1 ⁷ / ₈	6	9 do from do	18 75
Kingscourt and Railway Station	R. H. Wilson	1	3	12 do	50 00
Kingsmill and Mapleton	L. Johnson	6	4	12 do	170 00
Kingsmill and Railway Station	D. W. Elsley	40 rds.	12	12 do	45 00
Kingsville and Pelee Island...	W. Woollatt	20	2	7 do and 22 days (to 3rd Dec., '95)	469 00
do do	W. Haggins	20	1	14 trips (to April 6, '96)	255 00
Kingsville and Railway Station	P. Sanford	1 ³ / ₈	12	12 months	80 00
Kintyre and Railway Station	R. Johnston	1 ¹ / ₂	6	12 do	78 50
Knapdale and Newbury	J. MacDonald	6	1	12 do	50 00
Lakeside and Thamesford...	R. Gregory	12	6	12 do	224 00
Lambeth and Raper	J. Howlett	4	2	12 do	48 00
Lambeth and Tempo	A. Taylor	4	6	12 do	75 00
Langton and Marston	W. F. Anger	5	2	12 do	50 00
LaSalette and Railway Station...	J. H. Groomes	1 ⁷ / ₈	24	12 do	80 00
Lawrence Station and Railway St'n	M. C. Smith	5	6	9 do (to Dec. 31, '95)	108 00
do do	J. Chandler	5 ³ / ₈	6	3 do from do	30 42
Leamington and Railway Station (C.S.)	S. C. Wigle	3	25	12 do	75 00
Leamington and Railway Station (L. E. & D.)	do	1 ¹ / ₂	12	12 do	75 00
Leesboro and Evans Corners	C. Mullett	1 ¹ / ₂	3	12 do	45 00
Littlewood and Tempo	A. Taylor	1 ¹ / ₂	2	12 do	25 00

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
London and London East	H. Keyes	1	24	12 months	144 00
London and London West	J. R. Gurd	1½	12	12 do	80 00
London and Lucan	J. W. Orme	16½	6	12 do	399 00
London and Odell	S. Read	3½	3	12 do	55 00
London and Railway Station (C.P.)	J. Siggins	4	12	14 do (to May 31, '96)	183 00
London and Railway Station (L.E. & D.R.)	The Shedden Co. (Limited)	4	12	12 do	200 00
London and Railway Station (L.H. & B.)	do	4	24	12 do	200 00
London and Railway Station (M.C.)	do	4	12	12 do	200 00
London Post Office and Street Letter Boxes	J. Siggins	17½	30	14 do (to May 31, '96)	1,105 01
London and Branch Offices	London Street Ry. Co.			12 do	400 00
London and Tamblings Corners	J. E. Rigby	12	6	3 do (from Jan. 1, '96)	12 50
Longwood and Osman	F. Marshall	8½	2	12 do	77 44
Lowlands and Wanstead	N. K. Nesbitt	5	1	12 do	52 00
Lucan and Railway Station	W. Porte	4	6	12 do	75 00
Lynn Valley and Railway Station	E. Edmonds	4	12	12 do	32 00
Lynnville and Railway Station	W. Axford	2½	6	12 do	98 00
Lyons and Maple Leaf	J. Meikle	2½	3	12 do	80 00
McCreedy and Newbury	D. Ross	6	2	12 do	60 00
McGregor and Railway Station	D. St. Amour	4	2	12 do	64 00
Maidstone and Railway Station	I. Halford	4	12	12 do	125 60
Mandamin and Vyner	J. G. Finch	5	3	12 do	156 00
Maple Grove and Main Post Road	L. Langford	4	12	12 do	20 00
Maple Lodge and Railway Station	J. Andrews	4	3	12 do	57 50
Marbury and Port Dover	H. W. Ansley	4½	3	12 do	110 00
Melburne and Middlemiss	J. Greaves	4	6	6 do (to Sept. 30, '95)	75 00
do do	T. Hearn	4	6	6 do from do	75 00
Melbourne and Railway Station	G. W. Sponen- burg	4	12	12 do	50 00
Melbourne and Wanbrakee	S. Clark	3	2	12 do	50 00
Mohawk and Railway Station (T. H. & B.)	J. W. McLaren	4	12	9 do (from July 1, '95)	37 62
Moore and Railway Station	R. Milliken	4	12	12 do	50 00
Morpeth and Thamesville	R. S. Watters	15	6	12 do	239 00
Mount Brydges and Roome	T. Pearce	4½	2	8 do (from Aug. 1, '95)	30 00
Mount Healy and Railway Station (G.T.)	W. A. Young	4½	6	12 do	157 00
Mull and Pinehurst	J. O'Keefe	3½	2	12 do	60 00
Mull and Railway Station	N. Watson	4	6	6 do (to Sept. 30, '95)	30 00
do do	do	4	12	6 do from do	40 00
Muncey and Railway Station	A. McGregor	30 rods	12	12 do	40 00
Napier and Rokeby	M. Campbell	4	2	12 do	55 00
Napier and Strathroy	J. B. Gough	11	6	12 do	343 00
New Canaan and Railway Station	E. Neal	10	12	5 do (from Nov. 1, '95)	8 33
New Sarum and Railway Station	G. W. Cloes	10	12	12 do	157 00
Nixon and Railway Station	E. H. Kingsbury	300 yds.	12	12 do	62 80
Nober and Railway Station	G. Barlow	100 yds.	12	12 do	40 00
Normandale and Vittoria	S. Ottley	4	3	12 do	65 00
North Buxton and Railway Station	G. B. Shreve	4	12	12 do	40 00
Norwich and Railway Station	J. Lawrason	4	24	6 do (to Sept. 30, '95)	75 00
do do	F. Lees	4	24	6 do from do	60 00
Oakland and Rutherford	S. Hubbard	7	3	3 do (from Jan. 1, '96)	20 00
Oakland and Railway Station (T. H. & B.)	A. P. Taylor	1½	12	9 do (from July 1, '95)	118 00
Oakland and Windham Centre, &c.	G. Taylor	13	6 & 12	3 do (to June 30, '95)	100 00

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DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Ohsweken and Railway Station...	F. Johnson.....	4½	6	12 months (less fine)...	143 00
Oil City and Railway Station.....	R. Weatherill..	7½	12	3 do (to June 30, '95)...	23 40
do do	B. H. Keating..	7½	12	9 do do from do ..	70 80
Oil City and Wheeler	J. R. Woodwark	7½	2	12 do	104 00
Oil Springs and Railway Station...	D. P. Sisk	200 yds.	18	12 do	94 20
Old Castle and Railway Station...	M. McCarthy...	100 yds.	12	12 do	50 00
Oldfield and Wallaceburg.....	J. A. McDonald	6	3	12 do	85 00
Olinda and Ruthven	F. A. Wigle	2½	6	12 do	150 00
Oliver and Thorndale	J. G. McLeod..	6	2	12 do	100 00
Oneida and Railway Station.....	W. Reid.....	1½	6	12 do	125 00
Orwell and Railway Station.....	C. R. Crane	1	12	12 do	117 36
Ossian and Sarnia.....	J. McKelvey..	17½	3	12 do	288 48
Otterville and Railway Station...	M. J. Lavigne..	1	12	12 do	124 80
Oxley and Railway Station.....	A. Elliott.....	6½	6	12 do	290 00
Paquette Station and Railway Station	J. Harshaw.....	30 rods.	6	12 do	37 68
Paris and Railway Station.....	H. Muir.....	1	26	3 do (to June 30, '95)...	74 88
do do	F. Waghorne..	1	26	9 do from do ..	226 56
Paris and Street Letter Boxes	H. Muir.....	2	12	3 do (to June 30, '95)...	27 50
do do	F. Waghorne..	2	12	9 do from do ..	82 50
Parkhill and Railway Station.....	G. Simpson.....	½	12	12 do	85 00
Parkhill and Strathroy.....	R. J. Gough...	18	3	12 do	259 00
Pelee Island and Pelee Island East.	W. Haggins	11	1	12 do	61 00
do do	do	11	1	Season 1895.....	50 00
Perch Station and Railway Station.	R. Bright.....	2	2	12 months	50 00
Petrolea and Letter Box.....	C. McRitchie..	12	12	12 do	1 00
Petrolea and Railway Station.....	P. Barclay.....	½	24	12 do	87 92
Petrolea and Railway Station (G. T.)	Grand Trunk Ry	275 ft.	6	12 do	22 00
Petrolea and Wilsoncroft.....	J. L. Wilson	4½	2	12 do	100 00
Pike Creek and Railway Station...	E. Desmarais..	6	6	12 do	40 00
Pond Mills and Railway Station...	J. Gilmore.....	3½	3	12 do	75 00
Point Edward and Sarnia.....	H. W. Mills...	2	12	12 do	314 00
Port Burwell and Port Rowan.....	J. Thompson...	23½	6	12 do	502 04
Port Dover and Railway Station...	B. J. Evans	½ & ½	6 & 12	12 do	89 00
Port Franks and Thedford.....	G. Burley.....	6	3	12 do	89 48
Port Lambton and Railway Station	G. Booth.....	1	12	12 do	48 00
Port Rowan and Railway Station...	R. N. Meadows.	½	12	12 do	100 00
Port Ryerse and Simcoe.....	P. McCoy.....	6	6	12 do	169 00
Port Stanley and Railway Station...	M. Payne.....	½	24	12 do	160 00
Pottersburg and Railway Station...	D. F. Buchanan.	50 rods.	12	12 do	50 00
Puce and Railway Station.....	D. C. Coumts..	½	6	3 do (to June 30, '95)...	6 25
do do	W. Miller.....	½	6 & 12	9 do from do ..	20 42
Ratho and Railway Station.....	G. Steedsman..	½	6	12 do	52 00
Renton and Railway Station.....	W. Blanchard..	½	12	12 do	52 00
Renton and Tyrrell.....	do	1½	3	12 do	52 00
Renwick and Romney.....	G. H. Thompson	2	3	12 do	36 00
Richwood and Railway Station...	W. Taylor.....	½	6	12 do	78 50
Ridgetown and Railway Station...	L. S. Hancock..	1	12	12 do	223 16
Rockford and Railway Station.....	M. Cook, jr	4	6	12 do	145 00
Rodney and Railway Station.....	A. Humphrey..	30 rods	24	12 do	117 90
Round Plains and Waterford.....	D. Kitchen.....	4	3	12 do	60 00
Rowan Mills & Walsingham Centre	S. Bressan.....	7	3	12 do	114 00
Ruscom Station and Railway Station	J. D. Mathers..	50 yds.	12	12 do	33 25
Ruthven and Railway Station.....	T. H. Wigle	½	12	12 do	78 00
St. George and Railway Station...	J. Woodley.....	1	24	12 do	282 60
St. Joachim River Ruscom and Railway Station.....	T. Beaulieu...	3	6	12 do	122 00
St. Thomas and Railway Stations.	A. E. Marlatt..	1	72	1 do 20 days (to May 20, '95)...	67 03

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Thomas and Railway Station.	A. E. Marlatt.	1	84	10 mos. 11 days (from May 21, '95).	572 14
St. Thomas and Sparta	W. Gregory.	11	6	9 do (to Dec. 31, '95).	111 75
do do	J. Oke.	11	6	3 do from do	34 75
St. Thomas and Street Letter Boxes	O. C. Boughner.	3	12	12 do	175 00
St. Thomas and Talbotville Royal.	J. Wait.	3½	6	12 do	130 00
St. Williams and Railway Station.	J. H. Cope.	¾	12	12 do	100 00
Sandwich and Windsor.	V. Ouellette.	2	6	12 do	160 00
Sarnia and Port Huron.	J. P. Dawson.	2	12	12 do	150 00
Sarnia and Railway Station.	J. J. Ross.	100 yds.	18	6 do (to Sept. 30, '95).	70 65
Sarnia and Railway Station (E. & H.)	J. P. Dawson.	100 yds.	6	6 do (to Sept. 30, '95).	15 70
do do	J. Lucas.	100 yds.	24	6 do from do	74 50
Sarnia and Street Letter Boxes.	J. P. Dawson.	2¼	12	12 do	149 00
Scotland and Railway Station (T. H. & B.).	A. P. Taylor.	¾	12	9 do (from July 1, '95)	47 20
Seckerton and Railway Station	W. Gray.	2	3	12 do	75 36
Shedden and Railway Station	J. Horton	¼	12	9 do 18 days (from June 13, '95).	39 97
Shetland and Sutherland Corners.	G. Banghart.	5	6	12 do	180 00
Silver Hill and Tain.	E. Mayo.	2½	2	12 do	35 00
Simcoe and Air Line Station.	H. W. Pursel.	1	18	3 do (to June 30, '95).	40 50
do do	do	1	24	9 do from do	164 49
Simcoe and Railway Station (G. B. & L. E.).	do	½	24	12 do	155 12
Sombra and Railway Station.	J. Whiteley.	¾	12	12 do	50 00
Sombra and Thornyhurst	J. Featherston.	6	2	6 do (to Sept. 30, '95).	37 00
do do	A. Hohn.	6	2	6 do from do	20 28
Sombra and Wilkesport.	A. Maitland.	8	6	12 do	170 00
Springfield and Railway Station.	S. Herrick	¼	12	3 do (to June 30, '95).	22 00
do do	J. Hoffman	¾	12	9 do from do	59 00
Springford and Railway Station.	H. P. Havens.	3	6 & 12	12 do	190 00
Staples and Railway Station.	W. A. Maricle.	30 rods	6	12 do	32 00
Strathallan and Woodstock.	G. Teetzel.	14	6	12 do	300 00
Strathburn and Woodgreen.	A. Crothers.	3	3	12 do	44 04
Strathroy and Street Letter Boxes.	H. McColl.	220 yds.	18	12 do	50 00
Sweaburg and Woodstock.	W. H. Barton.	6	3	12 do	86 00
Sylvan and Widder	W. Randall.	3	6	12 do	144 00
Tavistock and Railway Station.	G. Mathieson.	⅓	12	12 do	50 00
Teeterville and Windham Centre	T. Edgeworth.	3	6	3 do (to Sept. 30, '95).	35 00
do do	T. J. Arthur.	3	6	6 do from do	52 50
Thamesford and Railway Station.	N. C. McCarty.	½	12	12 do	125 60
Thamesville and Railway Station.	H. L. Johnson.	500 yds.	12	12 do	72 00
Theford and Railway Station.	R. Wilson.	300 yds.	6	12 do	29 00
The Groove and Railway Station.	T. A. Robinson.	¼	12	12 do	50 00
Tilbury and Railway Station	J. Bartley	½	12	12 do	265 40
Tilsonburg and Ry. Station (C.S.).	C. Becker.	2	12	12 do	200 00
do do (G.T.).	E. Becker.	1	12	12 do	141 30
Townsend Centre and Waterford.	D. Kitchen.	3	3 & 6	12 do	88 75
Tupperville and Railway Station.	A. Wickens.	30 yds.	12	12 do	50 24
Turnerville and Railway Station.	W. Turner.	100 ft.	6	12 do	25 00
Tuscarora and Railway Station.	S. J. McKelvey.	¼	6	12 do	78 50
Tyrconnell and Wallacetown.	W. Hall.	4	6	9 do (to Dec. 31, '95).	78 75
do do	C. Hall.	4	6	3 do from do	26 25
Uttoxeter and Wanstead.	N. K. Nesbitt.	6	3	12 do	100 00
Vandecar and Woodstock.	N. Scooley.	9	3	9 do (to Dec. 31, '95).	93 75
do do	J. Conybeare.	9½	3	3 do from do	35 00
Vanessa and Railway Station (T. H. & B.).	J. C. Lentz.	3	6	3 do (to Sept. 30, '95).	31 25
do do	J. C. Rock.	3	12	6 do from do	100 83

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Vereker and Railway Station.....	J. Bondy.....	3	6	12 months.....	172 70
Villa Nova and Railway Station...	M. McAlpine...	4	6	12 do.....	50 00
Vittoria and Railway Station.....	G. R. Doray.....	4	12	12 do.....	80 00
Vittoria and Walsh.....	S. Ottley.....	4	6	12 do.....	125 00
Walkers and Railway Station.....	J. Greaves.....	1/2	12	12 do.....	40 82
Walkerville and Railway Station (G.T.).....	W. B. Vrooman.....	100 yds.	36	12 do.....	188 40
Walkerville and Railway Station (L. E. & D. R.).....	W. B. Vrooman.....	100 yds.	36	12 do.....	60 00
Wallaceburg and Railway Station.....	M. Doyle.....	24	12	12 do.....	85 00
Wallacetown and Railway Station.....	W. Hall.....	2 1/2	12	12 do.....	150 00
Walnut and Watford.....	A. Black.....	6	2	12 do.....	100 00
Wardsville and Railway Station.....	J. Wilson.....	3	12	12 do.....	135 00
Warwick and Railway Station.....	J. Smith.....	8	6	12 do.....	195 00
Waterford and Railway Station (T. H. & B.).....	D. A. Marlatt.....	1 1/4	12	3 do (to Sept. 30, '95).....	12 64
do do.....	E. G. Gable.....	1 1/4	12	6 do from do.....	20 41
Waterford and Railway Station.....	L. S. Dean.....	1 1/4	12	12 do.....	65 00
Waubuno and Railway Station.....	J. Mason.....	4	6	12 do.....	141 30
Weidman and Railway Station.....	T. Hoag.....	25 yds.	12	12 do.....	31 40
West Lorne and Railway Station.....	D. McKillop.....	1 1/8	12	10 do 11 days (from May 21, '95).....	34 50
Whitebread Station and Railway Station.....	F. H. McDonald.....	50 yds.	12	12 do.....	40 00
Wilson and Main Post Road.....	L. Lewis.....	1 1/2	3	10 do (from June 1, '95).....	20 41
Wiltongrove and Railway Station.....	P. Murray.....	1 1/4	6	12 do.....	45 00
Windham Centre and Railway Station (C. S.).....	J. Milmine.....	1 1/4	12	3 do (to Sept. 30, '95).....	8 25
do do.....	C. Baker.....	1 1/4	12	6 do from do.....	14 94
Windsor and Detroit (U.S.).....	M. H. McCarthy.....	2 1/4	18	12 do.....	645 00
Windsor and Railway Station (C. S.).....	do.....	1	12	1 do 20 days (to May 20, '95).....	27 32
do do.....	do.....	1	24	10 do 11 days (from May 21, '95).....	242 23
Windsor and Railway Station (L. E. & D. R.).....	do.....	1 1/2	12	12 do.....	188 40
Windsor and Street Letter Boxes.....	J. Dyer.....	4 1/2	19	12 do.....	360 00
Wolverton and Railway Station.....	S. Curry.....	1	12	9 do (to Dec. 31, '95).....	81 00
do do.....	J. Pine.....	1 1/4	12	3 do from do.....	22 25
Woodslee and Railway Station.....	J. Bishop.....	1 1/2	12	12 do.....	156 00
Woodstock and Custom House.....	A. McClenegan.....	as req.	12	do.....	31 40
Woodstock and Railway Station (C.P.).....	J. A. McKenzie.....	1/2	12	12 do.....	125 00
Woodstock and Railway Station (P. D. & L. H.).....	do.....	1/2	24	12 do.....	190 00
Woodstock and Street Letter Boxes.....	R. Kerr.....	3 1/2	18	12 do.....	140 00
Woodstock Station and C. P. Railway Postal Cars.....	R. Scott.....	12	50	12 do.....	18 00
Wyton Station and Railway Station.....	G. Scatcherd.....	1/2	12	12 do.....	20 00
Yarmouth Centre and Railway Station.....	G. A. Parlee.....	1/2	6	12 do.....	120 00
Charge of Mails at Principal Railway Stations.....	Sundry persons.....				55 00
				Total.....	\$57,953 22

WILLIAM. WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

MANITOBA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, made within the year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alameda and Moosomin.....	G. Wilson.....	87	1	12 months.....	800 00
Alameda and Railway Station.....	S. Colwell.....	10 ¹ / ₂	4	12 do.....	58 28
Alameda and Roscoe.....	T. Heaslip.....	10	1	12 do.....	45 00
Aldina and Duck Lake.....	G. Parenteau.....	43	1	3 do (to June 30, '95).....	37 25
do do.....	H. J. Craig.....	43	1	7 do (to Jan. 31, '96).....	140 00
Alexander and Pendennis.....	J. Cousins.....	19	1	12 do.....	145 00
Alexander and Railway Station.....	J. F. Walker.....	1	12	3 do (to June 30, '95).....	19 56
do do.....	do.....	1	12	9 do from do.....	118 00
Almasippi and Campbellville.....	J. Lawrenson.....	8	1	12 do.....	70 00
Altamont and Railway Station.....	H. Mussell.....	1 ¹ / ₂	6	12 do.....	62 80
Altona and Railway Station.....	Schultz & Hansen.....	1 ¹ / ₂	12	5 do (from Nov. 1, '95).....	29 82
Alvena and Duck Lake.....	W. Boyer.....	25	1	12 do.....	143 00
Antler and Railway Station.....	G. Anderson.....	1 ¹ / ₂	4	5 do (to Aug. 31, '95).....	22 00
Antler and Workman.....	Mrs. S. McCutcheon.....	20	1	5 do (to Aug. 31, '95).....	80 20
Arden Station and Railway Station.....	M. E. Boughton.....	1 ¹ / ₂	6	12 do.....	50 16
Argyle and Stonewall.....	A. Smith.....	10	1	7 do (to Oct. 31, '95).....	40 25
Argyle and Woodlands.....	E. de Laroque.....	13	2	5 do (from Nov. 1, '95).....	41 66
Arizona and Sidney.....	C. Parkinson.....	8	1	12 do.....	75 00
Armstrong's Lake and Railway Station (Rokeyby).....	J. Sharp.....	1 ³ / ₄	1	12 do.....	52 00
Arnaud and Dominion City.....	J. M. Martineau.....	9	2	12 do.....	208 00
Arrochar and Railway Station (Red Jacket).....	R. McDonald.....	3 ¹ / ₂	3	12 do.....	40 34
Arrow River, Arrowton, Parkisimo, etc.....	J. T. Stubbins.....	7 & 20 ¹ / ₂	1	3 do (to June 30, '95).....	61 75
Arrow River, Arrowton, Parkisimo, etc.....	D. Rowan.....	7 & 20 ¹ / ₂	1	9 do from do.....	138 75
Assissippi and Russell.....	J. T. Adams.....	15	2	12 do.....	255 00
Assissippi and Tunnell.....	J. Edwards.....	14	ftly.	12 do.....	48 00
Aubigny and Railway Station (Silver Plain).....	H. Mousseau.....	2 ¹ / ₂	2	12 do.....	68 65
Austin and Railway Station.....	S. B. McCulla.....	1 ¹ / ₂	12	9 do (to Dec. 31, '95).....	52 94
do do.....	F. Avery.....	1 ¹ / ₂	12	3 do from do.....	17 50
Aweme and Two Rivers.....	C. Bellhouse.....	5	1	12 do.....	60 00
Bagot and Railway Station.....	J. C. Lowrie.....	1 ¹ / ₂	6	12 do.....	43 14
Balcarres and Indian Head.....	J. Balfour.....	27	1	4 do (to July 31, '95).....	73 00
do do.....	C. E. Johnston.....	36	2	8 do from do.....	303 32
Baldur and Grund.....	S. Christopherson.....	6	2	12 do.....	116 00
Baldur and Railway Station.....	J. Chester.....	1 ¹ / ₂	6	12 do.....	78 50
Balgonie and Davin.....	G. W. Elliott.....	14	1	7 do (to Oct. 31, '95).....	43 75
Balgonie and Hednesford.....	W. Cockwell.....	12	1	12 do.....	125 00
Balgonie and Kronan.....	G. W. Elliott.....	24	1	5 do (from Nov. 1, '95).....	52 08
Balgonie and Railway Station.....	J. B. Hawkes.....	1 ¹ / ₂	14	12 do.....	101 00
Balmerino and Binscarth.....	J. Fletcher.....	5	2	3 do (to June 30, '95).....	20 00
do do.....	R. B. Johnston.....	5	2	9 do from do.....	36 00
Balmoral and Pleasant Home.....	R. Rutherford.....	18	1	12 do.....	135 00
Balmoral and Stonewall.....	do.....	8	3	12 do.....	165 00
Banting and Railway Station.....	T. E. M. Banting.....	1 ¹ / ₂	4	6 do (from Oct. 1, '95).....	20 19
Bardal and Reston.....	W. H. McDougall.....	19	1	12 do.....	120 00
Barnsley and Railway Station.....	W. O. Taylor.....	1 ¹ / ₂	4 & 6	12 do.....	53 14

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bates and Carman	R. Squiers	10½	2	12 months	155 00
Battleford and Meota	A. H. Mannix	22	2	12 do	156 00
Battleford and Onion Lake	Leeson & Scott	102	ftly	12 do	1,762 20
Battleford and Saskatoon	do	90	2	12 do	7,049 20
Beaconsfield and Swan Lake	J. S. Rice	14	2	12 do	232 96
Bears Hill and Wetaskiwin	O. Kling	5½	2	12 do	90 00
Beaumont and South Edmonton	L. Gagnon	13	1	7 do (from Sept. 1, '95)	43 75
Beausejour and Brokenhead	O. W. Thomas	14	1	12 do	85 00
Beausejour and Railway Station	J. L. Turner	¾	6	12 do	62 40
Beausejour and St. Owens	H. A. Gibson	¾	3	4 do (from Dec. 1, '95)	16 66
Beaver Hill and Fort Saskatchewan	G. Doze	10	1	12 do	78 00
Beaver Lake and Fort Saskatchewan	W. B. Ross	60	ftly	12 do	208 00
Beaver Lake and Vegreville	J. Poulin	16	do	4 do (from Dec. 1, '95)	24 66
Belcourt and Poplar Point	T. H. Brown	4½	2	12 do	60 00
Bellevue and Pipestone	P. McKinnon	6	1	12 do	50 00
Belmont and Ninette	W. Smellie	8	1	12 do	104 00
Belmont and Railway Station	do	½	6	12 do	52 42
Belses and Pipestone	J. McKinnon	5½	1	12 do	52 00
Beresford and Railway Station	W. Cannon	¾	4	12 do	33 48
Beresford and Roseland	do	9	2	4 do 15 days (to Aug. 15, '95)	69 37
Beulah and Elkhorn	G. W. Marsh	25½	2	12 do	408 00
Beverly and Melita	F. J. Barker	14	1	12 do	104 00
Bienfait and Railway Station	R. S. Grogan	½	4	2 do 7 days (to June 7, '95)	7 80
Binscarth and Railway Station	E. H. Williams	¾	3 & 2	12 do	92 25
Binscarth and Russell	H. R. DuPre	12	1	12 do	98 80
Binscarth and Saltcoats	J. Murray	52	1	3 do (to June 30, '95)	66 58
do do	H. Skead	52	1	9 do from do	273 00
Binscarth and Secburn	O. Seebach	14	1	12 do	100 00
Binscarth and Silver Creek	R. Rutherford	14	1	12 do	100 00
Birds Hill and Railway Station	G. Chudleigh	½	6	12 do	125 60
Birtle and Hamiota	A. E. Brown	34	1	12 do	273 00
Birtle and Moosomin	J. M. Armstrong	40	2	12 do	520 00
Birtle and Railway Station	G. Campbell	½	4	12 do	50 40
Birtle and Warleigh	J. C. Dudley	8	1	12 do	60 00
Blythfield and La Salle	W. H. Melton	14	1	12 do	141 25
Boharm and Moose Jaw	B. Smith	11	1	12 do	75 00
Boissevain and Desford	A. McKnight	22	2	9 do (to Dec. 31, '95)	123 75
do do	W. Musgrove	24	2	2 do (to Feb. 29, '96)	20 83
Boissevain and Heaslip	G. F. Brown	20½	2	9 do (to Dec. 31, '95)	226 41
do do	C. A. Irvine	20¾	2	3 do from do	62 25
Boissevain and Railway Station	A. McKnight	¾	4 & 6	12 do	62 25
Boissevain and Sheppardville	G. F. Brown	17	2	9 do (to Dec. 31, '95)	112 50
do do	W. A. Munro	17	2	3 do from do	42 90
Boissevain and Wapaha	do	14	1	12 do	119 60
Boissevain and Wassewa	W. Musgrove	10	2	1 do (from Mar. 1, '96)	9 16
Boscurevis and Oxbow	R. J. Noble	14	1	12 do	119 00
Boucher and Halero	J. Gerrond	12	1	6 do (to Sept. 30, '95)	48 00
do do	R. Peebles	12	1	6 do from do	37 00
Bowden and Railway Station	C. Moore	¾	4	12 do	80 84
Bradwardine, Logoch, Ralphtown, &c	W. Beamish	14 & 7	1	12 do	165 00
Brandon and Forrest Station	J. Hillis	10	1	12 do	124 80
Brandon and Hayfield	J. Crompton	12	2	12 do	175 00
Brandon and Railway Station (C.P.R.)	J. C. Kavanagh	¾	14	9 do (to Dec. 31, '95)	226 92
Brandon and Railway Station, C.P.R. (Souris Section)	do	¾	4	9 do (to Dec. 31, '95)	70 71
Brandon and Railway Station (N.P.R.)	do	¾	6	9 do (to Dec. 31, '95)	106 05
Brandon and Railway Stations (C.P.R. and N.P.R.)	do	¾ & ¾	24	3 do (from Jan. 1, '96)	134 13
Brandon and Rapid City	C. J. Wolfe	20	6	12 do	625 00
Brandon Hills and Railway Station	J. Baker	3	2	12 do	131 25

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,
&c. — *Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Brandon and Souris.....	R. A. Keyes.....	24	2	4 mos. 15 days (to Aug. 15, '95)	136 50
do do.....	do.....	27	2	2 do 6 days (to Oct. 21, '95)	76 00
Brandon and Shrubland.....	E. Pitman.....	12½	2	5 do 10 dys. (from Oct. 22, '95)	81 94
Bredenbury and Railway Station..	H. Porter.....	2	1	12 do	30 00
Brice and Dewdney.....	H. Brice.....	6	1	12 do	39 00
Bridge Creek and Franklin.....	W. H. Campbell.....	3½	3	12 do	107 00
Brierwood and Roden.....	W. H. Gray.....	6	1	12 do	65 00
Broadview and Cotham.....	C. R. Boulton.....	17	1	12 do	80 00
Broadview and Fitzmaurice.....	T. J. Irwin.....	20	1	12 do	80 00
Broadview and Hillesden.....	D. Ealey.....	12	1	12 do	70 00
Broadview and Railway Station.....	J. Clementson.....	4	14	12 do	163 32
Brookdale and Carberry.....	S. Shannon.....	20	1	12 do	125 00
Brookside and Parkin.....	J. Burke.....	5	1	3 do (to June 30, '95)	13 00
Brookside and Wapella.....	D. McDiarmid.....	19 & 25	1	6 do (to Dec. 31, '95)	75 00
do do.....	J. K. Schmidt.....	21	1	3 do from do	32 25
Broomhill and Melita.....	G. Dodds.....	12	1	12 do	91 00
Bru and Cypress River.....	H. Josephson.....	7½	2	12 do	100 00
Bruderheim and Fort Saskatchewan	Rev. A. Lilye.....	14	1	3 do (to Nov. 30, '95)	7 50
Bruxelles and Holland.....	O. Girardin.....	10	2	12 do	115 00
Burnbank and Two Creeks.....	G. Allison.....	6	1	12 do	63 00
Burnside and Burnside Station.....	W. A. Macintosh.....	4½	2	12 do	150 00
Burnside Station & Railway Station	J. R. Fox.....	27	12	12 do	50 36
Calf Mountain and Thornhill.....	F. Bolton.....	7½	2	12 do	130 00
Calgary and Custom House.....	G. C. King.....	16	16	12 do	25 00
Calgary and Jumping Pond.....	W. W. Stewart.....	25	1	12 do	250 00
Calgary and Millarville.....	J. Dickey.....	28	1	3 do (to June 30, '95)	91 00
do do.....	R. Gillespie.....	28	1	9 do from do	150 00
Calgary and Railway Station.....	W. Slingsby.....	4	22	12 do	502 64
Calgary and Street Letter Boxes.....	E. King.....	4	20	12 do	60 00
Camille and Treherne.....	W. J. Parker.....	12	2	12 do	249 60
Cannington Manor and Moosomin.....	J. Deavitt.....	42	1	12 do	270 00
Carberry and Neepawa.....	S. Chatwin.....	33½	3	12 do	498 48
Carberry and Railway Station.....	S. Shannon.....	8	14	12 do	146 40
Cardston and Colles.....	H. J. C. Colles.....	8	1	12 do	150 00
Cardston and Lethbridge.....	J. A. Woolf.....	45	1	12 do	450 00
Cardston and Mountain View.....	J. H. Gold.....	16	1	12 do	90 00
Carievale and Railway Station.....	S. Bishop.....	4	4	12 do	53 81
Carlingville and Hamiota.....	T. Hamilton.....	10	1	12 do	96 00
Carlowrie and St. Malo.....	A. Carrière.....	5	1	8 do (to Nov. 30, '95)	43 33
Carman, Lintathen, Roseisle, &c.	R. Squiers.....	12½ & 26	1	12 do	312 00
Carman and Railway Station.....	do.....	4	4 & 6	12 do	62 25
Carnduff and Oakley.....	R. B. Boddy.....	11	1	12 do	78 00
Carnduff and Railway Station.....	J. P. Carnduff.....	4	4	12 do	57 04
Carnoustie and Wapella.....	J. K. Schmidt.....	14	1	2 do (to Sept. 30, '95)	12 08
do do.....	do.....	22	1	6 do from do	58 74
Caron and Railway Station.....	A. H. Powell.....	4	3	12 do	30 20
Carroll and Railway Station.....	H. Bingham.....	4	2 & 4	12 do	72 40
Carssdale and Lumsden.....	W. C. Hamilton.....	5	2	12 do	78 00
Cartwright and Railway Station.....	T. S. Menary.....	4	4 & 6	12 do	41 48
Castleavery and Shellmouth.....	J. Gilchrist.....	14	1	12 do	105 00
Cedar Park and Cook's Creek.....	E. Grimshaw.....	5½	1	12 do	39 00
Chater and Railway Station.....	J. G. Hoey.....	4	12	12 do	90 60
Churchbridge and Railway Station..	B. D. Westman.....	4	2	12 do	65 62
Churchbridge and Sumner.....	L. Pearpoint.....	32	1	12 do	219 00
Churchbridge and Thingvalla.....	W. Kempth.....	5	1	3 do (to Sept. 30, '95)	16 25
do do.....	S. Johnson.....	5	1	6 do from do	16 00
Clarkleigh and Coldsprings.....	W. A. Fidler.....	11	1	12 do	80 00
Clarkleigh and Lundyville.....	J. Clarke.....	18	2	3 do (to June 30, '95)	46 25
do do.....	do.....	18	2	9 do from do	96 75
Clarkleigh and Reaburn.....	R. Wilson.....	41½	2	12 do	290 48

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Clarkleigh and Seamo.....	A. Micklewright	6	2	3 mos. (to June 30, '95).	16 30
do do.....	E. Fingland.....	6	2	9 do from do	45 00
Clearwater and Railway Station...	R. Rogers.....	2	4 & 6	12 do	71 81
Coalfields and Railway Station.....	G. F. Gow.....	1	2	2 do (to June 30, '95).	26 00
do do.....	G. E. Weigand.....	2	2	2 do 6 days (to Sept. 6, '95)	20 00
do do.....	G. F. Gow.....	2	2	6 do 24 days (from Sept. 7, '95)	64 00
Colleston and Steep Creek.....	R. C. Smyth.....	15	1	5 do (from Nov. 1, '95)	41 66
Cook's Creek and Winnipeg.....	M. Peebles.....	22	2	12 do	416 00
Coteau and Percy.....	D. McDougall.....	7	1	12 do	52 00
Cottonwood and Pense.....	T. E. Hurd.....	10	2	7 do (from Sept. 1, '95)	75 83
Coulter and Melita.....	W. F. Coulter.....	18	1	12 do	117 00
Coutts and Railway Station.....	W. G. Davis.....	1	4 & 6	12 do	26 86
Craven and Kennell.....	L. H. Hoskins.....	12	1	12 do	78 00
Craven and Tregarva.....	do	7½	1	3 do (to June 30, '95).	18 75
do do.....	E. Tegart.....	7½	1	9 do from do	56 25
Crescent Lake and Saltcoats.....	V. Dures.....	18	1	12 do	143 00
Crewe and Fort Ellice.....	J. Ellis.....	7	2	5 do (to Aug. 31, '95).	52 08
do do.....	do	8½	2	7 do from do	87 50
Crystal City and Railway Station...	H. J. Taylor.....	1	4 & 6	12 do	71 81
Cumberland House and Fort à la Corne	F. McDougall.....	175	mthly	12 do	440 00
Cumberland House and The Pas...	J. McDougall.....	70	do	5 do (from Nov. 1, '95)	50 00
Cypress River and Railway Station.	A. Creighton.....	1	4 & 6	12 do	42 56
Cypress River and St. Alphonse...	F. Chapdelaine.....	11	2	12 do	150 00
Daly and Virden.....	E. O. Rathbone.....	10	1	12 do	80 00
Danvers and Scanlonvia.....	G. Amunson.....	8	1	12 do	26 00
DeClair and Welwyn.....	W. Ray.....	7	1	12 do	74 00
De-erwood and Railway Station.....	J. S. C. Wilde.....	2	2	7 do (from Sept. 1, '95)	29 32
Deleau and Railway Station.....	J. B. Abraham.....	1	4	12 do	31 35
Deloraine and Railway Station.....	W. H. Clancie.....	1½	4 & 6	12 do	99 60
Deloraine and Waskada (round route).....	A. Stewart.....	46½	2	12 do	295 52
Dempsey and Souris.....	J. Dempsey.....	10	1	12 do	86 25
Dennington and Percy.....	R. C. Risley.....	28 & 29	1	12 do	275 89
Dewdney and Lineham.....	G. C. S. Patterson.....	18	1	12 do	98 00
Dewdney and Panina.....	do	9	1	12 do	85 00
Dewdney and Railway Station.....	J. Paterson.....	13	4	12 do	40 00
De Winton and Dunbow.....	W. O. Somerville.....	12½	1	12 do	151 00
De Winton and Grierson.....	do	2	1	12 do	26 00
De Winton and Railway Station...	W. Gopp.....	1½	4	3 do (to June 30, '95)	13 00
do do.....	H. McNeill.....	1½	4	9 do from do	39 00
Didsbury and Railway Station.....	J. B. Detwiler.....	4	4	12 do	30 22
Dominion City and Emerson.....	C. Whitman.....	10	6	12 do	585 00
Dongola and Valley View.....	R. A. Douglas.....	4½	1	12 do	36 00
Donore and La Salle.....	C. Wheatland.....	8	1	12 do	80 00
Douglas Station and Creeford (round route).....	D. McCann.....	36½ & 40½	2	9 do (to Dec. 31, '95)	240 50
do do.....	J. Ryder.....	40½	2	3 do from do	65 00
Douglas Station and Railway Station.....	M. Gray.....	1	12	9 do (to Dec. 31, '95)	54 23
do do.....	G. Kroop.....	1	12	3 do from do	20 01
Drumconnor and Longburn.....	J. T. Hicks.....	5½	2	4 do (to July 31, '95)	34 66
Drumconnor and Railway Station (Macdonald).....	E. Brown.....	1	6	4 do to do	26 00
Dry River and Mariapolis.....	R. Fournier.....	6	1	12 do	50 00
Duck Lake and Grandin.....	J. Valin.....	7	1	12 do	50 00
Duck Lake and Mistawasis.....	H. J. Craig.....	58	1	2 do (from Feb. 1, '96)	52 50
Duck Lake and Railway Station.....	E. Grundy.....	1	4	12 do	73 50
Duhamel and Wetaskiwin.....	J. Laboneau.....	28	1	12 do	160 00
Dunara and Selkirk.....	E. Linklater.....	16½	2	12 do	207 00
Dundurn and Railway Station.....	R. McCordick.....	2	4	12 do	72 86

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
Dunleath and Saltcoats.....	D. MacDonald..	9	1	12 months.....	8 cts. 60 00
Dunmore Junction and Josephsburg.....	J. Dunn.....	27	1	12 do.....	200 00
Dunmore Junction and Railway Station.....	E. L. Chudleigh..		20	9 do (to Dec. 31, '95)	81 44
do do.....	W. J. Horner.....		20	3 do from do	30 80
Edgeley Farm and Qu'Appelle Station.....	J. R. Brown.....	8½	2	12 do.....	175 00
Edmonton and Fort Saskatchewan.....	C. F. Stewart.....	28	2	6 do (to Sept. 30, '95)	442 00
do do.....	do.....	28	2	6 do from do	342 00
Edmonton and Railway Station.....	M. M. Canby.....	2	4	12 do.....	187 20
Edmonton and St. Albert.....	M. Perraux.....	9	2	3 do (to June 30, '95)..	25 00
do do.....	E. Courchène.....	20	2	9 do from do	75 15
Edmonton and Stony Plain.....	P. Miller.....	25	1	1 do (to April 30, '95)	14 08
do do.....	G. Sutherland.....	25	1	11 do from do	137 50
Edwell and Red Deer.....	A. Barrowman.....	13	1	8 do (to Nov. 30, '95)..	40 00
Elkhorn and Kola.....	J. H. Cavenagh..	16	1	12 do.....	130 00
Elkhorn and Lippentott.....	T. N. Clarke.....	12	1	1 do (to April 30, '95)	8 33
do do.....	D. Simpson.....	12	1	11 do from do	91 66
Elkhorn and Railway Station.....	I. McLeod.....		14	2 do (to May 31, '95)..	24 26
do do.....	do.....		14	10 do from do	152 62
Elm Creek and Railway Station.....	J. Rinn.....		2 & 3	12 do.....	31 25
Elm Valley and Reston.....	W. H. McDougall..	17	1	12 do.....	140 00
Elphinstone and Strathclair Station.....	J. Craig.....	9½	2	12 do.....	130 00
Elva and Railway Station.....	H. J. Archibald..	7½	4	12 do.....	52 25
Emerson and Railway Station (N. P.R.).....	J. H. Vanwhort..	1	12	12 do.....	132 60
Emerson and Stuartburn.....	A. Dodds.....	29½	1	12 do.....	234 00
Erinview and Scotsview.....	C. Neal.....	14	1	12 do.....	65 00
Erinview and Stonewall.....	D. Gunn.....	29	1	12 do.....	180 00
Estevan and Railway Station (Pasqua Section).....	M. H. King.....	½	14	12 do.....	146 40
Estevan and Railway Station (Souris Section).....	P. F. Duncan.....	½	4 & 2	12 do.....	40 20
Fairfax and Souris.....	J. Taylor.....	9	1	12 do.....	109 00
Fairford and Lundyville.....	G. A. Kerr.....	85	6	do (to Sept. 30, '95)	96 00
do do.....	F. W. Fisher.....	85	3	do (to Dec. 31, '95)..	48 00
do do.....	G. A. Kerr.....	85	3	do from do	48 00
Fairlight and Mossomin.....	H. Hyde.....	13	1	4 do (to July 31, '95)..	25 00
Fairmede and Wapella.....	J. Kidd.....	16	1	12 do.....	135 00
Fannystelle and Railway Station.....	G. Cinq Mars.....	½	4 & 6	12 do.....	23 83
Ferndale and Hillburn.....	W. Moran.....	7	1	12 do.....	52 00
Fernton and Winnipeg.....	W. Fraser.....	4	2	12 do.....	110 00
Findlay and Grande Clairière.....	N. Filteau.....	4½	2	12 do.....	90 00
Findlay and Railway Station.....	J. Dick.....	17	4	12 do.....	40 22
Fisher Bay and Icelandic River.....	W. Robinson.....	50	1	Season 1895.....	90 00
Fisher Bay and Selkirk.....	do.....	150	1	do.....	6 50
Fishing Lake and Sheho.....	G. Johnson.....	24	Ftnly	12 months.....	65 00
Flee Island and Portage la Prairie.....	M. Tuck.....	18	1	3 do (to June 30, '95)	32 50
do do.....	J. H. Rutledge..	18	1	9 do from do	97 50
Fleming and Railway Station.....	B. B. Gilbert.....	½	12	12 do.....	120 00
Fletwode and Glen Adelaide.....	D. Morrison.....	26	1	10 do (to Jan. 31, '96)..	83 33
Fletwode and Whitewood.....	W. T. Warner.....	32	1	2 do (from Feb. 1, '96)	39 00
Forest Farm and Whitewood.....	F. Kennedy.....	12	1	12 do.....	77 00
Fort à la Corne and Prince Albert.....	G. S. Reid.....	55	1	12 do.....	489 00
Fort Alexander and Peguis.....	J. H. Magnon.....	50	1	3 do (to June 30, '95)	75 00
do do.....	W. H. Eaton.....	50	1	9 do from do	198 00
Fort Ellice and Pumpkin Plains.....	E. R. Lewarton..	8	1	12 do.....	70 00
Fort Pelly and Yorkton.....	J. C. Murray.....	66	1	12 do.....	448 00
Fort Saskatchewan and Pakan.....	W. R. Brereton..	64	Ftnly	12 do.....	325 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fox Warren and Railway Station.	A. Laycock.	1	6	12 months.	80 00
Franklin and Railway Station.	A. M. Anderson.	2	6	12 do	50 32
Gainsborough and Railway Station.	G. Anderson.	4	4	7 do (from Sept. 1, '95)	30 25
Gainsborough and Workman.	Mrs. S. McCutcheon.	20	1	7 do do	107 33
Gartmore and Neepawa.	S. Chatwin.	91	1	12 do	1,000 00
Gillingham and Pincher Creek.	G. W. Beard.	14	1	1 do (from Mar. 1, '96)	16 67
Gladstone and Golden Stream.	D. McConnell.	8	1	12 do	79 00
Gladstone and Mekiwin.	J. McGregor.	15	2	12 do	225 00
Gladstone and Railway Station.	E. Rose.	4	6	9 do (to Dec. 31, '95).	75 00
do do	W. A. Sebastien.	4	6	3 do from do	22 50
Gladstone and Tupper.	L. Dunning.	26	1	12 do	199 00
Gladys and High River.	C. W. S. Harkness.	11	1	10 do (to Jan. 31, '96).	62 50
do do	A. W. H. Thompson.	12	1	2 do from do	12 50
Gleichen and Railway Station.	E. Beaupre.	3	14	12 do	72 44
Gleichen and Strangmuir.	A. W. Strange.	15	1	12 do	120 00
Glenboro' and Railway Station.	J. Duncan.	1	4 & 6	12 do	42 56
Glen Adelaide and High View.	D. Morrison.	17	1	2 do (from Feb. 1, '96)	11 66
Glencross and Morden.	A. Johnston.	10 & 8	2	12 do	150 00
Glendale and Neepawa.	W. Walker.	12	2	12 do	142 00
Glendinning and Moropano.	J. Cummings.	6	1	12 do	39 00
Glen Ewen and Oxbow.	J. S. Wiggins.	9	1	12 do	95 00
Glenlyon and Lake Dauphin.	J. M. Macneill.	34	1	12 do	270 40
Gonor and Railway Station.	J. Hays.	3 1/2	2	12 do	78 75
Graburn and Maple Creek.	W. S. Bethune.	35	1	9 do (from July 1, '95)	123 75
Greenlaw and Red Deer.	S. M. Bannerman.	3	1	12 do	52 00
Greenway and Pasadena.	A. Dingwall.	5 1/2	1	12 do	45 00
Greenway and Railway Station.	G. M. Johnson.	8	6	12 do	60 42
Grenfell and Hyde.	G. A. E. Hyde.	19	2	3 do (to June 30, '95).	50 00
do do	do	20	2	9 do from do	163 75
Grenfell and Railway Station.	E. Fitzgerald.	1/2	14	12 do	182 21
Gretna and Railway Station.	J. R. Hoffman.	1/2	14	12 do	256 20
Gretna and Reinland.	I. Liesbrecht.	17	2	12 do	200 00
Griswold and Hamiota.	D. McMillan.	49	2	12 do	600 00
Griswold and Railway Station.	G. Lindsay.	1/2	13	12 do	108 99
Gull Lake and Railway Station.	J. Houston.	1/2	7	12 do	25 00
Hague and Railway Station.	G. Lovell.	1/2	4	1 do (from Mar. 1, '96)	1 29
Hamiota and Viola Dale.	W. H. Brown.	7	2	12 do	124 00
Hanlan and Meadow Lea.	J. Macdonald.	8 1/2	2	12 do	92 00
Hargrave and Railway Station.	H. Cutfield.	1/2	6	12 do	80 68
Harperville and Woodlands.	J. Hallett.	20	1	12 do	145 60
Harrowby and Railway Station.	S. Blane.	1/2	2	12 do	25 00
Hartney and Melgund.	J. Blair.	3	2	9 do (to Dec. 31, '95).	117 00
do do	S. H. Dickson.	3	2	3 do from do	38 75
Hartney and Railway Station.	do	1/2	4 & 6	12 do	59 85
Hartney and West Hall.	Hartney & Dickson.	15	1	12 do	143 00
Hayward and Qu'Appelle.	H. H. Hayward.	12	1	12 do	100 00
Hazel Cliffe and Kaposvar.	S. Pilisak.	5	1	9 do (to Dec. 31, '95).	37 50
do do	M. Berma.	5	1	3 do from do	10 50
Hecla and Icelandic River.	G. Eyoifsson.	24	1 & 2	3 do (to June 30, '95).	22 50
do do	J. Gudmundson.	24	Ftnly	6 do (to Dec. 31, '95).	27 50
do do	do	24	1	3 do from do	23 75
High Bluff and Railway Station.	H. W. Cox Smith.	1	12	12 do	85 68
High River and Pekisko.	M. G. Stimson.	25	1	12 do	175 00
High River and Railway Station.	J. Limoges.	1/2	4	12 do	40 00
Hillburn and Prosperity.	R. Christian.	7 1/2	1	6 do (to Sept. 30, '95).	27 50
Hilton and Railway Station.	J. Davies.	1/2	6	12 do	50 24

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hirsch and Railway Station.....	Z. L. Sabetay.....		6	6 mos. (to Sept. 30, '95).	20 00
do do.....	H. Mohr.....		4 & 2	6 do from do	18 65
Hochstadt and Steinbach.....	J. T. Regehr.....	14	1	6 do (to Sept. 30, '95).	60 00
do do.....	D. R. Loewen.....	14 & 16½	2	6 do from do	79 46
Holland and Railway Station.....	J. R. Holland.....		4 & 6	12 do	71 93
Hollbroke and Ry. Station (Ponoka).....	J. E. Aylwin.....	5½	2	12 do	197 00
Holmfild and Railway Station.....	J. D. Orr.....		4 & 6	12 do	41 48
Huns Valley and Minnedosa.....	J. L. Wilson.....	18	1	12 do	125 00
Hyde and Neudorf.....	G. A. E. Hyde.....	8	1	1 do (to July 31, '95).	5 83
Hyde and Tirée (round route).....	do	26	1	8 do (from Aug. 1, '95)	80 00
Icelandic River and Isafold.....	P. Bornason.....	10	ftnly. 12	do	23 00
Icelandic River and Selkirk.....	G. S. Dickinson.....	78	1	12 do	750 00
Ile des Chenes and St. Boniface.....	R. St. Pierre.....	19	1	12 do	130 00
Indianford and Rathwell.....	H. Sturton.....	7½	2	12 do	94 00
Indian Head and Kenlis.....	A. Leach.....	19	2	4 do (to July 31, '95).	66 66
Indian Head and Montmartre.....	V. R. Ogier.....	20	2	11 do (to Feb. 29, '96).	110 00
do do.....	do	36	2	1 do from do	17 50
Indian Head and Railway Station.....	R. Crawford.....	½	14	12 do	251 34
Ingleside and Poplar Point.....	F. Ritchie.....	25	1	12 do	156 00
Innisfail and Knee Hill Valley.....	N. W. Stiles.....	12	1	12 do	49 40
Innisfail and Railway Station.....	do	½	4	12 do	94 50
Innisfail and Tindastoll.....	J. Bjornson.....	12	1	12 do	100 00
Kalidea and Manitou.....	H. Toohy.....	13½	1	12 do	100 00
Kelroe Station and Ry. Station.....	C. F. Nixon.....	½	4	12 do	52 00
Kemnay and Railway Station.....	E. B. Scott.....	1½	5	12 do	68 52
Kerfoot and Petrel.....	J. Nesbitt.....	3½	2	12 do	52 00
Killarney and Glendinning (round route).....	J. S. O'Brien.....	33	2	12 do	195 00
Killarney and Railway Station.....	C. Bate.....	½	4 & 6	12 do	62 25
Killarney and Wakopa (round route).....	J. Williams.....	33	2	9 do (to Dec. 31, '95).	191 25
do do.....	H. Hunter.....	33	2	3 do from do	60 00
Kingsley and Lariviere.....	R. Henderson.....	6	2	12 do	104 00
Kinnesota and Westbourne.....	D. McDonald.....	70	1	3 do (to June 30, '95).	120 00
do do.....	M. R. Miller.....	70	1	9 do from do	295 86
Kinnesota and The Narrows.....	E. Kristjansson.....	16	ftnly. 2	do (from Feb. 1, '96).	8 66
Kirkpatrick and Prince Albert.....	J. Smith.....	12	1	12 do	97 00
Lac la Biche and Pakan.....	T. Yuppi.....	120	m. & ftnly. 12	do	220 00
Lacombe and Lamerton.....	J. N. Poole.....	30 & 33	1	12 do	197 91
Lacombe and Railway Station.....	G. H. Jamieson.....	1½	4	12 do	50 48
Lake Dauphin and Woolson.....	C. Hicks.....	7	1	12 do	75 32
Langdon and Railway Station.....	J. Whitney.....		4	12 do	25 08
Langenburg and Railway Station.....	P. Ulrich.....		2	12 do	25 00
Langenburg and Rothbury.....	D. Berer.....	50	1	3 do (to June 30, '95).	35 00
Langvale and Ninga.....	Hicks & Maloney.....	21	2	12 do	239 32
Lariviere and Railway Station.....	W. H. Swales.....	½	4 & 6	12 do	62 25
Lariviere and Silver Springs.....	R. Armstrong.....	3½	2	12 do	104 00
La Salle and Railway Station.....	J. O. Faubert.....		12	12 do	32 50
Lander and Railway Station.....	G. E. Moore.....	1½	4 & 6	12 do	57 25
Leduc and Railway Station.....	R. T. Telford.....	1½	4	12 do	52 56
Lennox and Montifiore.....	H. C. Manz.....	7	2	12 do	146 25
Letellier and Railway Station.....	A. Duval.....		12	12 do	48 34
Letellier and St. Joseph.....	L. Beaudreau.....	4½	2	9 do (to Dec. 31, '95)..	63 75
Letellier, St. Joseph and St. Pie.....	S. A. Poliquin.....	4½ & 4½	2	3 do (from Jan. 1, '96).	37 50
Letellier and St. Pie.....	L. Beaudreau.....	4½	2	9 do (to Dec. 31, '95)..	63 75
Lethbridge and Custom House.....	F. Champness.....	3½	6	12 do	30 00
Lethbridge and Macleod.....	J. B. Smith.....	30	3	12 do	950 00

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DETAIL of all payments for Mail Transportation in Manitoba Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lethbridge and Railway Station...	J. D. Higginbotham	$\frac{1}{2}$	10	10 mos. 5 days (to Feb. 5, '96, and extra trips)	190 44
do do	do	$\frac{1}{2}$	12	1 do 24 dys. from do	55 77
Livingstone and Pincher Creek...	S. W. Berry	20	1	2 do (to May 31, '95)	48 32
do do	do	14	1	4 do (to Sept. 30, '95)	66 66
do do	G. W. Beard	14	1	5 do (to Feb. 29, '96)	83 33
Llewellyn and Saskatoon	F. Barrett	10	1	12 do	60 00
Logberg and Saltcoats	J. Emarsson	18	1	3 do (to Sept. 30, '95)	19 50
do do	M. Smith	18	1	6 do from do	42 50
Longburn and Macdonald	J. T. Hicks	$5\frac{1}{2}$	2	8 do (from Aug. 1, '95)	69 33
Loon Creek and Qu'Appelle	T. Baxter	25	1	12 do	150 00
Louise Bridge and Winnipeg	H. M. Harris	$1\frac{1}{2}$	6	3 do (from Jan. 1, '96)	6 50
Lower Fort Garry and Oak Hammock	C. Johnstone	9	1	12 do	40 00
Lower Fort Garry and Pigeon Bluff	J. Linklater	$6\frac{1}{2}$	1	12 do	24 00
Lumsden and Maireton	A. N. Jamieson	26	1	12 do	260 00
Lumsden and Railway Station	T. B. Hill	$\frac{1}{3}$	4	7 do (to Oct. 31, '95)	17 73
do do	W. L. Clark	$\frac{1}{6}$	4	5 do from do	12 55
Lyleton and Pierson	R. Murray	16	1	12 do	99 00
Lyndon and Railway Station	C. A. Lyndon	15	1	12 do	234 00
Lyonshall and Ninga	S. Jones	$\frac{1}{2}$	2	12 do	100 00
McGregor Station and Ry. Station	F. E. Lewin	$\frac{1}{2}$	12	12 do	94 20
McGregor Station and Rosehill	E. C. Hamblin	10	1	12 do	55 00
McGregor Station and Wellington (R.R.)	F. Atkinson	$20\frac{1}{2}$	1	12 do	104 00
McLean and Railway Station	J. H. Plant	$\frac{1}{6}$	7	12 do	110 00
Macdonald and Railway Station	E. Brown	$\frac{1}{2}$	6	8 do (from Aug. 1, '95)	52 00
Macleod and Custom House	D. J. Campbell	$\frac{1}{2}$	6	12 do	25 00
Macleod and Pincher Creek	G. Brouillette	321	3	12 do	825 00
Macleod and Railway Station (West Macleod)	W. J. Davis	$2\frac{1}{2}$	4	12 do	104 00
Macleod and Stand Off	F. Pace	18	2	3 do (from Jan. 1, '96)	37 50
Manitou and Railway Station	H. J. Rockett	$\frac{1}{2}$	4	3 do (to June 30, '95)	14 58
do do	J. A. M. Logan	$\frac{1}{2}$	4	6 do from do	27 58
Manitou and Windygates	S. Handford	$31\frac{1}{2}$	2	7 do (to Oct. 31, '95)	282 91
do do	Mrs. E. Handford	$31\frac{1}{2}$	2	5 do from do	202 09
Maple Creek and Railway Station	J. Dixon	$\frac{1}{2}$	14	12 do	182 00
Maraville and Nesbitt	B. F. Lines	9	1	12 do	75 00
Margaret and St. Felix	C. Beaupree	$4\frac{1}{2}$	2	12 do	83 95
Mariapolis and Railway Station	C. H. Carbonneau	$\frac{1}{2}$	6	12 do	45 52
Marieton and Strasburg	E. Gfroerer	19	1	9 do (to Dec. 31, '95)	116 25
do do	G. B. W. Simpson	19	1	3 do from do	38 75
Marlborough and Moose Jaw	J. G. Beesley	14	1	12 do	104 00
Marney and Strathclair Station	W. D. Coghlin	7	2	12 do	93 60
Marquette and Railway Station	A. E. Hainsworth	$\frac{1}{2}$	12	12 do	90 80
Marquette and St. Eustache	O. Lavoie	7	2	3 do (to June 30, '95)	32 50
do do	H. Beaudin	7	2	9 do from do	82 50
Marquette and Woodlands	C. E. Hainsworth	9	2	12 do	140 00
Meadow Creek and Railway Station (Claresholm)	E. S. S. Duck	12	1	7 do (from Sept. 1, '95)	58 33
Meadowvale and Plympton	H. Wilson	4	2	9 do (from July 1, '95)	46 80
Medicine Hat and Railway Station	F. F. Fatt	$\frac{1}{2}$	14	12 do	201 30
Melbourne and Railway Station	F. W. Creasy	$\frac{1}{2}$	2	12 do	13 00
Melfort and Prince Albert	G. Taylor	80	1	6 do (to Sept. 30, '95)	262 50
do do	do	84	1	6 do from do	275 62
Melita and Railway Station	G. L. Dodds	$\frac{1}{2}$	8	12 do	67 16

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					\$ cts.	
Mentieth and Railway Station	W. R. Callander	4	4	3 mos. (to June 30, '95)	8 66	
do do	J. W. Callander	4	6	9 do from do	39 40	
Methven and Railway Station	G. Stewart	4	6	12 do	59 85	
Methven and Wawanesa	W. S. Foster	4	3	12 do	113 33	
Miami and Opawaka	P. Angers	7	1	12 do	81 25	
Miami and Railway Station	F. A. Collins	17 ¹ / ₂	6	12 do	60 38	
Midnapore and Railway Station	S. W. Shaw	1	4	12 do	208 00	
Midway and Railway Station	H. R. Keyes	4	6	12 do	25 00	
Millbrook and Queens Valley	J. Beddall, jr.	9 ¹ / ₂	1	12 do	63 00	
Millwood and Catching Post	E. O. Wheellet	3 ¹ / ₂	2	12 do	30 33	
Millwood and Spy Hill	A. R. Miller	12	1	12 do	130 00	
Minnedosa and Railway Station	T. Boyd	1	6	12 do	104 86	
Minnedosa and Scandinavia	J. W. Thompson	20	1	12 do	129 00	
Minnewakan and Rabbit Point	J. Monkman	4	2	3 do (from Jan. 1, '96)	12 37	
Moffat and Wolseley	E. A. Banburg	21	2	12 do	144 64	
Moline and Rapid City	G. L. Stone	8	1	12 do	100 00	
Molson and Railway Station	L. F. Fulmore	17 ¹ / ₂	12	2 do (from Feb. 1, '96)	8 26	
Montgomery and Whitewood	J. Dermody	20	1	10 do (to Jan. 31, '96)	133 33	
Moose Jaw and Pioneer	E. N. Hopkins	8	1	8 do (from Aug. 1, '95)	46 66	
Moose Jaw and Point Elma	D. Taylor	15	1	12 do	95 00	
Moose Jaw and Railway Station	C. A. Gass	1	14	3 do (to June 30, '95)	45 50	
do do	do	1	21	9 do from do and arrears	281 75	
Moose Jaw and Wood Mountain	T. W. Aspdin	125	2	do (to May 31, '95)	36 00	
do do	F. Brown	125	10	do from do	150 00	
Moosomin and Railway Station	J. Page	1	14	9 do (to Dec. 31, '95)	131 25	
do do	H. Ireton	1	14	3 do from do	37 00	
Moosomin and Redpath	do	42	1	5 do (to Aug. 31, '95)	124 16	
do do	do	47	1	7 do from do	194 50	
Moosomin and Rosetti	H. Hyde	19	1	8 do (from Aug. 1, '95)	83 33	
Morden and Nelson	J. A. Nelson	10 ¹ / ₂	2	12 do	150 00	
Morden and Railway Station	J. H. Dunsford	1	4	6	12 do	75 78
Morinville and St. Albert	A. Harnois	15	1	5 do (to Aug. 31, '95)	41 66	
Morris and Railway Statn. (C.P.R.)	J. D. Burk	1	12	15	12 do	127 09
Morris and Railway Statn. (N.P.-P.R.)	do	1	6	12	do	90 00
Myrtle and Railway Station	A. McDonald	1	6	12	do	83 02
Nanton and Railway Station	J. D. Norrish	7	1	12	do	100 04
Napinka and Railway Station	A. Cates	1	12	16	12 do	121 82
Napinka and West Brenda	W. G. Suter	7	1	12	do	52 00
Neepawa and Railway Station	A. M. Dalton	1	6	12	do	141 30
Neepawa and Riding Mountain	A. H. Scouten	37	1	12	do	247 00
Nesbitt and Railway Station	J. H. Brown	1	4	6	12 do	99 75
Newdale and Railway Station	J. L. Cook	1	4	12	do	52 50
Newdale and Raven's Glen	R. H. Dennison	7	1	12	do	52 00
New Lutton and St. Albert	J. Johnston	18 & 19	1	12	do	127 88
New Oxley and Railway Station (Claresholm)	Leeds & Elliott	5	1	12	do	104 00
Ninga and Railway Station	W. McKnight	1	4	6	12 do	69 50
North Portal and Railway Station	W. H. Dorsey	1	14	12	do	146 40
Notre Dame de Lourdes and Rathwell	C. Ducret	8	2	9	do (to Dec. 31, '95)	75 00
do do	T. Werekker	8	2	3	do from do	27 50
Oakburn and Shoal Lake	J. A. Hamilton	11 ¹ / ₂	2	12	do	179 48
Oak Lake and Railway Station	G. D. Miller	1	12	12	do	125 20
Oak River and Totonka	J. Cardale	10	1	12	do	80 00
Olds and Railway Station	J. W. Silverthorn	1	4	12	do	31 14
Orrwold and Shoal Lake	D. T. Wilson	16 ¹ / ₂	2	12	do	186 00
Osler and Railway Station	J. S. Grant	1	4	12	do	36 74
Osowo and Poplar Point	F. Wagner	7	2	12	do	159 00
Oswald and Woodlands	E. de Laroque	6 ¹ / ₂	2	7	do (to Oct. 31, '95)	30 33

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.		Period.	Amount.
						\$ cts.
Otto and Seamo.	N. T. Snoedal ...	6	1	12	months.	30 00
Oxbow and Railway Station.	R. A. Troyer ...	3 1/2	4	3	do (to June 30, '95).	9 88
do do	C. Troyer.	3 1/2	4	9	do from do	29 83
Parkin and Wapella.	L. H. Brett.	14	1	3	do (to June 30, '95).	31 25
Parklands and Qu'Appelle.	T. Murray.	11	1	12	do	70 00
Pasqua and Railway Station.	D. Dustin.	3	7	12	do	109 80
Pequis and Selkirk	D. McIvor.	6 1/2	2	12	do	114 00
Penhold and Railway Station.	G. Fleming.	3 1/2	4	12	do	105 00
Penrith and Virden.	J. A. Blakeman.	25 1/2	1	12	do	223 12
Pense and Railway Station.	S. G. Marling.	5	14	12	do	100 96
Pense and Stony Beach.	J. Doan.	14	1	12	do	100 00
Pheasant Forks and Wolseley.	J. Franks.	40	2	9	do (to Dec. 31, '95).	261 54
do do	do	40	2	3	do from do	74 75
Pierson and Railway Station	R. J. Took.	1 1/2	4	12	do	36 57
Pigeon Lake and Winnipeg.	T. Foulds.	25 1/2	2	12	do	472 28
Pilot Mound and Railway Station.	J. M. Fraser.	4	4 & 6	12	do	58 97
Pilot Mound and Roseberry.	R. Blackburn.	23 1/2	2	12	do	288 08
Pincher Creek and Yarrow.	G. T. Berry.	25	1	12	do	190 00
Pine Creek and Railway Station (De Winton)	W. O. Somerville	2 1/2	4	12	do	156 00
Pine Lake and Red Deer.	B. T. Alford.	21	1	4	do (from Dec. 1, '95)	41 66
Pipestone and Railway Station.	J. McKinnon.	1 1/2	4	12	do	52 25
Plum Coulee and Railway Station.	J. I. Bergen.	1 1/2	4 & 6	12	do	39 65
Pomeroy and Roland.	J. Sutton.	5	1	12	do	55 00
Poplar Point and Railway Station.	G. M. Jackson.	1 1/2	12	12	do	125 84
Poplar Point and St. Marks.	E. M. Skagen.	14	1	3	do (to June 30, '95).	25 00
do do	J. S. Smith.	14	1	9	do from do	75 00
Portage la Prairie, Railway Station and Custom House.	R. Ferguson.	1	20	12	do	306 24
Prince Albert and Railway Station	H. Kirkness.	1 1/2	4	12	do	78 74
Prince Albert and Regina (Baggage-man).	W. E. Crawford.	247	2	12	do	52 00
Prince Albert and Shell Brook.	M. McFaggart.	35	1	12	do	200 00
Qu'Appelle and Qu'Appelle Station	Leeson & Scott.	18	6	12	do	650 00
Qu'Appelle and Saulton.	H. Telford.	11 1/2	2	3	do (to June 30, '95).	36 25
do do	A. Urquhart.	11 1/2	2	9	do from do	108 75
Qu'Appelle and Wishart.	Leeson & Scott.	66	1	12	do	1,664 00
Qu'Appelle and Railway Station.	E. W. Warner.	1 1/2	14	12	do	142 70
Rathwell and Railway Station.	T. C. Forbes.	1 1/2	4 & 6	12	do	59 84
Reaburn and Railway Station.	Mrs. M. Paterson	1 1/2	12	12	do	157 00
Red Deer and Railway Station.	H. H. Gaetz.	1 1/2	4	12	do	78 74
Regina and Custom House	J. A. Whitmore.	1 1/2	6	12	do	50 00
Regina and Railway Station	do	1 1/2	18	3	do (to June 30, '95).	117 00
do do	W. Russell.	1 1/2	18	9	do from do	135 00
Regina and Wascana.	H. J. Peacey.	12	1	12	do	89 75
Restou and Railway Station.	W. H. McDougall.	1 1/2	4	12	do	33 48
Reston and Sinclair.	J. F. McLaren.	15	1	12	do	74 00
Richland and Rosewood.	A. Chalmers.	7	1	12	do	70 00
Richland and Winnipeg.	Z. Brabant.	35 1/2	2	12	do	415 00
Roland and Railway Station.	W. H. Lowe.	1 1/2	6	12	do	60 42
Roland and Warrington.	do	7 1/2	1	7	do (to Oct. 31, '95).	56 37
Roseau and St. Malo.	J. E. King.	11	1	4	do (from Dec. 1, '95)	30 33
Rosebank and Railway Station.	A. H. Baker.	1 1/2	4 & 6	12	do	12 60
Rosenfeldt and Railway Station.	A. Acheson.	1 1/2	12	12	do	72 46
Rosburn and Solsgrith.	R. R. Hamilton.	18	2	12	do	200 32
Rosser and Railway Station.	H. J. Beachell.	1 1/2	12	12	do	70 32
Rosherne and Railway Station.	P. Neufeldt.	1 1/2	4	12	do	30 28

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Rouleau and Railway Station.....	H. Bergsteinsson	1 ¹ / ₂	2	5 mos. (to Aug. 31, '95)	11 00
do do	J. Kitson.....	1 ¹ / ₂	2	7 do from do	15 25
Rounthwaite and Railway Station.....	E. S. Shearer.....	6	6	12 do	78 50
Routeledge and Railway Station.....	H. Stevens, jr.....	3 & 6	12	do	34 60
Royal and Railway Station.....	C. F. Archibald.....	5	2	6 do (to Sept. 30, '95)	45 86
do do	C. H. MacWatt.....	5	2	6 do from do	45 00
Russell and Railway Station.....	A. Clee.....	1 ¹ / ₂	2	12 do	52 50
Russell and Shellmouth.....	R. L. Yeates.....	14 ¹ / ₂	2	12 do	310 00
Ste. Agathe and Railway Station.....	E. Bernier.....	1	12	12 do	75 00
Ste. Anne des Chenes, Steinbach and Winnipeg.....	J. B. Desautels.....	30	90	12 do	574 00
St. Albert and Riviere Qui Barre (Round Route).....	A. Perraux.....	31	1	7 do (from Sept. 1, '95)	81 66
St. Boniface and Winnipeg.....	M. Petrin.....	1	18	12 do	425 00
St. Claude and Railway Station.....	J. P. Bernier.....	1 ¹ / ₂	4 & 6	12 do	37 35
St. Jean Baptiste and Ry. Station.....	F. Parenteau.....	7	12	12 do	45 32
St. Leon and Somerset.....	F. Lafreniere.....	7	2	12 do	104 00
St. Malo and Winnipeg.....	A. McDougall.....	43 ¹ / ₂	2	12 do	625 00
St. Norbert and Railway Station.....	P. E. Pacaud.....	1	12	12 do	70 00
St. Rose du Lac and Wiggins Stopping Place.....	F. Hamelin.....	8	ft'nly	12 do	52 00
St. Vital and Winnipeg.....	J. Nisbet.....	6	2	12 do	60 00
Saitcoats and Railway Station.....	E. Bolton.....	1	2	12 do	60 00
Saltcoats and Yorkton.....	W. Tetlock.....	17 ¹ / ₂	1	12 do	182 00
do do	T. Carleton.....			Special trips	4 50
Saskatchewan Landing and Swift Current.....	Leeson & Scott.....	30	1	12 months	740 00
Saskatoon and Railway Station.....	do	1	4	12 do	105 00
Seamo and Vestfold.....	W. H. Burke.....	7	1	10 do (from June 1, '95)	27 50
Selkirk and East Selkirk Railway Station.....	G. S. Dickinson.....	23	12	12 do	149 00
Selkirk and Winnipeg.....	R. Beal.....	25 ¹ / ₂	3	12 do	500 00
Sewell and Railway Station.....	R. Kellett.....		12	12 do	45 32
Shadeland and Thornhill.....	W. Bradley.....	7 ¹ / ₂	2	3 do (to June 30, '95)	41 48
do do	J. Ching.....	7 ¹ / ₂	2	9 do from do	93 75
Sheho and Yorkton.....	W. Lampont.....	50	1	12 do	300 00
Shoal Lake and Railway Station.....	J. T. Dandridge.....	4	4	12 do	52 50
Sidney and Railway Station.....	T. Babb.....		12	12 do	45 52
Sintaluta and Railway Station.....	E. Rowe.....		7	3 do (to June 30, '95)	43 75
do do	do		7	9 do from do	105 00
Solsgrith and Railway Station.....	J. C. Anderson.....		4	12 do	45 00
Somerset and Railway Station.....	A. Jarman.....		6	12 do	38 24
Souris and Railway Station.....	M. Isbester.....		8 & 10	12 do	134 62
South-Edmonton and Ry. Station.....	H. Wilson.....		4	12 do	73 50
Starbuck and Railway Station.....	G. E. Dechene.....		2 & 3	12 do	52 08
Stockton Station and Ry. Station.....	N. Fallis.....		4 & 6	12 do	39 90
Stockton Station and Thornsby.....	A. F. Andrews.....	5	2	12 do	104 00
Stonewall and Railway Station.....	W. J. Bell.....		4 & 6	12 do	38 47
Stonewall and Wavy Bank.....	J. G. Vincent.....	9 ¹ / ₂	1	12 do	60 00
Stony Mountain and Ry. Station.....	J. C. Stewart.....	13	4 & 6	12 do	112 22
Strathclair Station and Ry. Station.....	J. Craig.....		4	3 do (to June 30, '95)	6 66
do do	do		4	9 do from do	39 90
Summerberry and Ry. Station.....	W. Tinnell.....		7	12 do	100 56
Summer and Whitewood.....	F. W. Chamberlain.....	33	1	12 do	306 64
Swan Lake and Railway Station.....	J. Pritchard.....		6	12 do	50 32
Swift Current and Railway Station.....	W. G. Knight.....		14	3 do (to June 30, '95)	28 00
do do	Mrs. M. Knight.....		14	9 do from do	84 62
Tenby and Tupper.....	J. Griffith.....	8	1	10 do (from June 1, '95)	33 33
Tetlock and Yorkton.....	J. Tetlock.....	32	1	12 do	200 00
Thornhill and Railway Station.....	W. Bradley.....	1	4 & 6	12 do	21 48

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Treesbank and Railway Station	J. W. Erratt	1	4	5 mos. (to Aug. 31, '95).	11 27
do do	J. H. Clark	7 & 4	7	do from do	20 61
Treesbank and Two Rivers	J. W. Erratt	3	2	5 do (to Aug. 31, '95).	41 66
do do	J. H. Clark	3	2	7 do from do	58 33
Treherne and Railway Station	R. S. Alexander	4 & 6	12	do do	62 25
Turtle Mountain and Whitewater.	P. S. Keller	4	3	11 do (to Feb. 29, '96).	143 00
do do	do	4	2	1 do from do	8 66
Tyndall and Railway Station	J. Healy	4	12	12 do	50 24
Union Point and Railway Station	J. Gratton	4	2	12 do	39 90
Virden and Railway Station.	W. T. Scarth	1	14	12 do	366 00
Virden and Woodnorth.	J. Cotton	10 & 4	1	12 do	72 00
Waghorn and Railway Station.	W. Waghorn	1 & 3	4	12 do	78 74
Wapella and Railway Station.	E. P. Benoit	1 & 3	14	12 do	120 00
Wawanesa and Railway Station	W. S. Foster	1 & 3	6	12 do	100 64
Westbourne and Railway Station.	Smalley and Chandler	1	6	9 do (to Dec. 31, '95).	75 52
do do	A. E. Smalley	1	6	3 do from do	30 42
West Macleod and Railway Station	J. Steinhoff	1	4	12 do	52 00
Wetaskiwin and Railway Station.	J. E. C. Miquelon	1	4	12 do	50 48
Weyburn and Railway Station.	W. H. Hunt	1	2	8 do (from Aug. 1, '95)	33 33
Whitemouth and Railway Station	J. Monilaws	1	12	12 do	131 24
Whitewater and Railway Station.	W. Rolston	1	4 & 6	12 do	41 07
Whitewood and Railway Station.	J. Charlton	1	14	12 do	183 00
Willoughby and Railway Station (Maddowall)	A. Cameron	1	1	12 do	53 00
Winkler and Railway Station.	B. Leewen	1 & 4	4 & 6	12 do	49 52
Winnipeg and Custom House	J. Sheppard	1 & 2	6	12 do	125 00
Winnipeg Parcel Delivery	M. Peebles	1	6	12 do	360 00
Winnipeg and Ry. Station (C.P.R.)	J. Sheppard	1	58	12 do and extra trips	1,051 12
Winnipeg and Ry. Station (C.P.R. Transfers)	do	1 & 2	12	do	540 00
Winnipeg and Ry. Station (N.P.R.)	do	1	12	do	175 84
Winnipeg and Street Letter Boxes	M. Peebles	26 & 1	21	12 do	759 00
Wolsley and Railway Station	J. P. Dill	1 & 3	14	12 do	201 12
Wood Bay and Railway Station	Mrs M. Campbell	1 & 3	2 & 3	12 do	64 08
Woodside and Railway Station	J. Sharp	1 & 3	1	12 do	30 00
Yellow Grass and Railway Station	J. Scott	1	2	3 do (from Jan. 1, '96)	5 00
Yorkton and Railway Station	Tetlock Bros	1	2	12 do	60 00
Yorkton and Saltcoats	J. C. Markham	1	1	Special trips	3 00
Total					\$82,576 97

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

MONTREAL POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Montreal Postal Division
made within the year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Pauline.....	J. P. Rocheleau.....	3	3	12 months.....	68 00
Abbotsford and Railway Station...	D. Sharkey.....	$\frac{1}{2}$	12	12 do.....	80 00
Acton Vale Ry. Station (C. P.) and do do do	C. Grégoire..... A. Grégoire.....	$\frac{1}{2}$ $\frac{1}{2}$	18 18	6 do (to Sept. 30, '95). 6 do from do	60 00 60 00
Acton Vale and St. Théodore d'Acton	E. Lincourt.....	4	6	12 do.....	125 00
Allan's Corners and Cairnside.....	J. Bryson.....	4	2	12 do.....	52 00
Allan's Corners and Ry. Station.....	do.....	1	12	12 do.....	80 00
Anderson's Corners and Dewittville	J. Anderson.....	4	2	12 do.....	75 00
Ange Gardien de Rouville and Ry. Station.....	P. Lajoie.....	$\frac{1}{2}$	12	12 do.....	50 00
Antoinette and Lost River.....	C. Boon.....	22	2	6 do (to Sept. 30, '95).	75 00
Antoinette and St. Jovite.....	do.....	7	2	6 do do	28 00
Arundel and Lost River.....	do.....	14 $\frac{1}{2}$	2	6 do (from Oct. 1, '95)	52 00
Arundel and St. Jovite.....	do.....	19	3	6 do do	100 00
Avoca and Pointe au Chêne.....	J. McCallum.....	7	3	12 do.....	122 00
Baie d'Urfé and Railway Station..	A. Vallée.....	$\frac{1}{2}$	12	4 do and 17 days (to Sept. 30, '95)	22 91
Beaconsfield Railway Station and Beaurepaire.....	L. Legault.....	1	12	Season 1895.....	50 00
Beaconsfield Railway Station and St. Geneviève.....	A. Legault.....	3	6	3 mos. (to June 30, '95).	32 50
do do	W. Desjardins.....	3	6	9 do from do	97 50
Beauharnois and La Bergerie.....	C. Primeau.....	5	2	12 do.....	50 00
Beauharnois and Melocheville.....	J. B. Lebeuf.....	3	6	12 do.....	100 00
Beauharnois and Railway Station..	O. Duquette.....	$\frac{1}{2}$	24	12 do.....	125 00
Beauharnois and St. Étienne de Beauharnois.....	do.....	5	6	12 do.....	162 00
Beauvoir and Ste. Marthe.....	J. E. Poirier.....	3 $\frac{1}{2}$	3	12 do.....	60 00
Bellerive and Valleyfield.....	L. Faubert.....	18 acres.	6	3 do (to June 30, '95).	6 25
do do	E. Rapin.....	18 acres.	6	9 do from do	36 75
Belœil Station and Railway Station	A. D. Goulet.....	220 yds.	24	10 do (from June 1, '95)	33 33
Belœil Station and Hilsaire Station.	A. Champigne.....	1	12	12 do.....	150 00
Blue Bonnets and Railway Station.	A. C. Doré.....	$\frac{1}{2}$	6	12 do.....	60 00
Bois de Filion and Ste. Thérèse.....	O. Chapleau.....	4	2	12 do.....	40 00
Bordeaux and Railway Station.....	G. Picard.....	$\frac{1}{2}$	12	12 do.....	25 00
Bordeaux and Sault au Récollet.....	J. Prevost.....	2 $\frac{1}{2}$	12	12 do.....	240 00
Botreaux and Ormstown.....	O. Bergevin.....	4 $\frac{1}{2}$	2	12 do.....	42 00
Boucherville and Railway Station..	A. Bemeur.....	133 yds.	12	12 do.....	72 00
Bougie and Port du Sault.....	T. Roger.....	2	6	12 do.....	50 00
Poulevard St. Denis and Côte St. Louis.....	L. Morin.....	3	6	3 do and 9 days (from Dec. 23, '95)...	20 58
Britannia Mills and Ry. Station...	H. Guilbert.....	1 acre.	12	12 do.....	20 00
Britonville and St. Sauveur.....	J. Pollock.....	9 $\frac{1}{2}$	3	5 do and 18 days (to Sept. 18, '95)...	51 41
Britonville and Morin Flats.....	do.....	3 $\frac{1}{2}$	3	6 do and 12 days (from Sept. 19, '95)...	25 56
Brosseau Station and Ry. Station..	G. Dumontet.....	10 acres.	12	12 do.....	45 00
Brownsbury and Mount Maple.....	J. Warwick.....	3 $\frac{1}{2}$	1	12 do.....	24 00
Calumet and Railway Station.....	S. J. Hambly.....	100 yds.	12	12 do.....	30 00
Carillon and Lachute.....	M. Campeau.....	9 $\frac{1}{2}$	6	12 do.....	320 00
Carillon and Point Fortune.....	J. Larocque.....	1	6	12 do.....	47 10

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Carillon, Point Fortune and Railway Station.....	J. Larocque.....	1	6 & 12	12 months	120 00
Cartier, St. Stanislaus de Kostka and Railway Station.....	E. Cardinal.....	3½ & 4 acs	2 & 12	5 do and 8 days (to Sept. 8, '95)....	37 85
Cascades Point and Vaudreuil Railway Station.....	S. Menard.....	4½	6	12 do	100 00
Caughnawaga Railway Station and Chateauguay.....	E. Laberge.....	7½	6	12 do	200 00
Cedars and Railway Station.....	L. Brabant.....	3	12	6 do (to Sept. 30, '95).	92 00
do do	J. O. Cuillierier.....	3	12	6 do from do	48 50
Chambly Basin and Ry. Station.....	E. P. Bertrand.....	1½	12	12 do	75 00
Chambly Canton and Ry. Station.....	P. Ulric.....	1	12	12 do	80 00
Charlemagne and Montreal.....	N. Beaudry.....	15½	6	12 do	500 00
Chatboro and St. Philippe d'Argenteuil.....	J. Donaldson.....	2½	3	12 do	46 00
Corno and Oka.....	C. Chaurette.....	1	6	7 do and 22 days (broken period)....	70 00
Corno and Railway Station.....	M. Chipman.....	1	12	12 do	50 24
Contrecoeur and Railway Station.....	J. Duhamel.....	7 acres.	12	12 do	45 00
Cooper's Corners and Laguerre.....	T. Cooper.....	1½	12	12 do	100 00
Corbin and Frontier.....	J. C. Gordon.....	2	6	12 do	70 00
Cornwall and St. Regis.....	J. Angus.....	6	2	12 do	75 00
Coteau du Lac, Coteau Landing and Railway Station.....	O. Pharand.....	3¾	6 & 12	12 do	100 00
Coteau Landing and Ry. Station.....	G. Gauthier.....	2	19	12 do	250 00
Coteau Landing and St. Zotique.....	O. D. Prieur.....	2½	6	12 do	60 00
Côte des Neiges and Montreal.....	J. B. Duquette.....	8	6	3 do (to June 30, '95).	50 00
do do	R. Blain.....	8	6	9 do from do	150 00
Côte St. Louis, DeLorimier, Mile End and Montreal.....	N. Lachance.....	7½ & 2½	6 & 12	12 do	600 00
Côte St. Paul and Railway Station.....	E. Latour.....	1	12	12 do	96 00
Covey Hill and Vicars.....	W. Orr.....	2	6	12 do	52 00
Dalesville and Edina.....	J. Tomalty.....	6	2	12 do	60 00
Dalesville and Lachute.....	P. McArthur.....	6	6	12 do	180 00
Dalesville and Louisa.....	W. Wathorn.....	5	2	12 do	52 00
Dalesville and St. Michel de Wentworth.....	N. Carriere.....	9	1	12 do	35 00
Dalhousie Station and Railway Station (C.P.).....	J. A. Campbell.....	12 yds.	12	12 do	25 00
Danby and St. Christine.....	F. X. Lagrand.....	4½	6	12 do	105 00
Dewittville and Railway Station.....	J. Holiday.....	¾	12	12 do	75 00
Dixie Railway Station and Summerlea.....	G. A. Cunningham.....	¾	12	10 do (from June 1, '95)	62 50
Dorval and Railway Station.....	D. Descary.....	1½	6 & 12	12 do	119 09
Douglasburg and Napierville.....	P. Péron.....	2	3	12 do	40 00
Dundee and Railway Station.....	J. Tyo.....	¾	12	12 do (less fine)..	98 00
Emileville and St. Pie.....	M. Gauthier.....	1	6	12 do	52 00
Farnham and Magenta.....	J. Fournier.....	5	2	12 do	52 00
Farnham and St. Sabine.....	H. Dufresne.....	6	6	12 do	125 00
Franklin Centre and Hemmingford.....	H. Gordon.....	16	6	12 do	490 00
Franklin Centre and Huntingdon.....	W. Fortune.....	18½	6	12 do	415 00
Franklin Centre and Starnesboro'.....	S. Huet.....	2	6	12 do	70 00
Garland and St. Chrysostôme.....	J. Dallaire.....	4	3	12 do	50 00
Gasparine and Holton.....	F. Delage.....	3½	2	12 do	34 00
Genoa and St. Hermas.....	J. Gordon.....	3½	2	12 do	50 00
Geraldine and Stockwell.....	C. Newman.....	¾	2	12 do	32 00

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Girard and Railway Station..	T. Girard.	70 yds.	12	12 months.....	24 00
Graham and Railway Station (C.P.)	W. Graham.....	17 acres.	12	do	50 00
Grande Ligne and St. Elaise.	J. Péron.....	1	6	do	50 00
Grenville and Lost River.....	T. Cummings... ..	19	2	6 do (to Sept. 30, '95).	100 00
do do	do	23 $\frac{3}{4}$	2	6 do from do	120 00
Grenville and Railway Station.....	do	2	12	do	96 00
Hallerton and Hemmingford	T. Kenney.....	4 $\frac{3}{4}$	3	12 do	75 00
Harrington and Rivington.....	D. McIntosh.....	5	2	12 do	52 00
Helena and White's Station.....	H. F. Donnelly.....	4	6	12 do	144 00
Hemmingford and Roxham.....	W. C. Kingsbury.....	6	2	12 do	50 00
Henryville and Lacolle.....	W. Berriere.....	8 $\frac{1}{2}$	3	12 do	125 00
Henryville and Stanbridge Station.	M. M. Gamache.....	8	6	12 do	189 00
Hochelaga and Longue Pointe.....	N. Richard.....	3 $\frac{3}{4}$	6	12 do	250 00
Hochelaga and Maisonneuve.....	N. Racine.....	1	12	12 do	100 00
Hochelaga and Montreal	do	2 $\frac{1}{2}$	18	12 do	450 00
Holton and Clothilde.....	F. Dextras.....	2	3	12 do	50 00
Howick and Railway Station.....	T. Hébert.....	4	18	12 do	50 00
Howick Railway Station and St. Chrysostôme	do	5	6	12 do	240 00
Hudson and Railway Station	A. Vipond.....	1 $\frac{1}{2}$	12	12 do	25 00
Huntingdon and Railway Station..	J. Findley.....	4	18	12 do	144 00
Iberville and Railway Station	H. Malhiot.....	1 $\frac{1}{2}$	24	12 do	150 00
Isle Bizard and Ste. Geneviève.....	P. I. Boileau.....	3	12	12 do	49 00
Isle Perrot and Ste. Anne de Bellevue.....	J. Montpetit.....	5 $\frac{1}{4}$	6	12 do	185 00
Kelso and Trout River Railway Station.....	F. B. Gillies.....	3 $\frac{1}{2}$	6	6 do (to Sept. 30, '95).	64 00
do do	D. A. Macfarlane.....	3 $\frac{1}{2}$	6	6 do from do	59 50
Killowen and St. Hermas.....	G. Giroux.....	3 $\frac{1}{2}$	2	12 do	32 00
L'Acadie and Railway Station (C.P.)	C. Gagnon.....	16 acres.	12	12 do	80 00
Lachine Locks and Railway Station	F. X. Gariépy.....	1 $\frac{1}{2}$	12	12 do	60 00
Lachine Rapids and Railway Station (C.P.)	D. Dunberry.....	2	6	12 do	100 00
Lachine Station and Lachine Station Letter Box	J. O'Flaherty.....		12	12 do	30 00
Lachute and Lachute Mills.....	L. P. Rodrigue.....	1	18	12 do	100 00
Lachute and Lakefield.....	F. Rogers.....	9	3	12 do	111 00
Lachute and Railway Station.....	G. L. Meikle.....	14	24	12 do	72 00
Lachute and Shrewsbury.....	J. Chambers.....	14 $\frac{1}{2}$	3	6 do (to Sept. 30, '95).	77 50
do do	G. Robinson.....	14 $\frac{1}{2}$	3	6 do from do	77 50
Lac Masson and Ste. Marguerite Railway Station	C. C. Lajeunesse.....	4 $\frac{1}{2}$	3	12 do	100 00
Lac Nantel and Railway Station..	M. Morrin.....	100 yds.	6	10 do (from June 1, '95)	20 00
Lacolle and Odelltown	J. Gray.....	3	3	12 do	60 00
Landreville and Ormstown.....	A. Lemieux.....	4	2	12 do	57 48
Laplaire and Railway Station.....	C. Gauthier.....	1 $\frac{1}{2}$	12	12 do	50 00
Laprairie and Railway Station.....	J. Lang.....	4 $\frac{1}{2}$	18	9 do (to Dec. 31, '95).	52 50
do do	M. Lang.....	4 $\frac{1}{2}$	18	3 do from do	17 50
La Présentation and St. Hyacinthe	M. Leclaire.....	6	6	12 do	150 00
La Trappe and Oka.....	H. Tessier.....	3 $\frac{1}{2}$	6	12 do	60 00
Laurel and Lost River.....	M. McCluskey.....	6	1	12 do	36 00
Leopold and Shrewsbury	J. Thompson.....	6	2	12 do	60 00
Longueuil and Railway Station.....	G. Brissette.....	1 $\frac{1}{2}$	24	12 do	140 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					\$ cts.
Mable and Staynerville.....	F. Lahaie.....	3	2	12 months	30 00
Mile End and Outremont Junction.	N. Houle	2	6	7 do (from Sept. 1, '95)	47 50
Mille Isles and St. Jérôme.....	W. Elliott	12	3	12 do	127 48
Mirabel and St. Hernas Station...	A. Beloin	1½	6	12 do	56 00
Mongenais, St. Justin de Newton and Railway Station	A. Labelle	3 & 1¾	6 & 12	12 do	250 00
Montfort and Morin Flats.....	M. Boulaire	6	2	5 do & 4 days (broken period)	24 30
Montfort and Railway Station.....	do	6 acres	3	6 do & 12 days (from Sept. 19, '95) ..	12 78
Mont Morin and Ry. Station (C.P.)	P. Gauthier	150 ft.	12	9 do (to Dec. 31, '95) ..	19 50
do do	I. Deschamps	150 ft.	12	3 do from do ..	6 50
Mont Morin and Valmo.in	C. Ouellette	3¼	2	12 do	52 00
Montreal and Exhibition Grounds..	P. Jones	2½	3	Special service	13 50
Montreal Letter Carriers' Service..	Montreal Street Ry. Co			11 mos. (to May 31, '96) ..	2,200 00
Montreal and Mount Royal Vale ..	E. M. Wright	4½	12	1 do (to April 30, '95) ..	20 00
do do	O. Filion.....	4½	18	11 do from do ..	276 20
Montreal and Quebec Steamboat Wharf.....	P. Jones.....	½	12	Season 1895	115 50
Montreal and Railway Station (C. P.), (Dalhousie and Windsor)....	do	¾	10	12 months	2,222 00
Montreal Receiving Houses and Street Letter Boxes	E. T. Kennedy	½	72	12 do and arrears	5,404 00
Montreal, Ste. Cunégonde and Railway Station	G. N. Ducharme	1½ & ¼	6 & 30	12 do	135 00
Montreal and St. Eustache	H. Munier	21½	6	12 do	1,000 00
Montreal and St. Gabriel de Montreal	J. M. Turner	2	18	12 do	270 00
Montreal and St. Leonard de Port Maurice	J. Gervais	8¾	6	12 do	306 00
Montreal South and Railway Station	G. Snelling	¾	12	2 do (to May 31, '95) ..	5 00
do do	H. Paquette	1½	12	10 do from do ..	25 00
Montreal West and Railway Station	C. C. Wright	80 yds.	24	12 do	60 00
Morin Flats and Railway Station...	J. Morrow	6 acres	3	6 do and 12 dys. (from Sept. 19, '95) ..	12 78
Mount Johnson and Versailles	A. T. Moquin	4	6	12 do	150 00
Mount Oscar and Seguin	A. Seguin	2	3	12 do	50 00
Napierville and Stottville.....	P. Bourgeois	7	12	9 do (to Dec. 31, '95) ..	102 75
do do	N. Smith	7	12	3 do from do ..	67 50
New Glasgow and St. Jérôme.....	T. Langlais dit				
North Georgetown and Railway Station	Traversy	9	6	12 do	392 50
do	C. Turcot	½	6	12 do	50 00
Norton Creek and St. Rémi	C. Boyer	9	6	12 do	298 00
Ormsdown and Railway Station ..	T. H. Paling	½	18	12 do	144 00
Parc Laval and Railway Station...	A. Daze	50 yds.	12	9 do (to Dec. 31, '95) ..	7 50
do do	D. Vanier	50 yds.	12	3 do from do ..	3 75
Petit Brûlé, St. Augustin and Railway Station	T. Filion	4 & 1¼	3 & 6	12 do	140 00
Peveril and Ste. Justine Station...	D. Menard	2¾	6	12 do	100 00
Pincourt and Terrebonne	J. Daniel	4	2	12 do	48 00
Pointe au Chêne and Railway Station	T. Matthews	33 yds.	12	12 do	30 00
Pointe aux Trembles and Rivière des Prairies	F. Roy	6	6	12 do	180 00
Pointe Claire and Railway Station.	T. Lanthier	1	6 & 12	12 do	89 00
Pont Chateau and St. Clet.....	J. B. Besner	2	6	9 do (to Dec. 31, '95) ..	63 00
do do	O. Besner	2	6	3 do from do ..	21 00

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Pont du Sault and Pont Viau	T. Belanger	5 ^{one} / ₂	12	2 mos. (to May 31, '95).	8 00
do do	D. Joran		12	10 do from do	40 00
Port Lewis and St. Anicet	S. Dupuis	5	3	12 do	78 00
Rigaud and Railway Station	J. Charlebois	$\frac{1}{4}$	12	12 do	50 00
Rigaud and St. Rédempteur	O. Chevier	6	6	12 do	200 00
Rivière des Fèves and St. Urbain de Chateauguay	Z. Bergevin	2	3	12 do	32 00
Russelltown and St. Chrysostôme	W. I. Costello	3	6	12 do	100 00
Ste. Adèle and Railway Station	O. Godner	1 $\frac{1}{2}$	12	12 do	125 00
St. Adolphe and Ste. Agathe des Monts	H. Paquet	9	1	12 do	45 00
Ste. Agathe des Monts and Railway Station	J. Guindon	$\frac{3}{4}$	12	12 do	124 00
Ste. Agathe des Monts and Ste. Lucie de Doncaster	L. Plouffe	10	3	9 do (to Dec. 31, '95).	103 50
Ste. Agathe des Monts and Ste. Lucie de Doncaster	N. Belanger	10	3	3 do from do	37 00
Ste. Agnès de Dundee and Railway Station	D. C. Dinneen	$\frac{3}{4}$	6	12 do	80 00
St. Aimé and St. Hyacinthe	C. Daunais	23 $\frac{1}{2}$	6	3 do (to June 30, '95).	175 00
do do	P. Menard	23 $\frac{1}{2}$	6	3 do (to Sept/ 30, '95).	170 00
St. Alexandre d'Iberville and Railway Station	J. Boudreau	1	12	9 do (to Dec. 31, '95)..	45 00
St. Alexandre d'Iberville and Railway Station	L. Pouliot	1	12	3 do from do	13 75
Ste. Angèle de Monnoir and Railway Station	E. Parent	43	12	12 do	36 00
St. Anicet and White's Station	S. Dupuis	10	6	12 do	300 00
Ste. Anne de Bellevue and Railway Station	E. St. Denis	1	12	12 do and arrears	70 60
Ste. Anne des Plaines and Railway Station	D. Gaudette	6 acres.	12	12 do	32 00
St. Antoine and St. Denis	A. Lacroix	1	6	12 do	70 00
Ste. Barbe and St. Stanislas de Kotska	O. Marchand	4 $\frac{1}{2}$	3	12 do	75 00
St. Barnabé and Railway Station	F. X. St. Jean	13 acres.	12	6 do (from Oct. 1, '95)	15 00
St. Bazile le Grand and Railway Station	E. Lalumière	$\frac{1}{4}$	6	12 do	40 00
Ste. Brigide and Railway Station (C.P.)	J. Donnelly	2	6	12 do	110 00
St. Bruno and Ste. Julie de Verchères	O. McDuff	6	6	12 do	150 00
St. Césaire and Railway Station	E. Delège	$\frac{1}{2}$	12	12 do	45 00
St. Charles and St. Marc	H. Desjournins	$\frac{1}{4}$	7	12 do	60 00
St. Clet and Railway Station (C.P.)	M. Besner	$\frac{1}{4}$	12	12 do	40 00
St. Clet and Ste. Marthe	A. Devoyan	6 $\frac{1}{2}$	6	12 do	200 00
St. Columbin and Ste. Scholastique	M. J. Phelan	14	6	12 do	380 00
St. Constant and Railway Station	O. Robert	$\frac{1}{2}$	18	12 do	72 00
Ste. Cunégonde and Railway Station	G. N. Ducharme	$\frac{1}{2}$	36	6 do (to Sept. 30, '95).	75 00
St. Damase and St. Hyacinthe	J. Dupont	7 $\frac{1}{2}$	6	12 do	250 00
St. Dominique and St. Hyacinthe	R. Paradis	5 $\frac{3}{4}$	6	6 do (to Sept. 30, '95).	110 00
do do	do	5 $\frac{3}{4}$	6	6 do from do	137 50
St. Dominique des Cèdres and Railway Station	S. Trottier	2	3	12 do	50 00
St. Dominique Station and Railway Station	do	$\frac{1}{10}$	12	12 do	4 00
St. Edouard and St. Michel de Napierville	J. Lanctot	4 $\frac{1}{2}$	6	12 do	180 00
St. Elzéar de Laval and St. Martin Junction	J. Paré	1 $\frac{1}{2}$	2	12 do	25 00
St. Euzéme Railway Station and St. Nazaire	J. Collard	3 $\frac{1}{2}$	6	12 do	100 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Eustache and Railway Station..	P. Gauthier.....	6 acres.	12	12 months	50 00
St. Eustache and St. Joseph du Lac.	J. B. Laurin....	11	6	12 do	300 00
St. Faustin and Railway Station...	C. J. Dusablon..	30 acres.	6	12 do	80 00
St. François de Salle and Terrebonne	E. Briere.....	2	6	12 do	75 00
Ste. Hélène de Bagot and Drummond County Railway Station...	A. Massé.....	9 acres.	12	12 do	47 10
St. Henri de Montréal and Railway Station	L. B. Breault...	10	36	12 do	200 00
St. Hermas and Railway Station...	J. B. Lalonde...	4	6	12 do	49 00
St. Hilaire Station and Railway Station	F. Martin.....	100 yds.	36	12 do	100 00
St. Hilaire Station and St. Jean Baptiste de Rouville.....	A. Saurette.....	5	6	9 do (to Dec. 31, '95)..	92 25
St. Hilaire Station and St. Jean Baptiste de Rouville.....	R. Meunier.....	5	6	3 do from do ..	29 50
St. Hilaire Station and Sorel.....	J. Valois.....	33	6	12 do	1,050 00
St. Hippolyte and Shawbridge.....	A. Morin.....	5 $\frac{1}{2}$	3	12 do	89 00
St. Hubert and Railway Station.....	F. Robert.....	3	7	12 do	70 00
St. Hugues and St. Hyacinthe.....	A. Dannais.....	14	6	3 do (to June 30, '95).	118 75
do do	M. Cordeau.....	14	6	9 do from do	356 25
St. Hyacinthe and Drummond County Railway Station.....	N. Dubé.....	$\frac{1}{2}$	12	9 do (to Dec. 31, '95)..	37 76
St. Hyacinthe and Drummond County Railway Station.....	J. Surprenant...	$\frac{1}{2}$	12	3 do from do ..	12 48
St. Hyacinthe and Railway Station (U.C.).....	A. Dannais.....	$\frac{1}{2}$	12	6 do (from Oct. 1, '95)	40 00
St. Hyacinthe and Street Letter Boxes	F. H. Tetreault.	3	6	12 do	156 00
St. Hyacinthe and St. Thomas d'Aquin	A. Girouard....	6	2	12 do	55 00
St. Isidore de Laprairie and Railway Station	J. Primeault....	3	18	12 do	108 00
St. Isidore Junction and Railway Station	F. Baillargeon..	17 yds.	12	12 do	25 00
St. Jacques le Mineur and St. Philippe Laprairie	E. Boutin.....	5	6	9 do (to Dec. 31, '95)..	135 00
St. Jacques le Mineur and St. Philippe Laprairie	A. Vivier.....	5	6	3 do from do ..	44 50
St. Janvier and Railway Station.....	J. Desroches....	$\frac{1}{2}$	12	3 do (to June 30, '95).	9 00
do do	do	$\frac{1}{2}$	12	9 do from do ..	37 50
St. Jérôme and Railway Station.....	E. Marchand....	$\frac{1}{2}$	18	12 do	75 00
St. Johns and Railway Stations (C. P. and C. V.)	W. Moore.....	$\frac{1}{2}$ and $\frac{2}{3}$	12&48	12 do	227 12
St. Johns and St. Luc.....	M. Marsan.....	6	3	12 do	80 00
St. Johns and Sabrevois	A. M. White.....	8 $\frac{1}{2}$	6	12 do	250 00
St. Jovite and Railway Station.....	X. Plouffe.....	20 acres.	6	12 do	70 00
St. Jude and Railway Station.....	B. V. Lemay....	5 acres.	12	6 do (from Oct. 1, '95)	15 00
St. Lambert and Railway Station.....	D. O. Davies....	$\frac{1}{2}$	12	12 do	36 00
St. Laurent and Railway Station.....	J. T. Le Cavalier	$\frac{1}{2}$	6	12 do	40 00
St. Lazare de Vaudreuil and Railway Station (C.P.)	J. Besner.....	2	6	12 do	75 00
St. Louis de Gonzague and St. Timothée Railway Station.....	J. David.....	4	12	2 do (to May 31, '95).	26 66
do do	do	4	12	10 do from do ..	225 00
St. Louis Station and Railway Station	H. Laberge.....	50 yds.	12	12 do	20 00
Ste. Madeleine and Railway Station	T. D. Rainville..	18	12	12 do	50 00
Ste. Marie de Monnoir and Railway Station	D. Prévost.....	$\frac{1}{2}$	12	12 do	52 00
St. Martin Junction and Railway Station	A. Desormeaux..	15 yds.	12	12 do	24 00
Ste. Martine and Railway Station.....	J. Marchand....	20 acres.	18	12 do	105 00
Ste. Martine Station and Railway Station	J. Beaudreau....	6 acres.	12	12 do	25 00
St. Martin Station and St. Urbain.	Z. Bergevin.....	4	6	12 do	130 00

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Mathias and Village Richelieu.	J. Bédard.	3½	6	9 mos. (to Dec. 31, '95)..	93 75
do do	A. A. Adam.	3½	6	3 do from do	31 25
St. Michel de Rougemont and Railway Station.	A. P. Fontaine.	7 ⁶ / ₁₀	12	12 do	70 00
St. Monique and St. Augustin Railway Station.	D. Leonard.	2	6	12 do	78 00
St. Philippe de Laprairie and Railway Station.	F. C. Larose.	6 acres.	12	12 do	57 00
St. Philippe Railway Station and Stonefield.	R. Chambers.	9	6	12 do	280 00
St. Philomène and Railway Station	J. B. D'Amour.	2½	6	12 do	145 00
St. Pie and Railway Station.	J. Laperle.	1	12	12 do	36 00
St. Placide and Ste. Scholastique.	A. Gratton.	13½	6	12 do	300 00
St. Polycarpe and Railway Station.	T. Giroux.	12	3	do (to June 30, '95).	13 75
do do	E. Ladouceur.	12	9	do from do	41 25
St. Polycarpe and St. Téléspore.	T. Montpetit.	5	6	12 do	160 00
St. Rémi and Railway Station.	C. Boyer.	1	24	12 do	138 00
St. Rose and Railway Station.	J. Robert.	1	12	12 do and extra trips.	85 09
St. Sauveur and Piedmont Ry. Stn.	E. Aubry.	1½	12	12 do	62 80
St. Scholastique and Ry. Station.	A. Gratton.	64	24	12 do	80 00
St. Stanislas de Kostka and Valleyfield	E. Cardinal.	9	6	6 do 22 days (from Sept. 9, '95)...	123 15
St. Théodosie and Verchères	L. N. Hanfield.	6	3	12 do	78 00
St. Thérèse and Railway Station.	N. Boisnenu.	40	24	12 do	80 00
St. Timothée and Railway Station.	C. Letourneau.	1½	12	12 do	98 00
St. Valentin and Stottville.	W. Hetier.	3	6	12 do	72 00
St. Vincent de Paul and Ry. Station	L. E. Germain.	20 acres.	12	12 do and extra trips.	62 32
Shawbridge and Ry. Station (C.P.)	W. Bell.	1	12	12 do	39 00
Sherrington and Railway Station.	B. Vautrin.	2½	6	12 do	115 00
Staynerville and Railway Station.	H. Paquin.	30 yds.	12	12 do	12 00
Terrebonne and Railway Station.	E. Brière.	1	12	12 do and extra trips.	90 65
Valleyfield and Ry. Station (C.A.)	L. Leduc.	1	12	9 do (to Dec. 31, '95).	80 02
do do	do	1	24	3 do from do	50 00
Valleyfield and Ry. Station (G.T.)	do	6 acres.	24	9 do 6 days (to Jan. 6, '96).	37 55
Valleyfield and New York Central Railway Station.	do	14 acres.	24	2 do 25dys. (from Jan. 7, '96).	17 51
Valleyfield, St. Lawrence and Adirondack Railway Station.	do	1	12	5 do 9 days (to Sept. 9, '95).	34 75
Valleyfield and Street Letter Boxes.	D. Pitre.	1	12	12 do	36 00
Valois and Railway Station.	P. G. Valois.	3 acres.	12	12 do	60 00
Varennes and Railway Station.	A. Malo.	5 acres.	12	12 do	60 00
Vaudreuil and Railway Station (G.T.)	E. Gauthier.	1½	12	12 do	30 00
Verchères and Railway Station	N. Chicoine.	12 acres.	12	12 do	60 00
Versailles and Railway Station (C.P.)	L. Lacombe.	1	12	12 do	54 00
Village Richelieu and Railway Station	N. D. D. Bessette	1	12	12 do	48 00
				Total.	\$39,344 15

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

Postmaster General's Report.

NEW BRUNSWICK POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division made within the year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Acadie, Acadie Siding and Railway Station	A. Dorion	8	2	3 months (to June 30, '95)	16 00
do do	P. Leger	8	12 & 2	9 do from do	52 50
Acadie and Village St. Jean	C. Daigle	7½	1	12 do	30 00
Acadie Siding and Railway Station	J. B. Morton	200 yds.	12	3 do (to June 30, '95)	7 50
Adamsville and Railway Station	J. M. Kennedy	7½	12	12 do	60 00
Albert and Brookton	U. Fullerton	5	1	12 do	30 00
Albert and Elgin	J. Garland	26	1	12 do	208 00
Albert and Pointe Wolfe	J. N. Smith	20	6	12 do	601 70
Albert and Railway Station	R. C. Atkinson	3	12	12 do	75 00
Albert Mines and Railway Station	E. Woodworth	4	12	12 do	40 00
Aldouane and Richibucto	T. Richard	8	2	12 do	36 00
Alexanders Point and Lameque	C. Chiasson	3½	3	12 do	61 00
Alexanders Point and Miscou Light House	J. Bizan	27	3	12 do	365 00
Alexander Point and Shippigan	F. DeGrace	3	3	12 do	100 00
Alexandrina and Notre Dame	J. Gueguen	4	1	12 do	19 48
Alison and Moncton	W. T. Jones	9	1	12 do	50 00
Allandale and Poquiock	D. Connelly	6	1	12 do	40 00
Alma and Hastings	J. E. McQuaid	4	1	12 do	26 00
Alma and Sinclair Hill	B. Connor	3	1	12 do	20 00
Ammon and Main Post Road	D. E. Wilber	2½	1	12 do	10 00
Anagance and Corn Hill	E. Stockton	6	2	12 do	65 00
Anagance and Elgin	E. A. Robinson	18	2	12 do	90 00
Anderson and Midgec Station	C. Hicks	11 & 20½	1	12 do	89 24
Andover and Carlingford	R. T. Slood	4	2	3 do (to June 30, '95)	13 71
do do	R. T. Shannon	4	2	9 do from do	41 13
Andover and Railway Station	J. A. Perley	1	12	12 do	50 00
Annidale and English Settlement	C. Alcorn	4	2	12 do	49 48
Apohaqui and Case Settlement	G. Z. Parlee	10	1	12 do	85 00
Apohaqui and Erb Settlement	H. E. Sinnott	4 & 9	1	12 do	60 00
Apohaqui, Millstream, Collina and Pearson	J. Wiles	6, 11, 14 & 17	6, 3 & 2	12 do	400 00
Apohaqui and Railway Station	J. A. Sinnott	100 yds.	12	12 do	62 60
Armstrong and Waterford	D. J. Gray	8	1	12 do	60 00
Armstrong Brook, Jacquet River, Durhamville	W. Barclay	4, 1 & 2½	6 & 12	12 do	210 00
Armstrongs Corner and Round Hill	A. Graham	20	2	12 do	168 00
Aroostook, Portage and California	D. Murchison	2	1	12 do	32 00
Aroostook Junction and Railway Station	D. B. Hopkins	3	12	12 do	50 00
Ashland and Main Stream	B. N. Shaw	3	2	1 do (from Mar. 1, '96)	2 50
Avery's Portage and Railway Station	Mrs. M. Mc-Coombs	1	12	12 do	40 00
Back Bay and St. George	A. J. Seely	13½	3	12 do	274 88
Baie Verte and Baie Verte Road	A. F. Copps	4	2	12 do	40 00
Baie Verte and Railway station	G. W. Wells	3	12	12 do	60 00
Bairdville and Beaconsfield	H. Baird	11	1	12 do	55 00
Barnaby River and Railway Station	T. Dalton	1½	12	12 do	35 00
Barnaby River and Semiwagon Ridge	M. Meagher	4	1	12 do	35 00
Bartholomew and Blackville	S. McCarthy	4	1	4 do (from Dec. 1, '95)	6 6
Bartibog and Chatham	J. Doyle	12	1	12 do	60 0

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bartlett's Mills and Railway Station	J. Bartlett.	4	6	12 months	90 00
Bass River and South Branch	J. B. Miller	16	3	12 do	247 00
Basswood Ridge and St. Stephen	J. J. Whitlock.	20 & 10	1	12 do	120 00
Bath and Kilfoil	J. D. Kilfoil.	134	3	12 do	142 28
Bath and Railway Station	T. Bohan	5	12	12 do	100 00
Bathurst and Railway Station	J. Sivewright	2	24	12 do	225 52
Bathurst Village and Moody's	J. Taylor	6	1	2 do (from Feb. 1, '96)	3 33
Bathurst Village and Robertville	J. Nicol	10½	1	9 do (to Dec. 31, '95).	40 68
Bathurst Village and Tetegouche River.	A. Branch	10 & 8	1	12 do	70 00
Bathurst Village and Youghall	A. Anderson	5	3	12 do	50 00
Bay du Vin and Chatham	H. Kays	25½	2	12 do	224 00
Bay du Vin and Point Escumiac	P. Nolan	23	2	12 do	248 00
Bay du Vin Mills and Upper Bay du Vin	W. Dickins	5	1	12 do	40 00
Bayfield and Railway Station	F. Harper	1½	6	12 do	75 00
Bayside and Fitzpatrick	J. Fitzpatrick	5	1	3 do (to June 30, '95).	7 50
do do	R. Taylor	5	1	9 do from do	17 25
Bayside and St. Andrew's	J. Richardson	7	2	12 do	100 00
Beaufort and Bristol	J. Boyer	20	3	12 do	283 00
Beaver Dam and Rusagornis	W. Haining	5	1	12 do	26 00
Beaver Harbour and Black's Harbour	E. W. Cross	3	1	12 do	50 00
Beaver Harbour and Penfield Ridge	F. Eldridge	7½	3	12 do	175 00
Beechwood, Mineral and Railway Station	A. J. Kearney	5 & ½	1 & 12	12 do	70 00
Belledune, Belledune River and Railway Station	J. P. Lannon	1 & 4	3 & 12	9 do (to Dec. 31, '95).	111 57
Belledune, Belledune River and Railway Station	D. McCurdy	1 & 4	3 & 12	3 do from do	37 19
Belleisle Creek and Norton Station	J. E. Hickson	7	2	12 do	69 00
Belleisle Village and St. Joseph	S. Bourgeois	7	2	6 do (to Sept. 30, '95).	42 50
do do	E. Bourgeois	7	2	3 do (to Dec. 31, '95).	21 25
do do	M. Cormier	7	2	3 do from do	17 50
Belyea's Cove and Heustis' Landing	J. B. Mott	3	2	12 do	39 00
Benton and Railway Station	G. Murray, jr.	50 yds.	12	12 do	20 00
Benton and Speerville	W. Speer	5	2	12 do	85 00
Beresford and Railway Station	J. Aubé	100 yds.	6	12 do	35 00
Beresford and Robertville	M. Frenette	3½	3	4 do (from Dec. 1, '95)	16 67
Biggar Ridge and Foreston	W. H. Staten	4	1	12 do	29 00
Black Brook and Chatham	T. Fitzpatrick	6	4	3 do (to June 30, '95).	52 50
Black Lands and River Charlo	W. Cook	3	3	12 do	38 00
Black Point and Railway Station	S. Laughlan	1	6	12 do	37 48
Blackville and Coughlan	D. A. Coughlan	4	1	12 do	26 00
Blackville and Railway Station	J. Duncan	1	12	12 do	65 00
Blackville and Shinnickburn	W. T. Underhill	18	1	12 do	135 00
Blackville and Underhill	do	2	3	12 do	52 00
Blair Athol, Dalhousie and Dundee	R. Wright	5 & 22	2	12 do	274 00
Blakeley and Enniskillen Station	J. Blakeley	3	2	12 do	45 00
Blissfield and Railway Station	J. Robinson	1½	6	12 do	50 00
Bloomfield and Railway Station	N. Wetmore	3	12	12 do	56 00
Bloomfield Ridge and Boiestown	T. McDonald	16	1	12 do	66 48
Bloomfield Ridge and Hayesville	R. G. Hinchey	2	1	12 do	19 00
Bloomfield Stn. and Central Norton	N. Wetmore	3½	3	12 do	59 40
Bloomfield Station and Railway Station	J. E. Titus	1	12	12 do	20 00
Bocabec and St. Andrew's	F. Foster	9	3	12 do	139 00
Boiestown and Parker's Ridge	J. W. Parker	5	1	12 do	25 00
Boiestown and Railway Station	W. A. Campbell	½	12	12 do	28 00
Bon Accord and Kincardine	D. Burns	5	2	12 do	80 00
Bonny River Station and Elmercroft	G. F. Williams	6	1	6 do (to Sept. 30, '95).	22 50
Bonny River Station and Elmercroft Railway Station	J. P. Sullivan	½ & 6	12 & 1	6 do (from Oct. 1, '95)	44 50
Bonny River Station and Railway Station	do	½	12	6 do (to Sept. 30, '95).	25 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Boundary Creek and Railway Station	T. C. Weldon.	½	12	12 months	30 00
Boundary Creek and Steeve's Mountain	do	3¾	1	do	38 00
Bourgeois, Grandique and Poirier	J. Arseneau	4 & 2	1 & 3	3 do (to June 30, '95).	17 50
do do	R. Leger	4 & 2	1 & 3	9 do from do	52 50
Breadalbane and Railway Station	D. Nichol	1	12	do	50 00
Brean's Creek and College Bridge	P. Gould	3½	2	8 do (from Aug. 1, '95)	20 00
Brigg's Corner and Sheffield	E. Lawrence	39	2	4 do (to July 31, '95).	113 33
Bristol and Railway Station	J. J. Hayward	½	12	do	45 00
Brookline Station and Railway Station	J. B. McMann	½	12	do	50 00
Brownsville and Stewarton	D. J. Booth	5	1	6 do (to Sept. 30, '95).	8 00
do do	A. T. Stewart	5	1	6 do from do	7 80
Buctouche, Coate's Mills and McLaughlin Road	W. Hyslop	19, 30½ & 15	2 & 3	12 do	235 00
Buctouche and Richibucto	A. Hannagan	18	3	12 do	200 00
Buctouche and St. Edouard	L. Sawyer	6½	1	12 do	35 00
Buctouche and St. Jean Baptiste	M. McLaughlan	1½	6	12 do	65 00
Buctouche and Shediac	J. D. Weldon	22	6	12 do	494 00
Bull Moose Hill and Springfield	W. E. Benson	5	1	12 do	24 00
Burt's Corner, Dorn Ridge and Railway Station	E. Burt	¼ & 5	2 & 12	12 do	61 00
Burnt Church and Church Point	W. L. Davidson	4	6	3 do (from Jan. 1, '96)	23 00
Butternut Ridge and Carsonville	C. J. Keith	15	1	12 do	93 00
Butternut Ridge, New Canaan and Forks	A. Perry	12 & 3	2 & 1	12 do	78 00
Butternut Ridge and Railway Station	H. H. Keith	¼	6	12 do	20 00
Caledonia, Turtle Creek and Railway Station	S. Berry	17¾ & ¼	2	12 do (and arrears)	132 04
Calhoun and Railway Station	J. B. Calhoun	½	12	do	25 00
Cameron's Mills and St. Louis de Kent	H. Landry	10	2	12 do	60 00
Campbell's Settlement and Lower Southampton	T. McCorquindale	8½	2	12 do	69 00
Campbellton and Railway Station	G. Cumming	1	30	12 do	250 00
Canaan Station and Railway Station	J. J. Bernard	¼	12	do	20 00
Canaan Station and Sweeneyville	E. Budd	8 & 12	2	12 do	89 00
Canobie and Clifton	W. Glendinning	3	1	12 do	24 00
Canterbury and Fredericton	J. Phillips	51	3	12 do	625 00
Canterbury and Porton	N. Marsten	6	1	12 do	30 00
Canterbury and Woodstock	J. C. Winslow	12	6	9 do (to Dec. 31, '95).	225 00
do do	H. W. Bourne	12	6	3 do from do	75 00
Canterbury Station and North Lake	G. O. McNelly	22	2	12 do	250 00
Canterbury Station and Railway Station	J. S. Law	100 yds.	12	do	50 00
Cape de Moisselle Creek and Railway Station	J. Wilson	½	12	do	25 00
Cape Spear and Railway Station	A. Seamon	5 1/8	2	do	41 60
Cape Tormentine and Railway Station	J. R. Barry	200 ft.	12	do	15 00
Caraquet and Lower Caraquet	A. Lantaigne	5	3	do	40 00
Caraquet and St. Simond	J. Lantaigne	9	1	do	28 00
Caraquet and Tracadie	P. Thériault	22	6	do	344 00
Carleton and St. John	T. M. Burns	1	35	6 do (to Sept. 30, '95).	62 00
do do	do	1	35	6 do from do	77 00
Carleton and Letter Boxes	J. A. Kindred	1¼	12	3 do (to June 30, '95).	25 75
do do	J. McG. Campbell	1¼	12	9 do from do	60 00

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Carlisle, Cloverdale and Lower Windsor.	N. L. Swaw.	2 & 4	1 & 3	12 months	90 00
Caron Brook and Lake Baker.	F. Daigle.	6	1	12 do	50 00
Carroll's Crossing and Railway Station.	M. O'Donnell.	20 yds.	12	6 do (to Sept. 30, '95).	6 00
do do	A. A. O'Donnell	20	12	6 do from do	6 00
Central Blissville and Fredericton Junction.	J. Shehan	4	2	12 do	55 00
Central Ham-tead and Hibernia.	W. J. Cheyne.	3	2	12 do	40 00
Centreville and Railway Station.	W. H. Tompkins	5	6	4 do (to July 1, '95).	45 67
do do	L. B. Clark	5	6	8 do from do	156 75
Centreville, Tracey's Mills and Greenfield.	W. H. Lewis.	2, 14 & 6	3 & 2	12 do	130 00
Chambers Settlement and Fosters Croft.	T. Morrisey.	5	1	12 do	29 00
Chambord and Grand Falls.	G. Poitras	4 & 6	2	12 do	88 00
Chance Harbour, Lepreaux and Little Lepreaux.	A. Hope.	19 & 4	2 & 6	12 do	180 00
Charleston and Middle Simonds.	M. L. Mulheron.	11	1	12 do	50 00
Charlo Station and Upper Charlo.	P. Lavolette.	2½	6	12 do	64 00
Chatham and Douglasfield.	T. King	5	1	12 do	25 00
Chatham and Kouchibouguac.	R. McNaughton.	26	2	12 do	218 00
Chatham and Street Letter Boxes.	R. B. Adams	½	12	12 do	62 60
Chatham and Loggieville.	T. H. Fitzpatrick	6	4	9 do (from July 1, '95)	157 50
Chatham and Railway Station.	A. S. Ullock	1	24	12 do	298 00
Chatham and Railway Station (C.E.)	T. Fitzpatrick.	1	12	12 do	80 00
Chatham and Tracadie.	J. C. Coughlan.	55	6	9 do (to Dec. 31, '95).	1,004 25
do do	T. Sisk.	52	6	3 do from do	274 75
do do	A. S. Ullock.			Arrears.	125 00
Chelmsford and Railway Station.	G. Harper.	½	12	12 months	50 00
Chipman and Sheffield.	E. Lawrence.	40½	2	8 do (from Aug. 1, '95)	233 33
Chipman and Harley Road.	J. D. Brown.	5	1	12 do	50 00
Chipman and Harcourt.	L. J. Wathen.	40	1	12 do	192 00
Church Hill and River View.	A. Bayley	2	2	12 do	40 00
Clair and Fort Kent (Me.).	M. Nadeau	¾	6 & 12	12 do	45 83
Clarendon and Gaspereaux Station.	W. H. Jones.	6	2	12 do	59 00
Clarendon Station and Railway Station.	G. S. Lacey.	½	6	12 do	40 00
Clifton and Grey's Mills.	J. Rodgers.	10	6	12 do	244 00
Clifton and Lands End.	O. M. Flewelling	22	2	12 do	272 80
Clinch's Mills and Gooseberry Cove.	R. J. Ferguson.	4	2	12 do	65 00
Clinch's Mills and Little Musquash.	G. Wayne.	5	1	12 do	40 00
Clinch's Mills and Railway Crossing.	C. F. Clinch	¼	12	12 do	26 00
Clover Hill and Sussex Vale.	J. McLaughlin.	15½	2	12 do	135 00
Coal Branch Station and Railway Station.	J. T. Swift	100 yds.	12	12 do	46 00
Coal Creek and Coal Mines.	J. Brown	4	2	3 do (to June 30, '95).	11 00
do do	J. F. Weaver.	4	2	9 do from do	31 50
Coal Creek and Upper Coal Creek.	M. E. Weaver.	4	1	12 do	25 00
Cocagne and Cocagne Cape.	A. Bourgeois.	4	1	12 do	25 00
Cocagne and Notre Dame.	E. Bilodeau.	6	2	12 do	75 00
Colepaugh and Gramfield.	G. Colepaugh.	10	1	8 do (to Jan. 31, '96).	33 34
Cold Brook and Railway Station.	J. J. O'Neill.	¼	12	12 do	30 00
Cole's Island and Narrows.	R. E. Cole	12	3	12 do	200 00
Cole's Island and New Canaan.	M. Starkey.	23	1	12 do	100 00
College Bridge and Railway Station.	D. F. Richard.	½	12	12 do	75 00
Collina and Springfield.	J. Kellier.	14 & 10	1	12 do	52 00
Connors and Mouth of St. Francis.	E. Onellet	¾	3	7 do (from Sept. 1, '95)	38 27
Cork Station and Railway Station.	W. Murphy.	½	3	12 do	16 00
Cornier's Cove and St. Joseph.	D. A. Cormier.	2	2	9 do (to Dec. 31, '95).	24 00
Cornier's Cove, St. Joseph and Railway Station.	V. J. Landry.	1 & 2	12 & 2	3 do (from Jan. 1, '96).	23 00
Cornierville and Thos. Gallant's.	T. Gallant.	2	2	12 do	30 00
Corn Hill and Petitcodiac.	W. W. Price.	11 & 7	1	12 do	40 00
Cox's Point and Cumberland Bay.	T. H. Branscombe	5	1	12 do	30 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cross Creek and Green Hill.....	E. Humble.....	4	1	12 months	52 00
Cummings' Cove and Fairhaven....	C. Greene.....	3	3s 2w	12 do	30 00
Curryville and Railway Station....	J. A. Beaumont.	½	12	12 do	45 00
Dalhousie and Point LaNim.....	P. Stewart.....	3	3	12 do	45 00
Dalhousie and Railway Station....	H. A. Johnson..	½	24	12 do	251 20
Dalhousie Junction and Railway Station.....	W. Jamieson....	½	12	12 do	52 00
Dalhousie and Steamboat Wharf....	H. A. Johnson..	½	2	Season 1895.	39 50
Dawson Settlement and Hillsborough.....	E. Dawson.....	8	2	12 months	82 00
Debec and Railway Station.....	A. Harrow.....	½	12	12 do	36 00
Derby and Railway Station.....	I. Parker.....	½	12	12 do	60 00
Doaktown and Railway Station....	F. D. Swim.....	½	12	12 do	25 00
Doaktown and Shinnickburn.....	J. McDuff.....	18	1	12 do	100 00
Don-gal, Waterford and Sussex Vale	F. C. Buchanan.	10 & 8	1 & 3	12 do	234 00
Dorchester and Fairview.....	A. Crossman....	3½	1	12 do	36 40
Dorchester and Middleton.....	A. Chapman....	2	6	12 do	55 00
Dorchester and Railway Station....	S. W. Tingley..	½	36	12 do	480 00
Dorchester and Rockport.....	E. Lockhart....	12	2w 3s	12 do	149 00
Dorchester and Woodhurst.....	B. Card.....	5	1	12 do	25 00
Dorchester Crossing and Railway Station.....	J. P. Belliveau..	½	2	1 do (to April 30, '95).	3 00
Dorchester Crossing and Seadouc..	P. S. Pelleram..	2½	1	12 do	33 75
Douglas and Railway Station.....	E. Currie.....	100 yds.	3	12 do	30 00
Douglastown and Newcastle.....	R. H. Gremley..	5	6	12 do	125 00
Dover and Moncton.....	J. W. Beatty..	15	3	9 do (to Dec. 31, '95).	99 99
do do.....	A. McFarlane..	15	3	3 do from do	32 50
Downeyville, Hatfield's Point and Springfield.....	W. Kellier.....	3 & 11	4 & 2	12 do	101 80
Downeyville and Tooleton.....	V. Vanwart....	11 & 3	4	12 do	71 00
Doyle's Brook and Railway Station.	J. Gratton.....	4½	3	12 do	75 00
Doyle's Settlement, Lorne and River Louison.....	T. Hayes.....	3 & 7	1 & 2	12 do	62 00
Dumbarton Station and Railway Station.....	W. Saunders....	½	6	12 do	30 00
Dungiven and Menramcook.....	E. W. Toole....	4	1	12 do	25 00
Dunphy and Morehouse.....	J. Morehouse..	3	1	12 do	25 00
Dunphy and Railway Station.....	J. E. Dunphy..	2	6	12 do	90 00
Durham Bridge and Railway Station	R. Abernethy..	½	12	12 do	30 00
Edmundston and Grand Falls....	M. Hartt.....	37	6	12 do	1,495 00
Edmundston and Railway Station..	do.....	½	as req.	12 do	83 00
Edmundston and Upper Madawaska	D. Sirois.....	3	6	12 do	24 00
Eel River Crossing and Railway Station.....	D. Cook.....	½	12	12 do	50 00
Elgin and Prosser Brook.....	H. H. Horsman.	13	2	9 do (to Dec. 31, '95).	90 00
do do.....	N. B. Leeman..	13	2	3 do from do	24 00
Elgin and River View.....	A. Geldart....	3	1	5 do (from Nov. 1, '95)	10 00
Elgin and Railway Station.....	J. D. Steeves..	½	6	12 do	39 88
Ellenstown and Millerton.....	D. Saunry.....	3	1	12 do	25 00
Elmston and Railway Station.....	J. H. Dyer.....	½	6	12 do	40 00
Emigrant Road and Railway Station	M. Mulrine....	1½	3	12 do	30 00
Ennashore and Grand Falls.....	C. O. Regan....	3½	1	12 do	30 00
Enniskillen Station and Railway Station.....	B. McAlloon..	½	6	12 do	28 00
Exmore and Red Bank.....	F. Murphy.....	3	1	12 do	30 00
Fairville and Railway Station.....	C. F. Tilton....	½	18	12 do	75 00
Fenwick and McKnight.....	E. Long.....	1½	2	12 do	16 00

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Collector.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fenwick and Sheba.....	W. Robinson	4½	2	12 months	29 00
Ferguson's Point and Main Post Road.....	W. Ferguson	4½	6	12 do	40 00
Ferndale and Hillside.....	B. Colwell.....	2	1	12 do	20 00
Flatlands and Railway Station.....	J. Steeves.....	2½	6	12 do	50 00
Florenceville and Railway Station.....	E. McMullin.....	1	12	12 do	185 00
Florenceville East and Riverbank, Oakland, &c.....	D. Semple.....	4 & 2½	3 & 2	12 do	85 00
Flume Ridge, Harvey Station and Magaquadavic.....	J. Moffitt.....	6 & 18	2 & 1	12 do	156 00
Foley Brook and Salmonhurst.....	J. Poulsen.....	5	2	12 do	50 00
Forest Hill and Main Post Road.....	J. W. Gifford.....	4	2	12 do	20 00
Forks and Ida.....	S. S. Clark.....	5	1	12 do	45 00
Four Falls and Ortonville.....	D. Murchison.....	11	1	11 do (to Feb. 29, '96).....	68 75
Four Falls and Silver Beach.....	do.....	16	1	1 do (from Mar. 1, '96).....	9 08
Four Roads and Inkerman.....	M. Gibbs.....	3½	2	12 do	35 00
Fox Creek and Moncton.....	A. E. Bourque.....	12	3	9 do (to Dec. 31, '95).....	74 97
do.....	A. B. White.....	12	3	3 do from do.....	26 25
Fredericton and Hanwell.....	D. Goodine.....	10	1	12 do	60 00
Fredericton and Street Letter Boxes.....	H. J. Phair.....	3¾	12	12 do	191 64
Fredericton and Lower St. Mary's.....	do.....	6	2	12 do	90 00
Fredericton and Nasonworth.....	D. D. Nason.....	9½	1	12 do	38 00
Fredericton and Railway Station.....	P. D. McKenzie.....	1½	as req.	12 do	292 48
Fredericton and Railway Station (C.E.).....	do.....	½	24	12 do	120 00
Fredericton and St. Mary's Ferry.....	M. W. Ryan.....	¾ & 1	12	12 do	106 64
Fredericton and Tay Mills.....	R. H. Rainsford.....	27	1	12 do	220 00
Fredericton and Wisely.....	do.....	4	2	12 do	60 00
Fredericton Junction and Railway Station.....	J. Shehan.....	25 yds.	24	12 do	40 00
French Village and Railway Station.....	C. Stephenson.....	4	2	12 do	50 00
Gagetown and Westfield.....	W. H. Belyea	44	3	6 do (from Oct. 1, '95).....	312 00
Gagetown and Mouth of Nerepis.....	do.....	4	3	6 do (to Sept. 30, '95).....	312 00
Gagetown and Narrows.....	F. E. Wilson.....	19	3	12 do	280 00
Gagetown and Upper Gagetown.....	G. W. Allingham.....	8 & 10	3	12 do and arrears.....	127 48
Gagetown and Welsford.....	H. Queen.....	28	3	12 do	400 00
Gagetown and White's Cove.....	W. Hamilton.....	13	3	12 do	250 00
Gaspereaux Station and Railway Station.....	J. Mooney.....	1	6	12 do	60 00
Gaythorne and Tabusintac.....	G. Buchanan.....	4½	1	12 do	35 00
Gibson and Railway Station.....	T. Hoben.....	3	24	12 do	80 00
Gilbs and Railway Station.....	J. Robinson.....	1½	12	12 do	25 00
Gillespie and Grand Falls Portage.....	J. McCallum.....	2	1	12 do	40 00
Gladstone and Kintore.....	T. Watt.....	9	3	12 do	156 00
Gladwin and Red Rapids.....	G. Yone.....	3	2	12 do	35 00
Glassville and Ruther Glen.....	R. Gray.....	4	3	12 do	48 00
Golden Ridge and Knowlesville.....	W. J. Campbell.....	6	1	12 do	34 00
Goose Creek and Shepody Road.....	J. Prescott.....	13	1	12 do	75 00
Gouldville and Memramcook.....	J. F. Richard.....	24	2	12 do	40 00
Grafton and Woodstock.....	A. G. B. Stone.....	14	6	12 do	60 00
Grainfield and North Renous.....	M. Hayes.....	4	1	12 do	50 00
Grand Ancy and Mizonette.....	S. D. Theriault.....	8	2	12 do	94 72
Grand Bay and Railway Station.....	D. Hamm.....	4	6	12 do	27 00
Grand Falls and Railway Station.....	J. J. Kelly.....	3	12	12 do	75 00
Grand Falls and Undine.....	F. Petit.....	19½ & 11	2	12 do	160 36
Grand Falls and Woodstock.....	J. A. Perley.....	74	6	12 do	2,700 00
Grand Harbour and Whitehead.....	J. Young.....	6	2	6 do (to Sept. 30, '95).....	50 00
do.....	F. J. Martin.....	6	2	6 do from do.....	62 50
Grand Manan and Seal Cove.....	W. N. McLean.....	12	3 & 2	12 do	98 00
Grattan and Upper Neguac.....	P. Grattan.....	31	2	12 do	40 00
Great Shemogue and Shediac.....	L. D. Boudreau.....	24 & 26½	6	12 do	525 48
Green Point and Petit Rocher.....	J. Morrison.....	3½	1	9 do (to Dec. 31, '95).....	30 00
do.....	J. B. Laplante.....	34	1	3 do from do.....	7 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts
Halcomb and Lyttleton.....	W. H. Somers..	5	1	9 mos. (to Dec. 31, '95)..	36 90
Halcombe, Lyttleton and Red Bank	do	5 & 5	1 & 3	3 do (from Jan. 1, '96)	34 50
Hammond Vale and Shepody Road	W. Fowler.....	12	1	12 do	104 00
Hampstead and Wickham.....	J. S. VanWart..	2	2	12 do	40 00
Hampton and Ossekeag.....	A. B. Smith.....	1	6	12 do	58 88
Hampton and Urquharts.....	J. McLaughlin..	13	2	12 do	130 00
Hanford Brook and Upham Station	R. McFee.....	5	2	2 do (from Feb. 1, '96)	7 22
Hardingville and Quaco Road	F. J. Johnston..	4	1	12 do	29 00
Harewood and Salisbury.....	G. R. Price.....	13	1	12 do	39 88
Harrisville and Lewisville.....	C. F. Vincent... W. S. Henderson	3 20	2	12 do	20 00
Hartland and Knowlesville.....	do	20	3	6 do (to Sept. 30, '95).	147 50
do do	A. Albright ..	20	3	6 do from do	132 00
Hartland and Railway Station.....	E. McAdam.....	$\frac{1}{4}$	12	3 do (to June 30, '95).	15 00
do do	J. Barnett.....	$\frac{1}{4}$	12	9 do from do	45 00
Harvey and Lowell.....	R. Smith.....	$6\frac{1}{2}$	1	12 do	38 00
Harvey and Railway Station.....	L. F. West.....	$11\frac{1}{2}$	6	12 do	130 00
Harvey and Waterside.....	S. C. Stevens..	$12\frac{1}{2}$	6	12 do	325 72
Harvey Station and Railway Station	D. Glendinning.	50 yds.	12	12 do	40 00
Harvey Station and Yoho.....	R. Coffey.....	8	1	12 do	48 00
Hatfield Point and Jones' Corner	M. Lunn.....	7	1	12 do	37 87
Hatfield Point and West Scotch Settlement.....	W. A. S. Perkins	4	1	12 do	22 00
Head of Millstream, Miller's Brook and Sussex Vale.....	B. B. Hayes....	24 & 19	1 & 2	12 do	205 00
Head of Millstream and Perry Settlement.....	do	5	1	12 do	30 00
Head of Tide and Railway Station	H. C. Gillis..	$1\frac{1}{2}$	6	12 do	80 00
Head of Tide and Robinsonville.....	D. Duncan.....	20	2	12 do	298 00
Heron Island and New Mills.....	W. Maxwell....	3	1	12 do	36 00
Hillsborough and Lower Cape.....	T. Ross.....	9	6	12 do	178 00
Hillsborough and Railway Station	R. E. Steeves..	$\frac{1}{2}$	12	12 do	80 00
Hillsborough and Rosevale.....	W. J. Bazley..	13	3	12 do	132 00
Hillsdale and Mackville.....	M. McIntyre... W. Buchanan..	3 17	1	12 do	30 00
Hillsdale and Sussex Vale.....	do	17	3	12 do	237 00
Hopewell Cape and Railway Station	W. E. Calhoun..	$3\frac{1}{2}$	6	12 do	109 20
Hopewell Hill, Hopewell and Railway Station.....	W. L. Peck....	$1\frac{1}{2}$	6 & 12	9 do (to Dec. 31, '95).	51 00
do do	C. L. Peck....	$1\frac{1}{2}$	6 & 12	3 do from do	27 50
Hopewell Hill and Memel.....	R. S. Woodworth	7 & 5	1	12 do	37 00
Hopper and Salisbury.....	J. McGee.....	18	1	12 do	82 00
Hoyt Station and Juvenile Settlement.....	E. Mersereau..	12 & 9	2	9 do (to Dec. 31, '95)..	112 50
do do	W. H. Wallace..	12 & 9	2	3 do from do	17 50
Hoyt Station and Railway Station	A. W. Mersereau.	$\frac{1}{2}$	12	12 do	70 00
Indian Mountain and Moncton ..	W. B. Maddison	14	1	12 do	74 48
Indiantown and St. John.....	D. O'Connell..	2	12	12 do	216 00
Inkerman and Railway Station.....	W. Gibbs.....	3	6	6 do (to Sept. 30, '95).	22 50
Irishtown and Shediac.....	C. Sullivan....	20	1	12 do	126 00
Jenkins and Thornetown.....	M. B. Perry ..	2	3	12 do	38 00
Jolicure, Westmoreland Point and Railway Station.....	C. Wry.....	7 & 1	6 & 12	12 do	225 00
Jordan Mountain and Newtown..	E. Marr.....	4	1	12 do	38 00
Keats and Petitcodiac.....	R. F. Keith ..	7	3	6 do (to Sept. 30, '95).	58 50
do do	W. A. Humphrey	7	3	6 do from do	54 50
Kent Junction and Railway Station	J. Horton.....	$\frac{1}{2}$	12	12 do	30 00
Kerry and New Ireland Road.....	J. Garland.....	5	1	12 do	49 48
Keswick Ridge, Mouth of Keswick, Upper Haynesville, &c.....	J. Harrigan ..	7, 26 & 32	1 & 2	12 do	345 25
Kilburn and Kintore.....	D. Watt.....	6	3	12 do	100 00

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kilburn and Railway Station	B. Kilburn	$\frac{1}{2}$	12	12 months	35 00
Kingsclear and New Market	J. W. Howard	5	1	12 do	24 00
Kingston and Perry Point	J. G. Paddock	2 $\frac{1}{2}$	2	12 do	28 72
Kingston (Kent) and Railway Stn	E. Harnett	$\frac{1}{2}$	12	12 do	100 00
Kingston (Kent) and Richibucto Village	P. McCaie	7	2	12 do	44 00
Kingston (Kings) and Rothesay	S. Cosman	10	6	12 do	449 00
Kingston and The Bluffs	J. L. Kierstead	3	2	11 do (from May 1, '95)	27 50
Knoxford and Upper Knoxford	R. Langstaff	4	1	12 do	32 00
Kouchibouguac and Kouchibouguac Beach	J. Sullivan	9	2	12 do	49 00
Kouchibouguac and Point Sapin	do	20	1	12 do	64 00
Kouchibouguac and Richibucto	J. McLane	12	6	12 do	374 00
Lake George and Prince William Station	A. McLean	22	2	12 do	147 00
Lakeview and Narrows	R. Black	3	3	12 do	50 00
Lakeville Corner and Newcastle Creek	J. C. Simmons	28	2	12 do	160 00
Landry and Pockmouche	M. Landry	5	1	12 do	23 00
Lawrence Station and Railway Stn	J. Taylor	200 yds.	12	12 do	52 00
Ledge and St. Stephen	J. Green	4	3 s 2 w	12 do	75 00
Légère and Portage River	L. Mauzerall	2	3	12 do	30 00
Lépreaux and Pocologan	S. T. Anderson	10	2	12 do	100 00
Lépreaux and Railway Station	H. P. Reynolds	$\frac{1}{10}$	12	12 do	40 00
Lewis Mountain and Petitcodiac	W. W. Price	12 & 13	1	12 do	92 80
Lime Hill and Main Post Road	A. C. Scribner	2	1	12 do	20 00
Limekiln and Stanley	H. R. Turnbull	1	1	12 do	25 00
Lincoln and Oromocto	A. E. Bulley	4	3	12 do	65 00
Lisson and Markhamville	T. Lisson	3 $\frac{1}{2}$	1	12 do	20 00
Little Lake and Tracey Station	J. Duplisea	11	1	12 do	55 00
Loch Lomond and St. Martin's	J. Kennedy	20	1	12 do	125 00
Long Beach and Salmon River	B. Tufts	2	1	12 do	26 00
Long Point and Springfield	E. Kellier	7 & 10	2	12 do	78 80
Long Settlement and Woodstock	H. N. Atherton	26	2	12 do	275 00
Lower Abougoggan and Robichaud	F. A. Léger	8 & 9	1	3 do (to Aug. 31, '95)	16 63
Lower Brighton, Newburgh Junction, Pembroke, &c.	D. Downey	3 & 6	6 & 2	12 do	150 00
Lower Nappan and Point au Car.	A. Campbell	5	2	12 do	47 76
Lower Southampton and Norton Dale	A. Cliff	10	2	12 do	112 00
Lower Turtle Creek and Turtle Creek	G. A. Fillmore	3	1	12 do	15 00
Ludlow and Railway Station	J. Murphy	$\frac{1}{2}$	12	12 do	20 00
Lyttleton and Red Bank	E. Somers	5	3	9 do (to Dec. 31, '95)	67 50
McGinley and Railway Station	A. N. Charters	1	6	12 do	75 00
McNamee and Railway Station	E. H. Wilson	$\frac{1}{2}$	12	12 do	45 00
Maple Green and Railway Station	A. Campbell	1	3	12 do	45 00
Maplehurst, Upper Kent and Railway Station	A. Hawthorne	3 & $\frac{1}{2}$	2 & 12	12 do	120 00
Maple Ridge and Millville	G. Russell	3	1	12 do	30 00
Maplewood and Millville	C. Palmer	5	1	12 do	40 00
Mars Hill and River de Chute	J. B. Porter	5	1	12 do	25 00
Marysville and Railway Station	G. W. Foster	$\frac{1}{10}$	24	12 do	60 00
Maugerville and Upper Maugerville	W. H. Bent	5	3 & 6	Season 1895	66 70
Meadows and Railway Station	G. F. Beach	20 yds.	12	12 months	20 00
Melrose and Railway Station	B. Corrigan	$\frac{1}{2}$	6	12 do	26 00
Memramcook and Railway Station	S. C. Charters	$\frac{1}{2}$	36	12 do	150 00
Midgic Station and Railway Station	C. Hicks	40 yds.	6	12 do	10 00
Milford and Railway Station	J. Irvine	1 $\frac{1}{10}$	12	10 do (to Jan. 31, '96)	69 83
Milford Railway Station and Pleasant Point	do	1 $\frac{1}{10}$ & 1	12	2 do (from Feb. 1, '96)	22 30

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Milledgeville and St. John	D. O'Connell	4	6	12 months	195 00
Millerton and Railway Station	G. R. Vanderbeck		12	do	40 00
Millstream and Mountain Dale	S. H. Fenwick	6 & 7	1	12 do	65 00
Millstream and Mount Hebron	F. Fenwick	5	1	12 do	40 56
Milltown and St. Stephen	Hardy & Bridges	2	12	do	135 00
Milltown and Upper Mills	J. W. Heaton	3	1	12 do	48 00
Millville and Railway Station	S. A. Jones		12	do	25 00
Mineral and Oaktown	J. Watson	3½	1	12 do	30 00
Miscou Harbour and Wilson's Point	P. Wilson	6	2 s 1 w	12 do	55 00
Mispec and St. John	D. O'Connell	9	1	12 do	59 75
Moncton and New Scotland	G. Morton	20	1	12 do	72 00
Moncton and Railway Station	P. Gallagher	1	61	12 do	577 12
Moncton and Stony Creek	J. Scott	8	2	12 do	120 00
Moncton and Street Letter Boxes	P. Gallagher	1	12	12 do	175 00
Moncton and Upper Coverdale	E. L. Goodall	14	3	12 do	187 48
Moncton Road and Shediac	W. G. Bateman	6	1	12 do	40 00
Monument Settlement and Richmond Corner	G. Whitehead	27 & 20	2	12 do	200 00
Moore's Mills and Oak Hill	H. McKay	14 & 6	3	12 do	156 00
Moore's Mills and Railway Station	A. Cormick	100 yds.	12	12 do	70 00
Moran and Railway Station	J. Robinson	1½	6	12 do	50 00
Mount Pleasant and South Gordonsville	S. Loudon	4	2	12 do	30 00
Mount View and Upper Sackville	J. Wheaton	3	1	12 do	20 00
Mountville and Railway Station	M. J. Wilber	300 yds.	12	12 do	20 00
Mouth of Keswick and Railway Station	H. F. Dunphy	¾	12	12 do	60 00
Mouth of Keswick and Woodstock	W. H. Lawrence	60	2	12 do	600 00
Mouth of Nerepis and Railway Station	G. Watters	¾	12	6 do (to Sept 30, '95).	32 80
Musquash and Railway Station	L. D. Carman	¼	12	12 do	26 00
Narrows, Norton Station and Springfield	C. W. Perkins	9 & 21	6 & 3	6 do (to Sept. 30, '95).	248 00
do do	F. H. McNair	9 & 21	6 & 3	6 do from do	230 00
Narrows and Upper Gaspereaux	J. B. Wiggins	50	3	12 do	775 00
Narrows and Wickham	G. N. Goulding	24	3	12 do	397 00
Nashwaak and Railway Station	C. D. Young	1½	12	12 do	44 00
Nashwaak Bridge and Railway Station	J. T. McBean	¼	12	12 do	60 00
Nashwaak Village and Railway Station	R. Abernethy	1¼	12	12 do	49 00
Nashwaaksis and Railway Station	W. McFarlane	100 yds.	2	12 do	10 40
Nauwigewauk and Railway Station	W. W. Dodge	¼	12	12 do	36 00
Nelson Reserve and South Nelson Road	M. Whalen	3½	2	12 do	46 72
Nerepis Station and Railway Station	D. McKenzie	¾	12	12 do	20 00
Nerepis Station and Round Hill	D. W. McKenzie	12	1	12 do	100 00
Newcastle and Railway Station	R. H. Gremley	1	24	12 do	206 00
Newcastle and Red Bank	J. C. Brown	15	3	12 do	272 00
Newcastle and Renous Bridge	do	17	3	12 do	270 00
Newcastle and Sevogle	A. Cain	25	1	12 do	165 00
Newcastle and South Nelson	B. Reynolds	2	6	3 do (to June 30, '95).	25 00
New Mills and Railway Station	D. Nichol	¼	12	12 do	50 00
Newtown and Sussex Vale	J. Cotter	10 & 12	3	12 do	180 00
Newtown and Whites Mountain	H. Jamieson	3	1	12 do	30 00
Nictau and Riley's Brook	C. Simons	6	1	12 do	28 00
Nigado and Petit Rocher	F. Walsh	5½	1	12 do	40 00
Nixon and Turtle Creek	L. A. Wilson	4	2	12 do	35 00
North Forks of Salmon Creek and Salmon Creek	F. H. Fowler	4	1	12 do	40 00
North River Platform and Railway Station	T. Jones	¼	12	12 do	25 00

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	N ^o . of Trips per Week.	Period.	Amount.
					\$ cts.
North Tay and Tay Settlement	J. E. Gourley	3	1	3 mos. (to June 30, '95).	6 25
North Tay and Stanley	do	9	2	9 do (from July 1, '95)	56 25
Norton Station and Railway Station	S. McCready	40 yds.	as req.	12 do	50 00
Notre Dame and Poirier	J. Guegaen	6	1	12 do	22 00
Oak Bay and Railway Station	R. W. Wilson	4	12	12 do	65 00
Oakham and Thornetown	H. Patterson	6	2	12 do	60 00
Oakville and Richmond Corner	C. Carpenter	10	2	12 do	123 00
Oak Point and Round Hill	D. D. Flewelling	3	6	3 do (to Dec. 31, '95).	49 00
Oromocto, Sheffield, Upper Gagetown and Swan Creek	J. Malone	10, 21 & 12	6 & 3	12 do	320 00
Oromocto and Shirley Settlement	R. Brennan	4	1	12 do	20 00
Oromocto and Waasis Station	J. Malone	6	6	12 do	190 00
Oromocto and Woodside	F. Goodine	18	2	12 do	109 00
Ossekeag and Upperton	G. H. Barnes	19½	2	12 do	168 00
Painsec Settlement and Railway Station	E. Babin	1	2	12 do	32 00
Passekeag and Railway Station	G. R. Campbell	150 yds.	12	12 do	50 00
Passekeag and Sherlock	R. D. Hodgkin	5	1	12 do	32 00
Payne Settlement and Undine	D. Coston	6	1	6 do (to Sept. 30, '95).	10 00
do do	A. Goodine	6	1	6 do from do	10 00
Pearson's and Starkey's	R. McLeod	9 & 12	2	12 do	150 00
Peniac and Railway Station	C. T. Weade	½	12	12 do	50 00
Penfield Ridge and Ry. Station	G. W. McKay	2	6	12 do	75 00
Penobscuis and Railway Station	J. Gross	40 yds.	as req.	12 do	30 00
Penobscuis and Roxburgh	W. A. McManus	21	2	12 do	176 17
Perth Centre and Railway Station	M. Larlee	½	12	12 do	50 00
Perth Centre and Riley Brook	W. Inman	72	2	12 do	636 20
Perth Centre and Tilley	D. Walker	17½	2	12 do	125 00
Petersville and Welsford	J. Burton	10	2	12 do	80 00
Petersville Church and South Clones	J. Chittick	4	1	12 do	24 00
Petit Rocher and Railway Station	J. Morrison	1½	12	12 do	75 00
Petitcodiac and Railway Station	W. W. Price	40 yds.	as req.	6 do (from Oct. 1, '95, and arrears)	45 00
Pioneer and Woodstock	H. N. Atherton	25	3	12 do	397 00
Pisarino, Pisarino West and Spruce Lake Station	E. McCarthy	7 & 4	2 & 3	12 do	85 00
Point du Chêne and Ry. Station	E. McDonald	½	12	12 do	32 00
Pollett River and Railway Station	T. W. Colpitts	100 yds.	3	12 do	27 00
Port Elgin and Railway Station	G. Siddall	½	12	12 do	40 00
Port Elgin and Spence's	J. H. Grant	17 & 15	3	12 do	273 60
Power's Creek and St. Amand's	S. St. Amand	5	1 & 2	12 do	48 33
Prince of Wales and Ry. Crossing	J. Cairns	½	6	12 do	31 00
Prince William Station and Railway Station	W. G. Hatch	1½	12	12 do	100 00
Prince William Station and York Mills	R. Henry	3	2	12 do	59 00
Queenstown and Upper Otnabog	A. C. Fox	2½	3	12 do	22 00
Randolph and Railway Station	W. A. Miller	2	12	12 do	83 80
Read and Railway Station	E. Read	2½	2	12 do	31 20
Renous Bridge and South Renous	W. Hogan	5½	2	12 do	66 00
Reynolds and South Nelson	B. Reynolds	7	2	12 do	50 00
Richibucto and Railway Station	J. C. Vantour	½	6	12 do	75 00
Richibucto, Harcourt and Railway Station	L. J. Wathen	27 & 18	6 & 24	12 do	901 00
River Charlo and Railway Station	W. R. Jamieson	1	12	12 do	100 00
River-des-Caches and Savoy	S. Savoy	5	1	11 do (from May 1, '95)	23 83

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DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
River Louison and Railway Station	D. Stewart		12	9 mos. (to Dec. 31, '95)	45 00
do do	J. Caine		12	3 do from do	15 00
River Louison and Sunnyside	H. Miller		2	12 do	68 00
Riverside and Railway Station	F. Reid		12	12 do	40 00
Robichaud and St. André-de-Shediac	F. A. Leger	17 & 6	1	2 do (to May 31, '95)	15 00
do do	do	17 & 6	1	7 do (from Sept. 1, '95)	52 50
Rockland, Rockland Station and Railway Station	J. Sutherland	4½ & 1½	6 & 12	12 do	340 00
Rockport and Sackville	A. Tower	16	1	12 do	65 00
Rogersville and Railway Station	P. Thibodeau	100 yds.	12	12 do	32 00
Rogersville and Rogersville East	W. Cormier	4½	1	12 do	23 74
Rogersville and Vienneau	A. Thibodeau	5	1	12 do	24 00
Rolling Dam Station and Railway Station	W. Goodill	1½	12	12 do	50 00
Rolling Dam Station and Sorrell Ridge	do	11	2	12 do	83 99
Rosebank and Six Roads	M. Robichaud	4	1	12 do	25 00
Rosedale and Upper Woodstock	W. E. Hoyt	8 & 6	2	12 do	90 00
Rothsay and Railway Station	J. R. Robertson	50 yds.	30	12 do	75 00
Round Hill and Speight's Corner	A. F. Speight	8	2	12 do	30 00
Rusagornis and Waasis Station	A. Grass	3	3	12 do	40 00
St. Aimo and Three Brooks	L. Reid	1½	2	12 do	25 00
St. Andrew's and Railway Station	R. Storr	½	as req.	12 do	84 92
St. Charles and Railway Crossing	M. J. Daigle	2	2	12 do	30 00
St. Croix and Railway Station	M. Hodd	1	6	12 do	45 00
St. François de Kent and St. Thomas de Kent	P. T. Goguen	4	1	12 do	25 00
St. George and Railway Station	R. A. Parks	1	12	12 do	68 00
St. Isidore and Tracadie	P. Le Breton	11	2	12 do	70 00
St. John and Street Letter Boxes	D. O'Connell	2½	18	12 do	793 88
St. John and Ry. Station (C.P.R.)	do	½	as req.	12 do	529 54
St. John and Ry. Station (I.C.R.)	do	½	as req.	12 do	640 44
St. John and St. Martins	Fownes & Tabor	30	6	12 do	1,500 00
St. John and Sand Point Road	D. Peacock	3	3	12 do	40 00
St. John and Wells	D. O'Connell	19 & 11	1	12 do	95 00
St. John (Letter Carriers' Service)	The St. John Railway Co.	7½ & 8	as req.	10 do (from June 1, '95)	241 67
St. Joseph and Railway Station	T. M. Leger	1	12	9 do (to Dec. 31, '95)	52 50
St. Leonard Station and Van Buren (U.S.)	D. O. Bourgoin	1	6	12 do	70 83
St. Martins and Salmon River	J. D. Hodsmyth	9	6	12 do	348 00
St. Martins and Wood Lake	H. Hostford	6	1	12 do	35 00
St. Norbert and West Branch	A. Gallant	5	1	12 do	18 00
St. Stephen and Calais (U.S.)	Keys Bros	1	12	12 do	110 00
St. Stephen and Railway Station (C.P.R.)	Hardy & Bridges	½	as req.	12 do	132 80
St. Stephen and Railway Station (S.L.R.)	J. Greene	1	6	12 do	69 00
Sackville and Railway Station	J. J. Wheaton	1	36	12 do	300 00
Sackville and Second Westcock	S. McAllister	8	1	12 do	45 00
Sackville and Upper Sackville	J. J. Wheaton	5	6	12 do	118 72
Sackville and Woodstock	C. Richardson	6	1	3 do (from Jan. 1, '96)	11 25
Sackville and Wood Point	do	6	1	9 do (to Dec. 31, '95)	33 75
Salisbury and Railway Station	G. W. Gaynor	600 yds.	36	12 do	225 00
Salt Springs and Titusville	G. Morrison	6	2	12 do	49 00
Sea Side and Railway Station	S. Laughlan	½	6	12 do	20 00
Shediac and Railway Station	J. D. Weldon	½	as req.	12 do	292 90
Shediac Road and Railway Station	J. Walker	1½	3	12 do	47 00
Shippigan and Shippigan Island	J. Goodin	12	2 s 1 w	12 do	60 00
South Bay and Railway Station	J. R. Lowry	100 yds.	12	12 do	30 00
South Nelson and Railway Station	W. Fitzpatrick	½	18	9 do (from July 1, '95)	47 61
South Nelson and South Nelson Road	J. Doolan	3	2	12 do	24 74

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
South Newbridge and Woodstock..	W. Tompkins....	4½	2	12 months	50 00
Spruce Lake and Railway Crossing.	J. Robinson	2	6	12 do	30 00
Spruce Lake Station and Railway Station	E. McCarty	1½	6	12 do	20 00
Stanley, Cross Creek and Railway Station	T. Coughlan	6	6	12 do	200 00
Stanley and Tay Settlement...	J. Miller	6	2	3 do (to June 30, '95).	16 25
Starkeys and Young's Cove	D. Starkey	11	1	12 do	36 00
Stone Ridge and Railway Station.	L. Brewer	1½	6	12 do	20 00
Summerfield and Upper Wicklow..	D. Gee	3	2	12 do	35 00
Sussex and Military Camp...	J. W. Robertson			Special service	12 00
Sussex Corner and Sussex Vale ...	W. Buchanan....	2	6	12 months	80 00
Sussex Vale and Railway Station ..	R. D. Boal	¾	30	12 do	180 00
Tapley's Mills and Railway Crossing	T. McGrath	½	2	12 do	40 00
The Range and Wiggins	W. R. Burke ...	2½	1	12 do	16 00
Three Tree Creek and Railway Station	J. McQuestion..	¼	6	12 do	15 00
Tower Hill and Railway Station...	J. Irons	2¼	2	12 do	56 00
Tracey's Station and Railway Station	J. Tracey	50 yds.	12	12 do	30 00
Tracey's Station and Traceyville...	A. O. Tracey ...	4	1	12 do	24 00
Upper Cape and Railway Station..	A. Raworth	3	3	12 do	42 00
Upper Keswick and Railway Station	C. W. Estey	½	12	12 do	30 00
Upper Woodstock and Railway Station	J. J. Evans	¼	6	1 do (from Mar. 1, '96)	3 33
Waveig and Railway Station....	M. J. Greenlaw..	1½	6	12 do	60 00
Welsford and Railway Station....	H. W. Wood ...	1½	12	12 do and extra trips..	125 12
Westfield and Railway Station ...	G. Watters	1	12	6 do (from Oct. 1, '95)	32 80
Westfield Centre and Railway Sid-ing	R. S. Ballentine.	100 yds.	12	12 do	10 00
Woodstock and Street Letter Boxes	J. C. Winslow ..	1½	12	12 do	155 00
Woodstock and Railway Station...	H. N. Atherton..	1½	37	12 do	229 20
do do	J. C. Winslow ..	1½	12	12 do	75 00
Woodstock and Houlton (U.S.)...	F. A. Gliddon ..	14	6	12 do	400 00
Change of Mails at Principal Railway Stations	Sundry persons		12	do	403 86
				Total	\$61,698 69

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

Postmaster General's Report.

NOVA SCOTIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division
made within the Year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abercrombie and New Glasgow.....	R. Dunbar.....	5	2	12 months.....	68 00
Acadia Mines and Bass River.....	J. W. Davison.....	14	3	3 do (to June 30, '95).	49 37
do do.....	do.....	14	6	9 do from do ..	296 25
Acadia Mines and Londonderry Station.....	A. J. Gough.....	22 $\frac{1}{4}$	24	12 do.....	175 00
Advocate Harbour and Apple River.....	H. H. Mosher.....	10	6	12 do.....	345 00
Afton and Bayfield.....	M. Connor.....	2 $\frac{1}{2}$	6	12 do.....	100 00
Afton and Bayfield Road Railway Station.....	do.....	$\frac{1}{4}$	12	12 do.....	65 00
Afton and Guysboro' Intervale.....	A. M. Chisholm.....	15	1	12 do.....	59 00
Afton Station and Railway Station.....	W. McLeod.....	50 yds.	3	12 do.....	25 00
Alba and Lower Washabuck.....	J. Gillis.....	22 $\frac{3}{4}$	3	4 do (to July 31, '95).	117 18
Alba and McKays Point.....	do.....	25 $\frac{1}{2}$	3	8 do (from Aug. 1, '95)	262 72
Alba and West Alba.....	D. H. Kennedy.....	2 $\frac{1}{2}$	2	1 do (from Mar. 1, '96)	1 66
Alba and Whycoonagh.....	A. McKenzie.....	15	1	12 do.....	54 00
Albert Bridge and Horns Road.....	H. Horn.....	4	1	12 do.....	20 00
Alder Point and Little Bras d'Or.....	J. H. Planc.....	6	1	12 do.....	35 00
Alder River and Main Post Road.....	J. D. Chisholm.....	$\frac{1}{4}$	12	12 do.....	21 25
Alton and Railway Station.....	B. Lindsay.....	75 yds.	6	12 do.....	20 00
Amherst and Hastings.....	E. Chapman.....	6	1	12 do.....	40 00
Amherst and Linden.....	K. Hunter.....	20	3	12 do.....	260 00
Amherst and Little River.....	G. A. Purdy.....	22 $\frac{1}{2}$	2	12 do.....	240 00
Amherst and Northport.....	W. Blair.....	26	6	12 do.....	700 00
Amherst and Railway Station.....	C. T. Hillson.....	$\frac{1}{4}$	as req.	12 do.....	602 88
Amherst Point and Nappan Station.....	J. B. Stewart.....	2 $\frac{1}{4}$	6	12 do.....	125 00
Amherst Station Letter Box and Postal Cars.....	C. T. Hillson.....	30 yds.	36	12 do.....	25 00
Annapolis and Dalhousie West.....	J. Gornley.....	16	1	12 do.....	100 00
Annapolis and Granville Ferry.....	W. H. Weather- spoon.....	1	6	12 do.....	250 00
Annapolis and Liverpool.....	J. H. McLeod.....	67	6	12 do.....	3,495 00
Annapolis and Mochelle.....	A. B. Harris.....	3 $\frac{1}{2}$	3	12 do.....	65 00
Annapolis and Perrot Settlement.....	T. Goldsmith.....	9	1	12 do.....	55 00
Annapolis Railway Station and Trafalgar.....	G. S. Bishop.....	$\frac{1}{4}$	as req.	6 do 6 days (to Oct. 6, '95).....	90 35
do do.....	do.....	$\frac{3}{8}$	as req.	5 do 25 dys. (from Oct. 7, '95).....	132 99
Anthony's Line and Scotch Village.....	S. Cochran.....	11 rt.	2	12 do.....	55 00
Antigonishe and Arisaig.....	R. McDonald & J. Gillis.....	7 & 10	3 & 1	12 do.....	187 28
Antigonishe and Beechwood.....	A. McDonald.....	6	1	12 do.....	30 00
Antigonishe and Brophy's.....	J. Brophy.....	26 rt.	3	12 do.....	135 00
Antigonishe and Georgeville.....	R. McDonald.....	44 rt.	4	12 do.....	308 00
Antigonishe and Isaac's Harbour.....	C. Grant.....	50	6	9 do (from July 1, '95)	1,481 25
Antigonishe and Lower West River.....	T. McAmis.....	3 $\frac{1}{2}$	2	12 do.....	52 00
Antigonishe and Railway Station.....	W. G. Cunning- ham.....	$\frac{3}{4}$	12	12 do.....	135 00
Antigonishe and Sherbrooke.....	T. J. Sears.....	40 & 44	3	12 do.....	1,119 28
Antigonishe and William's Point.....	D. McDonald.....	3	2	12 do.....	60 00
Antigonishe Harbour (south side) and Lower Settlement South River.....	T. G. Kiely.....	4 $\frac{1}{2}$	2	12 do.....	100 00
Antigonishe Station Letter Box and Postal Cars.....	W. G. Cunning- ham.....	20 yds.	12	12 do.....	20 00
Antrim and Gay's River.....	R. P. McQuinn.....	16 rt.	2	12 do.....	70 00

**DETAIL of all payments for Mail Transportation in Nova Scotia Postal
Division, &c.—Continued.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Apple River and River Herbert (west side).....	J. O. Scott.....	32	6	12 months	846 00
Arcadia and East Chebogue.....	A. Andrews.....	4	2	12 do	34 00
Ardness and Lismore.....	A. McDonald.....	3	3	12 do	50 00
Ardoise Hill and Newport Station.....	M. Harvey.....	1½ & 19rt.	6 & 2	12 do	135 00
Argyle and Argyle Head.....	A. J. Nickerson.....	2	3	6 do (to Sept. 30, '95).	25 00
do do.....	do	2	6	6 do from do	50 00
Arichat and Lennox Ferry.....	A. Martel.....	5	12	Season 1895.	159 20
Arichat and Petite de Grat Bridge.....	A. Sampson.....	4	6	12 months	104 00
Arichat and Robins.....	F. L. Malzard.....	1½ & 4	6	12 do	70 00
Arichat and West Arichat.....	A. McDonald.....	3	6	Season 1895.	100 00
Arisaig and Main Post Road.....	W. Gillis.....	½	12	12 months	10 00
Arlington and Canning.....	R. Wood.....	5	2	8 do (to Nov. 30, '95).	20 00
do do.....	J. Blackhorn.....	5	2	4 do from do	10 00
Ashfield and Whyocomagah.....	J. McDonald.....	6	1	12 do	16 00
Askelton and West Bay Road Railway Station.....	H. A. Archibald.....	3	3	12 do	60 00
Aspen and Glenelg.....	J. McGrath.....	4	3	12 do	42 48
Athol and Litte Forks.....	G. A. Fowler.....	3	3	12 do	50 00
Athol and Railway Station.....	D. B. Scott.....	1	12	12 do	100 00
Auburn and Greenwood.....	G. W. Eaton.....	8½ rt.	1	12 do	47 11
Auburn and Railway Station.....	G. O. Jacques.....	1	12	12 do	70 00
Auld's Cove and Railway Station.....	M. ForreSTALL.....	1½	6	12 do	40 00
Avondale Station and Ry. Station.....	A. McLean.....	1	12	12 do	20 00
Avonport and Avonport Station.....	J. B. Newcombe.....	1½	6	12 do	100 00
Avonport Station and Ry. Station.....	do	12 yds.	12	12 do	50 24
Aylesford and Dalhousie Road.....	J. Truesdell.....	26	1	12 do	137 00
Aylesford and Harmony.....	H. S. Brennan.....	22 rt.	1	12 do	52 00
Aylesford and Morden.....	W. Dempsey.....	22 rt.	2	12 do	100 00
Aylesford and Railway Station.....	F. E. Harris.....	1	12	12 do	87 92
Aylesford and Weston.....	D. Bent.....	4	2	11 do (from May 1, '95)	55 00
Baccaro and Port La Tour.....	W. P. Snow.....	3	2	12 do	39 00
Baddeck and Big Bras D'or.....	D. D. McLeod.....	26½	3	16 days to April 16, '95.	21 00
do do.....	A. Fraser.....	26½	3	11 mos. 14 d. from do	429 33
Baddeck and Englishtown.....	D. Morrison.....	21	3	9 do (from July 1, '95)	164 25
Baddeck and Iona.....	D. McNeil, jr.....	15	1	4 do (to July 31, '95)	30 66
Baddeck and New Campbellton.....	M. D. McInnis.....	32	3	3 do (to June 30, '95)	124 25
Baddeck and Upper Settlement, Middle River.....	R. McLean.....	14	2	12 do	63 00
Baddeck and Upper Settlement, Middle River.....	D. Robertson.....	19½	2	10 do (to Jan. 31, '96)	126 56
Baddeck and Upper Settlement, Middle River.....	do	19½	3	2 do from do	37 97
Baddeck Bay and Plaister Mines.....	H. Fraser.....	4	2	12 do	27 00
Baddeck Bay and Rear Baddeck Bay.....	D. McKenzie.....	3½	1	12 do	25 00
Baddeck River, North Branch, and Forks Baddeck.....	A. McInnes.....	2½ & 5	2	12 do	48 50
Bailey's Brook and Ry. Station.....	A. McLean.....	4½	6	12 do	125 24
Baker Settlement and Greenfield.....	H. Carver.....	5 & 8	3 & 1	12 do	115 00
Balmoral Mills and the Falls.....	A. McKay.....	2½	3	12 do	58 00
Bank's Broad Cove and Sight Point.....	J. D. McEachen.....	7	1	12 do	20 00
Bank's Broad Cove and Strathlorne.....	L. McDougall.....	4	1	12 do	15 00
Barney's River and Marsh.....	J. McIver.....	14	2	12 do	98 00
Barney's River and Railway Station.....	A. W. McKenzie.....	4½	12	12 do	177 65
Barney's River and Rosfield.....	D. R. Bannerman.....	4	1	12 do	18 00
Barrachois Harbour and Boisdale Barrachois.....	N. S. Nicholson.....	3	1	12 do	38 75
Barrachois, St. Louis and Grand Anse.....	S. Josse.....	2	3	12 do	35 00
Barra Glen and Iona.....	R. P. McNeil.....	4½	2	12 do	30 00
Barrington and Port Clyde.....	J. K. Hogg.....	30 rt.	6	12 do	307 00
Barrington and Pubnico Beach.....	do	22	6	12 do	530 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Barrington and Shelburne.....	J. Frost & Son..	23	6	12 months.....	475 00
Barrington and Yarmouth.....	do	48	6	12 do	1,600 00
Barrington Passage and Cape Sable Island	W. B. Smith....	1½	6	9 do (to Dec. 31, '95).	225 00
Barrington Passage and Cape Sable Island	T. W. Robertson	1½	6	3 do from do	75 00
Barrois Beach and Big Tracadie.....	H. Petipas.....	4	3	12 do	32 00
Barss' Corner and Chesley's Corner.....	F. W. Verge....	3	6	12 do	156 48
Barss' Corner and Foster's.....	J. A. DeLong...	17	3	12 do	117 00
Barss' Corner and South Moores.....	R. Barss.....	6	1	12 do	39 72
Barton and Railway Station.....	W. Gavel.....	3	3	12 do	188 40
Basin River Inhabitants and Lower River Inhabitants.....	R. Proctor.....	3	3	12 do	40 00
Battery Hill and New Gairloch.....	R. McLeod.....	8	3	12 do	120 93
Battery Hill and Railway Station.....	D. W. McDonald	½	12	8 do (to Nov. 30, '95).	63 00
do do	J. Sutherland...	½	12	1 do (to Dec. 31, '95)..	7 80
do do	D. W. McDonald	½	12	3 do from do and arrears.....	15 16
Baxter's Harbour and Sheffield Mills	W. E. Harris....	9½	1	12 do	59 16
Bay St. Lawrence and Englishtown.....	J. D. Curtis.....	74	3	12 do	1,625 00
Bay St. Lawrence and Meat Cove.....	A. B. McDonald	7	3	12 do	72 00
Bayside and Shad Bay.....	M. Foder.....	3½	2	12 do	50 00
Bear Cove, Cheticamp and Meteghan Bear River, West Side and Railway Station.....	G. L. Comeau..	4	2	12 do	40 00
Bear River, West Side and Lans- downe.....	R. M. McClelland	5	12	12 do	172 70
Bear River, West Side and Lans- downe.....	do	4	3	9 do (to Dec. 31, '95).	54 75
Beatonville and Cape Mabou.....	G. M. Harris....	4	3	3 do from do	19 50
do do	F. Beaton.....	5	2	6 do (to Sept. 30, '95).	13 00
do do	J. A. Beaton...	5	2	6 do from do	12 00
Beaulieu and St. Andrews.....	D. Forbes.....	6	1	6 do (to Sept. 30, '95).	20 00
do do	C. Chisholm...	6	1	6 do from do	15 00
Beaver Bank and Middle Sackville.....	L. L. Hamilton..	13	3 & 6	12 do	274 00
Beaver Bank and North Beaver Bank do do	E. Lively.....	8	2	3 do (to June 30, '95).	18 75
do do	W. T. Lively...	8	2	9 do from do	60 00
Beaver Bank and Railway Station.....	D. Hallisey....	25	12	12 do	100 48
Beaver Cove and Boisdale Chapel.....	D. N. McIntyre.	3	3	12 do	30 00
Beaver Cove and Rear Beaver Cove.....	J. P. Gillis.....	3	1	12 do	26 00
Beaver Harbour and Salmon River.....	A. Hartling....	4	3	12 do	60 00
Beaver River Corner and Cedar Lake.....	E. H. Porter.....	18	1	12 do	40 00
Bedford Basin and English Corner.....	W. Haverstock..	9½	3	12 do	143 00
Bedford Basin and Railway Station.....	W. MacKenzie..	100	42	12 do	135 72
Beech Hill and Chester Basin.....	D. Veinot.....	6	1	12 do	50 00
Beechmont and North-west Arm.....	A. MacKenzie..	4	2	12 do	24 72
Belmont and De Bert Station.....	C. W. McDor- mand.....	15	2	12 do	104 00
Belmont and Railway Station.....	T. Lindsay....	½	12	12 do	120 00
Berry Hill and Upper Stewiacke.....	H. Johnson.....	4½	1	5 do (from Nov. 1, '95)	8 33
Berwick and Buckleys.....	F. A. Kinsman..	22½	2	3 do (to June 30, '95).	32 25
do do	W. D. Porter...	22½	2	9 do from do	75 00
Berwick and Morristown.....	S. H. Nichols..	14	1	12 do	40 00
Berwick and Railway Station.....	E. C. Foster....	¾	6	12 do	50 00
Big Bras d'Or and Black Rock.....	J. McDonald....	2 & 2½	1	12 do	21 75
Big Brook and River Dennis.....	H. A. Archibald	5	2	12 do	45 00
Big Glen and Enon.....	J. McDonald....	6	1	12 do	22 48
Big Harbour Island and Malaga- watch	M. McIntosh....	3	2	12 do	38 00
Big Intervale Cape North and Cape North	A. D. McLennan	4½	1	6 do (to Sept. 30, '95).	12 50
Big Intervale Cape North and Cape North	W. A. McLennan	4½	1	6 do from do	7 46
Big Intervale Margaree and North- east Branch Margaree.....	A. G. McDonald	13	3	12 do	129 00
Big Island and Merigomische.....	D. Cameron.....	3 & 3	2	12 do	74 00

DETAIL of all payments for Mail Transportation in Nova Scotia Postal
Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Big Lorraine and Sydney	R. Martin	28 & 3	3 & 2	12 months	349 00
Big Marsh and Maryvale	D. J. McDonald	3	1	12 do	32 00
Big Pond and Glengarry Valley	M. McNeil	4	1	12 do	30 00
Big Pond and Rear Ben Eoin	A. McDougall	6	1	12 do	18 48
Big Pond and Salem Road	H. D. Munro	12	2	12 do	68 00
Big Port Le Bear and Sable River	G. Harding	12	1	12 do	90 00
Big Tracadie and Big Tracadie Plat- form	A. W. Gerroir	3 & 4	12	12 do	150 00
Big Tracadie and Mattie	E. Coty	8	2	12 do	70 00
Bilttown and Centreville	P. E. Sweet	3	6	12 do	90 00
Bilttown and Sheffield Mills	A. W. Wheaton	15 rt.	3	12 do	120 00
Birchtown and Clyde River	J. Gibson	29	3	12 do	392 00
Bishopville and Hantsport	R. E. Bishop	6	2	12 do	83 00
Black Branch and Meadowville Station	H. Ross	4	3	9 do (to Dec. 31, '95)	73 11
do do	J. A. R. ss.	4	3	3 do from do	17 50
Black Rock and Parrsboro	W. Phinney	6	1	12 do	65 00
Blackett Lake and Sydney Forks	R. MacKenzie	2½	3	6 do (from Oct. 1, '95)	25 00
Blanchard Road and New Glasgow	D. F. Fraser	15	3	12 do	214 28
Blanche and Cape Negro	J. Smith	5	3	12 do	140 00
Blandford and Hubbard's Cove	J. E. Shatford	17	3	12 do	325 00
Blandford and Tancook Island	N. Chandler	4½	1	3 do (to June 30, '95)	9 50
do do	O. Baker	4½	1	9 do from do	30 00
Blockhouse and Mait and Forks	C. Barry	8½	1	12 do	32 00
Blockhouse and Railway Station	I. Mossman	4	6	12 do	100 00
Blomidon and Canning	P. Brown	7½	6	3 do (to June 30, '95)	49 76
do do	W. E. Porter	7½	6	9 do from do	112 11
Blomidon and Lower Blomidon	A. Kennedy	2½	2	12 do	16 25
Bloomfield and Main Post Road	H. R. Jones	4	12	12 do	25 00
Blue Mountain, New Glasgow, New- town, &c.	J. Fraser	15½ 22½ & 8	6,3 & 3	8 do (to Nov. 30, '95)	661 71
Blue Mountain, New Glasgow, New- town, &c.	J. Fraser	15½ 22½ & 8	6,3 & 3	4 do from do	364 18
Blue Rock and Lunenburg	E. J. Steverman	5	1 & 2	6 do (to Sept. 30, '95)	33 33
do do	do	5	1	6 do from do	20 00
Boisdale Barrachois and Boisdale Railway Station	D. McNeil	3	3	12 do	49 00
Boisdale Chapel and Boisdale Rail- way Station	D. N. McIntyre	1	12	12 do	50 00
Boulardarie and Little Bras d'Or	D. Broderick	14 & 6	2 & 3	12 do	265 00
Boulardarie and Point Clear	J. Munro	7	2	12 do	76 36
Boylston and Milford Haven Bridge	W. Inlay	3 & 4	12	12 do	59 00
Boylston and Pirate Harbour	H. Whooten	29	3	12 do	513 00
Brazil Lake and Railway Station	M. Iram	½	6	12 do	40 00
Brenton and South Ohio	S. Pennell	4	1	12 do	20 00
Brickton and Lawrencetown	C. W. Phinney	3	1	12 do	25 00
Bridgetown and Dalhousie West	L. A. Dickie	28 r. t.	1	12 do	65 00
Bridgetown and Granville Ferry	J. H. Rhodes	14	3	12 do	312 00
Bridgetown and Lawrencetown	L. A. Dickie	10½ & 7½	1	12 do	65 00
Bridgetown and Middleton	E. Poole	17	2	12 do	134 00
Bridgetown and Parker's Cove	J. F. Titus	21 r. t.	2 & 1	12 do	144 00
Bridgetown and Railway Station	F. Crosskill	27	12	12 do	100 48
Bridgeville and Railway Station	C. F. Ross	12	12	12 do	75 00
Bridgewater and Lunenburg	A. Feindel	12	3	12 do	200 00
Bridgewater and Mill Village	H. Kaulbach	37	3	12 do	378 00
Bridgewater and Pleasant River	J. Whitman	10	3 & 2	12 do	239 00
Bridgewater and Railway Station	A. Feindel	½	20	12 do	125 00
Bridgewater and Shelburne	J. K. Hogg	86, 89, 16	6	12 do	5,725 52
Bridgewater and Stanley Section	A. Feindel	32 r. t.	1	12 do	86 12
Brighton and Railway Station	C. Marr	4	12	12 do	94 20
Briley's Brook and Railway Station	A. McKinnon	½	6	12 do	69 25
Broad Cove Chapel and Glen Campbell	D. A. Campbell	4½	2	12 do	40 00
Broad Cove Marsh and Main Post Road	A. McDougall	2	2	10 do (from June 1, '95)	16 66

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Broad Cove Mines and Loch Leven	J. A. McLellan.	3½	3	12 months	45 00
Broadway and McGrath's Mountain	J. Sutherland, sr	3½	2	12 do	47 60
Broadway and Thorburn	C. Weir	13	3	12 do	310 68
Brookfield and Forest Glen	S. Hamilton	13 r. t.	2	9 do (to Dec. 31, '95)..	51 75
do do	W. C. Kennedy	13 r. t.	2	3 do from do	18 75
do do	do	8	2	12 do	90 00
Brookfield and Pleasant River	C. Hardy	8	3	12 do	149 00
Brookfield and Railway Station	J. Graham	100 yds.	24	12 do	200 96
Brookfield and Upper Stewiacke	J. J. Brenton	18	6	12 do	524 72
Brookland and Salt Springs	G. Gray	3	2	12 do	36 00
Brooklyn and Yarmouth	J. D. Morrill	4	2	12 do	50 00
Brook Village and Centreville East	N. McAskill	5	1	12 do	20 00
Brook Village and Mull River	J. Beaton	4½	2	12 do	40 00
Brook Village and Rosedale	M. McKinnon	5	2	8 do (from Aug. 1, '95)	23 33
Brown's Mountain and Marshy Hope	J. McDonald	5½	1	12 do	30 00
Brule and Denmark Road	J. R. Hogan	5	6	11 do (to Feb. 29, '96)..	91 66
do do	I. Forbes	5	6	1 do from do	6 00
Brule Shore and Tatamagouche	R. Gass	8	1	12 do	25 00
Bryon and Grand Entry	H. Taker	58	1	Season 1895	35 00
Bryon and Magdalen Islands	J. Patton	13 & 6	1	do	25 00
Buckfield and Main Post Road	M. Wynott	1	1	12 months	11 00
Buckley's and Kentville	E. H. Fuller	31 r. t.	6	12 do	418 00
Burlington and Victoria Harbour	T. Baker	16 r. t.	1	12 do	40 00
Burntcoat and Noel	J. Murray	4½	3	12 do	50 00
Cain's Mountain and McKinnon's Harbour	G. McKenzie	3	1	12 do	23 00
Caledonia Corner and Malaga Gold Mines	J. W. Hardy	9	6	12 do	297 00
Caledonia Corner and West Caledonia	J. McGinty	3	3	12 do	85 00
Caledonia Corner and Whiteburn Mines	W. McGuire	6½	3	9 do (to Dec. 31, '95)..	55 50
do do	H. McGuire	6½	3	3 do from do	24 00
Cambridge Station and Condon Settlement	J. Caldwell	10½ r. t.	1	12 do	55 00
Cambridge Station and Railway Station	J. P. Neily	50 yds.	12	12 do	40 00
Camden and Truro	E. Logan	9	2	12 do	115 00
Cameron Settlement and Pictou Road	D. M. Cameron	9	3	12 do	98 08
Campbell's Mountain and Whycomagh	J. McAskill	7	1	12 do	28 00
Canaan and Kentville	J. B. DeWolf	6	6	12 do	173 00
Canaan and Tusket	A. J. Lent	26 r. t.	1	12 do	69 00
Canaan Road and Tremont	F. A. Gates	1½	1	12 do	30 00
Canada Creek and Waterville	W. B. Thomas	9½	2	12 do	65 00
Cannes and River Bourgeoise	J. Delorey	3	3	12 do	60 00
Canning and North Medford	F. G. West	4	1	12 do	20 00
Canning and Railway Station	J. E. Hennigar	100 yds.	24	12 do	75 00
Canning and Scott's Bay	W. H. Jess	16	3	12 do	176 00
Canoe Lake and Gaberouse	A. Munro	4	1	12 do	20 00
Canso and Guysboro'	G. W. Scott	34	6	12 do	1,600 00
Cape Augnet and Robins	P. Barchie	2½	3	12 do	45 00
Cape Dauphin and New Campbellton	D. McDermid	4	1	12 do	28 75
Cape George and Georgeville	A. McIsaac	20 r. t.	1	12 do	52 00
Cape Jack and Harbour au Bouche	A. Decoste	2½	3	2 do (from Feb. 1, '96)	8 33
Cape John and Pictou	A. McLeod	21½	2	6 do (to Sept. 30, '95).	70 20
do do	do	21½	3	6 do from do	105 30
Cape Mabou and North Cape Mabou	F. Beaton	3	2	12 do	26 00
Cape Negro Island and Purgatory Point	E. S. Perry	3	2	12 do	60 00
Cape North and Dingwall	J. McPherson	4½	2	12 do	38 00

DETAIL of all payments for Mail Transportation in Nova Scotia Postal
Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cape Sable Island and Clark's Harbour	R. W. Stephens.	20 r. t.	6	12 months	335 00
Carriboo Gold Mines and Upper Musquodoboit	A. Burnett.	8	3	9 do (to Dec. 31, '95).	117 00
do do	do	8	6	3 do from do	78 00
Carriboo Island and Lower Carriboo River	F. McLean.	33	2	12 do	40 00
Carrigan and Cross Roads Ohio	J. Carrigan.	5	2	12 do	46 80
Carroll's Corner and Elmsdale	J. Carroll.	19 r. t.	2	12 do	72 00
Castlereagh and Port a Pique	M. J. Starrett.	7½	2	12 do	50 00
Catalone and Catalone Gut	N. McAulay.	4½	1	12 do	19 00
Catalone and Catalone Road	N. McDonald.	3	3	12 do	16 00
Catalone and Grand Lake	H. McDonald.	3	3	4 do (from Dec. 1, '95)	8 33
Catalone and Little Lorraine	D. McDonald.	8 & 4	3 & 1	6 do (to Sept. 30, '95).	62 00
do do	H. McIntyre.	8 & 4	3 & 1	6 do from do	73 50
Catalone and New Boston	A. McDonald.	4½	2	12 do	36 80
Centennial and Long Point	do	4	3	6 do (to Sept. 30, '95).	22 50
do do	D. McDonald.	4	3	6 do from do	22 24
Central Clarence and Mount Rose	C. Grant.	3	2	9 do (to Dec. 31, '95).	22 50
Centredale and Hopewell	R. W. Cunningham.	8½	2	12 do	57 20
Centredale and Lorne	A. A. Campbell.	2½	1	4 do (from Dec. 1, '95)	6 66
Centreville and Hall's Harbour	R. Thorpe	9, 7½ & 14	1 & 4	12 do	103 00
Centreville and Railway Station	R. S. Thorpe	¾	18	12 do	75 00
Chance Harbour and Pictou Landing	S. Fraser.	4	1	1 do (to April 30, '95)	2 16
do do	do	4	2	11 do from do	45 83
Chapman Settlement and Head of Anherst	L. Green.	6	1	8 do (to Nov. 30, '95).	24 00
Chapman Settlement and Rockwell Settlement	do	3	2	4 do (from Dec. 1, '95)	12 00
Chebogue Point and Yarmouth	C. E. Weston.	12 r. t.	3	12 do	100 00
Chelsea and Pleasant River	J. H. Smith.	9	1	12 do	48 00
Cherryfield and Railway Station	G. F. Acker	¾	1	12 do	15 00
Chesley's Corner and Hemford	E. Woodworth.	7	1	10 do (to Jan. 31, '96).	26 50
do do	C. Chesley.	7	1	2 do from do	6 32
Chesley's Corner and Meisner's	G. Lohnes	5	2	12 do	75 00
Chesley's Corner and Railway Station	J. H. McClelland	½	12	12 do	90 00
Chesley's Corner and Veinot	E. Lohnes	5	1	12 do	26 00
Chester and Kentville	J. L. Bishop	46	2	12 do	650 00
Chester and Windsor	J. Webber	35	2	12 do	369 00
Cheverie and Kennetcook	L. Sandford	8	1	12 do	33 50
Cheverie and Newport	J. H. Armstrong	17	6	12 do	465 00
Cheverie and Walton	K. M. Wilcox	12	3	12 do	155 00
Chignecto and Maccan	M. B. Harrison.	3½	3	12 do	140 00
Chimney Corner and Dunvegan	L. M. McPherson	7	1	12 do	28 00
Chipman's Brook and Lakeville	C. N. Porter.	18 r. t.	2	12 do	80 00
Chipman's Corner and Upper Dyke Village	R. Harris.	2	6	12 do	100 00
Christmas Island and East Bay	J. McDonald.	31	3	12 do	624 00
Christmas Island and Grand Narrows	J. McDougall.	2½	12	12 do	150 00
Church Point and Railway Station	V. Thibodeau.	2½	12	12 do	157 00
Churchville and Mountville	J. McMillan.	3	1	12 do	23 00
Churchville and New Glasgow	J. R. McMillan.	6	3	12 do	78 00
Claremont and River Philip	D. Fraser.	4	2	3 do (to June 30, '95).	11 50
do do	R. S. Thompson.	4	2	9 do from do	34 50
Clark's Harbour and The Hawk	M. Atwood.	3½	6	12 do	60 00
Clark's Road and Louisburg	D. Johnson.	4½	1	12 do	34 00
Clementsport and Clementsvale	G. G. Hicks.	4	3	3 do (to June 30, '95).	17 50
do do	A. S. Brown.	4	3	9 do from do	60 00
Clementsport and Railway Station	E. P. Roop.	½	12	6 do (to Sept. 30, '95).	45 00
do do	do	½	12	6 do from do	29 00
Cleveland and Hureauville	J. Hureau.	3	3	2 do (from Feb. 1, '96)	6 66

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DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cloverdale and Middle Stewiacke..	W. W. Winton..	7	2	12 months	80 00
Clyde River and Upper Clyde River	J. H. McKay..	25	1	12 do	91 00
Cognagun River and Kennetcook..	H. E. Reynolds.	5	1	12 do	16 75
Coldbrook Station and Railway Station	H. Porter.....	66 yds.	12	12 do	32 00
Coldstream and Gay's River.....	G. A. Cochran..	5	1	3 do (to June 30, '95).	6 50
do do	C. Gay.....	5	1	9 do from do	18 75
College Grant and Collegeville.....	T. J. Sears.....	3	2	12 do	50 00
Collegeville and Lochaber.....	do	1½	3	12 do	50 00
Collingwood Corner and Farmington	M. Chapman.....	12½ r. t.	3	12 do	150 00
Collingwood Corner and Jackson's	do	6½	3	12 do	180 00
Collingwood Corner and Oxford Junction Station.....	do	6	6	12 do	216 00
Comeau's Hill and East Chebogue..	N. Kinney.....	8	1	9 do (to Dec. 31, '95)..	37 50
do do	H. Van Horn.....	8	1	3 do from do	12 50
Comeauville and Railway Station..	F. A. Comeau..	23½	12	12 do	119 00
Concession and Railway Station..	J. L. Boudreau..	2	3	12 do	35 88
Conn's Mills and Railway Station..	A. Conn.....	½	6	12 do	35 00
Conquerall Bank and Conquerall Mills	A. Snyder.....	5	1	12 do	40 00
Cook's Brook and Little River Musquodoboit.....	R. Cook.....	6	3	12 do	76 00
Corberrie and Weymouth Bridge..	A. Babin.....	14	2	12 do	120 00
Coxheath and Sydney.....	R. Martin.....	3	2	12 do	40 00
Cranton Section and Fizzleton.....	P. Burton.....	3½	3	12 do	22 00
Cross Road, Leitche's Creek and Leitche's Creek.....	D. Johnnton.....	3	3	12 do	45 00
Cross Roads, Leitche's Creek and North-west Arm.....	A. D. Clark.....	1	6	12 do	40 00
Cross Roads, Leitche's Creek and Railway Station.....	do	¼	6	12 do	30 00
Cross Roads, Ohio and Ireland.....	P. W. Murphy..	5	2	12 do	50 00
Cross Roads, Ohio and James River Station.....	H. A. McDougall	10	6	12 do	296 00
Crousetown and Petite Rivière Bridge.....	S. Hilton.....	3	1	12 do	24 00
Culloden and Digby.....	C. E. Turnbull..	17 r. t.	1	12 do	64 00
Cumming's Mountain and Sunnybrae.....	W. McDougall..	3	1	12 do	16 00
Dalhousie Road and Lakeview.....	W. Franey.....	5	1	12 do	30 00
Dalhousie Road and Springfield.....	B. McNair.....	18	1	9 do (to Dec. 31, '95).	52 50
do do	R. Stoddart.....	15	1	3 do from do	16 00
Dalhousie Settlement and Scotsburn Station.....	H. McKay.....	12½	3	9 do (to Dec. 31, '95).	118 95
Dalhousie Settlement and Scotsburn Station.....	J. R. Ross.....	13	3	3 do from do	35 50
Dartmouth and Halifax.....	J. E. Leadley..	1½	19	12 do	225 00
Dartmouth and Montague Gold Mines.....	F. W. Cooper...	7	3	12 do	120 00
Dartmouth and South-east Passage.	Mrs. E. R. Shiers	6	1	12 do	52 00
Dartmouth and West Chezzetcook..	W. H. Isnor.....	48 r. t.	1	1 do (to April 30, '95).	25 00
do do	G. E. Van Buskirk.....	48 r. t.	1	11 do from do	90 75
Dean and Shubenacadie.....	T. Cox.....	36	6	12 do	1,100 00
Debert Station and Folly Mountain	T. D. English..	17½ r. t.	3	6 do (to Sept. 30, '95).	142 68
do do	S. McLauchlin..	17½ r. t.	3	6 do	78 00
Debert Station and Masstown.....	A. Fulmore.....	4	6	12 do	90 00
Deep Brook and Railway Station..	J. R. Vroom.....	½	12	12 do	60 00
Deep Cove and Gaberouse.....	R. Thomas.....	5	1	12 do	20 00
Delap's Cove and Granville Ferry..	W. Hardy.....	12	1	12 do	48 00
Denmark Road and Railway Station	J. W. McLeod..	¼	6 & 12	12 do	33 73
Denmark Road and Truro.....	D. W. McKenzie..	33	3	12 do	550 00
Dennistown and Judique.....	A. Gillis.....	7½	1 & 2	12 do	35 00

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Descouse and Lennox Ferry.....	N. McDonald...	3	6	12 months	231 00
Descouse and Paulamond Wharf...	do	1½	6	Season 1895	12 00
Descouse and Rocky Bay	C. Doyle	6	3	12 months	75 00
Devon and Goff's	T. Cox	5½	1	12 do	40 00
Digby and Railway Station	G. A. Robinson	200 yds.	12	12 do	100 00
Digby and Thorneville	J. W. Mussells	8	2	12 do	49 00
Digby and Westport	J. & E. Stailing	43	6	12 do	1,199 00
Digby Wharf and Railway Station	G. A. Robinson	¼	12	12 do	125 00
Doherty Creek and Hartford	R. S. Reid	3	3	12 do	47 50
Doherty Creek and Pugwash Junction Station	W. K. Piers	1	3	9 do (to Dec. 31, '95)	13 86
do do	M. K. Dotten	2	3	3 do from do	3 80
Dover East and Peggy's Cove	W. Baker	4	2	3 do (to June 30, '95)	30 00
do do	S. Morash	4	2	9 do from do	59 25
Dufferin Mines and Salmon River	Mrs. A. Gallagher	3½	3	12 do	60 00
Dunmaglass and McAras Brook	A. McGillivray	3	3	12 do	50 00
Dunmore and McPherson	J. C. McIntosh	2	2	12 do	26 00
Dunvegan and Margaree Island	J. R. McDonald	5	1	12 do	60 00
Earltown and West Earltown	J. McKay	4	2	12 do	40 00
East Bay and McAdams Lake	J. McEachern	6½	2	12 do	48 00
East Chezzetcook and Head of Chezzetcook	J. Smith	3	1	12 do	25 00
Eastern Harbour and Little River Cheticamp	L. Chiasson	2½	2	12 do	35 00
Eastern Harbour and Pleasant Bay	E. Aucoin	24½	1	10 do (to Jan. 31, '96)	78 33
do do	do	24½	2	2 do from do	31 00
Eastern Harbour, Port Hastings, &c.	H. A. Archibald	101, 60 & 18	6	9 do (to Dec. 31, '95)	5,606 91
do do	do	101, 18 & 18	6	3 do from do	2,524 75
East Jeddore and Jeddore Oyster Ponds	D. Mitchell	3½	2	12 do	65 00
East Mapleton and East Southampton	W. F. Lewis	6	2	12 do	104 00
East Margaree and Post Road	D. McInnes	2	6	12 do	65 00
East Mines Station and Folly Village	D. L. Urquhart	4½	12	12 do	225 00
East Mines Station and Railway Station	C. Morrison	65 yds.	12	12 do	70 00
East Mountain and Valley Station	G. E. Johnson	2	2	12 do	40 00
East River, St. Mary's and Green's Brook	M. Green	5½	1	12 do	20 00
East Side Port, L'Hebert and Port Joli	W. McDonald	7	1	7 do (from Sept. 1, '95)	23 33
East Side Pubnico Harbour and Forbes Point	J. McComiskey	10½	3	12 do	183 00
East Side Ragged Islands and Wall's Corner	Mrs. H. Hupman	3	2	12 do	75 00
East Southampton and Railway Station	W. F. Lewis	¼	12	12 do	60 00
East Southampton and South Brook	J. E. Smith	5	2	12 do	50 00
Eastville and Upper Stewiacke	S. Ellis	18½ rt.	6	12 do	400 00
East Wentworth and Wentworth Station	J. Barclay	5	3	12 do	90 00
Eatonville and Parrsboro'	J. W. York	32 & 16	6 & 3	12 do	1,037 00
Economy Point and Main Post Road	J. F. Vance	1	6	12 do	80 00
Edwardsville and Sydney	J. Morrison	7 & 2½	2	12 do	50 00
Eel Cove and Main Post Road	M. McLeod	¾	3	12 do	14 00
Eel Cove and Tarbotvale	A. K. McKay	3	2	11 do (from May 1, '95)	36 66
Eel Creek and Oxford	I. Simpson	19 rt.	3	4 do (from Dec. 1, '95)	53 69

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Eight Island Lake and Main Post Road	J. R. Sutherland	½	6	12 months	25 00
Ellershouse and Newport	W. M. Forrest.	6½	2	12 do	71 00
Ellershouse and Railway Station	J. McDonald	50 yds.	24	12 do	75 00
Elmsdale and Nine Mile River	J. Urquhart	7	2	12 do	89 60
Elmsdale and Railway Station	J. D. Scott	80 yds.	12	12 do	72 00
Emerald and Main Post Road	M. J. Tompkins.	3½	2	12 do	20 00
Enfield and Oldham	A. McDonald	3	6	12 do	100 00
Enfield and Railway Station	H. F. Donaldson	80 yds.	18	12 do	75 00
Enfield and Renfrew	A. McDonald	7	1	12 do	50 00
Englishtown and North Sydney	J. Old	27½	6	9 do (from July 1, '95)	562 50
Erimville and Roman Valley	P. E. Farrell	7	1	12 do	32 80
Essex and Port Hastings	C. McNeil	12	1	12 do	60 00
Estinere and Boom Platform	H. A. Archibald.	8¼	3	12 do	100 00
Etang du Nord and House Harbour	S. Patton	6	1	Season 1894	30 00
Eureka and Railway Station	H. Grant	½ & ¾	12	12 months	125 00
Fairview Station and Railway Station	E. McDonald	1	3	6 do (to Sept. 30, '95)	37 44
do do	J. Lightizer	1	3	6 do from do	37 44
Falkland and Herring Cove	T. Hayes	3	2	12 do	75 00
Falmouth Station and Railway Station	E. E. Armstrong	15 yds.	12	12 do	47 00
Falmouth Station and Upper Falmouth	L. Aker	10 rt.	3	3 do (to June 30, '95)	29 00
do do	do	10 rt.	3	9 do from do	112 50
Fauxbourg and Lunenburg	E. J. Steverman.	6½	1	12 do	65 00
Feltz South and La Have Cross Roads	W. Moser	7	1	12 do	30 00
Fenwick and Nappan Station	C. Ripley	3½	3	12 do	65 00
Ferguson Lake and Main Post Road	J. Ferguson	1	3	6 do (from Oct. 1, '95)	12 50
Fifteen Mile Stream and Trafalgar	J. Nelson	16	2	12 do	200 00
Fisherman's Harbour and Port Hillford	J. Bingley	11	3	12 do	123 00
Fletchers Station and Wellington Station	E. Lergie	¾	6	12 do	100 00
Folly Lake and Railway Station	N. McPherson	100 yds.	12	12 do	40 00
Forest Glen and Kingross	P. Stewart (Angus)	3	1	12 do	10 00
Forties Settlement and New Ross	A. M. Ross	5	2	12 do	90 00
Fort Lawrence and Railway Station	C. E. Baker	¼	12	12 do	100 48
Fort Lawrence and Upper Fort Lawrence	M. Chapman	2½	3	12 do	60 00
Fort Louisburg and Louisburg	M. Pope	3½	2	12 do	30 00
Foster's and Newburn	J. Veinot	5	1	12 do	39 00
Fouchie and Gaberouse	W. McDonald	12	3	12 do	240 00
Fouchie and Grand River	D. McLeod	30	3	12 do	448 00
Four Mile Brook and Six Mile Brook	J. D. McKay	2	3	12 do	59 00
Fox Harbour and Pugwash	F. Tuttle	11½	3	12 do	135 00
Framboise and North Framboise	L. McQueen	5	1	12 do	15 96
Framboise and Scirling	A. McDonald	4	2	11 do (from May 1, '95)	24 28
Fraser's Grant and Heatherton	A. McDougall	5	1	12 do	46 00
Fraser's Grant and New France	P. I. Pereault	1½	1	12 do	12 00
Frenchvale and North West Arm	B. Gouthro	7	1	9 do (to Dec. 31, '95)	20 25
do do	do	7	1	3 do from do	12 00
Frizzleton and Marsh Brook	J. Levis	4	3	12 do	21 00
Gaberouse and Gaberouse Bar-rachois	F. Bagnell	1½	2	12 do	42 00
Gaberouse and Gull Cove	A. Hardy	4	1	12 do	30 00
Gaberouse and Sydney	R. Martin	28	3	12 do	370 36
Gaberouse and Newtonville	R. Westcott	4	1	12 do	20 00

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Gaspereaux and Vesuvius.....	R. Westcott.....	19 r. t.	1	12 months.....	63 03
Gaspereaux and Wolfville.....	R. Forsyth.....	2½	6	12 do.....	97 00
George's River Station and Long Island Main.....	N. A. Handly..	2½	2	12 do.....	50 00
George's River Station and Railway Station.....	W. Almond.....	80yds.	3	12 do.....	24 96
George's River Station and Scotch Lake.....	D. McKinnon...	3½	2	12 do.....	50 00
Georgeville and Glebe Road.....	A. McInnis.....	15 r. t.	1	12 do.....	35 00
Gilbert Cove and Railway Station.	W. H. Melanson	3½ & 3½	12	12 do.....	182 12
Gilbert Mountain and Halfway River Station.....	G. Rector.....	8	1	12 do.....	75 00
Gillander's Mountain and Middle River.....	C. McLennan...	4	1	12 do.....	20 50
Glasgow and Shunacadie.....	S. McKinnon...	4	2	12 do.....	35 00
Glassburn and Main Post Road.....	R. D. Chisholm.	½	3	12 do.....	24 00
Glen Bard and Railway Station...	J. McLean.....	1½	2	12 do.....	40 00
Glendale and Mabou.....	A. Boyd.....	22	2	12 do.....	393 00
Glendy and Mabou.....	W. McDonald...	3	6	12 do.....	75 50
Glengarry and Port Hood.....	J. McDonnell...	8 & 10	1	12 do.....	39 00
Glengarry Station and Pleasant Valley.....	A. Nicholson...	28½ r. t.	3	12 do.....	234 00
Glengarry Station and Ry. Station.	D. Graham.....	100yds.	12	12 do.....	50 00
Glen Margaaet and Head of Margaret's Bay.....	G. Dauphinee...	12	6	3 do (to June 30, '95)	110 00
do do.....	W. Maher.....	12	6	9 do from do.....	240 00
Glen Margaret and Peggy's Cove.	J. Miller, sr....	9	6	12 do.....	278 00
Goff's and Waverley.....	M. D. Goff.....	11	1	12 do.....	52 00
Goldenville and Sherbrooke.....	M. McGrath....	2½	3	12 do.....	65 00
Gore and Maitland.....	G. Tucker.....	20	3	12 do.....	405 00
Gore and Mount Uniacke.....	B. C. Crowe....	27	3	12 do.....	455 00
Gore and Newport.....	A. Harvie.....	41 r. t.	3	12 do.....	360 00
Gore and Shubenacadie (via. Blois Road).....	A. Densmore...	45 r. t.	1	12 do.....	133 44
Gora and Shubenacadie (via. North Salem).....	do.....	42 r. t.	1	12 do.....	127 00
Goshen and North End Lochaber.	A. Manson.....	7	3	12 do.....	128 56
Graham's Siding and Ry. Station..	T. A. Brenton...	150yds.	6	12 do.....	30 00
Grand Anse and Grandique Ferry.	A. McPherson...	3	6	12 do.....	80 00
Grandique Ferry and Lennox Ferry.	G. M. Shaw.....	¾	6	12 do.....	600 00
Grandique Ferry and West Arichat.	A. McDonald...	10	6	12 do.....	480 00
Grand Lake Station and Ry. Station.	Mrs. C. Nichols.	300yds.	12	12 do.....	35 00
Grand Narrows Rear and Iona.....	A. McDonald...	5	1	12 do.....	45 00
Grand Narrows and Railway Station.	E. A. McNeil...	½	12	12 do.....	35 00
Grand Pre and Long Island.....	A. Fullerton...	2½	3	12 do.....	80 00
Grand Pre and Railway Station.....	A. Borden.....	½	12	3 do (to June 30, '95)	25 00
do do.....	E. McLatchy...	¾	12	9 do from do.....	75 52
Grand River and Grand River Falls.	A. McKillop....	4½	1	12 do.....	25 00
Grand River and St. Peters.....	P. J. Kyte.....	17	6	12 do.....	349 00
Granton and Westville.....	J. R. Crockett..	7	2	12 do.....	83 24
Granville Ferry and Victoria Beach.	W. A. Piggott..	17	6	12 do.....	367 08
Great Village and Londonderry Station.....	A. S. Kent.....	4	12	12 do.....	300 00
Great Village and Lower Five Islands.....	J. W. Brodrick.	20½	6	12 do.....	899 00
Greenfield and Middlefield.....	J. E. Tibert....	5	2	12 do.....	47 50
Greenfield and Valley Station.....	R. McKenzie....	5½	2	12 do.....	70 00
Green Harbour and Main Post Road.	A. E. Enslow, jr.	2	3	12 do.....	58 00
Green Hill and Westville.....	J. R. McLean...	6	3	12 do.....	90 00
Greenville and Main Post Road.....	J. D. McIntosh.	1½	2	9 do (from July 1, '95)	15 00
Greenville and Lower Greenville...	H. G. Purdy....	3½	1	9 do (to Dec. 31, '95)	15 00
Greenville and Westchester.....	S. A. Purdy....	17 r. t.	2	9 do (to Dec. 31, '95)..	87 63
Greenville Station and Henderson Settlement.....	W. R. Henderson	5	3	9 do (to Dec. 31, '95)..	51 00
do do.....	J. S. Mitchell...	5	3	3 do (from Dec. 31, '95)	12 25

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Greenville Station and Middleboro.	J. S. Mitchell...	10	3	9 mos. (to Dec. 31, '95).	74 76
do do	C. A. Fountain...	10	3	3 do from do	20 50
Greenville Station and North Greenville	W. Embrie.....	6	2	12 do	78 00
Greenville Station and Railway Station	J. S. Forshner...	50 yds.	12	12 do	74 64
Grindstone Island, Etang du Nord and House Harbour	J. Patton.....	4 & 2	1	12 do	48 00
Grosses Coques and Railway Station	T. LeBlanc.....	4	12	12 do	260 62
Grosvenor and Railway Station	M. O'Neill.....	5	3	12 do	100 00
Gunning Cove and McNutt's Island.	S. H. Perry.....	3½	1	9 do (to Dec. 31, '95).	15 00
do do	A. J. Snow.....	3½	1	3 do from do	5 00
Guysboro' and Heatherton	D. D. Harrington	26	6	12 do	1,378 00
Guysboro' and Salmon River Lake Settlement.	E. H. Carritt...	13	3	12 do	160 00
Half Island Cove and White Head.	R. Diggdon.....	13	6	12 do	382 88
Halfway River Station and Harrison Settlement.	J. Harrison.....	7	2	12 do	94 00
Halfway River Station and Railway Station	F. Fullerton...	5	12	12 do	50 00
Halifax and Branch P. O. (Morris street).	L. J. Mylius....	¾	18	11 do (from May 1, '95)	91 66
Halifax and Branch P. O. (Gottinger street)	J. Slaunwhite ..	1	18	12 do	90 00
Halifax and Lower Prospect.	G. H. Slaunwhite.	22½	1	12 do	84 00
Halifax and Mahone Bay	G. Blair.....	62	6	12 do	3,100 00
Halifax and Prospect.	J. Walsh.....	21	2	12 do	125 00
Halifax and Railway Station	E. Fishwick....	1¼	as req.	12 do	1,000 00
Halifax and Sambro.	J. Smith.....	21½	2	12 do	100 00
Halifax and West River Sheet Harbour.	H. W. Quinn....	80	3	12 do	1,387 60
Halifax and Wharf	S. Cunard & Co.			Season 1895-96.	267 50
do do	Sundry persons.			Special trips	5 75
Halifax and Station.	J. Tobin.....			Special trip.	0 50
Halifax Letter Carriers' Service	N. S. Power Co. (Ltd)			2,000 tickets	60 00
do do	Halifax Street Railway Co.			1,500 do	45 00
do do	Halifax Electric Tramway Co. (Ltd)			1,000 do	30 00
Hansford and Main's Road.	J. Duncan.....	2½	2	12 months	38 25
Hantsport and Lockhartville	B. Nason.....	3	3	12 do	74 00
Hantsport and Railway Station.	S. H. Mitchner..	17	24	12 do	68 00
Harbour au Bouche and Railway Station	M. Levangie....	2½	12	12 do	78 00
Harbourville and Railway Station	G. Collins.....	11¼	2	1 do (to April 30, '95).	8 33
do do	do	11¼	3	11 do from do	137 50
Harmony Mills and Westfield.	W. C. Harlow ..	4	1	12 do	22 00
Hay Cove and Loch Lomond	J. McKenzie ..	12 & 12½	3	12 do	152 10
Hay River and Mount Young.	A. S. McKinnon	1½	2 & 3	12 do	30 00
Hazel Hill and Little Dover.	P. Sampson....	4	1	12 do	30 00
Head of Indian Harbour Lake and Sherbrooke.	J. S. Cameron...	41 r. t.	3	12 do	224 64
Head of Jeddore and West Jeddore.	J. A. Blakeney..	6	3	12 do	112 48
Head of River Hebert and River Hebert.	J. O. Scott.....	5	3	12 do	88 00
Head of South River Lake and Salmon River Lake Settlement.	R. Flynn.....	15	3	12 do	117 48
Head of Tatamagouche Bay and Tatamagouche.	W. Dobson.....	5	3	12 do	130 00

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Head of Tatamagouche Bay and West Tatamagouche	G. Slade	3	1	12 months	15 00
Head of Wallace Bay (North Side) and Pugwash Junction Station	M. K. Dotten	5	3	12 do	100 00
Heathbell and Scotsburn Station	D. Cameron	3	3	12 do	76 25
Heatherton and Railway Station	D. D. Harrington	$\frac{1}{2}$	12	12 do	49 48
Heatherton and Summerside	D. Boudroit	3	1	12 do	27 72
Hebron and Railway Station	G. F. Moses	$\frac{1}{2}$	12	12 do	75 00
Hectanooga and Railway Station	J. A. Blackadar	50 yds.	12	12 do	40 00
Hemford and Pleasant River	J. Zink	7	1	12 do	35 00
Hilden and Railway Station	G. Riese	$\frac{1}{2}$	12	8 do (to Nov. 30, '95).	33 33
do do	M. A. Brown	$\frac{1}{2}$	12	4 do from do	16 66
Hillaton and Railway Station	M. Percy	500 yds.	24	12 do	62 80
Hill Grove and Railway Station	S. Thomas	4	3	12 do	40 00
Hodson and River John	W. Gammon	10	3	12 do	124 00
Horneville and South Head Cove Bay	H. Spencer	9	1	12 do	40 00
Hopewell and Railway Station	E. Maclean	$\frac{1}{2}$	12	12 do	49 00
Hopewell and Trafalgar	J. McDonald	16 $\frac{1}{2}$ & 2 $\frac{1}{2}$	2 & 1	12 do	150 00
Horton Landing and Railway Station	F. G. Curry	$\frac{1}{2}$	12	12 do	100 48
House Harbour and South Beach	P. Bourques	5	1	Season 1895	20 00
Indian Point and Mahone Bay	J. Ernst	5	1	12 months	30 00
Inglesville and Lawrencetown	H. Daniels	7	2	12 do	69 00
Iona and McNeils Vale	D. McNeil	8	2	8 do (from Aug. 1, '95)	61 34
Iona and Railway Station	R. A. McNeil	$\frac{1}{2}$	12	12 do	50 00
Irish Cove and Lake Uist	E. Morrison	7	2	12 do	45 00
Iron Ore and Sunnybrae	J. McDonald	4	1	12 do	26 00
Iron Rock and Railway Station	J. G. Fraser	$\frac{1}{2}$	12	12 do	40 00
Isaac's Harbour and Antigonishe Railway Station	C. Grant	50	6	3 do (to June 30, '95).	433 75
Isaac's Harbour and Isaac's Harbour, east side	S. McMillan	$\frac{1}{2}$	12	12 do	124 00
Isaac's Harbour, east side and New Harbour	A. McDonald	12	1	12 do	84 00
Ivera and Upper Settlement Middle River	M. McRae	2	2	11 do (from May 1, '95)	22 91
Jacksonville and North Sydney	J. B. Jackson	3 $\frac{1}{2}$	6	12 do	100 00
James River and James River Station	D. Chisholm	3	2	12 do	50 00
James River Station and Morvan	J. McDonald	9	3	12 do	170 00
James River Station and Railway Station	do	100 yds.	12	12 do	72 00
Jamesville and McKinnons Harbour	M. McDonald	2	3	12 do	39 00
Jauvrin's Harbour and West Arichat	P. Dorey	7	2	6 do (to Sept. 30, '95).	50 00
do do	H. G. Nicolle	7	2	6 do from do	45 00
Joggin's Bridge and Railway Station	W. H. Randall	$\frac{1}{2}$	12	12 do	80 11
Joggin's Mines and Lower Cove	P. P. Burke	3	6	9 do (to Dec. 31, '95).	149 25
do do	C. Melanson	3	6	3 do from do	49 75
Joggin's Mines and Railway Station	F. E. Burke	$\frac{1}{2}$	12	9 do (to Dec. 31, '95).	70 50
do do	A. Brine	$\frac{1}{2}$	12	3 do from do	20 28
Jordan Bay and Shelburne	E. D. Hogg	5 & 17 r. t.	6 & 3	12 do	189 00
Jordan Branch and Shelburne	W. G. Swineburg	3 $\frac{1}{2}$	3	12 do	40 00
Judique and Upper South West Mabou	Mrs. E. McDonnell	11	2	12 do	100 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kempt and New Grafton.....	J. C. Wilson.....	3½	1	12 months.....	22 48
Kempt Head and Upper Kempt Head.....	M. McKenzie.....	3	2	12 do.....	42 00
Kennetcook Corner and Noel.....	J. Murray.....	20 r.t.	2	12 do.....	80 00
Kennington Cove and Louisburg.....	J. McLean.....	6	1	12 do.....	40 00
Kentville and Railway Station.....	Mrs. E. E. Eaton.....	200 yds.	36	12 do.....	225 00
Kerrowgare and Low Moor.....	J. McDonald.....	4	1	12 do.....	20 00
Kerrowgare and Sunnysbrae.....	D. K. McDonald.....	4	2	12 do.....	46 00
Kewstoke and Whycomagh.....	A. MacQuien.....	7½	1	12 do.....	45 00
Kingsburg and Lunenburg.....	E. J. Steverman.....	31 r.t.	1	12 do.....	340 52
Kingsport and Medford.....	W. West.....	1½	1	12 do.....	40 00
Kingsport and Railway Station.....	A. G. Donald.....	100 yds.	3	12 do.....	60 00
Kingston Station and Melvern Square.....	J. Randall.....	2½	3	do (to June 30, '95).....	32 50
do do.....	A. C. Vanbuskirk.....	2½	6	9 do from do.....	93 00
Kingston Station and North Kingston.....	do.....	9 & 15 r.t.	6	12 do.....	80 00
Kingston Station and Railway Station.....	J. F. Reagh.....	100 yds.	1 & 2	12 do.....	31 40
Kingston Station and Tremont.....	F. A. Gates.....	16 & 4 r.t.	12	12 do.....	104 00
LaHave Island and West Dublin.....	J. H. Remby.....	5	1	12 do.....	85 00
Lake Ainslie, South Side and Lewis Mountain.....	N. Martin.....	4	1	3 do (to June 30, '95).....	4 00
do do.....	do.....	4	2	9 do from do.....	24 00
Lake Ainslie, South Side and Strathlorne.....	A. H. McKay.....	17	2	2 do (to May 31, '95).....	18 33
do do.....	do.....	17	3	10 do from do.....	137 50
Lake Annis and Railway Station.....	G. A. Cossar.....	40 yds.	6	12 do.....	28 00
Lakelands and Railway Station.....	J. E. Brown.....	½	6	12 do.....	100 48
Lake Ramsay and New Ross.....	G. Ross.....	5	2	12 do.....	40 00
Lakevale and West Lakevale.....	H. Wallace.....	3	4	12 do.....	55 00
Landor and Lower Stewiacke.....	R. J. Pollock.....	4½	2	12 do.....	31 00
Langilles and Lower Northfield.....	D. Godrey.....	3	1	12 do.....	35 00
Langilles and Railway Station.....	W. Lowe.....	½	2	12 do.....	35 00
L'Anse à la Cabane and Magdalen Islands.....	W. Cormier.....	8½	2	Season 1895.....	60 00
Laplund and Newcomb.....	S. Demon.....	20 r.t.	1	12 months.....	56 64
Lawrencetown and Mineville.....	J. Conrad.....	5	1	3 do (to June 30, '95).....	7 50
do do.....	C. E. Crook.....	5	1	9 do from do.....	27 00
Lawrencetown and Nictaux Corner.....	H. Daniels.....	16 r.t.	3	12 do.....	69 64
Lawrencetown and Out: am.....	Z. Elliott.....	11½	2	12 do.....	99 00
Lawrencetown and Railway Station.....	H. T. James.....	¼	12	12 do.....	74 00
Lawrencetown and West Lawrence-town.....	S. J. Hiltz.....	4	1	12 do.....	30 00
Leamington and Spring Hill.....	J. E. Nelson.....	4	2	12 do.....	70 00
Leitches' Creek and Upper Leitches' Creek.....	A. Beaton.....	5	1	12 do.....	35 00
Lewis Bay and Marion Bridge.....	N. McDonald.....	32 r.t.	3	12 do.....	218 40
Lewis Bay and Upper Grand Mira.....	N. Campbell.....	5	3	12 do.....	25 00
Linden and Pugwash.....	K. Hunter.....	10	3	11 do (from May 1, '95).....	137 50
Lingan and Sydney.....	J. O'Callaghan.....	35 r.t.	6	12 do.....	399 00
Linwood and Railway Station.....	T. W. Kinney.....	2	12	12 do.....	100 00
Liscomb Mills and West Liscomb.....	L. F. Langilles.....	5½	2	12 do.....	80 00
Little Bass River and Pleasant Hills.....	D. McLaughlin.....	5	2	12 do.....	41 00
Little Bras d'Or and Point Aconi.....	D. J. Walker.....	7	1	12 do.....	50 00
Little Glace Bay and Steamer.....	M. E. McNeil.....			Special service.....	0 45
Little Glace Bay and Sydney.....	do.....			do.....	3 00
Little Harbour and New Glasgow.....	M. McKenzie.....	6	3	12 months.....	85 00
Little Harbour and Reidway.....	S. J. Reid.....	4	1	12 do.....	25 00
Little Judique and Rear Little Judique.....	D. McMillan.....	4	2	12 do.....	30 00
Little Pond and Sydney Mines.....	J. Peck.....	4	1	12 do.....	25 00

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Little River and Oxford.....	A. Baird.....	4	2	12 months.....	50 00
Liverpool and Milton.....	A. L. West.....	3	12	12 do (and arrears).....	217 50
Liverpool and Port Medway.....	A. Little.....	10 & 13	3	12 do.....	360 00
Liverpool and Western Head.....	A. A. Shand.....	7	3	12 do.....	195 00
Loch Broom and Railway Station.....	R. McLeod.....	7	3	12 do.....	30 00
Loch Lomond and Sterling.....	A. McDonald.....	7	1	1 do (to Apr. 30, '95).....	2 20
Logan's Tannery and Ry. Station.....	T. Dunn.....	4	6	12 do.....	33 00
Londonderry Station and Railway Station.....	D. Giddens.....	200 yds.	12	12 do.....	60 00
Lourdes and Railway Station.....	A. McDonald.....	4	12	12 do.....	50 00
Lovat and West River.....	H. McKenzie.....	5	3	12 do.....	78 74
Lower Canard and Port William Station.....	J. L. Bishop.....	7	6	12 do.....	225 00
Lower Five Islands and Lynn.....	S. H. Webb.....	6	2	9 do (to Dec 31, '95).....	43 50
do do.....	do.....	6	2	3 do from do.....	20 00
Lower Five Islands and Parrsboro' Lower Greenville and Westchester Station.....	J. W. Brodrick.....	13	6	12 do.....	340 00
Lower L'Ardoise and Point Michaud	A. G. Purdy.....	3 1/2	1	3 do (from Jan. 1, '96).....	5 00
Lower Meagher's Grant and Meagher's Grant.....	T. Brymer.....	4	1	12 do.....	18 00
Lower Meagher's Grant and Musquodboit Harbour.....	W. McCurdy.....	2 1/2	3	12 do.....	60 00
Lower Onslow and Truro.....	G. Rowlings.....	14	1	12 do.....	70 00
Lower River Hébert and Maccan.....	J. G. Miller.....	22 rt.	3	12 do.....	200 00
Lower River Inhabitant and Point Tupper.....	C. Carter.....	9 1/2	3	12 do.....	141 08
Lower Ship Harbour and Ship Harbour Lake.....	D. Cameron.....	15	3	12 do.....	250 00
Lower Ship Harbour East and Main Post Road.....	J. W. Webber.....	23 rt.	3	12 do.....	190 00
Lower Stewiacke and Ry. Station.....	T. Keating.....	2	3	12 do.....	40 00
Lower Stewiacke and Ramsay.....	R. J. Pollock.....	1/2	24	12 do.....	160 00
Lower Stewiacke and Wittenburg.....	W. Ramsay.....	5	1	12 do.....	28 00
do do.....	W. I. Boomer.....	20 rt. 23			
do do.....	E. H. McGregor.....	do	2 & 1	5 do (to Aug. 31, '95).....	64 58
do do.....			2 & 1	7 do from do.....	90 42
Lower Wentworth and Wentworth Station.....	B. E. Steves.....	8	3	3 do (to June 30, '95).....	24 75
do do.....	A. Bigney.....	8	3	9 do from do.....	66 75
Lower West Jeddore and West Jeddore.....	L. Blakeney.....	3	1	12 do.....	20 00
Lower West Pubnico and Pubnico Harbour.....	A. E. Carland.....	9	3	12 do.....	194 00
Lunenburg and Railway Station.....	I. J. Hirtle.....	1/2	20	12 do.....	200 00
Lunenburg and Second Peninsula.....	E. Mason.....	5	1	12 do.....	40 00
McAdam's Lake and Steele's Lake.....	P. McKinnon.....	4	1	6 do (to Sept. 30, '95).....	10 00
do do.....	J. McDonald.....	4	1	6 do from do.....	10 00
McAulay's and Peter's Brook.....	A. McLeod.....	3	1	12 do.....	30 00
McCallum Settlement and Upper North River.....	A. McCallum.....	3	3	12 do.....	70 00
McCarthy's and Spry Bay.....	W. A. McCarthy.....	2 1/2	3	12 do.....	70 00
McIntyre's Lake and Rear Hawkesbury.....	J. Duff.....	3	3	8 do (from Aug. 1, '95).....	26 66
McIntyre's Lake and Ry. Station.....	D. McIntyre.....	4	6	12 do.....	25 00
McIntyre's Lake Station and Sydney.....	J. Morrison.....	9 1/2	6	12 do.....	8,505 00
McIntyre's Mountain and Queensville.....	A. D. McIntyre.....	5	2	7 do (from Sept. 1, '95).....	29 16
McKinnon's Harbour and Railway Station.....	J. Y. Gillis.....	1/2	6	12 do.....	30 00
Mabou and Mabou Coal Mines.....	D. McDonald.....	8	3	6 do (to Sept. 30, '95).....	45 00
do do.....	J. A. Beaton.....	8	3	3 do (to Dec. 31, '95).....	21 00
do do.....	D. McDonald.....	8	3	3 do from do.....	25 00

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DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Maccan and Railway Station	R. D. Roach	100 yds.	24	12 months	150 00
Mader's Cove and Mahone Bay	A. Lohnes	3	6	12 do	110 00
Mahone Bay and Oakland	J. Ernst	3	1	12 do	10 00
Mahone Bay and Railway Station	J. B. S. Zwicker	1	20	12 do	112 08
Mahone Bay and Upper New Cornwall	J. E. Dunn	13	1	12 do	89 48
Mahone Bay and Walden	C. Nass	14	1	12 do	40 00
Main à Dieu and Scatarie Island	M. McCuish	9	1	12 do	150 00
Maitland and Noël	J. Woodworth	12	6	6 do (to Sept. 30, '95).	154 50
do do	R. Webb	12	6	6 do from do	148 86
Maitland and Shubenacadie	T. Cox	20	6	6 do (to Sept. 30, '95).	270 00
do do	do	20	6	6 do from do	375 00
Malagash Point and Wallace	A. Mawby	31 r. t.	3	12 do	156 00
Malagawatch and Marble Mountain	M. McLeod	3	3	5 do (from Nov. 1, '95)	20 83
Malagawatch and River Dennis	K. McKenzie	8 & 5	3 & 2	12 do	179 00
Malagawatch and West Bay	M. McLeod	16	3	7 do (to Oct. 31, '95, and extra trips).	239 73
Malignant Cove and Merigomishe	W. J. McDonald	22½	6	12 do	800 00
Manganese Mines and Valley Station	J. Irving	6½	2	12 do	60 00
Marble Mountain and Ry. Station	A. McDonald	18	6	5 do (from Nov. 1, '95)	227 91
Margaree Forks and North-east Branch Margaree	A. G. McDonald	5	6	12 do	119 00
Margaretville and Middleton	A. P. Dodge	22 r. t.	3	12 do	194 00
Margaretville and Morden	J. Redgate	15	1	12 do	63 20
Marion Bridge and Trout Brook	N. Ferguson	5	1	12 do	25 00
Marion Bridge and Woodbine	W. A. McLean	6	2	8 do (from Aug. 1, '95)	26 66
Marshalltown and Railway Station	W. Marshall	1½	12	12 do	109 90
Marshy Hope and Railway Station	L. McDonald	100 yds.	3	12 do	30 00
Mattatall's Lake and Tatamagouche	A. Patriquin	9	1	12 do	50 00
Mavilette and Yarmouth	A. Bain	20	6	12 do	313 00
Meadows Road and Sydney Forks	S. Gillis	4	2	12 do	40 00
Meadowville Station and Railway Station	A. Fraser	½	12	12 do	45 60
Meadowville Station and Sundridge	H. Ross	4	3	12 do	78 00
Meadowville Station and Toney Mills	W. Fraser	4½	3	12 do	50 00
Meiklefield and Main Post Road	D. McInnis	2	2	12 do	40 00
Meiklefield and Woodfield	J. D. Meikle	4	1	12 do	20 00
Melford and River Dennis	D. Cameron	6	3	12 do	90 00
Melrose and Sunnybrae	H. E. Stewart	35	3	12 do	444 44
Merigomishe and Railway Station	J. W. Dunn	½	12	12 do	96 00
Meteghan and Railway Station	E. E. Sheehan	5½	12	12 do	200 00
Meteghan Station and Ry. Station	A. Geddry	½	12	12 do	40 00
Middleboro' and North Middleboro'	J. R. Chapman	2	3	12 do	25 00
Middle Musquodoboit and Moose River Gold Mines	G. H. Cameron	14	2	9 do (to Dec. 31, '95).	96 00
do do	J. Cameron	14	2	3 do from do	32 00
Middle Musquodoboit and Murchyville	J. Sprott	5	2	12 do	54 00
Middle Musquodoboit and South Branch	G. McLeod	12	1	12 do	75 00
Middle Musquodoboit and Wyse's Corner	W. McCurdy	27 r. t.	3	12 do	180 00
Middleton and Nictaux Falls	O. Barteaux	8	6	12 do	156 00
Middleton and Port George	R. G. Anderson	8	3	12 do	125 00
Middleton and Railway Station	D. Feindel	½	18	12 do	112 32
Milford Station and Railway Station	J. W. Wickwire	¼	12	12 do	62 80
Mill Road and New Ross	G. Ross	5	1	12 do	40 00
Minudie and River Hebert, West Side	T. Mack	7	6	12 do	315 00
Mira Gut and Port Morien	H. W. Spencer	25 r. t.	1	12 do	79 00
Monks Head and Pomquet Chapel	J. Morell	2½	3	12 do	45 00
Mooseland and Tangier	T. H. Hilshey	13	2	12 do	116 00
Morden and Victoria Harbour	W. Dempsey	3½	1	12 do	24 00

DETAIL of all payments for Mail Transportation in Nova Scotia Postal
Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Moser's River and West River Sheet Harbour	J. H. Dimock...	35	3	12 months	600 00
Mosherville and Rawdon	J. Britton	7	2	9 do (from July 1, '95)	48 75
Mossman's Grant and Northfield	H. Arenburg	2½	1	12 do	30 00
Mossman's Grant and Railway Station	W. S. Baker	100 yds.	2	12 do	20 00
Mountain Road and River John	H. Baillie	4	2	12 do	39 48
Mount Cusack and Sydney	H. Cusack	7	1	12 do	45 00
Mount Denson and Railway Station	M. J. Shaw	½	6	12 do	90 00
Mount Thom Settlement and Salt Springs	A. McKay	6	2	12 do	70 00
Mount Rose and Paradise Lane	C. Grant	5½	2	3 do (from Jan. 1, '96)	13 75
Mount Uniacke and Oland	E. Pentz	22 r. t.	2	12 do	120 00
Mount Uniacke and Railway Station	J. McLean	135 yds.	12	12 do	62 80
Munro's Bridge and Orangedale	H. A. Archibald	1½	2	12 do	25 00
Murphy and North East Branch Margaree	D. Young	4	3	9 do (from July 1, '95)	22 50
Musquodoboit Harbour and Peteswick Harbour	B. Young	6	3	12 do	65 00
Musquodoboit Harbour and Pleasant Point	R. J. Stevens	11	2	12 do	110 00
Musquodoboit Harbour and West Jeddore	J. A. Blakeney	10	.....	5 trips	2 40
Nappan Station and Railway Station	A. C. Barry	75 yds.	12	12 months	80 00
New Albany and Railway Station	H. L. Oakes	¾	2	12 do	26 55
New Campbellton and New Harris	D. Morrison	5	1	12 do	30 00
New Campbellton and North Sydney	L. Kehoe	20	3	3 do (to June 30, '95)	85 00
New Cumberland and West La Have Ferry	O. Corkum	9½ r. t.	1	12 do	33 48
New Edinburgh and Weymouth Bridge	A. Deveaux	5½	6	12 do	160 00
New Glasgow and Railway Station	J. W. Church	4	42&48	12 do	443 71
New Glasgow and Trenton	do	1½	12	12 do	200 00
New Harbour and White Head	W. Diggon	25	2	4 do (to July 31, '95)	98 00
do do	do	25	2	8 do from do	280 00
Newport and Newport Landing	G. Benedict	8 & 9	4 & 2	12 do	217 00
Newport and Newport Station	J. F. Rathbun	5	12	12 do	250 00
Newport and South Rawdon	J. W. Hennessy	24 r. t.	1	12 do	73 00
Newport and Upper Newport	R. G. Cochran	10½ r. t.	1	12 do	30 00
Newport and Walton	E. A. Bancroft	20	6	12 do	778 64
Newport Station and Railway Station	L. H. Sweet	12 yds.	24	12 do	50 00
New Ross and Vaughans	G. Ross	15	2	12 do	135 00
Newtown and South End Lochaber	M. Carroll	8	1	12 do	40 00
Newville and Railway Station	D. P. Young	20 yds.	12	12 do	18 84
Noël and Shubenacadie	R. Webb	32	1	6 do (to Sept. 30, '95)	69 50
do do	R. M. Sterling	32	1	6 do from do	59 29
Noël and Walton	J. Woodworth	14	6	12 do	381 00
North Ainslie and Main Post Road	H. McDonald	1	2	12 do	20 00
North East Branch Margaree and Upper Settlement Middle River	J. J. Ross	13	2	12 do	104 00
North End Lochaber and West Side Lochaber	J. A. Stewart	5	3	12 do	83 32
North Gut, St. Ann's and Main Post Road	N. McLeod	4	4	2 do (from Feb. 1, '96)	1 66
North Range Corner and Railway Station	C. B. McNeill	½	12	12 do	69 08
North Range Corner and South Range	J. E. Marshall	3	2	12 do	40 00
North River Bridge and South Gut St. Ann's	A. G. Morrison	14	2	12 do	108 16
North Range Bridge and Tarbot	A. Morrison	3	3	12 do	26 00
North Sydney and Railway Station	A. McDougall	½	12	12 do	125 60

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
North Sydney and Street Letter Box	J. Dooley	¼	18	12 months	94 20
North Sydney and Sydney Mines	N. McAulay	2	12	12 do	146 00
North West Arm and Rear Balls Creek	D. R. McKenzie	3	1	12 do	12 00
Norwood and Railway Station	D. A. Saunders	100 yds.	6	12 do	50 24
Nyanza and West Side Middle River	A. McLennan	4	2	12 do	35 00
Oakfield and Railway Station	J. W. Lawrie	¼	12	12 do	40 00
Oban and St. Peter's	R. Morrison	16 r. t.	2	3 do (to June 30, '95)	17 50
do do	J. Morrison	16 r. t.	2	9 do from do	52 50
Odin and Stewiacke Cross Roads	S. Deyarmond	8½	2	12 do	110 00
Old Bridgeport Mines and Main Post Road	F. J. Mitchell	1	6	12 do	60 00
Onslow Station and Railway Station	A. McCurdy	¼	12	12 do	60 00
Orangedale and Railway Station	H. A. Archibald	¼	12	12 do	80 00
Outer Island, Port Hood and Port Hood	W. D. Smith	3	3	12 do	40 00
Oxford and Oxford Junction Station	N. S. Thompson	3½	12	12 do	275 00
Oxford and Port Howe	L. Simpson	23 r. t.	3	8 do (to Nov. 30, '95)	130 00
Oxford and Railway Station	F. A. Black	¾	12	9 do (to Dec. 31, '95)	54 00
do do	N. S. Thompson	1	12	3 do from do	23 40
Oxford and Rockly	G. H. Lewis	10	2	11 do (to Feb. 29, '96)	81 58
do do	T. McLeod	10	2	1 do from do	7 42
Oxford Junction and Railway Station	Mrs. F. N. Tarris	160 yds.	12	12 do	30 00
Paradise Lane and Railway Station	H. W. Longley	½	12	12 do	80 00
Paradise Lane and Roxbury	W. Gormley	7	1	12 do	36 00
Parrsboro' and Railway Station	F. McAleese	½	12	12 do	157 00
Parrsboro' and Two Islands	T. W. McKay	6½	2	12 do	65 00
Pennant and Sambro	J. E. Tough	3	2	12 do	23 00
Pictou and Pictou Island	J. Currie	12	1	12 do	260 00
Pictou and Pictou Landing	G. J. Christie	1½	6	12 do	235 00
Pictou and S.S. Stanley	B. Flynn	.....	.....	Season 1895-96	52 20
Pictou and Railway Station	W. McDonald	¼	as req.	12 months	402 6c
Pictou and West River Station	T. G. Anderson	25½	6	12 do	480 00
Piedmont Valley and Railway Station	J. A. McDonald	¼	6	12 do	48 00
Pine Tree and Railway Station	R. Mitchell	1½	3	12 do	62 40
Pinevale and Salt Springs	J. Gillis	8	2	12 do	80 00
Piper Glen and Upper Margaree	J. Stewart	4	2	1 do (from Mar. 1, '96)	2 08
Pirate Harbour and Railway Station	R. Peeples	½	12	12 do	80 00
Pleasant Bay and Pollet's Cove	A. Moore, sr.	10	1	1 do (from Mar. 1, '96)	4 16
Pleasant Valley and Railway Station	L. Craig	1½	2	12 do	60 32
Plympton and Railway Station	L. Amero	3	3	12 do	135 00
Point Edward and Sydney	D. Beaton	4½ & 8	1	12 do	40 00
Pomquet Chapel and Railway Station	C. Duong	2	6	12 do	70 00
Porter's Lake and West Chezzetcook	L. Manette	4½	3	12 do	48 00
Port Hastings and Railway Station	H. A. Archibald	6½	12	12 do	522 00
Port Hastings and Railway Wharf	do	¼	12	12 do	157 00
Port Hastings and The Long Stretch	do	4½	1	12 do	40 00
Port Hood and Port Hood Island	J. Smith	1½	2	12 do	52 00
Port Joli and St. Catharines River	L. Robertson	6	1	12 do	60 00
Port Matoon and South-west Port Matoon	C. Theriau	4	1	12 do	32 00
Port Morien and Sydney	J. O'Callaghan	22½ & 4	6	12 do	580 40
Port Mulgrave and Railway Station	R. Trites	1	12	12 do	80 00
Port Philip and Pugwash	G. H. Lewis	4½	3	1 do (to April 30, '95)	5 08
Port Royal and West Arichat	A. McDonald	3	6	12 do	100 00

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Port Williams and Port William Station.....	J. L. Bishop.....	1	6	12 months.....	62 48
Port Williams and Town Plot.....	E. Burbidge.....	6 r. t.	6	12 do.....	125 00
Port William Station and Railway Station.....	F. E. Forsyth.....	12 yds.	24	12 do.....	62 60
Port William Station and White Rock Mills.....	J. L. Bishop.....	5	3	3 do (to June 30, '95).	16 75
do do.....	E. B. Bishop.....	5	3	9 do from do.....	58 50
Preston and Main Post Road.....	D. Deloughry.....	4	6	12 do.....	70 00
Princeport and Truro.....	J. D. Nelson.....	8, 23 and 16 r. t.	6, 2 & 1	7 do (to Oct. 31, '95).....	145 83
do do.....	A. Yuill.....	8, 23 and 16 r. t.	6, 2 & 1	5 do from do.....	160 00
Princeville and West Bay Road.....	R. McDonald.....	11 r. t.	3	12 do.....	120 00
Pugwash and Pugwash River.....	D. H. Fraser.....	6	3	12 do.....	83 00
Pugwash and Railway Station.....	M. Chapinan.....	½	12	12 do.....	100 00
Quinan and Tusket.....	J. B. Minse.....	12	2	12 do.....	75 00
Rawdon and Walkerville.....	W. I. Walker.....	4	2	3 do (to June 30, '95).	11 25
Rear Black River and West Bay.....	M. Morrison.....	4	2	12 do.....	72 00
River Bourgeoise and River Tear.....	M. Boudriot.....	3	6	12 do.....	94 00
Riverdale and Weymouth Bridge.....	J. E. Wagoner.....	10	1	12 do.....	34 00
River Dennis and Railway Station.....	H. A. Archibald.....	1½	12	12 do.....	90 00
River Hebert and River Hebert Station.....	T. A. Lowther.....	1½	12	12 do.....	200 00
River John and Railway Station.....	W. Ganmon.....	1	12	12 do.....	100 00
River John and Welsford.....	A. Cameron.....	3	3	12 do.....	24 00
Riversdale and Railway Station.....	D. Fraser.....	1½	12	12 do.....	44 00
Riversdale and Upper Kempton.....	K. J. McLean.....	8½	2	12 do.....	163 20
Rockingham and South Ohio.....	J. E. Allen.....	20	3	12 do.....	325 00
Rockingham Station and Railway Station.....	W. Davidson.....	½	12	12 do.....	80 00
Roman Valley and St. Andrews.....	P. E. Farrell.....	15	3	12 do.....	166 00
Roseburn and Whyccomagh.....	J. D. McLeau.....	8	1	12 do.....	29 50
Round Hill and Railway Station.....	J. A. Whitman.....	40 yds.	12	12 do.....	62 80
St. Andrews and Upper Springfield.....	L. Cameron.....	5 & 9½	1	6 do (to Sept. 30, '95).	54 36
do do.....	W. Duggan.....	10	2	6 do from do.....	30 00
St. Pauls and Railway Station.....	W. McDonald.....	4	12	12 do.....	60 00
St. Peters and West Bay.....	H. McDougall.....	28	3	12 do.....	400 00
Sable River and Swansburg.....	W. E. Herkins.....	10½	3	12 do.....	200 00
Salem and Stanley.....	H. Logan.....	2	2	12 do.....	40 00
Salt Springs Station and Railway Station.....	J. W. Black.....	20 yds.	12	12 do.....	25 12
Sandford and Yarmouth.....	A. Bain.....	20 rt.	2	12 do.....	105 00
Saulnierville and Railway Station.....	M. A. Comeau.....	1¾	12	12 do.....	141 30
Saulnierville Station and Railway Station.....	B. C. Comeau.....	¾	6	12 do.....	31 40
Scotch Village and Woodville.....	S. Cochrane.....	10 rt.	1	12 do.....	45 00
Scotsburn Station and Railway Station.....	D. McKay.....	50 yds.	12	12 do.....	53 10
Scotsburn Station and Upper Scotsburn.....	G. W. Campbell.....	4	3	12 do.....	50 00
Scotsville and Upper Margaree.....	H. McKay.....	3	2	12 do.....	30 00
Shad Bay and Whites (Prospect Road).....	M. Burke.....	2	4	12 do.....	45 00
Sheffield Mills and Railway Station.....	W. L. Harris.....	¾	12	12 do.....	60 00
Shelburne and Upper Ohio.....	E. D. Hogg.....	38 rt.	1	12 do.....	82 00
Sherbrooke and West River Sheet Harbour.....	J. S. Cameron.....	60	3	12 do.....	750 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Shubenacadie and Railway Station.	A. Kirkpatrick...	100 yds.	42	6 mos. (to Sept. 30, '95).	110 82
do do	E. McKenzie...	100 yds.	42	6 do from do	90 00
Shubenacadie and Upper Nine Mile River.	J. W. Densmore.	33 rt.	1	12 do	100 00
Shunacadie and Railway Station.	S. McKinnon...	$\frac{1}{2}$	6	12 do	30 00
Six Mile Road and Wallace Station.	A. Benjamin...	3	3	12 do	31 86
Skye Mountain and Whycomagh.	A. G. Nicholson.	6	1	12 do	32 00
Sluice Point and Surette Island.	J. Moulasong...	2	1	12 do	30 00
Sluice Point and Tusket.	A. J. Lent...	6	1	12 do	40 00
Smith's Cove and Railway Station.	E. W. Potter...	$\frac{1}{2}$ & $\frac{1}{2}$	12	12 do	71 50
Sober Island and Watt Section Sheet Harbour.	J. Wesell.	6	3	12 do	100 00
Somerset and Railway Station.	G. W. Kinsman.	2 $\frac{1}{2}$	4 & 3	12 do	53 94
Southampton and Railway Station.	G. S. Davidson.		12	12 do	70 64
South Branch and Upper Stewiacke.	J. J. Andrews...	19 rt.	3	12 do	109 00
South Farmington and Railway Station.	T. A. Pearson...	$1\frac{1}{2}$	12	12 do	90 00
South Farmington and Torbrook Mines.	G. E. Spurr...	3	3	12 do	50 00
South Harbour and White Point.	J. McPherson...	9	2	12 do	95 00
South Merland and Tracadie.	T. Delorey...	8	1	12 do	52 00
South Ohio and Railway Station.	W. Crosby...	$\frac{1}{2}$	12	12 do	53 38
South West Margaree and Upper Margaree.	A. McDonald...	5	2	12 do	41 92
Springfield and Railway Station.	S. P. Grimm...	$\frac{1}{2}$	6	12 do	65 00
Spring Hill and Railway Station.	J. Anderson...	$\frac{1}{2}$	24	8 do (to Nov. 30, '95).	164 96
do do	A. Ross...	$\frac{1}{2}$	24	4 do from do	66 56
Spring Hill and Windham Hill.	F. Shurman...	7	2	12 do	99 48
Spring Hill Junction and Railway Station.	J. A. Dunn...	$\frac{1}{2}$	12	12 do	69 24
Springville and Railway Station.	J. Holmes...	$\frac{1}{2}$	12	12 do	75 00
Stellarton and Railway Station.	J. D. McDonald.	$\frac{1}{2}$	30	12 do	176 33
Stoddards and Railway Station.	C. W. Stoddart.	$\frac{1}{2}$	2	12 do	31 04
Strathlorne and Whycomagh.	J. A. McKinnon	26	3	12 do	342 00
Street's Ridge and Thomson Mills.	W. E. Lockhart.	20 $\frac{1}{2}$ rt.	6	12 do	285 03
Sunnybrae and Railway Station.	T. McDonald...	$\frac{1}{2}$	12	12 do	50 00
Sydney and Railway Station.	J. McKinnon...	$\frac{1}{2}$	12	12 do	157 00
Sydney and Wharf.	J. McKinnon...			Special service	1 00
do do	Bras D'or Steam Nav. Co.			do	1 95
Tatamagouche and Railway Station.	W. B. McLellan	$\frac{1}{2}$	12	12 months	75 00
Tatamagouche and Tatamagouche Mountain.	D. Menzie...	18 $\frac{1}{2}$ rt.	3	12 do	175 00
Tatamagouche and The Falls.	J. H. Lombard.	16 rt.	3	12 do	186 64
Tatamagouche and West New Annan.	D. Menzie...	6 $\frac{1}{2}$	3	12 do	100 00
Thomson's Station and Ry. Station.	C. Armour...	$\frac{1}{2}$	12	12 do	56 52
Thomson's Station and Westchester.	E. J. Purdy...	13	2	12 do	150 00
Tidnish Bridge and Main Post Road.	D. Amos...	1	6	12 do	62 40
Torbrook and Torbrook Mines.	W. Brown...	1 $\frac{1}{2}$	2	3 do (to June 30, '95).	10 00
do do	do	3	2	9 do from do	45 00
Torbrook and Tremont.	G. W. Wheelock	5 $\frac{1}{2}$	1	12 do	49 48
Tracadie and Railway Station.	P. Delorey...	$\frac{1}{2}$	12	12 do	60 00
Truro Ry. Station and Street Letter Boxes.	C. B. Archibald.	$\frac{1}{2}$ & $\frac{1}{2}$	60 & 18	12 do	400 00
Truro Ry. Station, Letter Box and Postal Cars.	I. G. Miller...	50 yds.	36	12 do	50 00
Truro and Upper Brookside.	G. McKay...	5	2	6 do (from Oct. 1, '95)	20 00
Tupperville and Railway Station.	D. S. Chipman...	$\frac{1}{2}$	12	12 do	50 00
Tusket Wedge and Yarmouth.	B. LeBlanc...	12	6	12 do	200 00
Upper Clements and Ry. Station.	F. Williams...	$\frac{1}{2}$	12	12 do	50 00
Upper Dyke Village and Ry. Station.	R. Harris...	3	12	12 do	118 00

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Upper Musquodoboit and West River Sheet Harbour	J. S. Stewart	26	3	12 months	394 00
Upper Newport and Woodville	O. R. Sweet	1½	1	12 do	20 00
Valley Station and Railway Station	M. A. Johnson	600 yds.	12	7 do (to Oct. 31, '95)	43 75
do do	A. Christie	600 yds.	12	5 do from do	26 00
Wallace and Railway Station	B. Betts	2	12	12 do	180 00
Wallace and Wallace Bridge	do	2	6	12 do	100 00
Wallace Grant and Wallace Station	R. H. Tingley	4	3	12 do	49 60
Wallace Station and Ry. Station	J. F. Allan	½	6	12 do	30 00
Waterville and Railway Station	I. S. Pineo	100 yds.	12	12 do	50 00
Waterville and South Waterville	R. D. Pineo	11 rt.	1	12 do	28 00
Waverley and Windsor Junction	J. Otto	3	6	12 do	130 00
Wentworth Creek and Windsor	J. Trider, sr.	2½	3	12 do	70 00
Wentworth Station and Ry. Station	A. Barclay	135 yds.	12	12 do	60 00
West Bay and Railway Station	P. McFarlane	5	6	9 do (to Dec. 31, '95)	97 71
West Branch River John and Scotsburn Station	W. A. Berry	14	6	12 do	460 00
Westbrook and Railway Station	N. F. Taylor	1	12	12 do	120 88
Westbrook Mills and Ry. Station	M. Roscoe	1	12	12 do	100 00
Westchester and Westchester St'n	S. A. Purdy	17 rt.	2	3 do (from Jan. 1, '96)	29 21
Westchester Station and Railway Station	I. O'Brien	20 yds.	12	12 do	31 40
West Merigomishe and Ry. Station	J. R. McDonald	1	6	6 do (to Sept. 30, '95)	20 41
do do	J. Olding	1	6	6 do from do	20 41
West Newdy Quoddy and Main Post Road	M. T. Leary	¼	6	12 do	10 00
West River Station and Ry. Station	E. M. Fraser	75 yds.	12	12 do	60 00
Westville and Railway Station	J. Maxwell	¼	24	9 do (to Dec. 31, '95)	90 00
do do	J. Johnston	¼	24	3 do from do	28 17
Weymouth and Railway Station	C. D. Jones	1½	12	12 do	156 00
Weymouth Bridge and Ry. Station	G. J. Hoyt	¼	12	12 do	40 00
Whycomagh and Railway Station	H. A. Archibald	10	6	12 do	300 00
Wilmot and Railway Station	L. H. Elliott	1½	12	12 do	95 00
Windsor and Railway Station	P. T. Burnham	¼	24	12 do	312 00
Windsor Junction and Ry. Station	P. Hessian	¾	36	12 do	80 00
Windsor Junction, Halifax, Annapolis and Moncton Postal Cars	do	20 yds.	6	12 do	60 00
Wolfville and Railway Station	G. V. Rand	¼	24	12 do	100 00
Woodburne and Railway Station	D. Ballentyne	1½	2	12 do	50 00
Yarmouth and Railway Station	A. Bain	¾	12	12 do	149 00
Yarmouth and Street Letter Boxes	A. P. Hood	2 rt.	12	12 do	120 00
Charge of Prince Edward Island Mails at Pictou	E. McPhail			Seasons 1895-1896	50 00
Bay Bulls and St. Johns'	Postmaster Gen. of Newfound'd			Special service owing to ice blockade of steamship "Capulets."	30 00
				Total	\$139,173 30

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

Postmaster General's Report.

OTTAWA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division
made within the year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alexandria and Kirkhill.....	D. H. McMillan	11	6	12 months.....	250 00
Alexandria and McCrimmon.....	L. Lacombe	9	6	12 do.....	240 00
Alexandria and Railway Station (C. A.).....	A. J. McDonald	1	24	11 do 12 days (to Mar. 12, '96).....	106 83
do do.....	do	1	30	19 days from do.....	7 31
Alexandria and Green Valley Rail- way Station.....	A. McMullan	4	12	12 months.....	175 00
Alfred and Montebello.....	L. Larocque	9	6	12 do.....	200 00
Alice and Pembroke.....	H. Tabbert	11	1	12 do.....	50 00
Allumette Island and Pembroke.....	J. J. McGuire	7	2	12 do.....	110 00
Almonte and Carleton Place.....	W. Lawson	8	12	12 do.....	190 00
Almonte and Clayton.....	J. Khull	10	6	6 do (to Sept. 30, '95).....	100 00
do do.....	E. Blair	10	6	6 do from do.....	90 00
Almonte and Railway Station.....	D. Shaw	4	24	12 do.....	200 96
Almonte and West Huntley.....	B. Manion	12	3	12 do.....	196 00
Althorpe and Maberly.....	J. Ritchie, jr.	10½	2	12 do.....	80 00
Angers and Cousineau.....	W. C. Naubert	6	2	7 do (from Sept. 1, '95).....	29 17
Angers and Railway Station.....	L. Moncion	4	12	12 do.....	90 00
Annesley and North Onslow.....	P. Killoran	4	1	6 do (to Sept. 30, '95).....	17 50
do do.....	do	4	2	6 do from do.....	25 09
Apple Hill and Martintown.....	J. Simpson	10 & 5	12	12 do.....	250 00
Apple Hill and Railway Station.....	D. McCallum	4	12	12 do.....	93 90
Appleton and Carleton Place.....	J. Coultice	4½	12	12 do.....	195 00
Archer and Bouck's Hill.....	A. Gallinger	9	3	12 do.....	90 00
Arnprior and Railway Station (C.P.).....	H. Halton	4	24	12 do.....	314 00
Arnprior and Railway Transfers (C. P. and O. A. & P. S.).....	J. Dagenais	200 yds.	6	5 do (from Nov. 1, '95).....	26 00
Arnprior and Railway Station (O. A. & P. S.).....	do	4	12	12 do.....	78 50
Arnprior and White Lake.....	P. Doolan	31½	6	12 do.....	500 00
Arundel and Rockaway Valley.....	C. Sinclair	5	1	12 do.....	30 00
Ashton and Prospect.....	W. Burrows	11	3	12 do.....	235 00
Ashton and Railway Station.....	H. S. Conn	2	6	12 do.....	100 00
Aultsville and Bush Glen.....	H. E. Bush	9	2	12 do.....	91 75
Aultsville and East Williamsburg.....	W. Casselman	3	6	12 do.....	75 00
Avonmore and Railway Station.....	S. E. Shaver	4	12	12 do.....	100 00
Aylmer and Railway Station.....	L. Holt	4½	24	12 do.....	208 66
Aylwin and Railway Station.....	B. N. Reid	2	6	12 do.....	125 00
Baie des Pères and Lake Temisca- mingue.....	J. Mann	3	1	12 do.....	20 00
do do.....	do	4	1	Season 1895.....	12 00
Bainsville and Curry Hill.....	J. A. Curry	3	3	12 months.....	75 00
Bainsville and Railway Station (G. T.).....	D. D. McCuaig	4	12	12 do.....	60 00
Balderson and Preston Vale.....	C. McNiece	5	3	6 do (to Sept. 30, '95).....	40 00
do do.....	W. M. McFarlane	5	3	6 do from do.....	35 00
Balvenie and Strains' Corners.....	J. Holly	1	2	12 do.....	20 00
Bark Lake and Brudenell.....	M. & J. Billings	22	3	12 do.....	380 00
Barryvale, Calabogie and Railway Station (K. & P.).....	P. Barry	150 yds.	6	12 do.....	35 00
Basin Depot and Eganville.....	R. Reeves	49	2	12 do.....	525 00

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bassin du Lièvre and Ry Station.	F. X. Nanaville.	$\frac{1}{2}$ & $\frac{1}{4}$	6 & 12	12 months	95 00
Bearbrook and Canaan	C. Armstrong	19	3	12 do	170 00
Bearbrook and Railway Crossing	do	3	6	12 do	105 00
Bearbrook and Sarsfield.	S. Daoust.	10	3	12 do	140 00
Beckstead and Dunbar.	J. J. Colquhoun.	13	3	12 do	116 00
Beechgrove and Quyon	S. Mohr.	4	3	6 do (to Sept. 30, '95).	50 00
do do	W. J. Inglee.	4	3	6 do from do	45 00
Bell Mount and Otter Lake.	G. Palmer	6	2	12 do	55 00
Billericia and Railway Station	E. A. Pritchard.	$\frac{1}{2}$	12	12 do	27 50
Bishop's Mills and Prescott	C. W. Knapp.	16	3	12 do	255 00
Bissett Creek and Railway Station.	E. A. Pritchard.	20 yds.	12	3 do (to June 30, '95).	6 24
do do	G. Coleman.	20 yds.	12	3 do (to Sept. 30, '95).	6 32
do do	R. Marshall	20 yds.	12	6 do from do	12 56
Blackburn and Orleans.	R. Dagg	3	2	12 do	51 25
Blakeney and Snedden's Railway Station	J. Mantil.	$\frac{1}{4}$	6	12 do	78 50
Blanche and Inlet.	G. Biehler, jr.	4 $\frac{1}{2}$	3	3 do (to June 30, '95).	7 50
Blanche and Thurso	do	16	3	3 do (to June 30, '95).	44 75
Boileau and Glen Gordon.	G. Clark.	6	1	6 do (to Sept. 30, '95)	25 00
do do	do	6	2	6 do from do	40 00
Boileau and Vernet.	P. Mahew	3	1	2 do (to May 31, '95).	5 00
do do	G. Poulter	3	1w. 2s.	10 do from do	25 00
Bois Franc and Mattawa	C. Rankin	40	1	12 do	400 00
Bonfield and Chiswick.	J. Tremblay	10	1	3 do (from Jan. 1, '96)	15 00
Bonfield and Railway Station	M. Cabill	1	12	3 do (from Jan. 1, '96)	37 50
Borromée and Orleans.	T. Vachon	4	1	12 do	35 00
Bouc's Hill and Froatsburn.	W. Lapointe.	4	2	12 do	40 00
Bowesville and Railway Station.	H. Graham	2	3	12 do	70 00
Braeside and Railway Station	J. Gillies.	$\frac{1}{16}$	12	12 do	50 00
Bray's Crossing and Railway Station	C. Bray.	20	2	12 do	12 00
Breadalbane and Vankleek Hill.	C. Campbell.	5	3	12 do	75 00
Bristol and Glengyle.	G. Morrison	10	6	12 do	200 00
Bristol Mines and Elmside.	R. Campbell.	3	3	12 do	75 00
Bristol Ridge and Caldwell	R. Horner	2 $\frac{1}{2}$	3	1 do 23 days (to Sept. 30, '95).	2 88
do do	S. A. W. Horner	2 $\frac{1}{2}$	3	6 do from do	10 00
Brittania Bay and Railway Station.	B. McSimmond.	30	12	12 do	10 00
Brockville and Morristown, U.S.	W. P. Wells.	2	6	12 do	150 00
Brockville and Railway Station.	W. Curry.	1	12	12 do	141 30
Brockville and Railway Station (C. P.)	P. G. Cavanagh.	1	7	12 do	91 50
Brockville and Railway Transfers (C. P.—G. T.)	do	20 yds.	as req.	3 do (to June 30, '95), and arrears.	169 58
do do	do	20 yds.	as req.	9 do (from July 1, '95).	304 50
Brockville and Street Letter Boxes	J. McKenney	3 $\frac{1}{2}$	as req.	12 do	150 00
Brockville Junction and Railway Transfers (G. T.)	P. G. Cavanagh.		as req.	3 do (to June 30, '95), and arrears.	16 50
Brodie and Glen Robertson	W. Sabourin	5	6	12 do	175 00
Brooke and Wemyss.	B. McKeracher.	3	2	12 do	70 00
Brudenell and Castile.	E. Bennett.	9	1	12 do	80 00
Brudenell and Emmett	M. J. O'Grady.	13 $\frac{1}{2}$	2	12 do	130 00
Bryson and Portage du Fort.	J. Brownlee.	8	6	12 do	200 00
Bryson and Railway Station.	do	5	12	12 do	195 00
Buchanan and Chalk River	J. D. Walker	10	1	10 do (from June 1, '95)	66 66
Buckingham and High Rock.	C. W. Pearson.	23 $\frac{1}{2}$	6s. 3w.	12 do	600 00
Buckingham and Railway Station.	do	3	12	12 do	200 00
do do	do	3	12	12 do	75 00
Burnstown and Springtown.	A. Wilson.	5	3	12 do	80 00
Burritt's Rapids and North Montague	H. Thompson	7	1	12 do	46 75
Calabogie and High Falls.	T. Dillon.	7	1	9 do (to Dec. 31, '95).	39 00
do do	J. Dillon.	7	1	3 do from do	15 00

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DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Calabogie and Madawaska Railway Station (K. P.)	D. Dillion	4	12	12 months	98 00
Caldwell and Glengyle	R. Horner	1	6	12 do	50 00
Caldwell and Weirstead	do	3	3	12 do	35 00
Caldwell's Mills and Railway Station	M. McDonald	4	12	12 do	55 00
Caledonia Springs and L'Orignal	I. Lalonde	9	3	12 do	156 00
do do	do	9	3	Season 1895	63 00
Calumet Island and Campbell's Bay	J. E. Cahill	1½	13	12 months	93 33
Calumet Island and Dunraven	C. Barsalon	5	3	12 do	78 00
Calvin and Mattawa	A. Sparks	7	3	9 do (to Dec. 31, '95)	37 50
do do	do	7½	3	3 do from do	22 50
Camelot and North Bay	R. B. Jessup	4½	1	12 do	45 00
Campbell's Bay and Railway Station	P. McNally	40	12	12 do	20 00
Cantley and Kirk's Ferry	M. Reid	3	3	12 do	90 00
Cantley and Lucerne	R. Blackburn	19	1	12 do	125 00
Cantley and Wilson's Corners	C. Wilson	5	1	12 do	32 00
Cardinal and Hyndman	J. Hyndman	15½	3	12 do	290 00
Cardinal and Railway Station (G. T.)	T. I. Dillon	1	21	12 do	150 95
Carleton Place and Railway Station	P. P. Salter	¾	48	12 do	251 20
Carleton Place and Scotch Corners	D. Sinclair	7	2	12 do	78 00
Carp and Elm	W. Falls	3	3	12 do	75 00
Carp and Huntley	W. H. Bleeks	4½	6	10 do (from June 1, '95)	103 33
Carp and Railway Station	do	4	12	12 do	75 36
Carsonby and North Gower	B. Eastman	3½	3	12 do	75 00
Carswell and Renfrew	F. Saunders	5	1	12 do	50 00
Cascades and Railway St'n, O. & G.	T. M. Reid	4	12	12 do	20 00
Cashion's Glen and Cornwall	J. J. Cashion	15	3	12 do	290 00
Casselman and Crysler	B. Coriar	11	6	12 do	294 00
Casselman and Railway Station	A. Lalonde	½	12	12 do	40 00
Castleford and Castleford Railway Station	W. J. Humphries	2½	6	12 do	200 00
Castleford Station and Railway Station	J. B. Dickson	200 yds.	12	12 do	60 00
Cawood and Danford Lake	S. Knox	11	1	8 do and 14 days from July 18, '95	31 67
Cawood and South Branch	J. Taggart	10	1	3 do and 17 days to July 17, '95	13 33
Cedar Hill and Pakenham	S. Connery	5½	3	12 do	105 00
Chalk River and Railway Station	T. Field	2½	12	12 do	206 96
Chapeau and Fort Coulonge	J. G. Poupore	21	3	8 do (to Nov. 30, '95)	230 00
Chapeau and Waltham	do	8	6	4 do (from Dec. 1, '95)	100 00
Chard and Pendleton	W. J. Brown	4	2	12 do	60 00
Charteris and North Clarendon	J. Ralph	3	6	12 do	74 04
Chelsea and Old Chelsea	G. Edmonds	1½	6	12 do	60 00
Chelsea and Ottawa	R. Hastey			Compensation for cancellation of contract	33 33
Chelsea and Railway Station, O. & G.	H. P. Prentiss	¾	12	12 months and special service	40 72
Chéneville and Duhamel	A. Tremblay	13	2	12 months	125 00
Chéneville and Papineauville Railway Station	H. N. Raby	23	6	12 do	230 00
Chéneville and Ste. Emile de Suffolk	J. Binda	13	3	7 do (from Sept. 1, '95)	116 66
Chéneville and St. Remi d'Amherst	do	33 & 25	3	12 do	375 00
Chesterville and Crysler	J. McMahon	12	6	12 do	263 00
Chesterville and Morewood	M. Hunter	8	6	4 do (to July 31, '95)	46 00
do do	S. Bogart	8	6	8 do from do	92 00
Chesterville and Morrisburg	J. S. Marselis	18½	6	12 do	550 00
Chesterville and Railway Station	J. G. Gillespie	1	12	12 do	75 00
do do	do	4	12	12 do (night service)	75 00
Chiswick and Nosbonsing	T. Martin	10	1	6 do 16 days (to Dec. 30, '95)	32 64
Christy's Lake and Elliott	I. G. Palmer	3½	2	12 do	50 00
Clarence and Clarence Creek	M. Laviolette	5	6	12 do	130 00
Clarence and Thurso Railway St'n	W. H. Dwyer	3	12	12 do	199 00

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Clarence Creek and The Lake	S. Ouellette	5	2	12 months	67 50
Clayton and Halpenny	I. Halpenny	5	1	12 do	35 00
Clayton and Rosetta	G. McFarlane	7½	2	12 do	125 00
Clayton and Tetlock	P. Guthrie	14	3	12 do	168 00
Clint and Nipissing Junction	B. Pilon	6	1	9 do 16 days (from June 15, '95)	19 85
Clontarf and Foymount	F. Kruger	8	3	12 do	150 00
Cobden and Osceola	J. Ross	4 & 22	3 & 3	12 do	350 00
Cobden and Railway Station	do	4	24	12 do	200 00
Cobden and Westmeath	T. Cecile	20	6	12 do	800 00
Collfield and Railway Station	M. Hughes	1	6	12 do	50 00
Combermere and Eganville	P. Furlong	35	6	12 do	1,400 00
Cornwall and Railway Station	W. Madden	1	1	12 do	20 00
Cornwall and St. Andrews West	J. W. Graham	7	3	3 do (to June 30, '95)	45 00
do do	J. W. Crawford	7	3	9 do from do	112 50
Cornwall and Street Letter Boxes	M. McCracken	2½	12	12 do	282 60
do do	N. McGillis	1½	12	12 do	282 60
Cornwall and Warina	D. J. Rivier	18	3	12 do	300 00
Cornwall Centre and Mille Roches	P. Tyo	2½	3	12 do	68 00
Crysler and Wales	J. B. Coriar	23	6	12 do	530 00
Cullton and Douglas	P. Cull	4	1	12 do	30 00
Cumberland and Railway Station	N. Foubert	2½	12	12 do	165 00
Cushing and Little Rideau	J. Little, jr.	4½	6	12 do	140 00
Cyrville and Ottawa	M. Cyr	3	6	6 do (to Sept. 30, '95)	50 00
do do	D. Conway	3	6	6 do from do	50 00
Dacre and Ashdad Railway Station	M. Sheedy	14	3	12 do	233 00
Dacre and Esmonde	P. Curry	6	2	12 do	60 00
Dacre and Griffith	M. Ryan	20	2	12 do	200 00
Dalkeith and Railway Station	A. McLeod	4	12	12 do	47 10
Danford Lake and Kazubazua	H. Heaney	9	6	12 do	200 00
Daniston, Orleans and Ottawa	L. Proulx	3 & 10	3 & 6	12 do	275 00
Darceyville and Stanleyville	R. T. Noonan	6	1	12 do	40 00
Davis' Mills and Pembroke	R. Davis	8	1	12 do	50 00
Deschênes Mills and Railway Station	S. S. Osgoode	4	12	12 do	90 00
Deux Rivières and Halfway	S. Richardson	14	3 w. & 1 s.	3 do (from Jan. 1, '96)	48 75
Deux Rivières and Railway Station	F. Legge	4	12	12 do	131 88
Diamond and Kimburn	D. McMillan	3	3	6 do (to Sept. 30, '95)	45 00
do do	J. A. Stevenson	3½	3	6 do from do	45 00
Dixon's Corners and Dundela	J. E. Tuttle	4	3	12 do	75 00
Douglas and Grattan	M. B. McFarlane	7	2	12 do	75 00
Douglas and Railway Station (C.P. and P.S.)	J. Biledo	4	12	12 do	100 00
Douglas and Railway Station (O.A. and P.S.)	D. McDonald	1½	12	3 do (to June 30, '95)	29 64
Douglas and Railway Station (O.A. and P.S.)	J. Keene	1½	12	9 do from do	89 68
Doyle and Sheenboro	M. Doyle	12	1	12 do	59 50
Duclos and East Aldfield	C. V. Casault	6	1	9 do (to Dec. 31, '95)	26 25
Duclos and Wakefield	E. Johnston	15	6	12 do	250 00
Dunbar and Grantley	W. L. Hart	5	3	12 do	70 00
Dunrobin and South March	W. Gow	18	3	2 do (to May 31, '95)	23 83
Dunrobin and South March Railway Station	do	27	6	10 do (from June 1, '95)	269 16
Dyer and Moose Creek	R. McLennan	3	3	12 do	50 00
Eardley and Railway Station	A. Cochran	3½	6	12 do	96 00
Eastman's Springs and Piperville	J. Preston	4½	2	12 do	52 00
Eastman's Springs and Railway Station	X. Brousseau	3	12	12 do	55 00
Easton's Corners and Wolford Centre	W. H. Gardiner	5½	2	3 do (from Jan. 1, '96)	21 25
East Templeton and Railway Station	D. W. McLaurin	1	12	12 do	130 00
Eauclaire and Railway Station	W. Mackey	4	12	12 do	100 00

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DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					\$ cts.
Eganville and Golden Lake.	S. Sunstrum, sr.	15	2	12 months	180 00
Eganville and Killaloe	M. Roche	20	3	12 do	175 00
Eganville and Pembroke	C. King	26	3	12 do	245 12
Eganville and Perreault	M. Power	6½	1	12 do	50 00
Eganville and Railway Stat'n (C. P.)	J. C. Pilatzke	1	12	12 do	125 20
Eganville and Railway Stat'n (O. A. and P. S.)	J. Bulger	1½	12	12 do	55 60
Elliott and Manion	J. DeWitt	7	2	12 do	50 00
Elmside and Railway Station	R. Campbell	3½	6	12 do	125 00
Emmett and Wilno	M. J. O'Grady	5	1	12 do	50 00
Fairfield East and Railway Station	S. E. Johns	1½	3	12 do	35 00
Farran's Point, Osnabruck Centre and Railway Station	G. Kerr	6 & ½	6 & 12	12 do	314 00
Farrellton and Railway Station	W. Farrell	½	12	12 do	20 00
Farrellton and Stagsburn	A. McDonald	6	1	12 do	40 00
Felton and Russell	C. York	4	2	12 do	50 00
Ferguslea and Railway Station	S. Reid	½	6	12 do	20 00
Ferguslea and Shamrock	R. Reid	7	3	12 do	140 00
Ferguson's Falls and Perth	J. Morris	18½	6	12 do	456 04
Fitzroy Harbour and Galetta	H. Kedey	4	12	12 do	296 00
Fitzroy Harbour and Woodlawn	H. Weatherden	8½	6	12 do	161 00
Flower Station and Railway Station	S. M. Lyon	1½	12	12 do	20 00
Fort Coulonge and Railway Station	J. G. Bryson	1	6	5 do (to Aug. 31, '95).	29 17
do do	A. H. Leggo	½	6	7 do from do	40 83
Fort William and Pembroke	J. Jewell	22	6	12 do	456 00
Fort William and Steamboat Wharf	J. McCool	140 yds.	12	Season 1895.	10 00
Fournier and Routhier	J. H. Blaney	8½	6	12 months	149 00
Franktown and Railway Station	J. Edwards	1½	12	12 do	150 00
Galbraith and Middleville	J. Scouler	7	2	12 do	49 00
Galetta and Railway Station (O. A. and P. S.)	G. C. White	½	12	12 do	59 66
Glengyle and Railway Station	G. Morrison	50 yds.	12	12 do	20 00
Glennore and Maitland	E. Colville	9	3	12 do	145 00
Glen Robertson and North Lancaster	J. Robertson	25	6	12 do	337 00
Glen Robertson and Railway Stat'n	D. McDonald	½	24	9 do (to Dec. 31, '95).	75 00
do do	S. R. McLeod	½	24	3 do from do	22 75
Glen Robertson and Ste. Anne de Prescott	N. Gravel	7	6	12 do	198 00
Glen Smail and Spencerville	E. Ellis, jr.	3	2	12 do	50 00
Goldfield and South Finch	M. McLean	2½	3	12 do	61 25
Goodstown and Richmond	T. H. Mills	3	2	12 do	40 00
Gower Point and Westmeath	T. M. Carswell	6	3	3 do 9 days (to July 9, '95)	25 53
do do	H. M. Carswell	9	3	8 do 22 dys (from July 10, '95)	101 21
Gracefield and Railway Station	P. Grace	600 yds.	6	5 do 9 days (from Oct. 23, '95)	8 80
Great Desert and Lake Talon	P. Boissonnault	5	1	5 do 20 dys (from Oct. 12, '95)	28 21
Greenfield and Railway Station	J. J. Cameron	1	24	12 do	125 00
Green Valley and Railway Station	D. A. McDougald	½	12	12 do	50 00
Green Valley and St. Raphael West	J. Andre	7½	6	12 do	228 40
Greer Mount and Thorne Centre	F. Maxwell	6	3	12 do	75 00
Griffith and Metawatchan	A. McFayden	13	2	12 do	104 00
Groveton and Spencerville	J. McAuley	3	2	12 do	48 00
Haileybury and Lake Temiscamingue	C. C. Farr	14	1	12 do	80 00
Halverson and Martin's Lake	J. C. Martin	5	1	3 do (to June 30, '95).	10 00
do do	M. J. Martin	5	1	9 do from do	30 00
Halverson and Masham Mills	J. Moore	12	2	12 do	109 10

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					\$	cts
Hammond and The Brook	W. F. Empey	5	6	4 mos. (from Dec. 1, '95)	20	00
Hardwood Lake and Wingle	C. B. Marquardt	6	1	11 do (from May 1, '95)	36	66
Harvey and Glasgow Railway St'n.	R. Carswell, jr.	50 yds.	6	12 do	31	40
Hawkesbury and Calumet Railway Station.	W. Lawlor	5	6	12 do	471	00
Hawkesbury and L'Orignal	T. W. Lee	6	6	7 do (to Oct. 31, '95)	91	30
do do	do	6	12	5 do from do	130	41
Hawkesbury and Railway Station.	B. McManus	4	24	12 do	125	60
Hazeldean and Stittsville	A. Abbott	3½	6	6 do (to Sept. 30, '95)	75	00
do do	J. A. Cummings	3½	6	6 do from do	75	00
Henry and L'Orignal	S. Buchan	4½	3	12 do	76	00
Heyworth and Railway Station	M. McVeigh	2	6	12 do	80	00
High Rock and Notre Dame du Laus	D. McMillan	31½	1	9 do (to Dec. 31, '95)	127	50
do do	P. Filiatrault	31½	3	3 do from do	60	00
High Rock and Poltimore	J. Robinson	6	3s&2w	12 do	70	00
Holland's Mills and Chalifoux Point	G. Gowan	2½	3	6 do (to Sept. 30, '95)	35	00
do do	W. Brown	4½	3	6 do from do	26	00
Hopetown and Lanark	G. Thurlow	7	3	12 do	65	00
Hopetown and White	R. Jordan	12	1	12 do	55	00
Hull, Ottawa and Railway Station	H. Dupuis	2	36	11 do (from July 1, '95)	743	04
Hull and Ottawa	E. Goodman	2	1	1 do (to April 30, '95)	20	80
Hull and Street Letter Boxes	E. Dorion	3½	12	12 do	120	00
Hunter's Point and Kippewa	P. Kelly	11	1	12 do	110	00
Hurtubise and Casselman Station	J. A. McKercher	2	12	4 do 22 days (to Aug. 22, '95)	11	82
Inkerman and Suffell's Crossing	A. J. Corrigan	2	12	12 do	100	00
Inlet and Thurso	M. French	20½	3	9 do (from July 1, '95)	187	50
Irena and Rowena	J. Mullin	3	3	12 do	68	00
Ironside and Railway Station, O. & G.	C. Lesage	½	12	5 do (to Aug. 31, '95)	12	50
do do	A. Murphy	½	12	7 do from do	23	33
Iroquois and Pleasant Valley	G. Cooms	14	3	12 do	149	00
Iroquois and South Mountain	G. Cooper	15	6	12 do	274	00
Jarnac and St. Sixte	U. Martin	6	1	12 do	50	00
Jockvale and Ottawa	J. Clothier	15	3	12 do	216	38
Johnston's Corners and South Gloucester	P. Stackpole	2	6	12 do	60	00
Joynt and North Wakefield	R. Joynt	12½	6s&3w	12 do	426	26
Joynt and South Branch	M. Sullivan	2½	3	12 do	40	00
Kazubazua and Lake St. Mary	B. Emond	5	2	12 do	100	00
Kazubazua and Railway Station, O. & G.	L. Noel	3	6	12 do	100	00
Kemptville and Merrickville	C. W. Putman	19½	6	12 do	572	92
Kemptville and Millar's Corners	M. Tomkins	11	3	12 do	173	00
Kemptville and North Rideau	A. W. Powell	5½	2	12 do	80	00
Kemptville and Railway Station	W. Dickinson	1	18	12 do	280	11
Killaloe and Wilno	A. Prince	8	3	12 do	141	30
Killaloe Station and Railway St'n.	M. Holly	100 yds.	6	6 do (from Oct. 1, '95)	15	20
Kilmarnock and Smith's Falls	W. G. Halliday	7	2	12 do	105	00
Kinburn and Limestone	B. Styles	4	2	12 do	45	00
Kinburn and Railway Station (O. A. & P.S.)	H. J. Hunt	4	12	12 do	62	80
Kingsmere and Chelsea Railway Station	W. P. Murphy	4	6	Season 1895	50	00
Kippewa and Mattawa	P. Kelly	57 s 52 w	1	12 months	300	00
Kirk's Ferry and Railway Station	M. Reid	4	12	12 do	25	00
Klock's Mills and Railway Station	J. B. Klock	4	12	12 do	53	38

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DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Labelle and L'Annonciation	P. Gauthier.....	15	2	12 months	104 00
Labelle and La Conception	do	9	2	5 do (to Aug. 31, '95)..	41 67
Labelle and Railway Station (C.P.) ..	P. E. Forget.....	3	12	12 do	150 00
La Conception and Railway Station ..	F. Lacroix.....	5½	3	7 do (from Sept. 1, '95)	31 50
Lac Rond and St. Emile de Suffolk ..	B. Corbeil.....	4	1	12 do	30 00
Lake Talon and Ruther Glen Rail- way Station	F. McDonald.....	100 yds.	6	12 do	50 00
Lake Temiscamingue and Mattawa ..	P. Kelly.....	139 s 143 w	1	12 do	1,250 00
Lake Temiscamingue and North Temiscamingue.....	A. McBride.....	22	1	12 do	200 00
Lalonde and Plantagenet	W. A. McKay.....	5	1	12 do	40 00
Lammermoor and Poland	W. R. Gibson.....	4	2	2 do (from Feb. 1, '96)	7 50
Lammermoor and Watson's Corners ..	do	7	1	10 do (to Jan. 31, '96)..	37 50
Lanark and Middleville.....	C. G. Jackson.....	7	6	6 do (to Sept. 30, '95).	85 00
do do	J. H. Rodger.....	7	6	6 do from do	78 50
Lanark and Perth.....	R. Hogan.....	12	6	12 do	64 00
Lanark and Watson's Corners	G. Fair.....	7	3	10 do (to Jan. 31, '96)..	83 33
do do	do	7	6	2 do from do	33 33
Lancaster and Martintown.....	J. Ross.....	12	6	12 do	360 00
Lancaster and South Lancaster	W. Gillespie.....	1	12	12 do	125 00
L'Annonciation and Noniningue	D. Morand, jr.....	12	2	12 do	130 00
Lavant Station and Poland	M. W. Paul.....	10	6	1 do (to Jan. 31, '96).	15 83
do do	do	10	6	2 do from do	50 00
Lemieux and South Casselman.....	H. Bradley.....	6½	3	12 do	100 00
Levesqueville and Wisawasa.....	C. Robert.....	6	1	9 do and 15 days (from June 16, '95)	41 29
Line Bank and Manotick Station	J. Fitzsimmons.....	3½	3	6 do (to Sept. 30, '95).	40 00
do do	T. H. Johnston.....	3½	3	3 do (to Dec. 31, '95)..	20 00
do do	H. L. Johnston.....	3½	3	3 do from do	20 00
Loch Garry, Maxville and Railway Station	A. J. Kennedy.....	11 & ½	6 & 6	12 do	494 00
Loch Winnoek and Castleford Rail- way Station	R. J. Storie.....	3½	3	12 do	90 00
L'Original and Calumet Station	J. Lee.....	3	6	12 do	471 00
Low and North Low	J. Gannon.....	4	3	12 do	65 00
Low and Railway Station	W. Brooks.....	1½	12	12 do	160 00
Luskville and Railway Station.....	E. Desbiens.....	2	6	12 do	65 00
McDonald's Corners and McLaren's Depot	S. Burns.....	11	6	12 do	204 00
McMillan's Corners and Strathmore ..	D. McIntosh.....	4½	3	12 do	56 66
Maberly and Railway Station	J. Millikin.....	1½	6	12 do	70 00
Mackey's Station and Railway Sta- tion	J. Dunlop.....	½	12	12 do	62 80
Malakoff and North Gower.....	J. B. Hill.....	4	3	12 do	64 00
Maniwaki and Gracefield Railway Station	W. Brooks.....	31	6	5 do and 9 days (from Oct. 23, '95).....	955 27
Maniwaki and Montcerf.....	P. Paradis.....	15	1	12 do	100 00
Maniwaki and River Joseph	T. White.....	8	1	12 do	54 00
Maniwaki and St. Boniface	T. L'Heureux.....	7	1	12 do	55 00
Maniwaki and Wright Railway Station	W. Brooks.....	31½	6	6 do and 22 days (to Oct. 22, '95).....	1,234 32
Manotick and Railway Station.....	B. McCarnen.....	3½	6	12 do	125 60
Maryland and Railway Station	M. J. Bell.....	40 ft.	6	12 do	10 00
Mattawa and Railway Station	E. J. Smith.....	1	18	12 do	292 64
Maxville and Railway Station	D. A. McArthur.....	¼	18	12 do	75 00
Maxville and Riceville	J. B. Baker.....	17½	6	12 do	445 00
Merrickville and Irish Creek Station ..	C. W. Putman.....	9	6	4 do and 14 days (to Aug. 14, '95).....	104 26
do do	do	9	6	7 do and 17 days (from Aug. 15, '95).....	224 85

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
 &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Merrickville and Newmanville....	N. Buck.....	5½	1	12 months.....	50 00
Merrickville and Railway Station..	M. Fitzgerald....	12	6	do (to Sept. 30, '95)..	42 50
do do	W. M. Ross.....	12	6	do from do	42 50
do do	do	12	12	do (night service)..	85 00
Metcalfe and North Osgoode.....	H. D. Stewart....	3	2	12 do	50 00
Metcalfe and Ottawa.....	C. M. Garrow....	21	6	6 do (to Sept. 30, '95)..	322 50
do do	T. Ross.....	21	6	6 do from do	322 50
Monckland Station and Railway Station.....	A. B. McDonald....	1	12	12 do	60 00
Montebello and Railway Station..	F. X. Major.....	4	12	12 do	50 00
Montebello and St. Amedée.....	E. McCluskey....	6	2	12 do	80 00
Montpelier and Ripon.....	J. B. Bissonnette..	7	1	12 do	60 00
Moose Creek and Moulinette.....	S. Flannigan.....	20	6	12 do	495 00
Moose Creek and Railway Station..	T. Dorey.....	4	24	12 do	100 00
Moose Creek and Sandringham.....	J. Labrosse.....	4½	6	12 do	147 58
Morehead and Railway Station.....	W. Clarke.....	¾	6	12 do	10 00
Morewood and South Indian Railway Station.....	J. Cochrane.....	20	6	12 do	408 00
Morrisburg and Waddington, U.S.	W. J. Murphy....	3	6	12 do	75 00
Morrisburg and Winchester.....	G. Hutt.....	17	6	12 do	500 00
Moulinette and Mille Roches Station	S. Forsythe.....	1	12	12 do	140 00
Mountain and Railway Station.....	R. Shaver.....	1	12	12 do	31 30
Mountain and Reid's Mills.....	T. Christie.....	7½	6	12 do	197 00
Mountain and South Mountain.....	E. Mills.....	3¾	12	12 do	100 00
Mountain and Vancamp.....	R. Shaver.....	3½	6	12 do	140 00
Mud Creek and Smith's Falls.....	W. Sheridan.....	6	2	12 do	80 00
Nipissing Junction and Ry. Station.	M. H. Ritchie....	1½	12	12 do	80 00
North Augusta and Bellamy's St'n.	W. Pear.....	4½	6	12 do	198 24
North Augusta and Prescott.....	P. Bolger.....	17½	2	12 do	74 00
North Bay and Railway Station.....	W. McDonald....	4	24	12 do	286 02
North Branch and Russell.....	P. A. Harrison....	2½	6	12 do	75 00
Northcote and Renfrew.....	D. Brownlee....	15	3	12 do	250 00
North Gower and Osgoode Railway Station.....	A. Haggins.....	8	6	12 do	198 00
North Gower and Reeve Craig.....	T. Salter.....	3	2	12 do	45 00
North Nation Mills and Ry. Station	D. Landriau....	3½	6	12 do	160 00
North Onslow and O'Connell.....	J. Murphy.....	7	2	12 do	80 00
North Onslow and Quyon.....	W. Richardson....	7½	3	12 do	119 00
North Onslow and Rutledge.....	J. J. Rutledge....	4½	2	12 do	45 00
North Valley and Osnabruk Centre	J. A. Dunbar....	4	3	12 do	70 00
North Wakefield and Ottawa.....	R. Hasteley.....			Arrears for 1892.....	166 67
North Wakefield and Ry. Station..	J. E. Blair.....	400 yds.	12	12 months, and summer service.....	27 16
North Williamsburg and Strader's Hill.....	W. C. Strader....	5	1	12 months	40 00
Nosbonsing and Railway Station..	M. Cahill.....	1	12	9 do (to Dec. 31, '95)..	112 50
Notre Dame du Laus and St. Gerard de Montarville.....	P. Filiatrault....	37	1	12 do	180 00
Oliver's Ferry and Emsley Railway Station.....	W. McCue.....	5½	6	12 do	240 00
Oliver's Ferry and Rideau Centre..	A. Smith.....	1½	6s&1w	12 do	35 00
Osgoode Station and Ry. Station.....	J. Buckels.....	40 ft.	6	12 do	15 00
Ottawa and Experimental Farm.....	A. Ardley.....	3	12	12 do	475 00
Ottawa and Letter Carrier's Service	O. E. Ry. Co.....			12 do	900 00
Ottawa and Ottawa East.....	A. Pettipiece....	1½	6	12 do	70 50
Ottawa and Post Office Department	J. Graves.....	1½	as req.	11 do (to June 30, '96)..	656 64
do do	E. Batterton....	1½	18	11 do (to June 30, '96)..	393 90
Ottawa Central Depot and Nicholas Street.....	J. Graves.....	1½	as req.	5 do and 9 days (from Dec. 23, '95)..	114 70
Ottawa and Railway Stations.....	Ottawa Electric Ry. Station....	1½	as req.	12 do	4,000 00
Ottawa and Ramsay's Corners.....	J. Alexander.....	7½	3	12 do	153 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ottawa and Richmond.....	H. Reilly.....	20	6	12 months.....	725 00
Otter Lake and Shawville.....	J. A. McGuire.....	24	6	12 do.....	358 00
Otter Lake and Thornby.....	J. Hill.....	7	2	12 do.....	87 00
Oxford Station and Railway Station.....	A. J. Black.....	4	3	12 do.....	36 00
Pakenham and Panmure.....	G. McClinton.....	20 r.t.	6	12 do.....	315 00
Pakenham and Railway Station.....	D. Shaw.....	4	18	12 do.....	141 30
Parkman and Portage du Fort.....	A. S. Smail.....	5	1	12 do.....	35 00
Pembroke and Railway Station.....	M. Bélaire.....	4	36	12 do and arrears.....	619 84
Pembroke and Stafford.....	D. Childerhose.....	16	3	12 do.....	200 00
Pendleton and Railway Station.....	H. Roy.....	17	6	12 do.....	500 00
Perkins and Ste. Rose de Lima.....	C. Robitaille.....	7 1/2	2	12 do.....	100 00
Perretton and Government Road Crossing.....	R. Chaffey.....	3 1/2	3	12 do.....	125 00
Perth and Playfair.....	J. E. Playfair.....	14	6	12 do.....	400 00
Perth and Railway Station.....	J. Allan.....	1	26	12 do.....	244 80
Perth and Stanleyville.....	P. McParland.....	9 1/2	4	12 do.....	170 00
Perth and Tennyson.....	A. Robertson.....	10	1	12 do.....	70 00
Petawawa and Railway Station.....	S. Devine.....	1 1/2	3	12 do.....	90 00
Point Alexander and Bass Lake Railway Station.....	T. McAnulty.....	6	3	12 do.....	125 00
Point Comfort and Wright.....	E. S. Leetham.....	14	2 s & 1 w	8 do and 23 days (from July 9, '95).....	108 83
Pointe Fortune and St. Eugène.....	X. Proulx.....	7 1/2	6	12 do.....	200 00
Pointe Gatineau and Quinnville.....	M. Gahagan.....	6 1/2	1	12 do.....	50 00
Pointe Gatineau and Ry. Station.....	M. Foley.....	1 1/2	12	6 do (to Sept. 30, '95).....	57 00
do do.....	J. E. Levéque.....	1 1/2	12	6 do from do.....	52 50
Poland and Lavant Station.....	M. W. Paul.....	10	3	9 do (to Dec. 31, '95).....	142 50
Portage du Fort and Haley's Railway Station.....	D. M. Rattray.....	7	18	12 do.....	312 00
Portage du Fort and Ross.....	D. McLaren.....	3	3	12 do.....	65 00
Prescott and Ogdensburg, U.S.....	C. Plumb, sen.....	2	18	12 do.....	578 24
Prescott and Railway Station, C.P.....	J. Hollingsworth.....	1/2	18	12 do.....	188 40
Prescott and Street Letter Boxes.....	J. Dowsley.....	2	18	12 do.....	144 00
Quyong and Railway Station.....	W. Richardson.....	1	12	12 do.....	100 00
Radford and Shawville.....	J. A. Armstrong.....	3	3	12 do.....	65 00
Rapides des Joachims and Mackie's Station.....	J. Dunlop.....	8	3	12 do.....	180 00
Rapides des Joachims and Rowanton Station.....	H. R. Downey.....	20	3	12 do.....	350 00
Rapides des Joachims and Steamboat Wharf.....	do.....	120 yds.	6	Season 1895.....	10 00
Rapide de l'Original and St. Gérard de Montarville.....	S. Alix.....	15	1	12 months.....	65 90
Renfrew and Ry. Station (C.P.).....	D. Brownlee.....	1/2	30	12 do.....	392 50
do do (K. & P.).....	J. Rousselle.....	1/2	12	12 do.....	72 00
do do (O. A. & P. S.).....	D. Brownlee.....	1/2	12	12 do.....	62 80
Richmond West and Stapledon.....	T. E. Riley.....	3 1/2	3	12 do.....	80 00
Rideau View and residence of J. Blair.....	J. Blair.....	1/2	3	6 do and 27 days (from Sept. 4, '95).....	14 33
Ripon and St. André Avellin.....	A. Chéné.....	7	6	12 do.....	175 00
Rockingham and Rosenthal.....	M. Kapitoski.....	6	1	12 do.....	40 00
Rockingham and Strathay.....	J. Gallaher, jun.....	13	1	12 do.....	90 00
Rockingham and Wingle.....	J. Wingle.....	14	2	12 do.....	185 00
Rockland and Railway Station.....	A. Campbell.....	2 1/2	6	12 do.....	198 94
Rockliffe and Railway Station.....	C. W. McIntyre.....	50 yds.	12	12 do.....	25 12
Rowanton and Stubb's Bay.....	J. R. Booth.....	42	1	12 do.....	300 00
Russell and Bearbrook Ry. Crossing.....	C. York.....	8	6	12 do.....	137 00
Russell and Osgoode Ry. Station.....	P. Levia.....	21 1/2	6	12 do.....	480 00

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Eugène and Vankleek Hill.....	X. Proulx.....	10	6	12 months.....	290 00
Ste. Rose de Lima and East Tem- pleton Ry. Station.....	N. Beauchamp.....	$\frac{1}{4}$	12	12 do.....	60 00
Sand Point and Railway Station.....	J. R. McDonald.....	$\frac{1}{8}$	12	12 do.....	109 90
Shamrock and Whelan's Lake.....	S. Whelan.....	$\frac{7}{8}$	2	12 do.....	70 00
Shawville and Railway Station.....	W. C. McGuire.....	1	12	12 do.....	75 00
Skye and Greenfield Ry. Station.....	D. McMullen.....	8	6	12 do.....	200 00
Smith's Falls and Railway Station.....	H. Carley.....	$\frac{3}{4}$	24	12 do.....	175 00
do do.....	do.....	$\frac{3}{4}$	12	12 do (night service).....	225 00
Snake River and Railway Station.....	G. Douglas.....	4	3	12 do.....	109 97
South Casselman and Ry. Station.....	A. Lalonde.....	1	18	12 do.....	120 00
South Finch and Railway Station.....	D. G. McMillan.....	$\frac{1}{4}$	12	12 do.....	100 00
South Indian and Railway Station.....	J. K. Meredith.....	$\frac{3}{4}$	12	12 do.....	60 00
South March and Stittsville Rail- way Station.....	P. Orchard.....	16 $\frac{1}{2}$	6	2 do (to May 31, '95).....	100 00
Spencerville and Railway Station.....	A. Carmichael.....	$\frac{1}{2}$	6	12 do.....	80 00
Stittsville and Railway Station.....	S. Mann.....	120 yds.	12	12 do.....	57 50
Summerstown and Summerstown Station.....	H. Hagarty.....	3	6	12 do.....	84 00
Summerstown Station and Railway Station.....	J. A. Cameron.....	400 yds.	12	12 do.....	50 24
The Brook and South Indian Rail- way Station.....	W. Brazeau.....	10	6	3 do (to June 30, '95).....	43 75
do do.....	L. Lemery.....	16	6	9 do from do.....	144 46
Toy's Hill and Winchester Springs.....	J. B. McQuaigg.....	3	3	12 do.....	60 00
Valencay and Thurso Ry. Station.....	L. Ouellette.....	14	3	12 do.....	150 00
Vankleek Hill and Railway Station.....	A. Mercier.....	$\frac{1}{4}$	24	12 do.....	125 60
Vars and Railway Crossing.....	R. Armstrong.....	$\frac{1}{4}$	6	6 do (to Sept. 30, '95).....	10 00
do do.....	J. Fraser.....	$\frac{1}{2}$	6	6 do from do.....	11 00
Venosta and Railway Station.....	J. McCaffrey.....	$\frac{1}{3}$	6	12 do.....	26 00
Ventnor and Spencerville Railway Station.....	W. Cook.....	5 $\frac{1}{2}$	6	12 do.....	90 00
Vinton and Railway Station.....	W. Gilchrist.....	2	7	6 do (to Sept. 30, '95).....	85 00
do do.....	P. Kavanagh.....	2	7	6 do from do.....	72 50
Wakefield and Railway Station.....	D. McPhail.....	$\frac{1}{4}$	12	12 do and summer ser- vice.....	27 16
Wales and Railway Station.....	W. J. Ramson.....	$\frac{1}{8}$	12	12 do.....	80 00
Waller and Harney's Crossing.....	P. Harney.....	$\frac{1}{4}$	2	12 do.....	35 00
Waltham and Railway Station.....	J. G. Poupore.....	$\frac{1}{2}$	12	3 do and 11 days from Dec. 1, '95, (broken period).....	52 00
Wemyss and Railway Station.....	G. Korry.....	$\frac{1}{8}$	6	12 do.....	24 00
Wendover and Railway Station.....	H. St. Pierre.....	3	6	12 do.....	170 00
Whitney and Railway Station (O. A. & P. S.).....	J. A. Devenny.....	$\frac{1}{8}$ & $\frac{3}{8}$	6 & 6	12 do.....	26 74
Wilson's Bay and Sabourin's Rail- way Crossing.....	A. Wilson.....	1	2	12 do.....	70 00
Winchester and Osgoode Railway Station.....	A. Campbell.....	24 $\frac{1}{2}$ & 22 $\frac{3}{4}$	3 & 3	12 do.....	660 00
Winchester and Railway Station.....	A. Kendrick.....	1	12	12 do.....	50 00
do do.....	do.....	1	12	12 do.....	85 00
Wylie and Railway Station.....	J. Lyons.....	2 $\frac{1}{2}$	3	12 do.....	89 00
				Total.....	\$72,977 04

W. J. BARRETT,
Accountant.

WILLIAM WHITE,
Deputy Postmaster General.

Postmaster General's Report.

PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, made within the year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abram's Village and Cape Egmont.	L. D. Gallant	5	2	9 months (to Dec. 31, '95)	39 00
do do	A. Gallant	5	2	3 do from do	13 75
Afton Road and Mount Stewart.	D. Gillen	3	2	12 do	40 00
Albany and Cape Traverse	J. A. Strang	4	1	3 do (to June 30, '95)	2 00
Albany and Railway Station	A. Noonan	7	12	12 do	100 48
Albany and Victoria	J. A. Howatt	10 & 10 $\frac{1}{2}$	6	12 do	228 25
Alberton and Kildare	W. Clark	10	2	9 do (to Dec. 31, '95)	49 80
do do	W. D. White	12	3	3 do from do	24 50
Alberton and Lot 6	W. Hardy	6	2	9 do (to Dec. 31, '95)	39 00
do do	W. J. Gallant	6	2	3 do from do	11 93
Alberton and Railway Station	R. Tuplin	4	12	9 do (to Dec. 31, '95, and extra trips)	73 55
do do	G. Green	4	12	3 do (from Jan. 1, '96)	14 04
Alma and Railway	J. Mountain	4	2	12 do	26 00
Appin Road and Hampton	A. Ashley	4	2	12 do	37 00
Argyle Shore and Bonshaw	N. H. McNevin	3	2	6 do (to Sept. 30, '95)	12 50
do do	E. Livingston	3	2	6 do from po	11 86
Armadale and Railway Station	H. A. McPhee	4	3	12 do	20 00
Auburn and Dromore West.	J. Corrigan	1 $\frac{1}{2}$	2	12 do	15 60
Auburn and Pownal	B. Jenkins	10 $\frac{1}{2}$	2	12 do	80 00
Augustine Cove and Lansdowne Hotel	J. Ahearn	3	3	12 do	54 00
Baldwin's Road and Perth Station.	J. Moore	1 $\frac{1}{2}$	2	12 do	24 00
Bangor and Morell Station	J. McGregor	4	2	12 do	50 00
Bayfield and Glencorrodale	N. J. McDonald	3 $\frac{1}{2}$	2	3 do (from Jan. 1, '96)	7 40
Bay Fortune and Souris East.	J. Leslie	10 $\frac{1}{2}$	3	9 do (to Dec. 31, '95)	85 41
do do	A. Morrow	10 $\frac{1}{2}$	3	3 do from do	26 52
Beach Point and Montague Bridge.	J. J. McDonald	22	6	12 do	540 00
Bear River and Clear Springs.	A. Gillis	8	3	6 do (to Sept. 30, '95)	52 00
Bear River and Railway Station	D. Costello	4	3	12 do	20 28
Bedeque and Lansdowne Hotel	E. Hooper	8	3	12 do	94 84
Bedeque and Sea Cow Head	W. A. Noonan	7 $\frac{1}{2}$	2	1 do (to April 30, '95)	3 90
do do	do	7 $\frac{1}{2}$	2	11 do from do	66 73
Bedeque and Summerside	W. Newsom	9 $\frac{1}{2}$	6	12 do	260 00
Belfast and Charlottetown.	E. Hurry	24 $\frac{3}{4}$	6	6 do (to Sept. 30, '95)	376 40
do do	M. Martin	24 $\frac{1}{4}$	6	6 do from do	342 00
Belfast and Garfield.	E. W. Martin	3	2	7 do (to Oct. 31, '95)	23 33
do do	do	5	2	5 do from do	27 08
Belfast and High Bank	M. Martin	22 $\frac{1}{2}$	3	6 do (to Sept. 30, '95)	200 00
do do	E. W. Martin	22 $\frac{1}{2}$	3	6 do from do	182 50
Belfast and Point Prim	M. Martin	7 $\frac{3}{4}$	2	12 do	59 12
Bloomfield and Railway Station	J. W. Smith	2	3	9 do (to Dec. 31, '95)	33 00
Bloomfield and Bloomfield Station.	H. H. Hallareum	2	3	3 do (from Jan. 1, '96)	7 00
Bloomfield Station and Mimingash	H. Chappell	8	2	3 do (from Jan. 1, '96)	11 44
Bloomfield Station and Ry. Station	F. Peters	4	6	12 do	25 00
Blooming Point and Tracadie Cross	J. B. McDonald	4 $\frac{1}{2}$	2	12 do	52 00
Brackley Point and Oyster Bed Bridge	D. Shaw	5	3 & 6	6 do (from Oct. 1, '95)	36 00
Bradalbane and Millvale	M. Matheson	6 $\frac{1}{2}$	2	2 do (to Aug. 31, '95)	6 00
do do	do	6 $\frac{1}{2}$	2	7 do from do	38 50
Bradalbane and New London	M. Reid	12	6	9 do (to Dec. 31, '95)	268 50
do do	D. R. Bell	12	6	3 do from do	85 00
Bradalbane and Railway Station.	M. Matheson	1 $\frac{1}{2}$	12	12 do	106 02
Bradalbane and South Granville.	do	6 $\frac{1}{2}$	2	3 do (to June 30, '95)	9 00

**DETAIL of all payments for Mail Transportation in Prince Edward Island
Postal Division, &c.—Continued.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Brockton and Lot 4.....	J. McCarthy...	3	2	9 mos. (to Dec. 31, '95)..	20 25
Brooklyn and Glen Martin.....	J. A. McPherson	2	2	12 do	24 00
Caledonia and Iris.....	C. McLaughlin..	3	2	12 do	37 00
Caledonia and Orwell.....	N. M. Gillis.....	10½	3	12 do	127 00
Caledonia and Rona.....	J. McQueen.....	4 & 4½	2	12 do	29 96
Cape Traverse Boat House and Ry. Terminus.....	J. A. Strang.....	1½	as req.	6 do (broken period)..	94 00
Cape Traverse Boat House and Summerside.....	do	15	as req.	3 do (to June 30, '95).	6 90
do do	J. P. Irving.....	15	as req.	3 do (from Jan. 1, '96)	66 64
Cape Wolfe and Lot 4.....	J. J. Fish.....	6	2	12 do	66 25
Cardigan Bridge and Corraville.....	P. J. Sharkey...	6	2	12 do	52 00
Cardigan Bridge and Head of Cardigan.....	M. McAulay....	4	2	12 do	41 60
Cardigan Bridge and Launching.....	D. Foley.....	26 r.t.	3	12 do	182 00
Cardigan Bridge and Lot 56.....	G. Stewart.....	15	3	12 do	165 00
Cardigan Bridge and Ry. Station.....	F. D. McCormack	1	12	12 do (extra trips)..	44 16
Cavendish and Hunter's River.....	W. Jellison.....	32½ & 34½	3	9 do (to Dec. 31, '95)..	177 00
do do	J. Crew.....	34½	3	3 do from do	47 50
Charlottetown and Long Creek.....	D. Miller.....	25	3	12 do	230 00
Charlottetown and Marshfield.....	W. Miller.....	4½	6	12 do	50 00
Charlottetown and Railway Station Charlottetown and Street Letter Boxes.....	P. Stewart.....	½	as req.	12 do	392 71
do	J. Dalziel.....	2½	18	12 do	98 80
Charlottetown and Victoria.....	N. H. McNevin..	21½	3	12 do	279 00
Cherry Grove and New Harmony.....	J. McDonald....	2	2	12 do	25 25
Cherry Valley and Gallas Point.....	D. McGillivray..	7	2	12 do	53 00
Clear Spring and New Zealand Ry. Station.....	J. Cantwell....	4	2	6 do (from Oct. 1, '95).	20 74
Clermont and Kensington.....	J. McMillan....	3	3	12 do	45 00
Clinton and New London.....	G. Mackay.....	2½	2	12 do	30 00
Clyde Station and Railway Station.....	N. McLeod.....	1½	3	12 do	17 00
Coleman and Railway Station.....	E. McKinnon....	1½	6	12 do and extra trips..	41 88
Coleman and West Point.....	P. McPhee.....	14	2	3 do (from Jan. 1, '96)	42 50
Commercial Road and Peter's Road	J. M. Johnston..	2½	2	6 do (to Sept. 30, '95).	15 00
do do	W. A. Johnston..	2½	3	6 do from do	21 00
Covehead Road and Grand Tracadie	C. Reardon.....	5	2	6 do (to Sept. 30, '95).	35 00
Crapaud and Upper Westmoreland	R. McVetie.....	2½	3	12 do	35 00
Darlington and Princetown Road...	D. L. McLeod..	3	2	12 do	24 75
Darlington and Railway Station....	do	3	12	9 do (to Dec. 31, '95).	66 00
do do	do	3	12	3 do from do	30 00
Darlington and Rose Valley.....	do	8	3	12 do	134 00
Darnley and Kensington.....	G. Larkins.....	15	3	9 do (to Dec. 31, '95).	105 00
do do	do	15	3	3 do from do	56 25
De Blois and Tignish.....	J. Harper.....	6	1	Special service.....	2 00
De Blois Station and Ry. Station...	C. Perry.....	¾	3	12 months.....	23 75
Dingwell's Mills and Fortune Bridge.....	W. A. Burke....	4	2	11 do (from May 1, '95)	27 50
Dromore and Pisquid Railway Station	T. O. McCabe...	2	2	12 do	40 56
Dundas and Mount Hope.....	W. Burhoe.....	6½	2	12 do	45 00
East Baltic and Red Point.....	D. McEachern..	4	3	12 do	50 00
East Point and Souris East.....	J. Kennedy.....	15	3	6 do (to Sept. 30, '95).	112 50
do do	R. Kickham....	15	3	6 do from do	96 50
Ebbsfleet and Kildare Station.....	M. D. Lacey....	4	3	12 do	39 00
Ebenezer and Wheatley River.....	A. McCallum....	2½	2	12 do	28 00
Elliott's Mills and Railway Station	R. Elliott.....	1½	3	12 do	15 60
Elliottvale and Peake's Station.....	J. Kelly.....	3½	2	12 do	42 80
Elmira and South Lake.....	F. J. McKinnon	2	3	12 do	30 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Elmsdale and Railway Station.....	J. Adams.....	1 ¹ / ₁₆	6	12 months.....	20 00
Elmwood and New Haven.....	O. Clarkin.....	3 ³ / ₁₆	2	7 do (from Sept. 1, '95)	12 83
Emerald and Found's Mills.....	H. P. Found.....	9 ¹ / ₁₆	3	3 do (from Jan. 1, '96)	23 25
Emerald and Graham's Road.....	J. Harding.....	7	1	9 do (to Dec. 31, '95)	67 50
Emerald and Railway Station.....	F. P. Murphy.....	2 ³ / ₁₆	12	12 do and extra trips..	150 32
Emerald and Shamrock.....	P. Duffy.....	2 ³ / ₁₆	9	9 do (to Dec. 31, '95)	18 00
do do.....	F. P. Murphy.....	2 ³ / ₁₆	3	3 do from do ..	8 00
Emerald and West Newton.....	W. Clarke.....	4 ³ / ₁₆	2	12 do ..	66 25
Enmore and Mount Pleasant.....	G. W. Nisbet.....	2 ¹ / ₁₆	2	9 do (from July 1, '95)	19 50
Farmington and Head of St. Peter's Bay.....	S. Walsh.....	5	2	9 do (to Dec. 31, '95)	30 00
do do.....	T. Burdge.....	5	2	3 do from do ..	7 40
Fifteen Point and Wellington Station.....	A. Gallant.....	5	3	12 do ..	62 40
Fitzgerald Station and Lot 14.....	P. Cameron.....	5	3	12 do ..	59 79
Fitzgerald Station and Railway Station.....	do.....	1 ¹ / ₁₆	6	12 do and extra trips..	36 74
Flat River and Selkirk Road.....	F. Dougherty.....	6 ¹ / ₁₆	2	12 do ..	41 60
Forest Hill and Head of St. Peter's Bay.....	R. J. McNeill.....	6	2	12 do ..	41 00
Fortune Cove and O'Leary Station.....	J. L. Maxfield.....	7	3	12 do ..	73 48
Fredericton and Railway Station.....	J. Weeks.....	2 ¹ / ₁₆	3	12 do ..	22 50
Freetown and Lower Freetown.....	T. Taylor.....	2 ³ / ₁₆	3	12 do ..	58 00
Freetown and Railway Station.....	R. B. Auld.....	1 ¹ / ₁₆	12	12 do ..	78 75
French Village and Mount Stewart.....	C. McIntyre.....	7	2	12 do ..	89 00
Georgetown and Murray Harbour North.....	J. Phillips.....	30	3	12 do ..	238 00
Georgetown and Railway Station.....	R. R. Jenkins.....	1 ¹ / ₁₆	as req.	12 do ..	143 40
Georgetown and Steamer "Stanley".....	do.....	1 ¹ / ₁₆	as req.	Season, 1895.....	12 20
Glencorradale and Priest Pond.....	J. McPhee.....	3 ¹ / ₁₆	2	9 months (to Dec. 31, '95)	27 00
Glenfinnan and Tarantum.....	A. Gallant.....	2 ³ / ₁₆	2	12 do ..	15 00
Glengarry and Railway Station.....	M. Halloran.....	5 ¹ / ₁₆	2	12 do ..	37 00
Glen William and Murray River.....	A. McDonald.....	3 ¹ / ₁₆	2	12 do ..	25 00
Gowan Brae and Souris East.....	W. Mallard.....	3	2	12 do ..	28 00
Graham's Road and Found's Mills.....	N. McNeill.....	2 ¹ / ₁₆	3	4 do (to Dec. 31, '95)	10 00
Greenvale and Little Harbour.....	J. McDonald.....	2	2	12 do ..	20 80
Greenwich and Head of St. Peter's Bay.....	A. B. Hyndman.....	5 ¹ / ₁₆	2	12 do ..	80 00
Head of Hillsborough and Mount Stewart.....	D. D. Coffin.....	4 ¹ / ₁₆	2	12 do ..	52 00
Head of St. Peter's Bay and Monticello.....	A. D. Cummings.....	8 ¹ / ₁₆	2	12 do ..	55 00
Head of St. Peter's Bay and Railway Station.....	A. McAnuly.....	1 ¹ / ₁₆	12	12 do ..	120 00
Heatherdale and Whim Road Cross.....	A. McDonald.....	1 ¹ / ₁₆	3	12 do ..	38 00
Higgins Road and Wellington Station.....	D. McNeill.....	13	3	9 do (to Dec. 31, '95)	90 00
do do.....	E. Perry.....	13	3	3 do from do ..	26 50
Hopefield and Murray River.....	A. McGregor.....	4	2	12 do ..	38 00
Hunter's River and North Rustico.....	R. Stevenson.....	16	6	9 do (to Dec. 31, '95)	232 50
do do.....	J. Bowen.....	16	6	3 do from do ..	77 25
Hunter's River and Railway Station.....	P. McGrath.....	1 ¹ / ₁₆	12	12 do and extra trips..	142 24
Inverness and Railway Station.....	P. J. Kilbride.....	2 ¹ / ₁₆	2	9 do (to Dec. 31, '95)	38 22
do do.....	do.....	2 ¹ / ₁₆	2	3 do from do ..	8 84
Johnston's River and Southport.....	W. I. Brazil.....	12 ¹ / ₁₆	2	12 do ..	70 00

DETAIL of all payments for Mail Transportation in Prince Edward Island
Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kelly's Cross and New Wiltshire...	P. Malone	11	3	3 mos. (to June 30, '95).	26 75
do do	do	11	6	9 do from do	117 18
Kensington and Princetown.....	J. Glover	7	3	12 do	125 00
Kensington and Railway Station...	G. Glover.....	7	12	12 do and extra trips	165 35
Kensington and Sea View	G. Larkins	17	3	12 do	145 00
Kildare Capes and Tignish	S. DesRoches.....	4	2	12 do	38 00
Kildare Station and Palmer Road..	A. Shea	7	2	3 do (to June 30, '95).	7 50
do do	do	7	2	9 do from do and arrears	52 50
Kildare Station and Railway Station	N. J. Perry.....	3	6	12 do	15 60
Kildare Station and Woodville.....	E. McGrath.....	3	2	12 do	18 00
Kinkora and Middleton.....	J. L. McDonald.	2	3	9 do (to Dec. 31, '95, and extra trips)	40 62
do do	A. McGuigan...	2	3	3 do from do	10 00
Kinkora and Railway Station	J. Farmer	1	12	12 do	62 60
Kinross and Lyndale.....	M. Gillis.....	3	2	12 do	36 00
Kinross and Orwell.....	R. Wood.....	1	3	12 do	35 00
Lansdowne Hotel and Railway Station	J. A. Strang.....	1	6	12 do	94 20
Little Tignish and Tignish.....	J. J. Buote.....	4	2	12 do	40 00
Little York and Pleasant Grove	T. H. Lawson.....	19	3	6 do (from Oct. 1, '95)	54 00
Little York and Railway Station	do	1	12	6 do (to Sept. 30, '95).	20 00
do do	P. Lawson.....	1	12	6 do from do	27 00
Little York and Union Road	R. Cook	24	3	6 do (to Sept. 30, '95).	81 00
Locke Road and Mill River.....	M. Howard.....	4	2	12 do	52 00
Lot 4 and Miminegash	J. Doyle	5	2	9 do (to Dec. 31, '95).	52 50
Lot 4 and Railway Station	H. Chappell.....	4	6	9 do (to Dec. 31, '95).	77 46
do do	G. McKay.....	4	6	3 do from do	19 09
Lot 10 and Railway Station	H. Ritchie.....	1	2	12 do	32 00
Lot 11 and Railway Station.....	M. J. Kilbride.....	5	3	12 do	53 31
Lot 12 and Railway Station.....	W. Hayes, sr.....	2	12	12 do	115 71
Lot 35 and Railway Station.....	H. M. McLeod..	1	2	12 do	40 00
Lot 40 and Railway Station.....	A. H. McEwen..	1	6	12 do	56 32
Lot 56 and Sailors Hope.....	F. McDonald.....	7	2 & 3	12 do	85 08
Mansfield and Selkirk Railway Station.....	J. McIsaac.....	4	2	12 do	31 41
Marie Bridge and Marie Railway Station.....	A. Cobb	1	3	3 do (from Jan. 1, '96)	7 00
Marie Bridge and Milburn.....	do	4	3	3 do (from Jan. 1, '96)	10 00
Midgell and Midgell Railway Station.....	R. Battersby...	1	3	3 do (from Jan. 1, '96)	4 50
Milburn and Morell Station.....	A. Cobb	9	3	9 do (to Dec. 31, '95).	54 00
Mill Cove and Railway Station	J. Hughes	2	2	12 do	19 00
Mill River and Railway Station	F. Peters	1	6	12 do	25 00
Mill View and Vernon River	J. Murphy	2	6	12 do	85 00
Milton Station and North Milton	W. McNeill.....	2	3	12 do	39 00
Milton Station and Railway Station	do	1	6	12 do	40 82
Miscouche and Muddy Creek	T. McNeill.....	5	2	12 do	38 88
Miscouche and Railway Station.....	J. H. C. Des Roches.....	1	12	9 do (to Dec. 31, '95).	25 50
do do	A. F. Gillis.....	1	12	3 do from do	9 50
Miscouche and South-west Lot 16	T. McNeill.....	9	2	12 do	76 00
Montague Bridge and Railway Station.....	F. D. McCormack	5	6	9 do (to Dec. 31, '95).	164 61
do do	J. J. McDonald.	4	6	3 do from do	37 50
Montague Bridge and Valleyfield	A. J. McLeod ..	5	3	9 do (to Dec. 31, '95).	52 05
do do	do	5	3	3 do from do	12 00
Montague Bridge and Victoria Cross	J. Dewar	3	3	9 do (to Dec. 31, '95).	36 75
do do	J. Kennedy.....	3	3	3 do from do	10 75
Montague Cross and Murray Harbour Road.....	J. MacLean	2	3	6 do (to Sept. 30, '95).	12 50

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Prince Edward Island
Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Montague Cross and Orwell	J. Morrissey	5½	3	6 mos. (from Oct. 1, '95)	30 00
Morell Rear and Morell Station	R. D. Sterns	4½	2	9 do (to Dec. 31, '95)	30 00
Morell Station and Railway Station	M. Coffin	1½	12	12 do	20 00
Morell Station and Sinnott's Road	M. Cullen	7	2	3 do (from Jan. 1, '96)	11 12
Mount Herbert and Southport	H. Snallowood	6½	2	12 do	54 00
Mount Pleasant and Railway Station	F. Callaghan	3½	2	9 do (to Dec. 31, '95)	30 42
do do	G. Nisbet	3½	2	3 do from do	7 12
Mount Stewart and Railway Station	H. McEachern	4½	12	12 do	36 25
Murray Harbour South and White Sands	D. Bell	3	2	12 do	39 00
New Acadia and Railway Station	J. Pino	1	2	12 do	15 00
New Annan and Railway Station	W. B. Bowness		6	12 do	62 40
New Annan and Wilmot Valley	do	3½	2	12 do	52 00
New Argyle and New Haven	D. McPhail	4	3	12 do	70 00
New Haven and Riverdale	M. McLeod	3½	2	12 do	34 32
Newton Cross and Orwell	J. Morrissey	2½	2	6 do (to Sept. 30, '95)	10 00
New Perth and Poole's Road	E. Pooles	1	6	3 do (from Jan. 1, '96)	16 25
New Wiltshire and Railway Station	E. Easter		6	12 do	37 68
New Zealand and Railway Station	J. Cantwell		3	12 do	28 50
Northam and Railway Station	J. E. Yeo		6	12 do	35 00
Northam and Victoria West	N. McLennan	5	2	12 do	36 00
North Lake and Souris East	D. McKinnon	24½	3	12 do	210 60
North River and South Wiltshire	R. H. Simmons	4	3	12 do	60 00
North St. Eleanors and Summerside	W. Rogers	4½	6	3 do (from Jan. 1, '96)	22 50
O'Leary Station and Railway Station	R. Ellis	1½	6	12 do extra trips	25 75
O'Leary Station and West Cape	J. Dennis	9	2	12 do	77 48
Orwell and Orwell Cove	N. M. Gillis	2	3 & 6	12 do	46 57
Peake's Station and Railway Station	A. McDonald	1½	6	12 do	38 00
Peake's Station and Ruskin	H. R. Mooney	6	2	12 do	64 00
Peake's Station and St. Patrick's Road	A. McDonald	3½	2	3 do (to June 30, '95)	9 10
Peake's Station and St. Patrick's Road	D. McBride	3½	2	9 do from do	25 50
Pisquid and Railway Station	J. A. McDonald	1½	2	12 do	36 00
Pisquid and Webster's Corners	C. McAree	6	3	12 do	49 92
Pisquid Road and Vernon River	E. O'Keefe	3	2	12 do	46 00
Piusville and Railway Station	A. Wedge	2	2	3 do (to June 30, '95)	8 75
do do	S. Gallant	2	2	9 do from do	10 50
Piusville Station and Piusville Railway Station	P. B. Doiron	1½	6	12 do	10 00
Port Hill and Railway Station	S. B. H. Birch	4	12	12 do	112 68
Pownal and Village Green	M. Jardine	3	2	3 do (to June 30, '95)	5 62
do do	L. Carver	3	2	9 do from do	15 00
St. Andrews and Railway Station	J. McDonald	1½	3	12 do	25 00
St. Eleanors and Summerside	T. Lyle	2½	6	3 do (to June 30, '95)	17 00
do do	do	4½	6	6 do (to Dec. 31, '95)	61 20
St. Margarets and Bear River Railway Station	J. D. J. McDonald		5	3 6 do (from Oct. 1, '95)	24 00
St. Mary's Road and St. Mary's Road East	T. Daley	2½	2	12 do	25 00
St. Teresa and Railway Station	A. Bradley	1	3	12 do	39 00
Scotchfort and Railway Station	J. McDonald	1	2	9 do (to Dec. 31, '95)	12 00
do do	J. Weir	1	2	3 do from do	3 90
Sea Cow Pond and Tignish	J. M. Nelligan	7½	2	6 do (to Sept. 30, '95)	22 00
do do	A. E. Keough	7½	2	6 do from do	17 50
Skinner's Pond and Tignish	J. J. Morrissey	10½	2	12 do	49 72

DETAIL of all payments for Mail Transportation in Prince Edward Island
Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Souris East and Railway Station...	A. Paquet	12	12	3 mos. (to June 30, '95).	11 25
do do	C. Lavie.....	12	12	9 do from do and extra trips...	58 56
Suffolk Station and Railway Station	J. A. Ferguson..	2	12	do	20 80
Summerside and Railway Station..	J. McKay	as req.	9	do (to Dec. 31, '95)..	153 90
do do	F. Perry	as req.	3	do from do	40 20
Summerside and Street Letter Boxes	J. McKay	18	9	do (to Dec. 31, '95) ..	24 00
do do	F. Perry	18	3	do from do	7 50
Summerside and Vernon River ...	E. Fraser.....	4 1/2	3	12 do	52 00
Ten Mile House and Railway Station	J. Fitzpatrick ..	1 1/2	2	12 do	40 00
Tignish and Railway Station	H. Gaudet.....	12	12	do and extra trips..	63 60
Tracadie Cross and Railway Station.	J. Johnson	1 1/2	3	12 do	30 00
Traveller's Rest and Railway Station	T. Townsend ...	1	3	12 do	39 00
Union Road and Union Railway Station.....	C. Mallett.....	1	3	6 do (from Oct. 1, '95)	22 50
Wellington and Wellington Railway Station	P. Ayers	1 1/2	2	12 do	22 25
Wellington Station and Railway Station	F. J. Arsenault.	1 1/8	12	12 do	26 75
West Devon and Railway Station ..	J. A. Morshead.	1 1/8	6	12 do	14 50
Western Road and Railway Station	P. Reid	1 1/2	2	12 do	25 00
West Point and Railway Station...	P. McPhee.....	14	2	9 do (to Dec. 31, '95)..	84 00
West St. Peters and Railway Station	J. McDonald....	2 1/2	2	12 do	40 00
Winsloe Road and Winsloe Station.	J. I. Hughes ...	5	3	6 do (to Sept. 30, '95).	37 50
do do	do	9	3	6 do from do	55 00
Winsloe Station and Railway Station	J. Burrows.....	1 1/8	3	12 do	23 25
Wood Islands and Wood Islands North.....	J. H. McMillen.	2 1/2	3	12 do	39 00
Special services as telegraph operator at Cape Tormentine.....	J. B. Allen			Season 1894-95, 1895-96..	120 00
Special services as telegraph operator at Cape Traverse.....	T. C. Muncey....			Season 1894-95, 1895-96..	120 00
				Total.....	\$15,788 29

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

Postmaster General's Report.

QUEBEC POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
made within the Year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Albanel and Normandin.....	A. Laprise.....	7	2	9 mos. (to Dec. 31, '95)..	45 00
do do.....	Z. Lavoie.....	7	2	3 do from do.....	13 75
Allard Settlement and Nouvelle.....	J. Keay's, jr.....	3	1	12 do.....	20 00
Allen's Mills and Railway Station..	D. Vir.....	100 yds.	as req.	12 do.....	30 00
Amqui and Railway Station.....	T. Ross.....	100 yds.	as req.	12 do.....	60 00
Ancienne Lorette and Champigny..	N. Alain.....	2	6	12 do.....	100 00
Armagh and St. Raphaël.....	T. Roy.....	15	6	12 do.....	260 00
Auvergne and Portneuf Railway Station.....	F. X. Demers.....	11½	1	3 do (from Jan. 1, '96)	12 50
Avignon and Matapedia.....	A. Gallant.....	7	6	12 do.....	155 00
Bagotsville and Grande Baie.....	E. Gobeil.....	3	as req.	Season 1895.....	72 75
Bagotsville and Wharf.....	M. Pouliot.....	½	as req.	do.....	48 50
Baie de la Trinité and Cariboo Island.....	I. T. Comeau.....	7½	2	do.....	40 00
Baie de la Trinité and Pointe des Monts.....	J. A. Fafard.....	8½	as req.	do.....	42 00
Baillargeon and Craig's Road Station.....	B. Huot.....	60	3	12 months.....	60 00
Baker Brook and Railway Station..	A. McLean.....	20 yds.	12	12 do.....	50 00
Barrachois de Malbay and Point St. Peter (via Belle Anse and Malbay)	P. Kelly.....	4	4	Season 1895.....	240 00
Barrière St. Valier and Street Letter Box.....	E. Emond.....	1	12	1 mon. (to April 30, '95).	3 33
Beaubien and Cap St. Ignace Station	N. Dugal.....	½	12	12 do.....	20 00
Beauce Junction and Scott Junction	G. Garon.....			Special service.....	26 00
Beaudet and Railway Station.....	A. Boulianne.....	128 yds.	2 & 3	12 months.....	13 95
Beaupré and St. Féréol.....	F. Michel.....	7	3	12 do.....	100 00
Belair and Railway Station.....	A. Couture.....	1	6	12 do.....	50 00
Bergerville and Quebec.....	J. Drolet.....	3	6	12 do.....	90 00
Bersimis and Hamilton Cove.....	E. Tremblay.....	35	2	9 do (to Dec. 31, '95)..	555 00
Berthier and Railway Station.....	V. Guilmet.....	2½	12	12 do.....	140 00
Bic and Railway Station.....	J. R. Colclough.....	10 yds.	as req.	12 do.....	36 00
Bic and St. Valerien de Rimouski..	J. Moisan.....	3½	6	12 do.....	100 00
Black Cape and Querry.....	A. Querry.....	4½	3	3 do (to June 30, '95).	15 00
do do.....	V. LeBlanc.....	4½	3	9 do.....	42 00
Blanchet and St. Lambert.....	J. Paquet.....	¾	12	12 do.....	35 00
Bonaventure Island and Percé.....	G. Aubert.....	3	3	9 do (to Dec. 31, '95).	86 25
do do.....	do.....	3	3	3 do from do.....	19 75
Bourg Louis and Railway Station..	P. Russell.....	3	5	12 do.....	75 00
Buckland and St. Lazare.....	F. Labonté.....	15	6	12 do.....	400 00
Buckland and St. Magloire.....	P. Tanguay.....	18	4	12 do.....	277 00
Cacouna and Railway Station.....	J. B. Beaulieu.....	5	12	9 do (to Dec. 31, '95).	187 50
do do.....	C. Dionne.....	5	12	3 do from do.....	62 50
Cacouna and Railway Station.....	T. Dionne.....	2½	6 & 12	Season 1895.....	61 29
Cap à l'Aigle and Murray Bay.....	P. Savard.....	3	14	do.....	88 00
Cap Rouge and Quebec.....	J. Drolet.....	9	6	12 months.....	199 00
Caplin River and Musselyville.....	H. J. Mussely.....	6	2	9 do (to Dec. 31, '95).	60 00
Cap St. Ignace and Railway Station	J. Bossinotte.....	½	12	12 do.....	80 00
Cap St. Ignace and Ste. Apolline de Patton.....	J. Fournier.....	21	1	12 do.....	80 00
Cap Santé and Les Ecureuils.....	O. Gauvreau.....	4½	6	12 do.....	218 00
Cap Santé and Portneuf.....	E. Marcotte.....	5	6	12 do.....	150

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Casault and Railway Station	J. Ouellet	2	3	12 months	40 00
Causapsal and Railway Station	O. Charette	250 yds.	12	12 do	30 12
Chambord and Railway Station	J. Bilodeau	1	6	12 do	155 00
Champigny and Railway Station	H. Robitaille	1	12	12 do	100 00
Charlesbourg and Quebec	E. Lefebvre	5	2	12 do	125 00
Charlesbourg West and Railway Station	F. Jobin	250 yds.	12	12 do	30 12
Chaudière Basin and Etchemin	A. Couture	3	6	12 do	80 00
Chaudière Curve and Railway Station	E. Fontaine	30 yds.	12	12 do	60 00
Chaudière Mills and Railway Station	G. Breaky	3½	6	12 do	100 16
Chaudière Station and Railway Station	C. F. Coleman	300 yds.	6	12 do	35 00
Chemin Taché and St. François Xavier de Viger	J. B. Morin	6	3	12 do	133 80
Chicoutimi and Grande Baie	P. Gagnon	13	6	12 do and extra trips	349 12
Chicoutimi and Laterrière	L. Maltais	10	6	12 do	325 00
Chicoutimi and Railway Station	A. Guimond	½	as req.	12 do	108 30
Chicoutimi and Rivière du Moulin	P. Grenon	1½	1	12 do	15 60
Chicoutimi and Street Letter Box	P. Girard	½	6	12 do	47 10
Chicoutimi and Tremblay	C. Jean	2	6	9 do (to Dec. 31, '95)	90 00
do do	F. Simard	2	6	3 do from do	21 25
Chicoutimi and Wharf	A. Guimond	½	as req.	Season 1895	72 00
Clairvaux de Charlevoix and St. Cassien des Caps	J. Guay	6	3	12 months	60 00
Craig's Road Station and Railway Station	N. Fournier	10 yds.	12	12 do	24 00
Cranbourne and Cudfaff	W. Wilson	5	6	12 do	130 00
Cranbourne and Frampton	V. Lacroix	8	6	12 do	210 00
Cross Point and Ste. Anne de Restigouche	J. Olscamp	2	6	12 do	110 00
Cross Point and Sellarville	W. Adams	10½	2	12 do	85 00
Dablon and Railway Station	G. Larouche	½	6	9 do (to Dec. 31, '95)	33 75
do do	do	½	4	3 do from do	7 50
Delisle and St. Joseph d'Alma	F. Gagné	8	2	3 do (to June 30, '95)	23 12
do do	A. Asselin	12	2	9 do from do	58 47
Delisle and Taillon	A. Larouche	12	1	12 do	52 00
Dequen and Railway Station	O. Couture	2	3	6 do (to Sept. 30, '95)	25 00
do do	A. Bilodeau	1	4 & 6	6 do from do	21 12
Deschambault and Railway Station	D. Perrault	2½	12	12 do	99 00
Deschambault Station and Railway Station	N. Mercier	75 ft.	12	12 do	10 00
Deschambault St'n. and St. Gilbert	H. Paquin	3½	1	7 do (to Oct. 31, '95)	17 50
do do	do	3½	3	5 do from do	37 50
Douglastown and Douglas West	O. Walsh	2½	1	12 do	40 00
Egg Island and Pointe aux Anglais	L. Langlois	4	2	Season 1895	50 00
Elgin Road and Railway Station	F. Bélanger	1	3	12 months	40 00
Escuminac and Fleurant	J. Doherty	8	1	12 do	48 00
Esquimaux Point and Moisie	P. Dupuis	21	6	Season 1895-96	475 00
Esquimaux Point and Natashquan	P. Preverreau	100	6	do	200 00
Etchemin and Lévis	F. Joncas	6	12	12 months	400 00
Etchemin and St. Jean Chrysostôme	F. Vermette	3	6	12 do	100 00
Etchemin and St. Nicholas	N. Hébert	9	6	12 do	335 00
Etchemin and South Quebec	P. E. Bourassa	4	6	12 do	100 00
Father Point and Railway Station	J. Heppel	2	12	12 do	200 00
Fontenelle and Gaspé Basin	J. Stanley	8	1	12 do	36 00
Fortin and Matane	N. Fortin	6	1	12 do	40 00
Fox River and Grande Grève	E. Tapp	20	3	12 do	285 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fox River and Petite Madeleine....	A. Parent	51	2	12 months	500 00
Frampton and Ste. Hénéline....	J. Audet.....	13	6	6 do (to Sept. 30, '95).	125 00
do do	do	13	6	6 do from do	150 00
Frampton and Springbrook	J. Clark	4	3	12 do	60 00
Fréchette and St. Nicholas	A. Fortier.....	5	3	12 do	83 25
Gaspé Basin and Gaspé Basin South	J. H. Eden.....	4½	3	12 do	75 00
Gaspé Basin and Grande Grève....	T. H. Miller....	15	3	12 do and extra trips..	267 55
Gaspé Basin and Paspébiac	G. Sutton.....	103	6	12 do	4,750 00
Grande Baie and L'Anse St. Jean..	R. Gagnon.....	54	2	12 do	230 00
Grande Baie and St. Urbain de Charlevoix.....	A. Fortin.....	63	3	9 do and extra trips (broken period).	911 74
Grand Fond and Murray Bay....	W. Dufour.....	8	1	12 do	26 00
Grand Métis and Railway Station..	C. N. Pagé.....	3	12	12 do	200 00
Grand Métis and Métis Point....	do	6	6	Season 1895.....	59 25
Grand Pabos and Ste. Adélaïde de Pabos.....	P. Kelly.....	3	4	do	120 00
Grondines and Railway Station....	L. Côté.....	3½	12	12 months.....	240 00
Hamilton Cove and Notre Dame de Bethiamits	E. Tremblay....	35	2	3 do (from Jan. 1, '96)	185 00
Hébertville and Railway Station..	L. Fortin.....	3½	4 & 6	2 do (to May 31, '95).	28 20
do do	W. Fortin.....	3½	4 & 6	10 do from do	188 40
Hedleyville and St. Roch de Québec.	H. Talbot.....	8	12	12 do	55 00
Isle aux Coudres and St. Paul's Bay	J. Dufour.....	9	2	11 do (to Feb. 29, '96).	183 33
do do	do	9	3	1 do from do	25 00
Isle aux Grues and Montmagny....	N. Lebel.....	6	2	12 do	250 00
Isle Verte and Notre Dame de l'Isle Verte.....	E. Fraser.....	6	80	12 do	80 00
Isle Verte and Railway Station....	L. A. Bertrand..	1	12	12 do	80 00
Isle Verte and St. Paul de la Croix.	A. Boucher.....	10	2	12 do	130 00
Ivry and Notre-Dame du Lac	J. L. Gagné....	1½	6	12 do	100 00
Jonquières and Railway Station...	O. Gagnon.....	¼	4 & 6	12 do	54 00
Jonquières and St. Cyriac	H. Gendreau....	10	1	12 do	52 00
Kamouraska and Railway Station..	J. B. Pelletier..	5	24	12 do	375 00
Kiskissink and Railway Station....	J. Bernier.....	¼	2 & 3	12 do	20 00
Lac au Sable and Railway Station..	J. B. Darveau..	100 ft.	12	12 do	30 00
Lachevrotière and Railway Station.	V. Portelance..	8	6	12 do	21 00
Lac Clair and Tremblay	A. Dufour.....	18	1	12 do	100 00
Lac Matapédia and Railway St'n..	J. Smith.....	¼	6	12 do	75 00
Lac St. Joseph and Ry. Station....	L. Piché.....	100 yds.	12	12 do	32 50
Lac Décharge and Tremblay	J. Sheehy.....	21	1	12 do	103 00
Lake Beauport and Quebec	P. Brown.....	13	2	12 do and extra trips..	171 60
Lake Edouard and Railway Station	J. W. Baker.....	15 yds.	4 & 12	12 do	18 00
Lake Etchemin and Langevin.....	L. Mercier.....	12	6	12 do	290 00
Lake Etchemin and Ste. Rose de Watford.....	E. Bougie.....	12	2	12 do	75 00
Lake Etchemin and Standon.....	F. Gosselin....	12	6	12 do	270 00
Lamartine and Railway Station....	P. Cloutier....	2½	3	12 do	50 00
Landvillia and Railway Station....	C. Lavallée....	2	6	12 do	58 00
L'Anse à Gilles and Railway Station	O. Langelier....	2	6	12 do	100 00
L'Anse au Foin and Tremblay	L. Grenon.....	8	4	9 do (to Dec. 31, '95)..	118 65
do do	C. Tremblay....	8	4	3 do from do	37 50
L'Anse St. Jean and Petit Saguenay	M. Tremblay....	12	52	Season 1895.....	52 00

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
L'Anse St. Jean and St. Etienne du Saguenay	L. H. Gagnon...	21	2	7 months and 12 days (broken period)	140 00
La Petite Rivière St. François Xavier and St. Cassien des Caps	P. Bouchard...	7	6	12 do	220 00
Lauzon and Lévis	G. Bordeleau...	2	12	12 do	90 00
Lauzon and St. Joseph de Lévis	E. Ruel	1½	12	12 do	140 00
Lauzon and St. Joseph de Lévis Street Letter Box	J. B. Carrier	½	18	12 do	15 00
Laval and Quebec	T. Keogh	17	2	12 do	100 00
Les Eboulements and Quai des Eboulements	I. Dufour	3	3	1 do and 3 days (to May 3, '95)	6 50
do do	G. Gagnon	3	3	Part of season 1895	32 08
Les Eboulements and St. Hilarion	F. Perron	8	6	12 months	145 00
Les Eboulements and Wharf	E. Tremblay	5	as req.	Season 1895	80 00
Les Escoumains and Hamilton Cove	A. Tremblay	27	3	12 months	412 00
Les Escoumains and Tadousac	M. Maltais	27	4	12 do	480 00
Les Saules and Quebec	J. Tardif	6	6	3 do (to June 30, '95)	35 00
do	G. Tremblay	6	6	9 do from do	112 50
Lévis and Notre Dame de Lévis	M. Gagnon	½	19 & 13	12 do	210 00
Lévis and Québec	J. Blais	1	18 & 12	do and extra trips	370 00
do	E. Morin			Special service	12 00
do	E. Guay			do	128 00
do	P. Lachance			do	28 00
do	G. Hough	1	37	2 months 2 days (from Jan. 30, '96)	324 00
Lévis and Railway Station (G.T.)	C. Lafamme	¼	6	12 do	15 00
Lévis and Railway Station (I.C.)	A. Lafamme	¼	24	12 do	90 54
Lévis and Railway Station (Q.C.)	F. Bégin	¼	45	12 do	45 00
Lévis, Scott Junction and St. Anselme	J. Rouleau			Special service	16 20
Lévis and St. Michel de Bellechasse	E. Poiré	15	6	12 months	300 00
Lévis and Street Letter Boxes	M. Gagnon	4½	18	12 do	400 52
L'Islet and Railway Station	B. Morin	2½	12	12 do	125 00
Little Métis and Railway Station	I. Macnider	6	6	Season 1895	66 00
Lorette and Railway Station	J. B. Linteau	¾	12	12 months	42 00
Lorne House and Pointe-à-Pic Wharf	W. Chamard	¾ & ½	12	Season 1895	50 00
Lourdes au Blanc Sablon and Natashquan	N. Blais, atty	304	4	Season 1895-96	350 00
Maria and Maria East	J. Beigold	5	3	12 months	75 00
Matane and Railway Station	S. St. Laurent	32	6	12 do	700 00
Matane and Ste. Anne des Monts	E. Lepage	57	3	12 do	674 00
Matapedia and Railway Station	E. Doiron	200 yds	12 & 18	12 do	116 70
Matapedia and Runnymede	J. Lawlor	12	1	12 do	70 00
Mercier and Notre-Dame du Rosaire	O. Pruneau	6	3	12 do	80 00
Metabetchouan and Railway Station	C. Gagnon	½	12 & 6	12 do	72 20
Metabetchouan and St. Hilaire du Lac St. Jean	P. Boivin	13½	1	12 do	74 00
Miguasha and St. Jean L'Evangeliste	A. Labilloy	5	1	12 do	28 25
Millstream and Railway Station	J. F. McDonald	30 ft.	6	8 do (from Aug. 1, '95)	19 48
Mistassini and Ticonabé	J. Trudel	18	1	11 do (to Feb. 29, '96)	64 16
do do	do	18	2	1 do from do	11 66
Moisie and Notre-Dame de Betshiamits	R. H. Montgomery	230	6	Season 1895-96	1,160 00
Montauban and Railway Station	J. C. Chateauvert	1	12	12 months	55 00
Mont Carmel and Railway Station	R. Lavoie	3	6	12 do	97 48
Montmagny and Railway Station (Express)	A. Gamache	1	12	12 do	72 00
Montmagny and Railway Station (Local)	C. Larcher	1	12	12 do	100 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Montmorency Falls and Montmorency Village.....	J. Mathieu.....	2	6	11 mos. (to Feb. 29, '96)	
Montmorency Falls and Quebec....	L. Tessier dit Laplante.....	8	6	11 do (to Feb. 29, '96)	30 00
Morigeau and St. Francois Montmagny Railway Station.....	O. Tremblay.....	2	6	12 do	306 66
Murray Bay and Ste. Agnès de Charlevoix.....	T. Lapointe.....	9	3	3 do (to June 30, '95).	17 50
do do.....	do.....	9	6	9 do from do ..	105 00
Murray Bay and St. Paul's Bay....	A. Bouchard.....	30	6	12 do	1,170 00
Murray Bay and St. Siméon.....	J. Couture.....	20	6	12 do	560 00
Murray Bay and Wharf.....	G. Boullianne.....	3	as req.	Season 1895.....	247 00
Newport and Newport Point.....	P. Kelly.....	1/2	4	do	120 00
Normandin and St. Félicien.....	A. Dumas.....	20	3	12 months	170 00
Notre-Dame de Lévis and Villemay	M. Gagnon.....	1	6	12 do	60 00
Notre-Dame de Rimouski and Railway Station.....	A. Parent.....	1/2	12	12 do	75 00
Notre-Dame du Portage and Railway Station.....	J. B. Thibault.....	7	6	9 do (to Dec. 31, '95).	93 00
do do.....	A. Labbé.....	7	6	3 do from do ..	29 75
Notre-Dame du Portage and St. Patrick.....	J. B. Thibault.....	4 1/2	6	Season 1895.....	29 20
O'Donnell Siding and O'Donnell Siding Railway Station.....	P. Caron.....	1/2	6	6 months (to Sept. 30, '95)	17 50
Old Lake Road, Railway Station and St. Antoine.....	do.....	1/4	12 & 6	6 do (to Sept. 30, '95).	50 00
Old Lake Road and Railway Station.....	do.....	1/4	6	6 do (from Oct. 1, '95)	23 55
Ouïatchouan and Railway Station.....	P. Desbiens.....	50 ft.	4	9 do (from July 1, '95)	10 50
Paspébiac and Newport.....	T. Enright.....			Special trips	10 50
Perthuis and Railway Station.....	E. N. Sewell.....	200 yds.	12 & 4	12 months	22 90
Petite Madeleine and Ste. Anne des Monts.....	M. A. Côté.....	56	2	12 do	550 00
Pointe aux Orignaux and Rivière Ouelle.....	J. B. Hudon.....	2 1/2	12 & 6	12 do	58 32
Pointe aux Trembles and Quebec.....	A. Augers.....	22	6	12 do (less fine).....	492 00
Pointe Bleue and Roberval.....	L. E. Otis, jr.....	5	3	12 do	85 00
Pont Rouge and Railway Station.....	J. Denis.....	2	as req.	12 do	92 00
Port Daniel East and Port Daniel West.....	P. Kelly.....	3	4	Season 1895.....	240 00
Portneuf and Railway Station.....	E. Marcotte.....	1	12	12 months	100 00
Price and St. Octave Ry. Station.....	P. L. Bourgoin.....	3	6	9 do (to Dec. 31, '95).	56 25
do do.....	P. Michaud.....	3	6	1 do (to Jan. 31, '96).	10 00
do do.....	T. Nadeau.....	3	6	2 do from do ..	11 66
Quai de Rimouski and Rimouski.....	C. Gasse.....	2	6	12 do	100 00
Quebec and Immigration Letter Box	E. Corneil.....	2	as req.	Season 1895.....	20 00
Quebec Letter Carrier's Service.....	Quebec Street				
do do.....	St. John Street	2	as req.	8 months and 17 days from July 15, '95.....	170 59
do do.....	Ry. Company	1	as req.	do do	142 38
Quebec Ry. Station and Wharf.....	G. Hough.....	1/2	as req.	12 months	2,800 00
Quebec, St. Jean and St. François, (I. O.).....	A. Maranda.....	22	6	12 do	780 00
Quebec and St. John Suburbs Street Letter Boxes.....	M. Gingras.....	4	30	1 do (to April 30, '95).	36 18
Quebec and St. Sauveur de Québec.....	F. Gignac.....	1 1/4	31	1 do (to April 30, '95).	33 16
Quebec and Ste. Tite des Caps.....	J. Giguère.....	33	6	11 do (to Feb. 29, '96).	859 83
Quebec and Spencer Cove.....	A. Cullin.....	5	12	12 do	250 00

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Quebec and Stoneham.	J. Corrigan.	17	2	12 months	145 00
Quebec and Street Letter Boxes (Lower Town).	C. Gagné.	1	30	1 do (to April 30, '95).	15 00
Quebec and Street Letter Boxes	G. Hough.	8½	31	9 do and 16 dys. from June 15, '95.	1,665 96
Ravignon and Ste. Rose de Watford Rimouski and Railway Station (English Mails).	F. Vaillancourt.	8	1	12 do	40 00
Rimouski and Railway Station	L. Lavoie.	¾	1	Season 1895.	14 50
Rimouski and Railway Station	L. Lavoie	¾	24	12 months	184 00
Rimouski and Ste. Blandine.	J. Ross.	9	2	3 do (to June 30, '95).	13 62
do do	do	9	4	9 do from do	81 75
Rivière à l'Ours and Ry. Station.	L. P. Godin	4	1	12 do	60 00
Rivière à Pierre and Ry. Station.	J. S. Murphy.	¾	6 & 12	12 do	20 00
Rivière au Doré and St. Félicien.	P. Bélanger.	12	1	12 do	65 00
Rivière aux Pins and St. Gabriel Railway Station	M. Hayes	6½	2	12 do	72 00
Rivière du Loup and Ry. Station.	M. L. Marchand	1½	49	12 do	786 58
Rivière du Loup and Wharf.	A. Bérubé	3	12	Part of season 1895.	95 40
do do	L. T. Pinze.	3	as req.	do	59 50
Rivière du Loup and Street Letter Box	M. L. G. Mar- chand	1½	25	12 months	130 40
Rivière Gilbert Gold Mines and St. Benjamin	G. Mathieu.	8	1	7 do (from Sept. 1, '95)	40 83
Rivière Ouelle and Ry. Station.	P. Anctil.	5	12	3 do (to June 30, '95).	50 00
do do	S. LeBrun	5	12	9 do from do	108 00
Rivière Ste. Marguerite and Ta- dousac.	A. Fortin.	21	1	12 do	94 00
Rivière Trois Pistoles and Railway Station	A. Rioux.	4	12	12 do	60 00
Roberval and Railway Station.	J. Potvin.	¾	12 & 8	12 do	62 89
Roberval and St. Prime.	J. Auclair	10	6	12 do	196 75
St. Alban and Railway Station.	R. Rivard	7	6	12 do	119 00
St. Alexandre and Railway Station St. Alexandre de Kamouraska and St. Eleuthère.	R. Fortin.	400 yds.	12	12 do	55 00
do do	do	24	1	12 do	100 00
St. Anaclet and Railway Station.	L. St. Pierre.	2½	12	12 do	92 00
St. André de Kamouraska and Rail- way Station	E. Michaud.	5	12	12 do	300 00
Ste. Angèle de Rimouski and St. Joseph de Lepage	A. Gauthier	6½	6	12 do	135 00
Ste. Anne de Beaupré and Ste. Tite des Caps.	J. Giguère.	12	6	1 do (from Mar. 1, '96)	39 08
Ste. Anne de Lapocatière and Rail- way Station.	J. O. Ouellet.	1	24	12 do	231 20
Ste. Anne de Lapocatière and St. Onézime.	G. Ouellet.	6	3	12 do	117 00
St. Antoine Railway Station and Old Lake Road	R. Levesque.	4½	6	6 do (from Oct. 1, '95)	54 95
St. Anselme and Railway Station.	F. Lamontagne.	1	12	12 do	80 00
St. Anselme and Ste. Claire.	do	7	6	12 do	175 00
St. Anselme and Ste. Hénédine.	J. Mercier			Special service.	2 00
St. Anselme and Scott Junction.	L. V. Bernier.			do	21 00
St. Arsène and Viger	A. Dionne	6	6	12 months	135 00
St. Aubert and Railway Station.	C. Dubé.	1½	12	12 do	130 00
St. Aubert and St. Pamphile	P. St. Pierre.	31	2	12 do	160 00
do do	do	31	1	12 do	105 00
St. Bazile and Railway Station	F. Paquet.	2½	6	12 do	80 00
St. Bazile Station and Ry. Station. St. Bruno de Kamouraska and St. Pascal.	C. A. Delâge.	150 yds.	6	12 do	12 00
do do	P. Coté.	7	1	12 do	50 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Casimir and Ry. Station.....	L. Martin.....	4½	12	11 mos. (to Feb. 29, '96).	198 00
do do.....	H. Martin.....	4½	12	1 do from do	18 00
St. Casimir and St. Ubalde.....	J. Soulard.....	11	6	12 do	270 00
St. Catherine and Railway Station	P. Julien.....	1	6	12 do	100 00
St. Charles, Rivière Boyer and Ry. Station.....	E. Bilodeau.....	1	6	12 do	25 00
Ste. Claire and St. Malachie.....	P. Turgeon.....	10	6	12 do	268 00
St. Clément and St. Cyrien.....	J. Dionne.....	6	2	12 do	60 00
St. Clément and St. Éloi.....	C. Boucher.....	12	3	12 do	138 00
St. Cyrille de l'Islet and Railway Station.....	J. B. Cloutier.....	7½	3	12 do	150 00
St. Cyrille and St. Marcel de l'Islet	T. Touchette.....	15½	1	12 do	75 00
St. Damase de Rimouski and St. Moïse Station.....	A. Lamontagne.....	7	3	12 do	80 00
St. David de Lévis and Hadlow Cove Road.....	J. Hallé.....	1	12	12 do	95 00
St. Denis de la Boutellerie and Railway Station.....	F. Thibault.....	4	12	12 do	124 00
St. Éloi and Railway Station.....	P. Langelier.....	3	6	12 do	100 00
St. Etienne du Saguenay and Tadoussac.....	J. Murray.....	10	2	9 do (to Dec. 31, '95).	220 50
do do.....	E. Hillier.....	10	2	3 do from do	73 50
St. Fabien and Railway Station.....	E. Jean.....	1	12	12 do	47 00
Ste. Famille and St. Pierre (I.O.).....	A. Maranda.....	8	3	12 do	120 00
St. Félicien and St. Prime.....	P. Bouchard.....	9	2 & 6	12 do	196 75
St. Félicien and Ticonabé.....	O. Perreault.....	5	3	Season 1895.....	43 61
Ste. Flavie and Railway Station.....	P. E. Chouinard.....	3	12 & 24	12 months.....	400 00
Ste. Flavie Station and St. Joseph de Lepage.....	J. St. Amant.....	1½	6	12 do	50 00
St. François and Trois Pistoles.....	F. Morin.....	7½	3	12 do	90 00
St. François de Montmagny and Railway Station.....	E. C. Boulet.....	1½	12	12 do	100 00
St. François Xavier de Viger and Viger.....	A. Jalbert, jr.....	6	3	12 do	90 00
St. Gabriel de Rimouski and Ste. Luce Railway Station.....	A. Caron.....	18	3	12 do	148 00
St. Gabriel Station and Railway Station.....	J. C. O'Donnell.....	10 yds.	6	12 do	16 00
St. Gédéon and Railway Station.....	T. Duchaine.....	1	6 & 4	9 do (to Dec. 31, '95)..	92 40
do do.....	L. Lessard.....	1	as req.	3 do from do	15 90
St. George East and St. Prosper de Dorchester.....	M. Gagnon.....	12½	2	12 do	80 00
St. Germain de Kamouraska, Ste. Hélène de Kamouraska and Pointe Sèche.....	J. Moreau.....	6 & 4	6	12 do	200 00
St. Gervais and Railway Station.....	F. Roy.....	5½	6	12 do	100 00
St. Gervais and St. Lazare de Bellechasse.....	J. Bélanger.....	6	6	12 do	179 00
St. Gervais and St. Nérée.....	D. Lamontagne.....	9	6	12 do	200 00
Ste. Hélène de Kent and Railway Station.....	H. Beaulieu.....	½	12	12 do	20 00
Ste. Hénédine and Railway Station	J. Mercier.....	¼	12	12 do	60 00
St. Henri de Lévis and Railway Station.....	T. Couet.....	½	12	12 do	70 00
St. Henri de Lévis and St. Isidore de Dorchester.....	J. Turgeon.....	10	6	12 do	179 00
St. Henri de Lévis and St. Lambert	Z. Buteau.....	10	6	12 do	200 00
St. Henri Station and Ry. Station.....	G. Demers.....	½	12	12 do	100 00
St. Jean de Dieu and Trois Pistoles	M. D'Auteuil.....	13	3	12 do	144 00
St. Jean Port Joli and Railway Station.....	G. Poitras.....	1½	12	12 do	160 00
St. Joseph d'Alma and Railway Station.....	X. Létourneau.....	9	6	12 do	246 40
Ste. Louise and Railway Station.....	A. Gagnon.....	1½	12	9 do (to Dec. 31, '95)..	36 75
do do.....	L. Gagnon.....	1½	12	3 do from do	12 00

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Louis de Ha Ha Station and Railway Station	D. Pelletier	50 ft.	12	Season 1895	25 00
Ste. Luce and Railway Station	H. Morisset	2	12	9 mos. (to Dec. 31, '95)	87 00
do do	J. Tremblay	2	12	3 do from do	35 00
St. Malachie and St. Nazaire de Buckland	A. Pelchat	8	1	12 do	40 00
St. Malachie and Standon	S. Fortin	13	6	9 do (to Dec. 31, '95)	261 00
do do	E. W. Nicholson	13	6	3 do from do	56 25
St. Mathieu and Railway Station	F. Parent	3	6	12 do	158 00
St. Michel Station and Railway Station	J. Comfoltey	15 yds.	6	12 do	15 00
Ste. Modeste and Ste. Modeste Railway Station	D. Chouinard	4½	6	12 do	115 00
St. Moïse and Railway Station	J. Plourde	2½	6	12 do	90 00
St. Moïse Station and Railway St'n	J. Vaillancourt	1	12	12 do	36 00
St. Pâcome and Railway Station	F. Michaud	1½	12	12 do	125 00
St. Patrick and Railway Station	T. C. Picard	4	3	Season 1895	119 25
St. Paul du Buton and St. Pierre de Montmagny	E. Proulx	17	3	12 months	275 00
St. Paul's Bay and Ste. Tite des Caps	T. Dufour	26	6	12 do	760 00
St. Paul's Bay and St. Urbain	T. Tremblay	9	6	12 do	150 00
St. Paul's Bay and Wharf	C. Bouchard	3	as req.	Season 1895	400 00
St. Philippe de Néry and Railway Station	F. Deschêne	¾	12	12 months	40 00
St. Pierre de Montmagny and Railway Station	N. Samson	2	12	6 do (to Dec. 31, '95)	50 00
do do	E. Samson	2	12	6 do from do	50 00
St. Raphaël East and Railway St'n	P. Gauthier	6	6	12 do	150 00
St. Raymond and Railway Station	A. Paquet	½	24 & 18	12 do	97 00
St. Roch de Québec and Stadacona	F. Cliche	1½	3	12 do	50 00
St. Sauveur de Québec and St. Sauveur de Québec Street Letter Boxes	F. Gignac	2	30	1 do (to April 30, '95)	16 25
St. Siméon and Tadousac	F. Boulianne	22	4 & 3	12 do	500 00
St. Simon de Rimouski and Railway Station	C. Gauvin	1	12	12 do	56 00
St. Valier and Railway Station	J. Corriveau	3	6	12 do	100 00
Sayabec and Railway Station	H. Boulay	¾	12	12 do	30 00
Sillery Cove and Spencer Cove	M. A. McCormick	1½	6	12 do	50 00
South Quebec and Railway Station	J. Ritchie	200 yds.	36	12 do	150 00
Stoneham and Quebec	X. Deschamps	7½	2	6 do (to Sept. 30, '95)	25 00
Stoneham and Tewksbury	J. Falardeau	7½	2	6 do (from Oct. 1, '95)	25 00
Tadousac and Wharf	P. Marquis	¼	as req.	Season 1895	57 90
Trois Pistoles and Railway Station	T. P. Pelletier	¼	24	12 months	74 02
Trois Saumons and Railway Station	B. Gaumond	2	6	12 do	68 00
Valcartier and Railway Station	J. McBain	6	6	12 do	185 00
Village des Aulnaies and Railway Station	L. O. Francoeur	5	12	12 do	180 00
				Total	\$55,470 16

WILLIAM WHITE

Deputy Postmaster General.

W. J. BARRETT,
Accountant.

Postmaster General's Report.

SHERBROOKE POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division,
made within the Year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abercorn and Railway Station.....	M. L. Jeune.....		12	12 months.....	77 50
Adamsville and Railway Station.....	D. Larivée.....		12	12 do.....	74 00
Adderley and St. Pierre Baptiste.....	J. Fortier.....	3	3	12 do.....	56 00
Adstock and Robertson Station.....	H. Bolduc.....	9	2	12 do.....	160 00
Agnès and Audet.....	M. Audet.....	10	1	12 do.....	52 00
Agnès and Railway Station.....	J. S. Wilson.....	3	18	12 do.....	54 00
Agnès and Ste. Cécile de Whitton.....	H. Siasor.....	9	2	12 do.....	100 00
Agnès and Three Lakes.....	H. W. Albre.....	10	1	12 do.....	44 00
Aird, Clarenceville and Miranda.....	M. J. Burwort.....	6 & 4	3	12 do.....	96 00
Angeline and St. Alphonse de Granby.....	E. E. Forgues.....	4	6	12 do.....	150 00
Armstrong and St. Théophile.....	J. Richard.....	2½	2	12 do.....	35 00
Ascot Corner and Railway Station.....	O. A. Proulx.....	3	12	12 do.....	45 00
Ascot Corner and Westbury.....	F. Lothrop.....	4	3	12 do.....	50 00
Aubert Gallion and St. George Beauce.....	M. G. Poger.....	3½	6	12 do.....	35 00
Ayer's Flat and Kingscroft.....	M. L. Geddes.....	6	3	12 do.....	83 00
Ayer's Flat and Railway Station.....	H. G. Ayer.....	½	12	12 do.....	60 00
Baldwin's Mills and Corliss.....	W. K. Baldwin.....	3	6	12 do.....	90 00
Beauce Junction and Jersey Mills.....	R. Groleau.....	26½	6	12 do.....	792 00
Beauce Junction and Railway Station.....	V. Bilodeau.....	64 yds.	12	12 do.....	40 00
Beauce Junction and Saints Anges.....	E. Fontaine.....	8	6	12 do.....	142 00
Beauce Junction, La Beauce, Scott Junction and St. Hénédine.....	M. Hébert.....			Special service.....	5 00
Beaudoin and St. Ferdinand.....	L. Côté.....	5	2	12 months.....	80 00
Bedford and Pierceton.....	J. Briggs.....	8½	6	12 do.....	250 00
Beebe Plain and Railway Station.....	C. H. McClintock.....	½	12	12 do.....	75 00
Bennett and Maple Grove.....	J. Bennett.....	3	3	12 do.....	60 00
Beranger and Dunham.....	S. Cook.....	4	2	12 do.....	60 00
Bethel and South Durham.....	J. Mallette.....	5	3	12 do.....	70 00
Birchton and Railway Station.....	R. Bridgette.....	1½	12	12 do.....	50 00
Birchton and Sand Hill.....	J. H. Laboree.....	4	3	12 do.....	75 00
Bishop's Crossing and East Duds-well.....	H. R. Bishop.....	3	2	12 do.....	52 00
Black Lake and New Ireland.....	D. Lemay.....	10	3	12 do.....	120 00
Black Lake and Railway Station.....	A. Blondeau.....	100 yds.	12	12 do.....	40 00
Black Lake and Reed's Mines.....	C. Paradis.....	2	3	12 do.....	55 00
Boissonneault and Ste. Agathe de Lotbinière.....	O. Boissonneault.....	4	3	8 do (from Aug. 1, '95)	33 34
Bolton Centre, Knowlton and Tucks Landing.....	I. Mooney.....	18	6	12 do.....	700 00
Bolton Forest and Eastman.....	D. E. Phelps.....	2	3	12 do.....	50 00
Boscobel and Roxton Falls.....	J. Hackwell.....	8	1	12 do.....	45 00
Boynton and Fairfax.....	R. Towle.....	4½	3	12 do.....	75 00
Boynton and Railway Station.....	A. R. Hills.....	½	12	12 do.....	60 00
Brigham and Farnham Centre.....	P. E. O'Connor.....	2	6	12 do.....	100 00
Brigham and Railway Station.....	P. Harrison, jun.....	½	12	12 do.....	48 00
Brome and Railway Station.....	C. L. Wilson.....	½	12	9 do (to Dec. 31, '95)	37 44
Brome and Turkey Hill.....	G. M. Sweet.....	5	2	12 do.....	50 00
Brome Centre, Gilman and West Brome.....	C. A. Hunt.....	2 & 3	6 & 3	6 do (from Oct. 1, '95)	76 00
Brompton and Brompton Falls.....	H. Addison.....	4	3	12 do.....	80 00
Brookbury and Robinson.....	R. Rowe.....	5	2	12 do.....	48 00

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Broughton Station and East Broughton	A. Parent	5½	6	3 mos. (to June 30, '95).	18 75
do do	J. E. Lessard	5½	6	9 do from do	93 75
Broughton Station and Railway Stn.	C. McGee	150 ft.	12	12 do	40 00
Broughton Station and West Broughton	E. Bolduc	6½	6	12 do	115 00
Bulwer and Railway Station	A. Sanborn	30 yds.	12	12 do	36 00
Canaan, U.S., and Coaticook	T. J. B. Trihey	19	2	12 do	200 00
Canterbury and Scotstown	R. Groom	5	2	12 do	60 00
Capelton and Eustis	J. Blue	1½	12	12 do	78 00
Capelton and Railway Station	S. L. Spafford	100 rods.	24	12 do (less fine)	79 00
Castlebar and Danville	J. Jarvis	5	6	12 do	175 00
Channay and Piopolis	O. Martel	9	1	12 do	50 00
Channell and Millington	C. L. Channell	3½	3	12 do	100 00
Charrington and East Clifton	H. E. Cairns	4½	2	12 do	40 00
Chartierville and La Patrie	A. Blanchette	9	3	6 do (to Sept. 30, '95).	52 50
do do	M. Labbé	9	3	6 do from do	45 00
Cherry River and Magog	R. A. Buzzle	4	3	12 do	50 00
Clapham and Hill Crest	R. Kerr	3½	2	12 do	35 00
Clapham and Inverness	J. Forbes	13½	3	12 do	156 00
Clarenceville and Lacolle Railway Station	M. J. Burwort	4	6	12 do	240 00
Clarenceville and Wolfe Ridge	do	4	3	12 do	40 00
Coaticook and Ladd's Mills	M. J. Ladd	2½	3	12 do	50 00
Coaticook and North Coaticook	J. Meade	1½	12	12 do	100 00
Coaticook and Perryboro	C. Perry	8	3	3 do (to June 30, '95).	33 00
do do	E. H. Birch	9½	3	6 do (to Dec. 31, '95).	60 00
do do	do	9½	6	3 do from do	60 00
Coaticook and Railway Station	D. Boyle	½	6	12 do	12 00
Coaticook and Rock Island	H. A. Channell	20	6	12 do	450 00
Coaticook and St. Edwidge	G. Boulay	10	6	12 do	300 00
Coleraine Station and Ry. Station	J. Roberge	67 yds.	12	12 do	40 00
Coleraine Station and Wolfestown	P. Roberge	9	6	12 do	189 00
Compton and Martinville	F. Pierce	6	6	3 do (to June 30, '95).	45 00
do do	J. M. Thompson	6	6	9 do from do	135 00
Compton and Railway Station	S. Todd	1½	6	12 do	17 00
Cookshire and Flanders	P. A. LeBourveau	4½	3	3 dc (to June 30, '95).	21 25
do do	A. J. Harvey	4½	3	9 do	48 75
Cookshire and Railway Station	S. J. Osgoode	½	24	12 do	104 00
do do (M.C.)	do	½	12	12 do	52 00
Cookshire Railway Station and Island Brook	J. Miller	10	6	12 do	225 00
Corris and Railway Station	J. Messier	100 ft.	12	12 do	25 00
Coté's Mills and St. Fortunat	G. Gosselin	2½	3	12 do	65 00
Cowansville and Railway Station	J. E. O'Halloran	¼	12	12 do	72 00
Crossbury and Robinson	W. Ross	3	2	12 do	30 00
Cumberland Mills and River Gilbert	I. J. Taylor	8	1	12 do	52 00
Dalling and Racine	P. Carlin	6	3	12 do	90 00
Danville and Railway Station	O. M. J. Ingalls	½	5	12 do	38 00
Danville and St. Camille	A. Boisclair	17	3	12 do	199 00
Danville and St. George de Windsor	R. Pinard	11½	6	12 do (less fines)	348 50
Danville and South Ham	L. A. Turcotte	24	3	12 do	370 00
Dell and Scotstown	M. J. McDonald	5½	2	12 do	70 00
Denison's Mills and Richmond Station	H. McDarby	8	2	7 do (to Oct. 31, '95).	70 00
Denison's Mills and St. Cyr	R. E. Dyson	¾	6	5 do (from Nov. 1, '95)	33 33
Derby Line (Vermont) Rock Island and Stanstead	H. A. Channell	1 & 1½	6 & 18	12 do	180 00
Dillonton and Eastman	F. P. Dufresne	3	6	12 do	126 00
D'Israeli and Railway Station	J. E. Rheault	2 acres.	12	12 do	32 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
D'Israëli and St. Fortunat.....	G. Gosselin.....	13	6	12 months.....	280 00
Dixville and Railway Station.....	B. R. Baldwin.....	$\frac{1}{2}$	12	12 do.....	60 00
Dudswell Centre and Ry. Station.....	C. W. Evans.....	$2\frac{1}{4}$	12	12 do.....	200 00
Dunboro', Scotsmore and Sweatsburg Railway Station.....	G. L. Scott.....	$2\frac{1}{2}$ & $1\frac{1}{2}$	3 & 6	6 do (to Sept. 30, '95).	70 00
Dunboro' and Sweatsburg Railway Station.....	W. F. Lee.....	6	6	6 do from do.....	70 00
Dunham and East Dunham.....	J. G. Wales.....	$3\frac{1}{2}$	6	12 do.....	132 00
Dunham, Stanbridge East and Stanbridge Station.....	H. J. Minckler.....	13 & 7	6	12 do (less fines).....	490 00
East Angus and Linda.....	D. B. Hall.....	$1\frac{1}{2}$	3	12 do.....	50 00
East Angus and Railway Station.....	J. F. Wilson.....	100 yds.	12	12 do.....	26 00
East Angus and South Dudswell.....	O. Lepitre.....	$6\frac{1}{2}$	3	12 do.....	90 00
East Clifton and Railway Station.....	H. E. Cairns.....	$2\frac{1}{2}$	6	3 do (to June 30, '95).	23 50
do do.....	do.....	$2\frac{1}{2}$	6	9 do from do.....	82 50
East Farnham and Railway Station.....	C. H. Mansfeld.....	1	12	12 do.....	150 00
East Hereford and Railway Station.....	J. Aubertin.....	$\frac{1}{2}$	12	12 do.....	57 00
East Magdala and Lyster.....	C. Gosselin.....	4	1	12 do.....	35 00
Eastman and Railway Station (O.M.).....	E. J. Esty.....	300 yds.	24	12 do.....	40 00
Eastman and St. Etienne de Bolton.....	L. Decelles.....	5	6	12 do.....	130 00
Eaton and Railway Station.....	M. Lebourveau.....	$\frac{1}{2}$	12	12 do.....	100 00
Echo Vale and Railway Station.....	J. P. Jones.....	33 yds.	12	12 do.....	18 00
Echo Vale Railway Station and Piopolis.....	O. Martel.....	$8\frac{1}{2}$	6	12 do.....	250 00
Egypte and St. Ephrem d'Upton.....	E. Chaput.....	$8\frac{1}{2}$	6	12 do.....	165 00
Farnboro and West Shefford.....	J. Enright.....	$2\frac{1}{2}$	3	12 do.....	52 00
Farnham and Railway Station.....	G. Kennedy.....	250 ft.	12	12 do.....	36 00
Farnham and Railway Station (C. P. & C. V.).....	L. E. S. Choquette.....	$\frac{1}{4}$	24	6 do (to Sept. 30, '95).	65 00
do do.....	W. F. Choquette.....	$\frac{1}{4}$	24 & 26	6 do from do.....	73 33
Farnham and Stanbury.....	M. & J. Beattie.....	8	2	12 do.....	120 00
Fontenoy and Melbourne.....	S. Fraser.....	6	2	12 do.....	48 00
Foster and Railway Station.....	E. C. Inglis.....	$\frac{1}{2}$	24	12 do.....	40 00
Foster and Waterloo.....	P. Murphy.....			Special service.....	1 50
Frelighsburg and North Pinnacle.....	G. C. Chadburn.....	$6\frac{1}{2}$	3	12 months.....	89 48
Frelighsburg and St. Armand Station.....	A. Shelter.....	10	6	12 do.....	337 00
Frelighsburg and Sweatsburg.....	G. N. Galer.....	$13\frac{1}{2}$	6	12 do.....	359 00
Frost Village and Waterloo.....	J. M. Parkin, jr.....	$2\frac{1}{2}$	6	9 do (to Dec. 31, '95).	72 00
do do.....	A. McKinney.....	$2\frac{1}{2}$	6	3 do from do.....	24 00
Fulford and Laroche.....	R. Armstrong.....	3	3	6 do (from Oct. 1, '95)	24 50
Fulford and Railway Station.....	H. Booth.....	$\frac{1}{2}$	12	12 do.....	60 00
Fulford and West Brome.....	C. A. Hunt.....	13	3	6 do (to Sept. 30, '95).	77 86
Galson and Gould.....	R. Morrison.....	$5\frac{1}{2}$	2	12 do.....	42 00
Garthy Station and Ry. Station.....	T. Jacques.....	$3\frac{1}{2}$ acres.	12	12 do.....	75 00
Georgeville and Magog.....	A. Finlayson.....	10	6	12 do.....	260 00
Georgeville and Magoon's Point.....	W. H. Brevoort.....	$5\frac{1}{2}$	2	12 do.....	52 00
Georgeville and Stanstead Junction.....	H. N. Bigelow.....	13	6	12 do.....	400 00
Georgeville and Steamboat Wharf.....	W. M. Keyes.....	100 yds.	12	Season, 1895.....	15 00
Georgeville and Tuck's Landing.....	D. A. Bullock.....	3	3	12 months.....	78 50
Glen Iver and Sherbrooke.....	C. Béchard.....	$7\frac{1}{2}$	3	12 do.....	169 00
Glen Murray and Inverness.....	W. G. White.....	6	4	12 do.....	80 00
Gould and North Hill.....	N. McDonald.....	$4\frac{1}{2}$	2	12 do.....	42 00
Gould and Red Mountain.....	C. Smith.....	5	2	12 do.....	40 00
Gould and Scotstown.....	A. Morrison.....	$7\frac{1}{2}$	6	12 do.....	333 00
Gould Station and Ry. Station.....	M. Morrison.....	$\frac{1}{2}$	12	12 do.....	40 00
Granboro and Granby.....	F. Garceau.....	$12\frac{1}{2}$	3	12 do.....	90 00
Granby and Railway Station.....	S. Page.....	$\frac{1}{2}$	12	12 do.....	81 25
Granby and Ste. Cécile de Milton.....	A. Rochon.....	$9\frac{1}{2}$	6	12 do.....	240 00

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Granby and Shefford Mountain....	G. W. Williams.	6½	3	12 months	97 00
Grandes Coudées and Jersey Mills.	E. J. Cahill.....	14	3	12 do	180 00
Greenshields and Richmond Mountain.....	R. Dyson.....	11	3	7 do (to Oct. 31, '95) ..	87 50
Greenshields and St. Cyr.....	G. Dyson.....	4	3	5 do (from Nov. 1, '95)	22 91
Hall's Stream and Ry. Station.....	L. P. Hovey, executor.....	30 rods.	12	12 do	24 00
Hardwood Flat and Robinson.....	W. R. Todd.....	3½	2	12 do	26 00
Hatley and Massawippi Railway Station.....	F. W. Maloney.....	3½	12	12 do	140 00
Inverness and Kinnear's Mills.....	W. Cox.....	22	3	12 do	139 00
Inverness and New Ireland.....	T. Laroche.....	17	3	12 do	169 00
Inverness and Ste. Julie de Somerset.....	P. Lapointe.....	11	7	12 do	290 00
Iron Hill and West Shefford.....	W. Moffitt.....	6½	6	12 do	190 00
Island Brook and New Mexico.....	E. E. Dawson.....	4½	3	12 do	58 48
Jersey Mills and Marlow.....	E. J. Cahill.....	13	6	12 do	400 00
Johnville and Station.....	R. A. Smith.....	76 yds.	12	12 do	36 00
Katevale and North Hatley.....	P. Gingras.....	4½	3	12 do	85 00
Keith and Robinson.....	J. McLennan.....	8½	3	12 do	96 00
Kingsbury and Milboro.....	W. Broderick, jr.....	3	3	1 do (to April 30, '95) ..	10 00
Kingsbury and Melbourne Ridge.....	do	5½	3	11 do (from May 1, '95) ..	155 84
Kinnear's Mills and Robinson Station.....	E. Steverman.....	11	6	12 do	239 00
Knowlton and Railway Station.....	A. E. Kimball.....	½	24	5 do and 7 days to Sept. 7, '95.....	43 75
do do	do	½	12	6 do and 22 days from Sept. 9, '95.....	28 12
Knowlton and Sutton Junction.....	C. A. Stone.....	7	12	2 do and 22 days to June 22, '95.....	108 00
do do	do	7	12	6 do and 22 days from Sept. 9, '95.....	220 00
Knowlton and West Boulton.....	C. W. Beale.....	3	3	12 do	55 00
La Beauce and Railway Station.....	J. B. Grégoire.....	½	12	12 do	50 00
La Beauce and St. Elzéar Beauce.....	I. Racine.....	3	6	12 do	110 00
Lake Aylmer and Lake Weedon.....	U. St. Cyr.....	12	6	12 do	250 00
Lake Megantic and Railway Station.....	J. Thibodeau.....	275 yds.	12	12 do	36 00
Lake Weedon and Railway Station.....	Z. Beaupré.....	60 yds.	12	12 do	75 00
Lambton and Railway Station.....	L. Langlois.....	14	6	12 do	299 00
Lambton and St. Samuel de Gahurst.....	J. Roy.....	16	6	12 do	399 00
Lambton and Stornoway.....	M. Roy.....	9	6	6 do (to Sept. 30, '95) ..	150 00
do do	A. Nicholson.....	9	6	6 do from do	125 00
La Patrie, Notre Dame des Bois and Valracine.....	J. St. James.....	9 & 6	6 & 3	5 do (to Aug. 31, '95) ..	108 33
La Patrie and Notre Dame des Bois.....	do	9	6	7 do (from Sept. 1, '95) ..	105 00
La Patrie and Scotstown.....	A. L. Gendreau.....	9	6	12 do	196 00
La Patrie and West Ditton.....	W. Smith.....	3½	1	12 do	12 00
Lawrenceville and Railway Station.....	P. Hamel.....	½	12	12 do	38 00
Lawrenceville and Rochelle.....	S. Cyr.....	3	3	12 do	85 00
Lawrenceville and West Ely.....	J. Bousquet.....	6	3	12 do	100 00
Leeds and Lyster Station.....	Marceau Bros.....	18	6	12 do	490 00
Leeds and Wilson's Mills.....	H. McCutcheon.....	2	6	12 do	100 00
Leeds Village and Lemesurier.....	J. Hutchison.....	5	3	12 do	68 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lennoxville and Milby.....	A. Aldrich.....	5	6	12 months	160 00
Lennoxville and Railway Stations (C. P. & B. M.).....	E. W. Abbott..	1 $\frac{1}{2}$	24	12 do	120 00
Lennoxville and Railway Stations (C. P. & G. T.).....	do	70 yds.	6	12 do	27 50
Lennoxville and Spring Road.....	I. Parnell.....	4	2	12 do	52 00
Lessard and St. Elzéar de Beauce..	I. Racine.....	1	6	12 do	25 00
Lime Ridge and Marbleton.....	O. W. Côté.....	2 $\frac{1}{2}$	6	6 do (from Oct. 1, '95).	25 00
Lime Ridge and Railway Station (M. C.).....	J. H. Barker ..	1 $\frac{1}{2}$	12	12 do	40 00
Lineboro' and Railway Station.....	A. A. Kilborn..	1 $\frac{1}{2}$	12	12 do	40 00
Linière and Metgermette.....	J. Morin.....	13 $\frac{1}{2}$	3	12 do	137 00
Lorne and Railway Station.....	E. D. Adams....	200 yds.	12	12 do	40 00
Lourdes and Somerset.....	T. G. B. Nadeau	8	2	12 do	90 00
Lower Ireland and Thetford Mines.	G. R. Henderson	12	2	12 do	102 00
McLeod's Crossing and Ry. Station..	J. Gillies.....	200 yds.	6	12 do	20 00
Magog and Railway Station.....	I. A. Bessette..	1 $\frac{1}{2}$	12	12 do	95 00
Mailhot and Ste. Sophie de Megantic	A. Mailhot.....	2 $\frac{1}{2}$	3	12 do	40 00
Malmaison and Notre Dame de Stanbridge.....	M. Cartier.....	3	6	12 do	120 00
Malvina and Railway Station.....	M. Roy.....	1 $\frac{1}{2}$	6	12 do	48 00
Mansonville and Railway Station..	B. C. George ..	2 $\frac{1}{2}$	6	12 do	75 00
Mansonville and Vale Perkins.....	J. M. Alex.....	5 $\frac{1}{2}$	3	12 do	60 00
Mansonville Railway Station and West Potton.....	A. Leach.....	3	3	6 do (to Sept. 30, '95).	24 00
Mansonville Railway Station and Dunkin.....	do	3	3	6 do (from Oct. 1, '95)	24 00
Maple Grove and Richardville.....	J. Lynaugh.....	7	3	12 do	95 00
Maple Grove and Wolfestown.....	M. Bilodeau....	6 $\frac{1}{2}$	2	12 do	65 00
Maple Leaf and Sawyerville.....	J. W. Planche..	4 $\frac{1}{2}$	6	12 do	150 00
Marbleton Railway Station and Lime Ridge.....	O. W. Côté.....	3 $\frac{1}{2}$ & 1	12 & 6	12 do	170 00
Marbleton Railway Station and St. Adolphe de Dudswell.....	do	5	6	6 do (to Sept. 30, '95).	25 00
Marlow and United States Boundary Line.....	A. A. Wilson....	14 $\frac{1}{2}$	3	12 do	149 00
Melbourne and Richmond Station..	J. Largie.....	1 $\frac{1}{2}$	12	12 do	200 00
Melbourne and Upper Melbourne..	N. Coburn.....	1 $\frac{1}{2}$	13	12 do	100 00
Milan and Railway Station.....	J. D. Morison..	1 $\frac{1}{2}$	12	12 do	24 00
Milan and Valracine.....	F. T. Gagnon....	9	3	7 do (from Sept. 1, '95)	46 67
Milan and Whitwick.....	J. R. McDonald.	3	2	12 do	36 00
Miletta and Railway Station.....	M. A. Murray..	143 yds.	6	12 do	10 00
Minton and North Hatley.....	A. E. Fish.....	2 $\frac{1}{2}$	3	12 do	60 00
Moore's Station and Railway Station	P. C. Moore.....	1 $\frac{1}{2}$	12	12 do	24 00
Newboro' and Scott Junction.....	C. Genest.....	9	6	12 do	300 00
Newington and Sherbrooke.....	D. W. Armstrong			Special service.....	21 00
New Rockland and Richmond Station.....	W. Broderick, jr.	8 $\frac{1}{2}$	6	12 months	450 00
North Hatley and Railway Station..	H. G. Bassett..	1 $\frac{1}{2}$	12	12 do	70 00
North Stukely and Railway Station	J. Marchesseault	1 $\frac{1}{2}$	12	12 do	100 00
North Sutton and West Brome.....	O. Sweet.....	2	3	12 do	50 00
Paquette and Railway Station.....	P. E. Paquette ..	1 $\frac{1}{2}$	6	12 do	90 00
Phillipsburg and St. Armand Railway Station.....	F. Cadorette....	2	12	12 do	195 00
Providence and St. Victor de Tring.	N. Gagné.....	4	3	9 do (from July 1, '95)	45 00
Racine and Railway Station.....	L. Belisle.....	1 $\frac{1}{2}$	12	12 do	50 00
Racine and South Ely.....	A. Jamieson....	1 $\frac{1}{2}$	6	12 do	75 00

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division, &c.—Continued.

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					\$ cts.
Riaborough and St. Samuel de Gayhurst	E. Dallaire	8	1	6 mos. (to Sept. 30, '95).	15 00
do do	A. Richard	8	1	6 do from do	25 00
River Gilbert and River Gilbert Gold Mines	J. Quirion	3½	6	12 do	140 00
Robertson Station and Railway Station	A. F. Alboro	1 acre.	12	6 do (to Sept. 30, '95).	20 00
do do	T. Perron	50 yds.	12	6 do from do	20 00
Robertson Station and Sacré de Cœur de Marie	J. Vallière, jr.	6	6	12 do	186 00
Robinson and Railway Station	L. Pope	½	12	12 do	70 00
Rock Forest and Railway Station	S. Simpson	½	6	6 do (to Sept. 30, '95).	16 00
do do	J. Simpson, jr.	½	6	6 do from do	16 00
Rock Forest and Suffield	E. E. Bean	3	3	12 do	76 00
Roxton East and Roxton Falls	E. Dalpe	5	2	12 do	60 00
Roxton Falls and Railway Station	J. Wood	½	12	12 do	36 00
Roxton Falls and Acton Railway Station	J. Benoit	6	6	12 do	200 00
Roxton Pond and South Roxton	F. Bachand	3½	6	12 do	79 00
St. Adrien and Wotton	N. Dubois	10	3	12 do	120 00
St. Benoit Labre and St. George Beauce	G. Busque	8	3	12 do	60 00
St. Camille and Sherbrooke	O. Geoffroy	26	1	12 do	65 00
St. Cyr and Railway Station	R. E. Dyson	300 yds.	12	5 do (from Nov. 1, '95)	20 84
St. Evariste de Forsyth and Railway Station	N. Roy	26	6	12 do	524 76
St. Evariste de Forsyth and Ste. Hélène de Dorset	A. Begin	8½	1	12 do	45 00
St. Evariste de Forsyth and St. Honoré de Shenly	S. Nadeau	7	6	12 do	149 00
St. François Xavier de Brompton and Windsor Mills	J. P. Robert	4	6	12 do	180 00
St. Frédéric and Tring Junction Railway Station	J. Baillargeon	2	6	12 do	88 00
St. Frédéric and St. Séverin de Beauvillage	F. X. Plante	6	3	12 do	100 00
St. Joachim de Shefford and Warden	J. Bachand	7	6	12 do	200 00
St. Malo and Railway Station	C. Breault	3½	6	12 do	100 00
St. Maxime and Scott Junction	F. Morin	1½	6	11 do (from May 1, '95)	45 84
St. Sébastien and Venice	T. Hunter	3½	2	12 do	50 00
Ste. Sophie de Mégantic, Somerset and Maple Grove	E. Gosselin	10 & 13	6 & 3	12 do	350 00
Savage's Mills and Railway Station	H. T. Tamlin	½	6	12 do	60 00
Sawyer's Mills and Railway Station	R. Cairns	½	12	12 do	50 00
Scotstown and Railway Station	R. B. Scott	½	12	12 do	40 00
Scott Junction and Railway Station	G. Garon	½	12	12 do	55 00
Sherbrooke and Railway Station (C. P.)	C. H. Foss	½	24 & 12	12 do (less fines)	222 00
Sherbrooke and Railway Stations (M. V. & Q. C.)	C. H. Foss	½	24	12 do	125 00
Sherbrooke and Stoke Centre	M. Biron	9½	3	12 do	156 00
Sherbrooke Street Letter Boxes and East, Sherbrooke	D. M. Armstrong		19	3 do (to June 30, '95).	91 75
do do	W. M. Gilkerson		19	9 do from do	221 25
Smith's Mills and Railway Stations	J. H. Merrill	½	12	12 do	50 24
Somerset and Letter Box	H. Jutras	½	6	6 do (to Sept. 30, '95).	7 50
do do	P. Chamberland	½	6	6 do from do	12 50
Somerset and Railway Station	E. Gosselin	1	6	12 do	50 00
South Ham and Marbleton Railway Station	L. P. H. Darche	12	6	12 do	273 00
South Roxton and Railway Station	L. Paré	180 ft.	12	3 do (to June 30, '95).	2 50
do do	E. Bradford	75 yds.	6	9 do from do	7 50

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
South Stukely and Railway Station	W. R. Johnston.	½	6	12 months	60 00
Springhill and Railway Station	M. McLean.....	250 yds.	12	12 do	35 00
Springhill and Stornoway	A. Nicholson....	9	6	12 do	280 00
Stanstead Junction and Railway Station	C. H. Gordon...	60 yds.	12	12 do	30 00
Stornoway and Tolsta	A. Morrison ...	4	2	12 do	55 00
Sutton and Railway Station	L. D. Jeune....	1 ⁷ / ₁₀	12	10 do (to Jan. 31, '96)...	40 00
do do	do	1 ⁷ / ₁₀	18	2 do from do ..	12 17
Sutton Junction and Railway Station	A. W. Westover.	30 rods.	12	12 do	45 00
Sweetsburg and Railway Station	C. S. Boright...	¾	12	12 do	64 00
Sweetsburg and Cowansville Railway Station	T. R. Pickel....	2	6	2 do (from Feb. 1, '96)	12 50
Thedford Mines and Railway Station	O. Bouthillette.	150 yds.	12	12 do	35 00
Titus Station and Railway Station	R. Titus.....	½	12	12 do	36 00
Trahan's Mills and Railway Station	C. Tanguay.....	1½	12	12 do	80 00
Tring Station and Railway Station	E. Vallée.....	¾	12	7 do 15 days (to Nov. 15, '95).....	28 20
Tring Station and Tring Junction	E. Vallée.....	2½	3	4 do 15 days (from Nov. 16, '95)...	18 66
Tring Junction and Railway Station	A. Doyon.....	30 yds.	12	3 do 16 days (from Dec. 16, '95)...	5 84
Tuck's Landing and Wharf	J. F. Tuck.....	300 yds.	12	Season 1895.....	15 00
Valcourt and Railway Station	J. Vezina.....	1½	12	6 months (to Sept. 30, '95)	44 00
do do	A. David.....	1½	12	6 do from do ..	44 00
Warden and Railway Station	L. E. Richardson	46 rods.	12	12 do	60 00
Waterloo and Railway Stations (C. P. & C. V.)	P. Murphy.....	¾	24	12 do	148 75
Weedon Centre and Weedon Railway Station	L. Bernier, sr....	2	12	12 do	125 00
West Brome and Railway Station	C. E. Pettis.....	¾	12	12 do	60 00
West Shefford and Railway Station (C. P.)	J. Harris.....	½	12	12 do	30 00
				Total.....	\$31,558 43

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

STRATFORD POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Stratford Postal Division, made within the Year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberdeen and Durham	L. Elvidge	11	3	12 months	93 60
Aberdour and Railway Station	G. Christie	6	12	do	70 00
Acton and Crewson's Corners	W. Anderson	3 $\frac{1}{2}$	2	12 do	52 00
Allan Park and Hampden	H. Byers	5	2	12 do	76 00
Allan Park and Lamlash	E. Earls	5	2	12 do	99 00
Allenford and French Bay	H. Shannon	8 $\frac{1}{2}$	3	12 do	120 00
Allenford and Railway Station	J. Dean	11	18	12 do	179 92
Allenford and Southampton	T. McVittie	11	6	7 do 10 days (to Nov. 10, '95)	151 63
do do	D. McCarrel	11	6	4 do 20 days from do	95 37
Alma and Railway Station	A. Gale	1 $\frac{1}{2}$	12	12 do	88 92
Alma and Winfield	J. Hattin	8	3	12 do	99 00
Alsfeldt and Railway Station	H. Ziegler	1 $\frac{1}{2}$	6	12 do	100 48
Alvanley and Owen Sound	J. Johnston	9 $\frac{1}{2}$	6	12 do	200 00
Amaranth Station and Ry. Station	J. S. Lacon	6	12	do	40 18
Amberley and Lurgan	J. W. Gamble	5	3	12 do	80 00
Arkwright and Mount Hope	W. F. Sithes	3 $\frac{1}{2}$	2	12 do	65 00
Armore and Kincardine	F. Robertson	11	3	12 do	167 00
Arnott and Railway Station (C.P.)	W. G. Murray	1 $\frac{1}{2}$	12	12 do	59 66
Arthur and Ferguson	W. E. Draper	12	6	12 do	190 00
Arthur and Metz	W. D. Crites	6	2	9 do (to Dec. 31, '95)	75 00
do do	J. E. Metz	6	2	3 do from do	21 25
Arthur and Monck	W. Hamilton	13	2	12 do	204 00
Arthur and Mount View	W. Jackson	8	1	12 do	40 00
Arthur and Railway Station	J. Buschlen	1	24	12 do	125 00
Ashley and Rockford Station	G. Follis	1 $\frac{1}{2}$	3	12 do	50 24
Atwood and Mitchell	J. Heppler	18	6	1 do (to April 30, '95)	31 25
do do	G. Chippenden	8 & 18	6	4 do 4 days (to Sept. 4, '95)	121 10
do do	L. J. Longeway	18	6	6 do 26 days from do	199 73
Atwood and Railway Station	D. Gordon	1 $\frac{1}{2}$	12	12 do	90 00
Auburn, Blyth and St. Augustine	M. A. Moore	6 & 6 $\frac{1}{2}$	6 & 3	12 do	367 00
Ayr and Railway Station (C.P.)	S. Stewart	2	24	12 do	175 84
Ayr and Roseville	F. Kaiser	4	6	12 do	160 00
Ayton and Railway Station	A. O. Farrell	3 $\frac{1}{2}$	18	12 do	141 30
Baden and Wellesley	C. Harefeld	9	6	12 do	350 00
Badenock and Mildunay	A. Kleist	4 $\frac{1}{2}$	2	12 do	50 00
Balaclava and Owen Sound	T. P. Johnstone	15 $\frac{1}{2}$	3	6 do (to Sept. 30, '95)	109 00
do do	A. Lennon	15 $\frac{1}{2}$	3	6 do from do	97 00
Ballinafad and Georgetown	J. W. McKee	6	6	12 do	250 00
Bamberg and St. Agatha	A. Starr	5 $\frac{1}{2}$	4	3 do (to June 30, '95)	30 00
Bamberg and Petersburg	do	7 $\frac{1}{2}$	6	9 do (from July 1, '95)	138 75
Bayfield and Seaforth	W. J. Clark	15	6	12 do	315 00
Beechwood and Seaforth	J. Shine	6 $\frac{1}{2}$	2	12 do	90 00
Belfast and Lanes	J. Mullin	4	3	12 do	100 00
Belfast and St. Helens	do	2 $\frac{1}{2}$	6	12 do	150 00
Belgrave and Marnoch	P. Porterfield	3 $\frac{1}{2}$	3	12 do	60 00
Belgrave and Railway Station	S. Tufts	3	12	12 do	131 94
Belgrave and Sunshine	J. Watson	3 $\frac{1}{2}$	2	12 do	70 00
Belmore and Wroxeter	R. Crittenden	6	6	12 do	160 00
Belwood and Craigsholme	C. Campbell	2	3	12 do	50 00
Belwood and Dracon	do	14 $\frac{1}{2}$	2	12 do	71 00
Belwood and Railway Station	J. Hanna	3	12	12 do	50 24
Benmiller and Goderich	J. Miller	6	3	12 do	150 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Stratford Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Berkeley and Glasscott.	R. English.	6	2	12 months	84 00
Berkeley and Railway Station.	H. Baker	1 ¹ / ₂	12	12 do	80 00
Berlin and Crosshill.	T. Playford.	16 ¹ / ₂	6	12 do	360 00
Berlin and Railway Station.	M. S. Shantz	1 ¹ / ₂	24	12 do	75 36
Berlin and Street Letter Boxes.	H. Bachmann.	1 ¹ / ₂	18	12 do	200 00
Berlin and West Montrose.	E. Hilliard.	14 ¹ / ₂	6	12 do	480 00
Binkham and Erin.	W. Wansbrough	4 ¹ / ₂	2	12 do	70 00
Black's Corners and Laurel.	J. Graham	4	2	12 do	80 00
Blair and Preston.	J. Haller.	3	6	12 do	100 00
Blair and Railway Station.	J. J. H. Renshaw.	1 ¹ / ₂	12	12 do	40 18
Bluevale and Railway Station.	J. Gardner	1 ¹ / ₂	12	12 do	139 21
Blyth and Railway Station.	W. Bell.	1 ¹ / ₂	24	12 do	175 84
Bognor and Woodford.	W. Mellafont.	6	3	12 do	100 00
Boothville and Swinton Park.	A. McConnell.	2 ¹ / ₂	3	1 do (from Mar. 1, '96)	2 91
Bornholm and Broadhagen.	J. Leonhardt, jr.	4	3	12 do	86 00
Bosworth and Riverbank.	J. G. Hollis.	3	2	12 do	50 00
Bowling Green and Campania.	J. Davis.	4 ¹ / ₂	2	12 do	40 00
Bowling Green and Laurel Railway Station.	R. Panks.	5	6	12 do	159 00
Breslau and Weissenburg.	G. Keller.	6	12	12 do	225 00
Brisbane and Cormingsby.	J. W. Burt.	4	2	12 do	50 00
Briton and Railway Station.	M. A. Alexander	1	6	12 do	60 32
Brookholm and Owen Sound.	W. Johnston.	2	3	12 do	59 00
Brookholm and Shouldice.	T. Skinner.	7	2	12 do	85 00
Bornherston and Kurtzville.	Montezuma Bros	2 ¹ / ₂	2	12 do	45 00
Brotherston and Newbridge.	J. Williamson.	2	2	3 do (to June 30, '95).	10 43
do do	W. Chapman.	2	2	9 do from do	31 29
Brucefield and Railway Station.	W. Dixon.	1	24	12 do	89 18
Brunner and Railway Station.	W. Peters.	6	12	12 do	44 74
Brussels and Cranbrook.	V. Gramm.	5	6	12 do	160 00
Brussels and Railway Station.	Beattie Bros.	1 ¹ / ₂	12	12 do	150 78
Brussels and Seaforth.	T. Thomson.	15 ¹ / ₂	6	6 do (from Oct. 1, '95).	87 50
Brussels and Wroxeter.	J. A. Rutland.	10	6	6 do (from Oct. 1, '95).	125 00
Calderwood and Alsfeldt Railway Station.	Mrs. E. Calder.	3	3	12 do	80 11
Camilla and Whittington.	W. McBride.	4 ¹ / ₂	3	12 do	75 00
Cape Croker and Colpoys Bay.	J. H. Bell.	15	2	12 do	115 00
Cargill and Railway Station.	C. W. Keeling.	1 ¹ / ₂	18	12 do	125 00
Carlingford and St. Paul's Station.	R. Crawford.	14 ¹ / ₂	6	12 do	297 00
Carlsruhe and Railway Crossing.	X. Lobsinger.	1 ¹ / ₂	12	12 do	128 74
Carmuncock and Monkton.	A. Campbell.	4	2	12 do	60 00
Chatsworth and Chesley.	W. E. Dobie.	24	3	12 do	393 00
Chatsworth and Durham.	G. McFarlane.	20	6	12 do	449 00
Chatsworth and Railway Station.	D. Rae.	1	24	6 do (to Sept. 30, '95).	94 20
do do	J. McTeer.	1	24	6 do from do	56 52
Chatsworth and Walter's Falls.	D. Brown.	12 ¹ / ₂	3	12 do	159 00
Chestowe and Dunkheld Station.	J. T. Lacey.	2 ¹ / ₂	6	12 do	100 00
Chesley and Railway Station.	M. J. Trelford.	1 ¹ / ₂	18	12 do	110 66
Cheviot and Riversdale.	A. McLean, jr.	3	2	12 do	65 00
Clavering and Railway Station.	M. Simmie.	1	12	12 do	75 36
Clifford and Huntingfield.	J. Gordon.	7	2	12 do	75 00
Clifford and Lakelet.	C. Horton.	6	6	12 do	143 00
Clifford and Railway Station.	T. Upton.	1	12	12 do	47 10
Clinton and Railway Station.	J. Beattie.	1	48	12 do	301 44
Clinton and Summerhill.	G. M. Kilty.	4 ¹ / ₂	2	12 do	65 00
Colpoys Bay and Wiaraton.	L. Hyatt.	3	6	12 do	115 00
Conn and Mount Forest.	T. Mullarkey.	8	3	6 do (from Oct. 1, '95)	50 00
Conroy and St. Paul's Station.	J. Grady.	2 ¹ / ₂	2	12 do	60 00
Corwhin and Nassagaweya.	C. Campbell.	2	6	12 do	96 00
Cotswold and Elora.	H. E. Gordon.	23	6	12 do	449 00
Cranbrook and Moncrieff.	J. McIntosh, sr.	4	1	12 do	27 50
Crawford and Elmwood.	G. T. Shewell.	9	3	12 do	115 00
Crewe and Dungannon.	M. Shackleton.	5	2	12 do	52 00

DETAIL of all payments for Mail Transportation in Stratford Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Crieff and Puslinch.....	J. McDonald.....	3	3	9 mos. (to Dec. 31, '95).	63 75
do do.....	K. McDonald.....	3	3	do from do.....	21 25
Cruickshank and Shallow Lake.....	D. Cameron.....	2½	3	12 do.....	40 00
Dashwood and Exeter.....	J. A. Wambold.....	8½	6	12 do.....	289 00
Deemerton and Mildmay.....	J. Diemert.....	2½	6	12 do.....	90 00
Derby Mills and Owen Sound Road.....	J. T. Hall.....	3	3	12 do.....	30 00
Derrynane and Kenilworth.....	J. Hayes.....	5½	2	12 do.....	39 00
Desboro' and Dobbinton.....	W. J. Thompson.....	8½	3	12 do.....	120 00
Dobbinton and Railway Station.....	do.....	1	12	12 do.....	87 92
Dobbinton and Williscroft.....	B. Talbot.....	6¼	3	12 do.....	120 00
Donegal and Atwood Railway Station.....	A. Buchanan.....	4¾	6	12 do.....	135 00
Doon and Railway Station.....	J. H. Thompson.....	1	12	12 do.....	40 18
Dorking and Newton.....	G. Lontz.....	13	6	12 do.....	295 00
Dornoch and Welbeck.....	M. McDonald.....	4¾	2	2 do (from Feb. 1, '96)	5 00
Drayton and Hollen.....	W. Potter.....	5	6	12 do.....	144 00
Drayton and Railway Station.....	C. Gordon.....	3	24	12 do.....	144 44
Drew and Railway Station.....	W. Cardwell.....	2	6	12 do.....	84 53
Dromore and Holstein.....	G. Sackett.....	9	6	12 do.....	214 48
Drysdale and Kippen.....	W. J. Howard.....	10	3	12 do.....	121 00
Dublin and Farquhar.....	R. Gardiner.....	11	6	4 do 14 days (to Aug. 14, '95)	72 49
do do.....	J. Powlin.....	11	6	7 do 17 days from do	118 01
Dublin and Railway Station.....	M. Wallace.....	1	24	12 do.....	62 60
Dumblane and Paisley.....	I. McNeill.....	5½	3	12 do.....	90 00
Dunkeld and Railway Station.....	J. H. Zettel.....	1	6	12 do.....	90 00
Durham and Flesherston Station.....	A. McCauley.....	14½	6	12 do.....	349 00
Durham and Railway Station.....	H. I. Middaugh.....	1	12	12 do.....	60 45
Durham and Walkerton.....	R. Pace.....	16½	6	12 do.....	299 00
Dyer's Bay and Lion's Head.....	A. E. Channon.....	16	2	6 do (to Sept. 30, '95)	132 50
do do.....	W. Loughead.....	16	2	6 do from do.....	100 00
Eden Grove and Pinkerton Railway Station.....	P. Chittick.....	1	6	12 do.....	25 00
Eden Mills and Guelph.....	R. Middleton.....	16	6	12 do.....	236 00
Egerton and Mount Forest.....	I. Morley.....	17	3	12 do.....	198 00
Elmira and Glen Allan.....	W. Steenson.....	10 & 12	6	12 do.....	269 00
Elmira and Railway Station.....	H. Stevermagel.....	18 & 24	3	12 do.....	99 04
Elmwood and Malcolm.....	C. Wendelborn.....	2½	3	12 do.....	45 00
Elmwood and Railway Station.....	F. Haller.....	1	18	9 do (to Dec. 31, '95).	53 09
do do.....	J. Zarn.....	1	18	3 do from do.....	17 55
Elora and Inverhaugh.....	H. Dobberthein.....	4½	2	12 do.....	56 00
Elora and Pentland.....	D. S. Frey.....	5	1	12 do.....	40 00
Elora and Railway Station (C. P.).....	R. Cosford.....	½	12	12 do.....	70 34
Elora and Railway Station (W. G. & B.).....	M. Salvidge.....	1	36	12 do.....	137 48
Elora and Salem.....	E. Wissler.....	1	6	12 do.....	40 00
Erasmus and Grand Valley.....	H. Hills.....	15	2	5 do (from Nov. 1, '95)	54 58
Erin and Guelph.....	W. L. T. Moore.....	20	6	3 do (to June 30, '95).	112 50
do do.....	W. Neville.....	20	6	9 do from do.....	337 50
Erin and Railway Station.....	R. Wood.....	1	12	12 do.....	50 24
Eskdale and Tiverton.....	D. McKenzie.....	5½	3	12 do.....	65 00
Ethel and Railway Station.....	W. Spence.....	1	18	12 do.....	200 00
Exeter and St. Mary's.....	D. Spicer.....	24	6	12 do.....	747 00
Fairview and Stratford.....	W. Bell.....	9	3	12 do.....	156 00
Farewell and Kenilworth.....	W. H. Bailey.....	6	6	12 do.....	135 00
Farewell and Wagram.....	do.....	3	2	12 do.....	25 48
Farquhar and Lumley.....	J. Pollen.....	4½	2	3 do (to June 30, '95).	21 66
Fergus and Living Springs.....	W. Marshall.....	6	2	12 do.....	75 00
Fergus and Ponsonby.....	D. Duffield.....	7	3	12 do.....	150 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Stratford Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fergus and Railway Station (C.P.)	J. C. Morrow	4	12	12 months	100 48
Fergus and Railway Station (W. G. & B.)	do	4	36	12 do	125 00
Flesherton and Railway Station	W. P. Crossley	14	24	12 do	175 91
Flesherton and Vandeleur	W. Hutchinson	6½	3	6 do (to Sept. 30, '95)	62 50
do do	G. Warling	6½	3	6 do from do	33 50
Fordwich and Newbridge	J. Williamson	4½ & 6	2 & 6	3 do (to June 30, '95)	31 19
do do	W. Chapman	4½ & 8	2 & 6	9 do from do	93 57
Fordwich and Railway Station	R. Mahood	4	12	12 do	112 08
Fordyce and Whitechurch	J. Philips	3	3	12 do	75 00
Freeborn and Peffer's Crossing	H. Freeborn	1	6	12 do	30 14
Fullarton and Mitchell	H. Rogers	9½	6	9 do (from July 1, '95)	141 00
Fulton's Mills and Railway Siding	G. Fulton	4	6	12 do	32 59
Fyfield and Teeswater	A. Gibson	5	2	12 do	60 00
Galt and Railway Station (C.P.)	W. Barlow	3	24	12 do	200 96
Galt and Railway Station (G.T.)	Barlow & Keachie	4	6	12 do	25 00
Galt and Railway Station (W. G. and B.)	do	1	12	12 do	100 00
Galt and Street Letter Boxes	J. A. Lenfesty	4½	13	4 do 6 dys (from Nov. 25, '95)	56 09
Garry Owen and Owen Sound	J. S. Godfrey	10	3	6 do (to Sept. 30, '95)	94 50
do do	P. Mathews	10	3	6 do from do	84 00
Glammiss and Pinkerton Station	T. Rowan	18	6	12 do	228 00
Glammiss and Willow Creek	J. Ferris	4½	2	12 do	34 88
Glenannan and Railway Station	A. Anderson	4	12	12 do	48 00
Glen Eden and Mount Forest	C. Hunt	5	6	12 do	150 00
Glen Farrow and Wingham	W. Mackersie	6	2	12 do	75 00
Goderich and Kintail	W. Potts	10½	6	12 do (less fine)	443 00
Goderich and Lueknaw	J. Mullin	23	6	9 do (to Dec. 31, '95)	less fine.
do do	J. C. Johnston	23	6	3 do from do	442 00
Goderich and Railway Station	J. Miller	1	24	12 do	150 00
Goldstone and Railway Station	J. Sanderson	1½	6	12 do	200 96
Gorrie and Railway Station	H. Perkins	1½	12	12 do	106 72
Gowanstown and Kurtzville	A. Schade	5½	3	12 do	160 00
Gowanstown and Railway Station	H. Markle	4	6	12 do	104 00
Gowanstown and Wallace	do	3½	6	12 do	57 93
Gowrie and Munro	T. P. Harris	2½	3	12 do	100 00
Grand Valley and Monticello	H. Hills	12½	2	7 do (to Oct. 31, '96)	50 00
Grand Valley and Peepabun	G. Dickson	3½	2	12 do	72 91
Grand Valley and Railway Station	D. McDonald	1	24	12 do	40 00
Granton and Metropolitan	J. W. Dunnan	5	2	12 do (less fine)	120 58
Granton and Prospect Hill	do	5	2	3 do 22 days (to July 22, '95)	69 00
do do	do	5	3	8 do 9 days from do	16 89
Gresham and Paisley	J. Trelford	22	2	12 do	57 17
Grimston and Marmion	R. Keys	2½	3	12 do	163 00
Guelph and Shiloh	C. Sanderson	15½	3	12 do	40 00
Guelph and Street Letter Boxes	J. D. Johnstone	5	13	12 do	234 00
Hanover and Railway Station	R. Pace	½	18	12 do	250 00
Harlock and Seaforth	T. Neilans	13	3	12 do	99 84
Harriston and Railway Station	C. H. Ward	4	12 & 36	6 do 3 days to Oct. 3, '95 (less fine)	280 00
do do	G. A. McIntosh	4 & 4	12 & 36	5 do 28 days from do	110 20
Haysville and New Hamburg	W. A. Cook	3½	6	12 do	123 36
Henfryn and Railway Station	J. H. Thomson	7	6	12 do	133 00
Hensall and Railway Station	J. Sutherland	4	12	12 do	40 00
Hensall and Rodgerville	H. Doan	9½	6	3 do (to June 30, '95)	100 48
do do	do	17½	6	9 do from do	50 00
Hensall, Zurich and Railway Station	T. Murdock	6½	12	12 do	225 00
Hepworth and Railway Station	S. Yeo	4	18	12 do less fine	320 00

DETAIL of all payments for Mail Transportation in Stratford Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hereward and Belwood Railway Station	D. Bowman	4½	6	12 months	128 74
Hillsburg and Railway Station	J. Carmichael	7½	6	12 do	80 38
Hoath Head and Owen Sound	D. Clark	7	2	12 do	104 00
Holland Centre and Lily Oak	R. Avison	7½	2	12 do	88 00
Holland Centre and Railway Station	J. S. Price	4¾	24	12 do	140 00
Holmesville and Porters Hill	W. Mulholland	4	3	12 do	75 00
Holmesville and Railway Station	J. L. Courtice	4	12	12 do	50 00
Holstein and Murdock	G. Pollock	4	3	12 do	74 72
Holstein and Nenagh	T. Stephenson	8½ & ¾	6 & 12	12 do	234 00
Holstein and Railway Station	A. Doupe	4	12	12 do	48 14
Inverhuron and Tiverton	D. McKenzie	3	3	12 do	53 00
Invermay and Railway Station	J. Hall	¾	12	12 do	113 04
Johnson's Mills and Zurich	D. Spencer	4	2	12 do	49 00
Kemble and Wolseley	E. Hurlbut	5	1	3 do (to June 30, '95).	8 50
do do	W. G. Vanstone	5	1	9 do from do	24 75
Kenilworth and Petherton	M. Enright	3	6	12 do	125 00
Kenilworth and Railway Station	J. Gordon	½	12	12 do	80 00
Killeau and Leslie Railway Station	D. Ferguson	1½	6	12 do	91 34
Kincardine and Kintail	Baynes & Macintyre	17	6	12 do	497 48
Kincardine and Port Elgin	J. Gentles	24	6	12 do	617 00
Kincardine and Railway Station	J. Hockin	¼	30	12 do and extra trips	302 45
Kincardine and Royal Oak	J. Mills	6½	2	12 do	60 00
Kincardine and Walkerton	J. E. Burley	28	6	12 do	675 00
Kingarf and Kinloss	B. Moulton	4	2	12 do	60 00
Kinghurst and Mooresburg	J. A. King	5½	2	12 do	65 00
Kinkora and Sebringville	J. Fletcher	12	3	12 do	160 00
Kinloss and Lucknow	J. Brownscombe	10	6	12 do	190 00
Kinlough and Westford	A. W. Haldenby	3½	2	12 do	55 00
Kippen and Railway Station	R. Mellis	¾	12	12 do	106 72
Kossuth and Preston	H. Sohr	5½	2	12 do	70 48
Lake Charles and Oxenden	J. Davidson	5	1	12 do	40 00
Langside and Lucknow	Thompson and Lyons	6½	2	12 do	90 00
Lebanon and Moorefield	J. Sinclair	8	3	12 do	100 00
Lindenwood and Presqu' Isle	G. Shaw	5	1	12 do	40 00
Linwood and St. Jacobs	F. A. Baker	12	6	12 do	325 00
Lions Head and Spry	J. L. Buckland	6	1	12 do	50 00
Lions Head and Warton	do	22	3	12 do	315 00
Lisbon and Wellesley	C. Hebel	2	2 & 3	12 do	60 00
Lisburn and Ripley	D. Teskey	2¼	2	12 do	25 00
Listowel and Molesworth	S. Loughheed	11	6	12 do	297 48
Listowel and Railway Station	J. Shank	¾	48	12 do	215 00
Lochalsh and Ripley	J. McRitchie	8¼	3	12 do	175 00
Londesborough and Railway Station	J. Bell	¾	12	12 do	157 00
Lucknow and Railway Station	F. W. McDonald	¼	30	12 do	314 00
Macton and Yatton	J. O'Neill	5½	3	12 do	75 64
Mar and Red Bay	J. McFarlane	7	2	12 do	77 00
Marden and Railway Station	J. Burns	¾	6	12 do	78 00
Markdale and Railway Station	J. E. Marsh	¾	24	12 do	87 00
Markdale and Traverston	T. H. Edwards	8 & 9¼	2 & 3	12 do	127 00
Marsville and Hillsburg Station	J. Hanna	7½	6	12 do	325 00
Meaford and Owen Sound	W. J. & A. L. Carnahan	20	12	12 do	400 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Stratford Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Melgund and Minto Flag Station...	J. J. Bracken...	2	3	12 months	65 52
Merritt and Varney.....	J. G. Wilson.....	5	2	12 do	80 00
Mildmay and Railway Station.....	G. Herringer.....	1/4	18	12 do	145 00
Millbank and Railway Station.....	J. Lintick.....	3	12	4 do (from Dec. 1, '95)	33 28
Milverton and Railway Station.....	W. H. Dorland.....	1	24	12 do	200 96
Mimosa and Orton.....	I. Cawthra.....	4 1/2	3	12 do	60 00
Mitchell and Railway Station.....	W. W. Hicks.....	4 1/2	24	12 do	150 72
Mitchell and Russeldale.....	W. Taylor.....	8	6	3 do (to June 30, '95).	62 50
Moltke and Neustadt.....	K. Lanz.....	2 1/2	3	12 do	80 00
Moorefield and Railway Station.....	R. Shera.....	1/4	24	12 do	120 00
Moorefield and Precastle.....	do.....	3	6	12 do	104 00
Morningdale Mills and Millbank Station.....	J. Lintick.....	5	12	12 do	276 32
Mosborough and Railway Station.....	J. Hobson.....	12	12	12 do	60 44
Mount Forest and Railway Station.....	J. H. Coyne.....	1/2 & 1/4	36	12 do	164 84
Murphy and Railway Station.....	J. E. Murphy.....	1/2	12	12 do	25 12
Musselburg and Poole.....	W. Burgmann.....	1/4	6	12 do	50 00
Neustadt and Railway Station.....	A. Dunemann.....	1/2	18	12 do	95 14
New Dundee and Petersburg.....	J. M. Weber.....	1/2	6 & 3	12 do	325 00
Newton and Railway Station.....	P. Zoeger.....	1/2	12	9 do (to Dec. 31, '95).	33 75
Nithburg and Stratford.....	J. Yost.....	16	6	12 do	520 00
North Bruce and Queen Hill.....	T. J. Nicholls.....	2 1/2	3	12 do	88 00
North Keppel and Owen Sound.....	W. Johnston.....	21	3	12 do	275 00
Olivet and Rothsay.....	J. Tremain.....	4	2	12 do	60 00
Orangeville and Railway Station.....	J. Haddock.....	1/2	42	12 do	200 02
Orangeville and Vanatter.....	W. Dedrick.....	5	2	12 do	88 00
Orton and Railway Station.....	W. Mooney.....	1/2	12	12 do	50 00
Owen Sound and Railway Station (C. P.).....	W. Bridget.....	1	24	12 do	245 00
Owen Sound and Railway Station (G. T.).....	J. D. Stoddart.....	1/2	18	12 do	165 78
Owen Sound and Street Letter Boxes.....	J. D. Simpson.....	2 1/2	18	12 do	143 37
Owen Sound and Tara.....	J. E. Grant.....	22 1/2	6	12 do	400 00
Oxenden and Wiarton.....	J. Crandon.....	3	6	12 do	120 00
Paisley and Railway Station.....	J. Trelford.....	1/2	24	12 do	131 88
Paisley and Vesta.....	F. Purdy.....	17 1/2	6	12 do	260 00
Palmerston and Railway Station.....	J. Taggart.....	1/2	48	12 do	184 22
Parkhead and Railway Station.....	J. Pattison.....	2	12	12 do	78 50
Petersburg and St. Agatha.....	J. Kaiser.....	2	6	3 dc (to June 30, '95).	36 25
Pinkerton and Railway Station.....	A. E. Knox.....	2	6	12 do (less fines)	82 00
Pomona and Priceville.....	D. Black.....	5	2	12 do	95 00
Port Elgin and Railway Station.....	J. Bowes.....	1/2	24	12 do	95 24
Port Elgin and Tara.....	A. Trelford.....	16	6	12 do	395 00
Priceville and Flesherston Station.....	A. McCauley.....	4	6	12 do	140 00
Purple Grove and Ripley.....	J. N. Logan.....	5	1	12 do	45 00
Puslinch and Railway Station.....	J. H. Macdonald.....	1/2	12	12 do	40 18
Ripley and Railway Station.....	J. McInnes.....	1/2	24	12 do	152 24
St. Jacob's and Railway Station.....	H. Schlitt.....	1/2	12	12 do	49 98
St. Paul's Station and Railway Station.....	A. Thom, sr.....	1/2	12	12 do	62 80
Sauble Falls and Wiarton.....	L. Hyatt.....	12	2	12 do	130 00
Seaforth and Railway Station.....	S. Dickson.....	1/2	24	12 do	188 40
Seaforth and Wroxeter.....	Musgrove and Edgar.....	15 1/2	6	6 do (to Sept. 30, '95).	250 00
Sebringville and Railway Station.....	J. R. Paton.....	1/2	12	12 do	90 00

DETAIL of all payments for Mail Transportation in Stratford Postal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Shallow Lake and Railway Station.	W. J. Budd	$\frac{1}{4}$	12	12 months	59 66
Solway and Walkerton	J. McCallum	$6\frac{1}{2}$	3	12 do	97 00
Southampton and Railway Station.	T. Lee	$1\frac{3}{4}$	24	12 do	159 94
Stokes' Bay and Tobermory	A. Currie	26	1	12 do (less fine)	198 00
Stokes' Bay and Wiarton	H. Crandon	$30\frac{1}{2}$	3	12 do	400 00
Strasburg and German Mills Railway Siding	T. M. Bartholomew	10	6	12 do	140 00
Stratford and Railway Station	W. T. Cook	$\frac{1}{4}$	60	12 do	340 00
Stratford and Street Letter Boxes.	T. Stoney			12 do	441 24
Stratford Division, Special Service, owing to Snow Blockade on Railway	Sundry persons				24 00
Tara and Railway Station	J. Hamilton	$\frac{3}{4}$	18	12 do	156 40
Teeswater and Railway Station	J. Olheiser	$1\frac{1}{4}$	12	12 do	150 00
Teeswater and Walkerton	R. Harrison	16	6	12 do	495 00
Topping and Milverton Station	H. Miller	6	6	12 do	226 08
Varney and Railway Station	C. Gadd	$\frac{1}{2}$	12	12 do	64 36
Waldemar and Railway Station	D. Jenkins	$\frac{1}{4}$	12	12 do	100 48
Walkerton and Railway Station	A. McLean	$1\frac{1}{4}$	24	12 do	314 00
Waterloo and Berlin Railway Station	F. Sass	2	30	12 do	349 86
Waterloo and Elmira Railway Station	do	$\frac{1}{4}$	18	12 do	91 93
Whitechurch and Railway Station	H. D. Henderson	$\frac{1}{4}$	12	12 do	80 00
Wiarton and Railway Station	L. Hyatt	$1\frac{1}{4}$	24	12 do	205 98
Wingham and Railway Station (C. P.)	Beattie Bros	$\frac{1}{2}$	18	12 do	105 18
Wingham and Railway Station (G. T.)	D. Campbell	$\frac{1}{4}$	24	12 do	200 96
Wroxeter and Railway Station	A. Paulin	$1\frac{1}{4}$	12	12 do	100 16
				Total	\$ 46,629 52

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

Postmaster General's Report.

THREE RIVERS POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division made within the Year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts
Armstrong and Sorel	S. Valois.....	9	12	12 months.....	93 88
Arthabaskaville and North Ham.	J. Côté.....	21	6	6 do (to Sept. 30, '95).	198 00
do do	T. Maheu.....	21	6	6 do from do	161 86
Arthabaskaville and Railway Stn.	T. Perrault.....	2½	12	9 do (to Dec. 31, '95)..	66 00
do do	W. Perreault.....	2½	12	3 do from do	22 00
Arthabaskaville and Victoriaville....	P. Lavigne.....	2½	6	12 do	79 00
Aston Station and Railway Station	A. Ouellette.....	2	6	12 do	20 00
Aston Station and St. Sylvere.....	J. Taillon.....	5½	3	12 do	80 00
Aston Station and St. Wenceslas	T. Fréchette.....	3	12	12 do	100 00
Batiscan and Railway Station	T. Laguerre ..	1½	12	12 do	100 00
Batiscan and St. Pierre les Becquets ..	F. Maguy	3	6s	12w 12 do	210 00
Beaurivage and Parkhurst	J. Machell.....	3	6	12 do	56 00
Bécancour and Ste. Gertrude	A. Roy	10½	6	12 do	244 00
Bécancour and St. Grégoire.....	N. Vigneault.....	9	6	12 do	197 17
Berthier and Isles Dupas	O. Lemire.....	2½	6	10 do (to Jan. 31, '96)..	91 66
Berthier and Railway Station.....	F. Plante.....	2½	13 & 19	12 do	183 55
Berthier and Sorel	S. Valois.....	5	14s	7w 12 do	444 00
Berthier and St. Ignace.....	O. Lemire.....	3½	6	2 do (from Feb. 1, '96)	25 66
Berthier Junction and St. Félix de Valois	S. Tessier.....	13	6	12 do	480 00
Blandford and Stanfold.....	O. Talbot.....	9	4	12 do	111 00
Boulogne and St. Eugène.....	G. Tanguay.....	4½	6	12 do	125 00
Bulstrode Station and Railway St'n.	A. Côté.....	3 acres	12	12 do	12 00
Cap Magdeleine and Three Rivers....	O. Toupin	5	6	12 do	180 00
Carmel and Railway Station.....	K. Dalton	10 acres	12	12 do	31 28
Champlain and Railway Station.....	N. Able	2	12	12 do	90 00
Chantelle and Rawdon	M. Crépeault.....	17	3	12 do	200 00
Charlemagne and L'Assomption.....	J. Belhumeur.....	9	6	12 do	250 00
Chatillon and St. Zéphirin.....	E. Béliveau.....	5½	3	12 do	99 00
Chaumont and St. Agapit.....	E. T. Paquet.....	3	3	12 do	40 00
Cocococache and La Tuque.....	T. A. Reynolds.....	48	1	12 do	100 00
Craig's Road Station and St. Sylvester East	M. Vaillancourt.....	24	6	12 do	700 00
Danby and Railway Station.....	W. Duff.....	50 yds.	12	12 do	20 00
D'Auteuil and Warwick	J. D. Morin.....	7	3	12 do	100 00
Drummondville and Melbourne	P. Duguay.....	24	6	12 do	500 00
Drummondville and Railway Station (C.P.R.).....	J. F. Picotin.....	½	12	12 do	75 12
Drummondville and Railway Station (D.C.).....	do	½	12	12 do	43 80
Duncan Station and Railway Stn.	P. Paul.....	2 acres	6	12 do	10 00
East Arthabaska and Larochelle....	T. Noël.....	4	3	12 do	74 48
East Arthabaska and Ste. Hélène de Chester.....	E. Juneau.....	9½	6	12 do	200 00
East Arthabaska and Stanfold.....	J. Gouin.....	5	6	12 do	118 48

DETAIL of all payments for Mail Transportation in Three Rivers Postal
Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Forrestdale, Maddington Falls and Railway Station	A. Trudel	5	6	12 months	270 00
Fortierville and St. Jean des Chail- lons	J. B. Fortier	9	6	12 do	150 00
French Village and Richmond Sta- tion	L. Martin	15	6	12 do	325 00
Grande Mère and Lac à la Tortue	J. P. Riley	2½	6	12 do	60 00
Grande Mère and Ste. Flore	H. Gélinas	4	6	12 do	98 00
Grandes Piles and Lac la Pêche	W. H. Parker	10	6	Season 1895	150 00
Grandes Piles and La Tuque	P. Chandonnet	72	1	12 months	237 00
Grand St. Esprit and Ste. Monique	E. Trudel	2½	12	12 do	130 00
Hunterstown and Louiseville	H. Durand	17	6	12 do (less fine)	297 00
Joliette and Railway Station	J. Mirault	8	12 & 18	12 do	597 84
Joliette and St. Liguori	A. Lajeunesse	9	6	12 do	210 00
Joliette and St. Mélanie	C. Etu	14	6	12 do	285 00
Joliette and St. Paul d'Industrie	A. Ferreault	4	6	12 do	60 00
Kildare and St. Alphonse	G. E. Trudeau	12	3	12 do	156 00
Kingsey Falls and Lorne	M. Morin	4	12	12 do	230 00
Kingsey Falls and Robson	O. Blake	7	2	12 do	60 00
La Baie and Nicolet	T. Vigneau	9	6	12 do	249 00
La Baie and St. Zéphirin	do	8	6	12 do	220 00
La Baie and Yamaska	do	20	6	12 do	675 00
Lac à la Tortue and Railway Station	T. H. L'Heureux	¾	12	12 do	36 00
Lac Bellemare and Shawenegan	E. Gélinas	9	2	12 do	120 00
Lacheana and Terrebonne	O. Villeneuve	4½	6	12 do	160 00
Lachevrotière and Lotbinière	C. Noël	5½	6	12 do	275 00
Lanoraie and Railway Station	N. Debisle	6	6	12 do	89 48
L'Assomption and St. Sulpice	P. H. Royal	5	6	12 do	175 00
Laurentides and Railway Station	D. Tourangeau	¼	12	12 do	70 00
Laurentides and St. Calixte de Kil- kenny	P. Chartrand	10	3	12 do	140 00
Lavaltrie and Railway Station	J. Grenier	8	6	12 do	250 00
L'Épiphanie and Railway Station	E. Leblanc	3	12	12 do	143 46
L'Épiphanie and St. Jacques	O. Paré	12½	6	3 do (to June 30, '95)	62 50
do do	G. Forest	12½	6	7 do (to Jan. 31, '96)	145 83
do do	do	12½	12	2 do from do	66 66
L'Épiphanie and Ste. Julienne	J. P. Hetu	18	6	12 do	500 00
Lotbinière and Rivière Boisclair	R. Bernier	6	6	12 do	140 00
Lotbinière and Ste. Croix	M. Lemay	14	6	12 do	350 00
Lotbinière and St. Jean des Chaillons	E. Chandonnet	10	6	12 do	274 00
Louiseville and Nancy	R. Caron	6	2	12 do	60 00
Louiseville and Railway Station	P. Lefebvre	¼	12 & 18	12 do	109 68
Louiseville and Ste. Ursule	A. Sévignie	5½	6	12 do	99 00
Mascouche and Mascouche Rapids	J. Carmichael	3½	3	12 do	75 00
Mascouche and Railway Station	T. Beauchamp	1½	12	12 do	60 00
Mastigoche and St. Gabriel de Brandon	D. Provost	9	1	12 do	71 00
Methot's Mills and Ste. Agathe	L. L. Ratté	8	6	12 do	180 00
Methot's Mills and St. Flavien	do	4	6	12 do	125 00
Mitchell and Ste. Brigitte des Saults	F. J. Jutras	4	6	12 do	100 00
Mitchell and Ste. Perpétue	T. Decotéau	4	6	12 do	100 00
Mitchell Station and Railway Sta- tion	W. P. Hamilton	½	12	12 do	25 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
New Armagh and St. Sylvester	J. Orr, jr.	4½	2	12 months	44 00
Nicolet and Railway Station	J. Courteau	3	12	12 do	62 60
Nicolet and St. Grégoire	J. Pagé	8	12	12 do	374 00
Notre-Dame de la Mercie and St. Donat de Montcalm	C. Villeneuve	11½	2	12 do	120 00
Notre-Dame de la Mercie and St. Emile de Montcalm	T. Pagé	9	2	12 do	130 00
Pierreville and Pierreville Mills	H. Comtois	4½	.6	1 do (to April 30, '95).	10 79
do do	do	4½	12s.6w	11 do from do	178 05
Pierreville and St. Elphège	J. Boivin	7	6	3 do (to June 30, '95).	47 50
do do	J. Forcier	7	6	9 do from do	118 50
Pointe du Lac and Railway Station.	A. Biron	3	12	12 do	80 00
Pont de Maskinongé and Railway Station.	A. Lafrenière	3	12	12 do	50 00
Pont de Maskinongé and St. Justin	EM. Chapdelaine	5	6	12 do	240 00
Proulxville and St. Tite	J. Lafontaine	6	6	12 do	143 00
Radnor Forges and Railway Station	J. J. Drummond	½	12	12 do	30 00
Rawdon and St. Liguori	H. Koeller	9	6	12 do	219 00
Rawdon and St. Théodore	J. D. Gaudet	14	3	12 do	120 00
Repentigny and St. Paul l'Ermite.	A. Perreault	2	6	12 do	80 00
Rivière Mackinac and St. Joseph de Mackinac	J. L. Doucette	8	1	12 do	36 00
Rivière Noire and Railway Station.	A. E. Beauchemin	17 yds.	12	12 do	20 00
Rivière Noire and St. Rosaire	do	5	2	12 do	60 00
Rivière Noire and St. Valère de Bulstrode	do	4½	6	12 do	180 00
St. Adelphe and St. Thècle	H. Côté	9	2	6 do (to Sept. 30, '95).	39 50
do do	do	9	3	6 do from do	59 24
St. Agapit and Railway Station	F. Paquet	16 acres.	12	12 do	75 00
Ste. Agathe and Ste. Agathe East	J. Donovan	4½	2	8 do (to Nov. 30, '95).	33 33
do do	do	4½	3	4 do from do	25 00
St. Agricola and St. Donat	I. de Mantelt	16	1	12 do	50 00
St. Aimé and Railway Station	P. Ménard	9 acres.	12	6 do (from Oct. 1, '95)	27 50
St. Aimé and St. David	S. Langlais	6	6	6 do (from Oct. 1, '95)	87 50
St. Aimé and Yamaska	P. Morriseau	6½	6	6 do (to Sept. 30, '95).	59 50
do do	P. Ménard	6½	6	6 do from do	60 00
St. Alexis des Monts and St. Paulin	L. P. Plante	10	6	12 do	223 00
St. Alphonse and Ste. Béatrix	L. Pagé	4	3	6 do (to Sept. 30, '95).	27 50
do do	G. Riopel	4	3	6 do from do	35 00
St. Alphonse and St. Côme	A. Labine	12	2	12 do	112 00
Ste. Angele de Laval and Railway Station.	J. Coulombe	½	12	12 do	36 00
Ste. Anne de la Pérade and Railway Station.	N. E. Angers	½	12	12 do	105 00
Ste. Anne de la Pérade and St. Prosper	J. Courtois	7	6	12 do	125 00
Ste. Anne de Sorel and Sorel	E. Latraverse	3	6	3 do (to June 30, '95).	18 75
do do	N. Latraverse	3	6	9 do from do	75 00
St. Antoine and St. Apollinaire	F. X. Lafleur	5	3	12 do	58 00
St. Barnabé and St. Elie	S. Guillemette	9	6	12 do	149 98
St. Barnabé and Yamachiche	A. Bellemare	12	6	12 do	149 48
St. Barthélemi and Railway Station.	J. Valois	1½	12	12 do	100 00
St. Barthélemi Station and Railway Station.	C. Henault	3 acres.	12	1 do (from Mar. 1, '96)	1 25
St. Barthélemi and St. Edmond de Berthier	J. Valois	10½	1	6 do (to Sept. 30, '95).	37 50
do do	H. Valois	10½	1	6 do from do	24 50
St. Bonaventure and St. Guillaume	J. Letendre	7½	6	12 do	154 00
St. Célestin and Railway Station	E. Arseneau	1½	6	12 do	60 00

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
St. Clothilde and Victoriaville.....	P. Lavigne.....	18	6	12 months.....	214 00
Ste. Croix and St. Nicholas.....	N. Lambert.....	18	6	12 do.....	600 00
St. Cuthbert and Railway Station.....	I. Grandchamp.....	3	6	12 do.....	98 00
St. Cuthbert Station and Railway Station.....	J. Marchand.....	5 acres.	12	12 do.....	20 00
St. Cyrille de Wendover and Railway Station.....	C. Lavoie.....	3 acres.	12	12 do.....	31 28
St. Damien de Brandon and St. Gabriel de Brandon.....	J. Bélanger.....	6	4	12 do.....	170 00
St. David and St. Pie de Guire.....	M. Forcier.....	8	6	6 do (to Sept. 30, '95).....	80 00
do do.....	do.....	8	6	6 do from do.....	100 00
St. Didace and St. Gabriel de Brandon.....	E. Germain.....	6	6	12 do.....	140 00
St. Donat de Montcalm and St. Lucie de Doncaster.....	I. Mousseau.....	15	2	12 do.....	175 00
Ste. Emelie de l'Energie and St. Jean de Matha.....	A. Basinet.....	12	3	3 do (to June 30, '95).....	37 25
do do.....	E. D. Basinet.....	12	3	9 do from do.....	111 75
Ste. Emelie de l'Energie and St. Michel des Saints.....	A. Basinet.....	33	2	3 do (to June 30, '95).....	100 00
do do.....	E. D. Basinet.....	33	2	9 do from do.....	300 00
St. Emile de Montcalm and St. Théodore.....	L. Giguère.....	8½	2	12 do.....	110 00
St. Eugene de Grantham and Railway Station.....	G. Tanguay.....	3½	12	12 do.....	175 00
St. Eugene de Grantham and St. Guillaume.....	J. Dupuis.....	8	12	12 do.....	425 00
Ste. Eulalie and Railway Station.....	G. Gaudet.....	4	6	12 do.....	98 00
Ste. Eulalie and St. Samuel.....	G. Bergeron.....	4	2	12 do.....	50 00
St. Felix de Valois and St. Jean de Matha.....	E. Lessard.....	8	6	12 do.....	200 00
St. Gabriel de Brandon and St. Norbert.....	D. Provost.....	10½	6	12 do.....	285 00
Ste. Geneviève de Batiscan and Railway Station.....	N. Pauquette.....	4	12	12 do.....	139 00
Ste. Geneviève de Batiscan and St. Stanislas.....	F. Despin.....	8	6	12 do.....	180 00
St. Germain de Grantham and Railway Station (D.C.R.).....	G. Laplante.....	1	12	12 do.....	75 00
Ste. Gertrude and Ste. Marie de Brantford.....	T. Provencher.....	6	3	12 do.....	60 00
St. Guillaume and Yamaska.....	N. E. Parenteau.....	13½	6	6 do (to Sept. 30, '95).....	225 00
St. Hugues and St. Marcel.....	T. B. Gauthier.....	7	6	12 do.....	144 00
St. Jacques and Ste. Marie Solomée.....	A. Mirealt.....	4	2	10 do (to Jan. 31, '96).....	41 66
St. Jean des Chaillons and Trois-Rivières.....	J. Beauchesne.....	32	6	12 do.....	700 00
St. Joseph de Sorel and Sorel.....	A. Bouvier.....	1½	6	12 do.....	48 00
St. Léonard and Railway Station.....	J. Piché.....	5 acres.	12	12 do.....	37 56
St. Louis de Bon and Railway Station.....	H. Theberge.....	9 acres.	12	6 do (from Oct. 1, '95).....	20 00
St. Narcisse and Three Rivers.....	F. Nobert.....	19	6	12 do.....	280 00
St. Norbert and Railway Station.....	S. Carpentier.....	9	6	12 do.....	290 00
St. Ours and St. Roch Railway Station.....	T. Duhamel.....	2½	12	12 do.....	80 00
St. Pierre les Becquets and Ste. Sophie de Lévrard.....	Z. Lacerte.....	12	6	12 do.....	200 00
St. Rémi de Tingwick and Warwick.....	W. Delisle.....	13	6	12 do.....	313 00
St. Robert and Railway Station.....	A. Plante.....	2	6	6 do (to Sept. 30, '95).....	40 00
do do.....	P. Aucoin.....	5 acres.	12	6 do from do.....	15 00
St. Thécle and Railway Station.....	F. Boutet.....	1	12	12 do.....	60 00
St. Tite and Railway Station.....	O. Trotter.....	½	12	12 do.....	50 08
Ste. Victoire and Sorel.....	A. Paulhus.....	9	3	6 do (to Sept. 30, '95).....	70 00
do do.....	H. Paulhus.....	9	3	6 do from do.....	70 00
Shawenegan and Three Rivers.....	P. Lapolice.....	21	6	12 do.....	380 00
Sorel and Railway Station.....	B. Leclaire.....	½	12	6 do (from Oct. 1, '95).....	40 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$. cts.
Sorel and Yamaska	B. Leclaire	13½	6	6 mos. (to Sept. 30, '95).	237 50
Stanford and Railway Station.....	F. E. Poitras.....	4 acres.	12	3 do (to June 30, '95).	6 25
do do	do	4 acres.	12	9 do from do	27 00
Three Rivers and Railway Station.	E. Normand	¾	31 & 37	12 do	254 40
Three Rivers and Street Letter Boxes.....	E. Normand	2½	18	3 do (to June 30, '95).	87 50
do do	do	3¼	18	9 do from do	336 54
Three Rivers and Valmout.....	H. Signan	15	6	12 do	320 00
Vincennes and Railway Station....	L. Dessureault..	3	6	12 do	150 00
Walker's Cutting and Railway Station.....	S. Labrecque....	2 acres.	12	12 do	24 00
Warwick East and Railway Station.	E. Martel.....	3 acres.	6	12 do	18 00
Wickham West and Railway Station.....	F. Cormier.....	5 acres.	12	12 do	45 00
Yamachiche and Railway Station..	P. Pellerin.....	¾	12	12 do	55 00
				Total.....	\$27,387 13

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

TORONTO POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, made within the year ended 30th June, 1896.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abingdon and Canfield.....	W. Young.....	12	3	12 months.....	155 00
Abingdon and Winona.....	J. Gould.....	16	6	12 do.....	458 00
Acton and Knatchbull.....	J. Martin.....	5	2	12 do.....	72 48
Acton and Speyside.....	do.....	5	2	12 do.....	72 48
Agincourt and Railway Station (C.P. & Midland),	W. Lawton.....		6	12 do.....	50 24
Agincourt and Railway Station.....	do.....		6	12 do.....	30 00
Air Line Junction and Railway Station.....	M. Minnes.....	1	6	2 do (to May 31, '95).	10 00
do do.....	W. J. Minnes.....	1	6	7 do (from Sept. 1, '95)	23 33
Alberton, Lynden and Trinity.....	W. Durham.....	7½ & 10½	6 & 3	12 do.....	224 00
Aldershot and Waterdown.....	P. Crene.....	3½	12	12 do.....	173 00
Algoma Mills and Railway Station.....	G. C. McGuire.....	1	12	12 do.....	125 60
Allanburg and Railway Station.....	R. Skinner.....	1	12	6 do (to Sept. 30, '95).	60 00
do do.....	do.....	1	12	6 do from do	48 00
Alloa and Edmonton.....	R. Campbell.....	6	3	6 do (to Oct. 31, '95).	49 99
Alloa and Snelgrove.....	do.....	6	3	5 do (from Nov. 1, '95)	41 67
Alton and Railway Station (C.V.).....	A. Menzies.....	1	12	12 do.....	113 88
Amigari and Railway Station.....	A. B. Hurrell.....	1	12	12 do.....	65 00
Ancaster and Hamilton.....	D. Jacobs.....	7	12	12 do.....	212 00
Ansonia and Thessalon.....	I. Jones.....	8	1	12 do.....	40 00
Appleby and Railway Station.....	M. C. Prescott.....	1	6	12 do.....	85 00
Ash and Zimmerman Railway Station.....	W. H. Dorland.....	1	6	12 do.....	48 00
Ashgrove and Georgetown.....	R. C. Nixon.....	4	6	12 do.....	200 00
Attercliffe Station and Railway Station.....	J. Sundy.....	1	12	12 do.....	108 00
Aurora and Railway Station.....	H. E. Proctor.....	1	24	12 do.....	120 00
Aurora and Schomberg.....	S. Wray.....	15	6	12 do.....	375 00
Aurora and White Rose.....	H. E. Proctor.....	12 rods	3	12 do.....	150 00
Ballantrae and Railway Station.....	R. Hill.....	1	12	12 do.....	60 00
Barclay and Railway Station.....	F. Stone.....	1	12	12 do.....	36 00
Barrie Island and Gore Bay.....	W. N. Runnalls.....	12	1	12 do.....	100 00
Bar River, Echo Bay and Railway Station.....	W. Findlay.....	8 & 1	1 & 6	12 do.....	150 00
Beamsville and Rosedene.....	C. McKay.....	11	6	12 do.....	355 00
Beaver Mines, Murillo and Silver Mountain.....	J. Stevenson.....	11½ & 25	2 & 1	12 do.....	300 00
Bedford Park and Toronto.....	G. L. Weatherill.....	5½	6	12 do.....	291 00
Belfountain and Railway Station.....	C. F. Byam.....	1½	12	12 do.....	200 00
Bellingham and Iron Bridge.....	D. Bell.....	11	1	12 do.....	60 00
Bendale and Woburn.....	J. Larway.....	2	6	12 do.....	80 00
Bethany and Railway Station.....	G. Price.....	1	12	12 do.....	50 00
Binbrook and Glanford Station.....	J. McGann.....	5	6	12 do.....	165 00
Biscotasing and Railway Station.....	P. J. Finlan.....	300 ft.	12	12 do.....	15 70
Black Creek and Railway Station.....	I. H. Allen.....	1	12	12 do.....	60 00
Blackstock and Purple Hill.....	W. Bartley.....	4	2	12 do.....	55 00
Blind River and Railway Station.....	J. Hawkins, sr.....	1	12	12 do.....	94 20
Bolton, Castlederg and Mount Wolfe.....	S. J. Snell.....	6 & 5	6 & 3	12 do.....	260 00
Bolton and Railway Station.....	T. D. Elliott.....	1	24	12 do.....	60 00
Bowmanville and Caesarea.....	D. E. Gifford.....	44½	6	12 do.....	617 64
Bowmanville and Courtice.....	J. Walter.....	4½	3	7 do (to Oct. 31, '95).	37 91
do do.....	do.....	4½	6	5 do from do	50 00
Bowmanville and Railway Station.....	W. G. Glover.....	1½	6	12 do.....	35 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					\$ cts.
Bowmanville and Tyrone.....	W. H. Moore.....	7	6	12 months.....	119 00
Bracondale and Bloor Street Branch	E. Baggis.....	1½	12	12 do.....	120 00
Brampton and Huttonville.....	J. Hyatt.....	4	6	12 do.....	110 00
Brampton and Nortonville.....	J. Norton.....	3	3	12 do.....	50 00
Brampton and Railway Station.....	W. R. Lewis.....	12	12	do.....	134 00
Bridgeburg and Railway Station.....	H. Emrick.....	2½	9	do (from July 1, '95)	112 50
Britainville and Long Bay.....	W. McCormick.....	5	1	12 do.....	30 00
Bronte and Railway Station.....	J. S. McDonald.....	1½	12	do.....	125 20
Brookfield Station and Railway Station.....	M. Topp.....	½	6	12 do.....	50 00
Brooklin and Railway Station.....	R. D. Hay.....	½	12	do.....	93 60
Brougham and Markham.....	H. Bennett.....	26½ r.t.	6	12 do.....	359 00
Brougham and Whitby.....	J. Scott.....	12	6	12 do.....	400 00
Bruce Mines and Cloudslee.....	A. McEwan.....	5	1	12 do.....	39 00
Bruce Mines and Markville.....	G. Mark.....			Season 1895-96.....	157 50
Bruce Mines and Railway Station.....	W. Fleming.....	2	12	12 months.....	314 00
Bruce Mines and Kydal Bank.....	W. R. Smyth.....	6	2	12 do.....	104 00
Brunswick and Railway Station.....	L. C. Patterson.....	17	6	12 do.....	70 00
Burketon Station and Enfield.....	T. Thorne.....	4½	6	12 do.....	75 00
Burketon Station and Railway Station.....	J. Burr.....	½	12	12 do.....	75 00
Burlington and Port Nelson.....	W. Bamford.....	1½	6	12 do.....	90 00
Burlington and Railway Station.....	do.....	½	6	12 do.....	90 00
Burnaby and Wainfleet Railway Station.....	W. A. Kinnard.....	2	6	12 do.....	90 00
Burnhamthorpe and Cooksville Railway Station.....	F. D. Gill.....	6	6	12 do.....	275 00
Caché Bay and Railway Station.....	J. Jessup.....	700 yds.	12	9 do (to Dec. 31, '95).	37 50
do do.....	A. J. Young.....	700 yds.	12	3 do from do.....	28 75
Caldwell and Caledon.....	N. Patterson.....	4½	6	12 do.....	208 00
Caledon and Railway Station.....	do.....	½	18	12 do.....	105 00
Caledonia and Empire.....	W. Arrell.....	15	6	12 do.....	445 00
Campbellcroft and Railway Station.....	A. Smith.....	70 ft.	6	12 do.....	40 00
Campbellville and Railway Station.....	R. M. Brown.....	½	6	12 do.....	60 00
Canfield, Darling Road, Canboro and Warner.....	I. Swayze.....	6 & 2½	6 & 3	12 do.....	197 16
Carlton West and Railway Station.....	J. Hayes.....	1	24	12 do.....	120 00
Carluka and Hamilton.....	G. Morton.....	13½	6	12 do.....	337 00
Carrville and Richmond Hill Railway Station.....	J. H. Prentice.....	3½	6	12 do.....	124 00
Cartier and Railway Station.....	W. B. Robinson.....	½	12	12 do.....	10 00
Castlemore and Kleinburg Railway Station.....	J. Hugill, jun.....	14 r.t.	6	12 do.....	250 00
Cataract and Railway Station.....	J. Howard.....	½	12	do.....	75 00
Cedar Dale and Railway Station.....	H. Robins.....	½	25	12 do.....	69 00
Chapleau and Railway Station.....	H. L. Nicholson.....	½	12	12 do.....	77 50
Chelmsford and Railway Station.....	G. Irwin.....	16	12	12 do.....	54 16
Cheltenham, Campbell's Cross and Railway Station.....	S. J. Raney.....	½ & 21 r.t.	12 & 6	12 do.....	299 00
Chippawa and Niagara Falls.....	D. Histrop.....	12 r.t.	12	12 do.....	540 00
Churchville and Railway Station.....	T. A. Fogarty.....	½	6	12 do.....	80 00
Claremont and Railway Station.....	J. Thompson.....	3¾	12	12 do.....	113 04
Claremont and Stouffville.....	G. Brownsberger.....	19 r.t.	6	12 do.....	240 00
Clarke and Kendal.....	M. Stanton.....	6½	6	12 do.....	181 52
Clarke and Railway Station.....	J. Pethick.....	5½	12	12 do.....	279 46
Clarkson and Railway Station.....	W. F. Clarkson.....	17	6	12 do.....	30 00
Clyde and Leslie Railway Station.....	E. McNichol.....	1½	6	12 do.....	120 00
Cockburn Island and Thessalon.....	W. J. Harper.....	27	1	Season 1895-96.....	160 00
do do.....	L. Tebo.....			Special trips.....	15 00
Coleman and Railway Station.....	T. Gibson.....	½	12	12 months.....	120 00

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Collins Inlet and Killarney.....	D. Lamorandière	18	1	7 mos. (to Sept. 30, '95).	8 2
do do.....	C. W. Pitt.....	18	2	5 do from do.....	9 0
Cooks Mills and Railway Station.....	C. E. Smith.....	1	12	7 do (to Dec. 31, '95).	9 40
Cooksville and Railway Station.....	E. R. Co'well.....	1	12	12 do.....	140 0
Copetown and Orkney.....	G. A. Kitchen.....	3	6	12 do.....	144 0
Copper Cliff and Sudbury.....	A. E. French.....	5	6	9 do (to Dec. 31, '95).	127 50
do do.....	F. Hamilton.....	5	6	3 do from do.....	42 50
Credit Forks and Railway Station.....	G. G. Smith.....	1	12	12 do.....	78 00
Crowland and Welland.....	J. McQueen.....	4	3	12 do.....	109 00
Cutler and Railway Station.....	C. W. Way.....	50 yds.	6	2 do (to Sept. 30, '95).	5 00
do do.....	do.....	50 yds.	12	6 do from do.....	30 00
Davenport and Fairbank.....	D. McComb.....	2½	9	12 do.....	100 00
Davenport and Railway Station.....	W. Rowntree.....	50 yds.	12	12 do.....	30 00
Davenport and Toronto Junction.....	J. S. Kirkwood.....	1	6	12 do.....	75 00
Deer Park and Yorkville.....	G. L. Weatherill.....	1½	6	12 do.....	100 00
Desbarats and Gawas.....	M. C. Aubin.....	6½	2	Season 1895-96.....	52 50
Desbarats and Railway Station.....	E. H. Twight.....	150 yds.	12	4 mos. (from Dec. 1, '95)	00 33
Desert and Stobie Railway Station.....	J. W. Alderson.....	7	3	12 do.....	156 00
Don and Toronto.....	J. H. Smith.....	8	6	12 do.....	360 00
Dovercourt and Doverport Railway Station.....	J. A. Hopkins.....	14	6	12 do.....	75 00
Downsview and Railway Station.....	W. J. Torrens.....	1	6	12 do.....	100 00
Drumquin and Milton.....	T. W. Crozier.....	18 r. t.	6	12 do.....	149 00
Dunbarton and Liverpool Market.....	J. A. Lanoreaux.....	1	6	12 do.....	65 00
Dunbarton and Railway Station.....	G. White.....	1	6	12 do.....	54 00
Dundas and Sheffield.....	W. J. Moore.....	14	6	12 do.....	449 00
Dunnville and Railway Station.....	M. Culleton.....	1	24	12 do.....	133 32
Dunnville and Welland Port.....	L. Durham.....	22 ft.	6	6 do (to Sept. 30, '95).	175 00
do do.....	do.....	22 ft.	6	6 do from do.....	150 00
Eagle River Station and Railway Station.....	C. J. Hickey.....	1	12	12 do.....	25 00
East Toronto and York Railway Station.....	S. Kennedy.....	1	24	12 do.....	195 00
Echo Bay and Sylan Valley.....	S. R. Haldenby.....	6½	1	12 do.....	60 00
Edgeley and Thornhill Railway Station.....	J. Burkholder.....	2	6	12 do.....	122 00
Edmonton and Mayfield.....	R. Campbell.....	3	3	1 do (to April 30, '95).	6 66
Edmonton and Railway Station.....	R. Quin.....	1	6	7 do (to Oct. 31, '95).	40 83
Elcho and Smithville.....	J. R. Bowman.....	8½	3	12 do.....	105 72
Elder's Mills and Railway Station.....	D. McGeachie.....	1	6	12 do.....	60 00
Elia and Railway Station.....	S. T. Brooks.....	1	6	12 do.....	75 00
Elizabethville and Port Hope.....	J. T. Beatty.....	32 r. t.	6	12 do.....	470 00
Elmbank and Malton.....	I. Sanders.....	25 r. t.	6	12 do.....	367 00
Elsmore Park and Railway Station.....	J. Hughes.....	1	13	1 do (to April 30, '95).	1 95
Emery and Railway Station.....	J. Watson.....	1	6	12 do.....	67 50
Fleetwood and Franklin.....	W. Stacy.....	2	6	9 do (to Dec. 31, '95).	60 00
do do.....	J. Morrow.....	2	6	3 do from do.....	22 25
Fonthill and North Pelham.....	J. A. McQueen.....	10	6	6 do (to Sept. 30, '95).	156 50
do do.....	J. L. Thomson.....	10	6	6 do from do.....	142 00
Fort Erie and Railway Station.....	H. C. Lewis.....	1½	48	12 do.....	360 00
Fort Frances and Koochiching, U.S.	R. G. Orr.....	100 yds.	2	4 do 24 days (from Nov. 6, '95).....	5 25
Fort Frances and Mine Centre.....	R. Lyons.....	40	f'tn'ly	3 trips.....	30 00
Fort Frances and Rat Portage.....	R. Mosher.....	160	1	6 months 28 days (to Oct. 28, '95).....	720 10
do do.....	R. P. Murphy.....	160	f'tn'ly	Part of Season 1895-96.....	310 50
Fort Frances and Seine River.....	R. Lyons.....	39	2	do.....	70 00
Fort Frances and Wiegand.....	A. A. Lockhart.....	40	2	20 days (to April 20, '95).	20 00
Fort William and Railway Station.....	J. Morton.....	1	12	12 months (less fine).....	279 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fort William West and Railway Station.....	A. McLaren.....	1 ⁶ / ₁₀	12	12 months.....	120 00
Fort William West and Slate River Valley.....	G. King.....	11	1	4 do (from Dec. 1, '95)	23 33
Franconia and Perry Railway Station.....	J. McIvor.....	7 ¹ / ₂	6	12 do.....	134 64
Franklin and Railway Station.....	J. Hadden.....	100 ft.	12	12 do.....	75 00
Freelon and Mountsberg.....	G. Cartwright.....	3 ¹ / ₂	3	12 do.....	88 00
Freeman and Railway Station.....	E. B. Freeman.....	1 ⁷ / ₈	30	12 do.....	125 60
Fruitland and Hamilton.....	Hamilton, Grimsby and Beamsville Electric Railway Co.....	10	12	12 do.....	438 00
Galt and Sheffield.....	W. J. Moore.....	6	6	12 do.....	100 00
Garden River and Railway Station.....	H. Graham.....	40 yds.	3	12 do.....	47 10
Garrison Road and Stevensville.....	J. D. Gilmour.....	10	2	12 do.....	120 00
Georgetown and Glen Williams.....	G. H. Orr.....	2	12	12 do.....	200 00
Georgetown and Railway Station.....	W. F. McCollum.....	¹ / ₂	18	12 do.....	140 40
Glamorgan and Millbrook.....	C. W. Hanna.....	6	2	12 do.....	100 00
Glanford Station and Railway Station.....	H. Clark.....	¹ / ₂	6	12 do.....	62 80
Glen Major and Myrtle.....	W. R. Derby.....	7	6	12 do.....	224 00
Goldenburgh and Sowerby.....	J. Ralph.....	6	1	12 do.....	75 00
Goodwood and Railway Station.....	T. Carey.....	¹ / ₂	12	12 do.....	55 00
Gore Bay and Kagawong.....	W. H. Baxter.....	12	2	29 days (to April 29, '95).	18 00
do do.....	J. Liddicott.....	12	2	Part of Season 1895-96.	54 00
Gore Bay and Providence Bay.....	R. T. Hall.....	27 ¹ / ₂	1	12 months.....	200 00
Gore Bay, Silver Water and Mel-drum Bay.....	R. Porter.....	42 & 58	1	12 do.....	325 00
Gore Bay and Spanish River Station.....	W. H. Baxter.....	24 & 33	3	1 do (to April 30, '95).	120 00
do do.....	W. W. Holdcn.....	44 & 33	3	Part of Season 1895-96.....	378 00
Gormley and Unionville.....	G. McDowell.....	25 r. t.	6	12 months.....	360 00
Goulais Bay and Sault Ste. Marie.....	A. McAuley.....	26	1	12 do.....	234 00
Grassys Corners and Smithville.....	R. H. Walker.....	2	3	12 do.....	54 60
Greenbank and Blackwater Junction.....	E. Dusty.....	5 ¹ / ₂	6	12 do.....	155 00
Green Bay and Honora.....	W. Graham.....	9	1	9 do (to Dec. 31, '95).	30 00
Green Bay and Sheguindah.....	C. Skippen.....	7	2	9 do (to Dec. 31, '95).	56 25
do do.....	J. Lane.....	7	2	3 do from do.....	17 50
Green River and Railway Station.....	R. Stephenson.....	1 ¹ / ₂	12	12 do.....	94 00
Grimsby and Smithville.....	J. H. McCollom.....	8	12	12 do.....	440 00
Grimsby Park and Railway Station.....	N. Phelps.....	¹ / ₄	24	3 do 15 days (to Sept. 21, '95)	46 00
Guelph and Hamilton.....	J. Herriman.....	31 ¹ / ₂	6	12 do.....	1,000 00
Hamilton and Lowville.....	T. Langton.....	18 ¹ / ₂	6	12 do.....	392 00
Hamilton Letter Carriers' Service.....	Hamilton Street Railway Co.....			12 do.....	900 00
Hamilton Street Letter Boxes and Branch Post Offices.....	J. Wedge.....			12 do.....	843 00
Hamilton Beach and Railway Station.....	J. Hughes.....	1	12 & 3	12 do.....	44 25
Hampton and Solina.....	J. T. Williams.....	2 ¹ / ₂	3	12 do.....	49 00
Harrisburg and Troy.....	M. O. Riley.....	4	6	12 do.....	200 00
Harrisburg and Weir.....	D. L. Mannen.....	2 ¹ / ₂	3	12 do.....	50 00
Hayesland and Mill Grove.....	E. Young.....	3 ¹ / ₂	6	12 do.....	136 00
Heron Bay and Railway Station.....	J. A. Nicol.....	20 ft.	12	12 do.....	75 00
Hewitt and Railway Station.....	J. B. Hewitt.....	¹ / ₂	6	12 do.....	45 00
Honora and Little Current.....	W. Graham.....	13	1	3 do (from Jan. 1, '96).	10 00
Humber and Weston.....	M. & J. Harris.....	6	6	12 do.....	300 00
Humber Bay and Railway Station.....	C. W. Hughes.....	150 yds.	24	9 do 4 days (to Jan. 14, '96).....	63 07
Humber Bay, Railway Station and Swansea Railway Station.....	do.....	150 yds.	6	2 do 17 days (from Jan. 15, '96).....	22 21

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Humberstone and Railway Station.	V. Hopf.....	½	24	12 months.....	\$ 124 80
Ignace and Railway Station.....	J. Davies.....	½	12	12 do.....	80 00
Inglewood and Railway Station.....	J. M. Scott.....	¾	12	12 do.....	52 00
International Bridge and Railway Station.....	H. Emerick.....	½	24	3 do (to June 30, '95).	37 50
Iron Bridge and Thompson.....	R. Arnill.....	¾	2	12 do.....	116 75
Islington and Railway Station.....	T. Musson.....	½	6	12 do.....	94 20
Jackfish Bay and Railway Station.	S. A. Eakins.....	½	12	12 do.....	150 00
Janetville and Pontypool.....	J. Chambers.....	29 r. t.	6	12 do.....	440 00
Jefferson and King Railway Station	G. Harper.....	10½	6	12 do.....	353 68
Jocelyn and Marksville.....	C. Young.....	12½	1	6 do (to Sept. 30, '95).	45 00
do do.....	C. F. Cooper.....	12½	1	6 do from do.....	30 00
Jordan and Railway Station.....	A. S. Moyer.....	1½	12	12 do.....	95 00
Jordan and Vineland.....	do.....	1½	6	12 do.....	75 00
Kamnistiqua and Railway Station.	H. Whitfield.....	½	12	12 do.....	25 00
Keewatin and Railway Station.....	J. A. Fletcher.....	½	12	12 do.....	282 60
Kelso and Christies Siding.....	D. Smith.....	¾	6	12 do.....	50 00
Kenabutch Station and Railway Station.....	F. M. Reynolds.....	50 yds.	6	3 do (to June 30, '95).	7 50
do do.....	C. W. Way.....	50 yds.	6	1 do (to July 31, '95).	2 50
Killarney, Little Current and Manitowaning.....	J. J. Taylor.....	25 & 24	2 & 3	Part of Seasons '95-96...	592 28
Kilmanagh and Mono Road Station	H. McTaggart.....	3	3	12 months.....	100 00
Kimbo and Adams' Corners.....	W. Newnam.....	1	2	12 do.....	26 00
King and Railway Station.....	J. Montgomery.....	½	6	12 do.....	54 00
King and Strange.....	E. Marshall.....	4½	6	12 do.....	140 00
Kirkwall and Rockton.....	J. Brant.....	15 r. t.	6	12 do.....	182 56
Kleinburg and Railway Station.....	J. Cairns.....	1½	12	12 do.....	150 00
L'Amaroux and Unionville.....	W. Weatherill.....	22 r. t.	6	12 do.....	310 00
Lambton Mills and Railway Station	W. Suggitt.....	½	18	12 do.....	155 00
Langstaff and Thornhill.....	H. Horne.....	1½	6	12 do.....	100 00
Leaside Junction and Railway Station.....	J. H. Lea.....	300 yds.	12	12 do.....	12 00
Lemonville and Stouffville.....	A. Musselman.....	10 r. t.	6	12 do.....	190 00
Leskard and Newcastle.....	M. Jackson.....	10	6	12 do.....	300 00
Leskard and New Park.....	R. Miller.....	4	2	12 do.....	47 48
Lily Lake and Manitowaning.....	G. Morrow.....	7	1	12 do.....	70 00
Linton and Kleinburg Railway Station.....	J. A. Simpson.....	11½	6	12 do.....	265 00
Lisgar and Trafalgar Railway Station.....	W. J. Marshall.....	1	6	12 do.....	85 00
Little Current and Massey Railway Station.....	W. Peters.....	26	3	1 do (to April 30, '95).	104 00
do do.....	A. McEachern.....	22	3	Part of season 1895-96...	286 00
Little Current and Shequindah	W. J. Mills.....	8	2	Season 1895.....	50 00
Lockton and Centreville Railway Station.....	S. Squire.....	1½	6	12 months.....	85 00
Long Branch and Railway Station.	A. R. Buckles.....	½	12	Season 1895.....	12 00
Lorne Park and Railway Station.....	G. D. Pery.....	½	12	do.....	12 00
Lowbanks and Boulton Ditch Crossing.....	J. Michener.....	¾	6	12 months.....	80 00
Lowville and Milton.....	W. Griffith.....	7	6	12 do.....	200 00
MacLennan and Tarbutt Crossing..	M. MacLennan.....	4	2	12 do.....	100 00
Macville and Railway Station.....	A. Hope.....	½	6	12 do.....	55 00
Malton and Sandhill.....	S. Scales.....	12	6	12 do.....	321 00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Malvern and Scarboro' Junction...	R. Bell.....	22 r.t.	6	12 months.....	363 00
Manchester and Railway Station...	W. Stone.....	14	12	12 do.....	84 00
Manitowaning and Providence Bay	J. Shields.....	40 ³ / ₄	2	12 do.....	439 00
Manitowaning and Wikwemikong...	J. B. F. Cam- mand, jr.....	6	7	do and 28 days (to Nov. 28, '95)...	79 24
Mansewood and Railway Station...	J. Wooding.....	¹ / ₂	6	12 do.....	50 00
Manvers Station and Railway Sta- tion.....	W. Porter.....	¹ / ₂	6	12 do.....	46 80
Maple and Richmond Hill Railway Station.....	C. T. Ham.....	¹ / ₂	12	12 do.....	100 00
Maple and Vellere.....	W. H. Wilson...	11 ¹ / ₂ r.t.	6	12 do.....	199 44
Markham and Railway Station.....	R. Welch.....	¹ / ₂	24	12 do.....	156 48
Markstay and Railway Station.....	A. S. Lefebvre...	200 yds.	6 & 12	12 do.....	54 75
Marksville and Tenby Bay.....	J. Kolt.....	13	1	12 do.....	60 00
Marshville and Railway Station...	W. McOuet.....	3 ¹ / ₂	12	12 do.....	200 00
Massey Station and Railway Sta- tion.....	W. Bowers.....	20 rods.	12	6 do (to Sept. 30, '95).	31 40
do do	W. N. H. Bowers.	20 rods.	12	6 do from do.....	37 68
Meadowvale and Railway Station...	C. W. Switzer...	¹ / ₂	12	12 do.....	150 00
Melville Cross and Railway Station	H. Scott.....	¹ / ₂	6	12 do.....	40 00
Michipicoten River and Missanabie	W. Spence.....	55	2	12 do.....	300 00
Millbrook and Mount Pleasant...	J. McLean.....	8	6	12 do.....	263 00
Millbrook and Railway Station...	W. Vance.....	¹ / ₂	36	12 do.....	339 12
Millbrook and Street Letter Box...	W. Williams.....	¹ / ₂	6	12 do.....	50 00
Milton and Railway Station (C. P.)	T. W. Crozier...	¹ / ₂	12	12 do.....	30 00
Milton and Railway Station (N. & N. W.).....	do.....	¹ / ₂	18	12 do.....	40 00
Missanabie and Railway Station...	H. A. Fournier.	50 ft.	12	12 do.....	25 00
Mono Mills and Mono Road Rail- way Station.....	R. Arlow, jr....	9	6	12 do.....	343 00
Mono Road Station and Railway Station.....	J. Judge.....	¹ / ₂	12	12 do.....	36 00
Montrose and Port Robinson.....	A. Welstead...	¹ / ₂	3	9 do (to Dec. 31, '95).	82 50
do do	L. Furry.....	5	3	3 do from do.....	26 00
Mount Albion and Rymal Railway Station.....	C. Stewart.....	2 ¹ / ₂	6	12 do.....	110 00
Mount Dennis and Railway Station	G. Marshall.....	¹ / ₂	12	12 do.....	40 00
Mulgrave and Kidgeway.....	C. J. Bitner.....	4	3	12 do.....	78 00
Murillo and Railway Station.....	J. McLean.....	¹ / ₂	12	12 do.....	175 00
Myrtle and Railway Station.....	W. R. Derby.....	¹ / ₂	12	12 do.....	66 00
Myrtle Station and Railway Station	W. G. Armour...	¹ / ₂	12	1 do (to March 31, '96)	5 20
Nassagaweya and Campbellville Railway Station.....	J. Easterbrook..	5 ¹ / ₂	6	12 do.....	200 00
Nelsonville and Railway Station...	A. Dever.....	¹ / ₂	6	12 do.....	100 00
Nepigon and Railway Station.....	J. Cowie.....	¹ / ₂	6	12 do.....	78 00
Netherby and Railway Station.....	E. T. Green.....	¹ / ₂	6	3 do (to June 30, '95).	17 50
do do	J. Bauer.....	¹ / ₂	6	9 do from do.....	60 00
Newcastle and Orono.....	M. Jackson.....	5	6	12 do.....	155 00
Newmarket and Pine Orchard.....	T. Somerville...	4 ¹ / ₂	3	12 do.....	89 00
Newmarket and Railway Station...	do.....	¹ / ₂	24	12 do.....	114 00
New Toronto and Railway Station.	A. Fox.....	¹ / ₂	12	12 do.....	114 00
Niagara and Niagara Falls.....	W. J. Sheppard.	15	6	12 do.....	525 00
Niagara and Railway Station.....	R. Warren.....	¹ / ₂	12	12 do.....	60 00
do do	do.....	¹ / ₂	12	Season 1895.....	20 00
Niagara and St. Catharines.....	R. J. Allen.....	12	6	12 months.....	265 00
Niagara Falls and Railway Station.	W. W. Woodruff	¹ / ₂	12	12 do.....	52 00
do do	do.....	¹ / ₂	12	Season 1895.....	8 67
Niagara Falls and Suspension Bridge, U.S.....	do.....	¹ / ₂	6	12 months.....	84 00
Norman and Railway Station.....	J. B. Davies.....	100 yds.	12	12 do.....	270 00
Norval and Railway Station.....	T. Hewson.....	1 ¹ / ₂	6	12 do.....	100 00

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					\$	cts
Oakville and Trafalgar	E. Hillmer	4	6	12 months	225	00
Oshawa and Raglan	F. Coleman	23 r.t.	6	12 do	299	00
Oshawa and Railway Station	W. H. Thomas	1½	6	9 do (to Dec. 31, '95)	30	00
do do	R. C. Carter	1½	6	3 do from do	10	00
Oshawa and Street Letter Boxes	W. H. Thomas	¾	12	9 do (to Dec. 31, '95)	48	75
do do	R. C. Carter	¾	12	3 do from do	16	25
Palermo and Bronte Railway Station	M. McKerral	3	12	3 do (to June 30, '95)	49	50
do do	G. Sargeant	3	12	9 do from do	148	50
Pelham Union and Tintern	H. Cosby	3	3	12 do	60	00
Peninsula Harbour and Railway Station	J. D. Mudge	¾	6	12 do	75	00
Pine Grove and Woodbridge	J. G. Elliston	1½	6	12 do	55	00
Pontypool and Railway Station	T. Stanton	1½	18	3 do (to June 30, '95)	17	50
do do	do	1½	18	9 do from do and extra trips	80	61
Poplar Dale and Rydal Bank	W. Coward	13	1	12 do	104	00
Port Arthur and Railway Station	F. S. Wiley	¾	12	3 do (to June 30, '95)	50	00
do do	T. F. Read	¾	12	9 do from do	148	50
Port Colborne and Railway Station	J. Saurin	¾	36	12 do	146	00
Port Coldwell and Railway Station	R. Jackson	10 ft.	12	12 do	30	00
Port Credit and Railway Station	J. Hamilton	¾	6	12 do	76	80
Port Dalhousie and Railway Station	F. W. Smith	¾	30	12 do	200	00
Port Hope and Railway Station (G.T.)	C. R. Adamson	½	6	12 do	25	00
Port Hope and Midland Railway Station	do	¾	36	12 do	200	00
Port Hope and Ross Mount	S. Lill	7	2	12 do	70	00
Port Hope and Street Letter Boxes	J. Caldwell	4½	12	6 do (to Sept. 30, '95)	100	00
do do	R. Elliott	4½	12	6 do from do	100	00
Port Lock and Stobie Railway Station	P. Stobie	1½	2 & 3	12 do	39	16
Port Maitland and Railway Station	W. J. Moss	4	6	12 do	190	00
Port Perry and Railway Station	W. Cook	¾	18	12 do	60	00
Port Perry and Shirley	T. Espin	5	2	12 do	80	00
Port Perry and Uxbridge	W. F. Byam	12	6	12 do	290	00
Port Perry and Whitby	J. I. McGearry	¾		Special service	5	50
Port Robinson and Railway Station	C. E. McCoppen	¾	24	12 months	140	00
Port Whitby and Railway Station	C. Fox	¾	12	12 do	25	00
Prince Albert and Railway Station	C. Fallis	½	12	12 do	80	00
Rat Portage and Railway Station	L. Hillard	¾	12	12 do	200	00
Renforth and Southcote	D. Smith	2	6	3 do (to June 30, '95)	15	50
do do	J. Sanders	2	6	1 do (to July 31, '95)	4	17
do do	H. Smith	2	6	8 do from do	33	38
Richard's Landing and Sea Gull	C. A. Young	6	1	12 do	55	00
Richmond Hill and Railway Station	W. R. Proctor	3¾	12	12 do	314	00
Richmond Hill and Toronto	J. Palmer	16	6	12 do	1	00
Ridgeway and Railway Station	P. W. Anthony	¾	12	12 do	72	00
Rockside and Terra Cotta	J. Harber	3¾	2	12 do	49	00
Rossport and Railway Station	J. J. Morrow	50 yds.	12	12 do	15	00
Rouge Hill and Toronto	R. H. Crew	17	6	12 do	499	00
St. Azilda and Rayside Crossing	Z. Regimbal	1½	3	12 do	80	00
St. Catharines and Railway Station	M. Ireson	1	24	12 do	276	32
St. Catharines and Street Letter Boxes	J. J. Richardson			12 do	337	00
Sault Ste. Marie and Railway Station	A. Templeton	½	13	12 do	238	00
Savanne and Railway Station	J. H. Campbell	50 ft.	12	3 do (from Jan. 1, '96)	6	25
Schreiber and Railway Station	J. E. Walker	200 yds.	12	12 do	100	00

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Scotch Block and Railway Station	J. Turner	1 ¹ / ₈	6	9 mos. (to Dec. 31, '95).	37 50
do do	W. Hampshire	1 ¹ / ₈	6	3 do from do	12 50
Seagrave and Railway Station	J. Johnson	1 ¹ / ₂	6	12 do	60 00
Sheridan and Cooksville Railway Station	W. H. Falconer	8	6	12 do	330 00
Sherkston and Railway Station	B. F. Sherk	1 ¹ / ₂	12	12 do	75 00
Siloam and Uxbridge	A. Boden	16 r. t.	3	6 do (to Sept. 30, '95).	73 00
do do	J. Imrie	16 r. t.	3	6 do from do	67 00
Silverdale and Tintern	J. J. Romp	3	3	12 do	50 00
Smithville and Welland Port	C. E. Neale	9	6	12 do (less fine).	216 96
Snelgrove and Railway Station	R. Quin	1 ¹ / ₂	6	5 do (from Nov. 1, '95)	29 17
Snider's Corners and Trafalgar	J. M. Snider	7	3	12 do	120 00
Snyder and Stevensville Railway Station	T. Snyder	1 ¹ / ₄	6	12 do	125 00
South Bay Mouth and Tehkummah	S. Sloan	19	1	12 do	150 00
Soverby and Dayton Railway Station	A. H. Hagen	6 ¹ / ₄	2	12 do	145 80
Spanish River Station and Railway Station	W. W. Grant	1	6	12 do	60 00
Sprague and Railway Station	C. E. Smith	1	12	3 do (from Jan. 1, '96)	31 20
Stevensville and Railway Station	J. D. Gilmour	1	12	12 do	64 00
Stony Creek and Woodburn	J. Cowan	15 r. t.	6	12 do	240 00
Stouffville and Railway Station	O. Forsyth	1	30	12 do	70 00
Streetsville, Railway Station and Junction	J. Drennan	1/2 & 1/2	18	12 do	200 00
Sturgeon Falls and Ry. Station	J. Hewis	1/2	12	12 do	137 88
Sudbury and Railway Station	S. Fournier	1/2	24	12 do	204 10
Suspension Bridge Tolls	T. Reynolds			12 do	40 00
Swansea and Railway Station	J. Worthington	100 yds.	24	12 do	60 00
Taché Station and Railway Station	R. M. Grindlay	1	12	3 do (to June 30, '95).	6 25
do do	W. H. Meneray	1	12	9 do from do	18 75
Terra Cotta and Railway Station	J. Harber	1	6	12 do	39 00
Thessalon and Railway Station	J. J. Ansley	3	12	12 do	115 00
Thessalon and Wharnciffe	J. Lightle	19 ¹ / ₄	1	12 do	105 00
Thomson and Railway Station	R. Tyner	30 ft.	6	12 do	25 00
Thornhill and Railway Station	J. H. Francis	12	6	12 do	275 00
Thornhill and Toronto	do	12	6	12 do	249 00
do do	J. Thompson	12	6	9 do (to Dec. 31, '95).	0 75
Thorold and Railway Station	J. Dale	3	24	12 do	188 40
Toronto and Branch Post Offices	R. Boud			9 do (to Dec. 31, '95).	2,550 00
Toronto Letter Carriers' Service	Toronto Ry. Co.			11 do (to May 31, '96).	3,544 00
Toronto and Northern Railway Station, C.P.	The Hendrie Co.			12 do	530 00
Toronto and Railway Stations	J. Hendry		24&30	12 do	539 69
Toronto and Ry. Station, (T.G.&B.)	do		1	24 do	238 64
Toronto and Queen Street Crossing, C. P. Ry.	do	1 ¹ / ₄	6	12 do	109 90
Toronto Junction and Ry. Station	J. S. Kirkwood	1	36	6 do (to Sept. 30, '95).	94 72
do do	do	1	42	6 do from do	110 56
Unionville and Ry. Station	J. Webber	1	24	12 do	95 00
Uxbridge and Railway Station	L. L. Simpson	1	24	12 do	92 46
Uxbridge and Victoria Corners	J. H. Wagg	19 r. t.	3	12 do	145 00
Vermillion Bay and Ry. Station	J. S. Killam	1	12	12 do	24 00
Verner and Railway Station	C. G. Guenette	1	6	8 do (to Nov. 30, '95).	26 66
do do	do	1	12&24	4 do from do	39 98
Vivian and Railway Station	G. W. M. McCormack	1	12	12 do	70 00

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Wahnapitche and Railway Station...	S. L. Boyd.....	1	12	4 mos. (to July 31, '95)	
do do	A. Gougeon.....	1	12	5 do (to Dec. 31, '95)	26 00
do do	F. Hamel.....	1	12	3 do from do	30 00
Walford Station and Ry. Station...	A. G. Walford.....		6	12 do	45 00
Warren and Railway Station...	G. W. Warren...	100 yds.	12	12 do	47 10
Webbwood and Railway Station...	W. J. Webb.....		12	12 do	93 32
Welland and Railway Station (C.S.)	J. McQueen.....	1	12	12 do	125 60
Welland and Street Letter Boxes...	do		18	12 do	100 48
Welland and Welland Port...	B. Atkinson.....	13	6	6 do (to Sept. 30, '95)	69 50
do do	C. E. Neale.....	15	6	6 do from do	179 20
Welland and Welland Ry. Station.	O. H. Garner...	1	24	12 do	less fine.....
Wesleyville and Newtonville Rail- way Station.	W. Thorndyke..	1 1/2	6	12 do	164 74
Weston Street Letter Box and Rail- way Station.	C. F. King.....	250 yds.	18	4 do (to July 31, '95)	150 72
Weston Street Letter Box and Rail- way Station	E. Gurney.....	250 yds.	18	8 do from do	84 78
Whitby and Ry. Station (G.T.)	O. Sebert.....	1 3/4	6	12 do	40 00
Whitby and Ry. Station (W.&P.P.)	J. Scott.....	1 3/4	18	12 do	84 78
Whitefish and Railway Station...	J. D. Gemmell..	1 3/4	6	12 do	38 75
White River and Railway Station...	W. E. McLaughlin	1 3/4	12	12 do	50 00
Woodbridge and Railway Station...	J. G. Elliston..	1 3/4	24	12 do	95 00
Worthington and Railway Station.	R. McBride.....	1 3/4	12	12 do	36 00
Wychwood Park and Bloor Street Branch Post Office.....	A. C. Powers...	1 1/2	12	11 do (from May 1, '95)	45 83
Zimmerman and Burlington Rail- way Station	D. Wilkins.....	9	6	6 do (to Sept. 30, '95)	137 50
Zimmerman and Burlington Rail- way Station.....	do	9	6	6 do from do	156 00
Missinabie and Moose Factory.....	T. Clouston.....		3	do (from Feb. 1, '96)	449 43
				Total....	\$61,775 82

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in the Dominion of Canada made within the year ended 30th June, 1896. 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.
Albérni and Victoriá.	Canadian Pacific Navigation Co.	212	Tri-monthly	1 month (to 31st March, 1896).	63 60
Bella Coola and Mail Steamer.	R. Draney.	60	ftly & mthly	12 do	475 00
Bell Ewart and Rosach's Point.	T. Ellis.	2	6	Season 1895.	52 50
Bobaygeon, Lindsay and Sturgeon Point.	Trent Valley Navigation Co.	24 and 12	6 and 12	do	156 00
Carlton and Lachine.	Ottawa River Navigation Co.	48	6	do	408 12
Chicoutimi and Quebec.	Richelieu and Ontario Navigation Co.	720	As required.	do	3,500 00
Collingwood and Sault Ste. Marie.	Great Northern Transit Co.	454 and 485	2	do	2,000 00
do	North Shore Navigation Co.	485	2	do	2,000 00
Comox and Nanaimo.	Esquimaux and Nanaimo Railway Co.	60	1	12 months (to 31st March, 1896)	624 00
Deseronto and Picton.	Deseronto Navigation Co.	7 and 14	Fortnightly	12 do	2,950 30
Esquimaux Point and Rimouski.	A. Fraser & Co.	286	do	do	3,400 00
Fort Frances and Mine Centre.	T. Wiegand	40	1	Season 1895.	45 50
do	A. Isherwood	40	Fortnightly.	7 trips.	15 00
do	G. Allen	40	3 do	3 do	25 00
do	Thousand Island Railway Co.	9	6	Season 1895.	200 00
Gananoque and Clayton, U.S.	R. A. Miller	356	Fortnightly.	do	1,300 00
Gaspe Basin and North Shore River St.	Muskoka Navigation Co.	48, 25½ & 22	6, 3 and 2	do	3,278 25
Gravenhurst and Rosseau, &c.	Canada Atlantic and Plant Steamship Co.	400	Weekly.	12 months (to 31st December, 1895).	821 50
Halifax and Boston, U. S.	New York, Newfoundland and Halifax Steamship Co.		do	do	
Halifax and St. Johns, Newfoundland.	Canada and Newfoundland Steamship Co.	540	As required.	12 do (to 31st March, 1896)	2,250 00
do	Capt. J. E. Porter	540	6	12 do	1,674 83
Hatfield Point and St. John.	S. Reynolds	40	6	Season 1895.	325 00
Juniper Island and Lakefield	Columbia and Kootenay Navigation Co.	12	6	do	65 00
Kaslo and Nelson.	J. Paterson	45	4	12 months (to 31st March, 1896)	706 50
do	G. Hayward	45	3	do	704 25
do	M. H. Folger	45	4	do	277 85
Kingston and Cape Vincent, U.S.	M. H. Folger	18	6 and 12	9 do 17 days (to 31st Mar., '96)	1,200 00
Kingston and Thousand Island Park	M. H. Folger	24	6	do (to 31st March, 1896)	200 00
Lake Témiscamingue and Head of Long Sault	A. Lumsden	110	Weekly.	Season 1895.	1,200 00
Lévis and Quebec.	Quebec and Lévis Ferry Co.	1	25 and 12	9 mos., 25 days (to 25th Jan., '96)	150 00
L'Orignal and Ottawa.	Ottawa River Navigation Co.	59	6	Season 1895.	488 24
Lourdes du Blanc Sablon and Natashquan.	J. Hébert	271	4 trips.	do	623 70
Moodyville and Vancouver	Union Steamship Co.	3½	9	12 months (to 31st March, 1896)	400 00
Montreal and Quebec.	Richelieu and Ontario Navigation Co.	180	6	Season 1895.	500 00
Naas Harbour, Fort Simpson and Victoria.	J. D. Warren	668 and 114	ftly & mthly	12 months (to 31st March, 1896)	1,200 00
Nanaimo and Vancouver	Union Steamship Co.	40	6	do	2,508 00
Nanaimo and Victoria.	Esquimaux and Nanaimo Railway Co.	75	1	do	737 50
New Westminster and Steveston.	W. Rogers	20	As required.	12 do	152 60

DETAIL of all payments for Mail Transportation in Dominion of Canada made within the year ended 30th June, 1896.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
New Westminster and Steveston.....	R. H. Barker.....	20	6	12 mos. (to 31st March, 1896) (broken period).	\$ 295 94
New Westminster and Victoria.....	Canadian Pacific Navigation Co.....	75	3	12 do do	5,000 00
Niagara and Toronto.....	Niagara Navigation Co.....	36	6 and 12	Season 1895.....	844 00
Okanagon Landing and Penticon.....	Canadian Pacific Railway Co.....	60	3	12 months (to 31st March, 1896)	942 00
Parry Sound and Penetanguishene, &c.....	North Shore Navigation Co.....	66 and 140	2, 3 and 6	Season 1895.....	1,564 00
Pembroke and Rapides des Roches.....	J. A. Thibodeau.....	50	6	do do	200 00
Port Arthur and Duluth, U.S.....	J. Brimson.....	150	2 and 3	do do	150 00
Port Hope and Charlotte, U.S.....	H. H. Gildersleeve.....	60	6	do do	1,425 00
Port Neville and Vancouver.....	Union Steamship Co.....	170	1	5 months (to 31st March, 1896)	365 00
Port Renfrew and Victoria.....	Canadian Pacific Navigation Co.....	56	As required.	8 do (to 29th February, 1896)	105 00
Quatsino and Victoria.....	H. R. Foote.....	300	do	2 trips.....	90 00
Revelstoke and Thompson's Landing.....	R. Saunderson.....	40	1	Season 1895.....	88 00
Rimouski and Steamers.....	Intercolonial Railway.....			do do	6,733 32
Robson and Arrowhead.....	Columbia and Kootenay Steam Navigation Company.....	123	2	3 months (to 31st March, 1896)	244 60
Robson and Boundary Line.....	do do	38	4	12 do do	387 60
Robson and Wigwag Junction, &c.....	do do	150 and 134	2	12 do do	1,175 40
St. John and Eastport, U.S.....	American Express Co.....	58	3	12 do do	200 00
St. John and Frederick.....	Star Line Steamship Co.....	84	6	Season 1895.....	1,500 00
St. Stephen, St. Andrews and Islands.....	Passamaquoddy Steamboat Co.....	45	3 S. & 2 W.	12 months (to 31st March, 1896)	1,700 00
Squamish and Vancouver.....	D. Mooney.....	35	1	12 do do	173 25
Vancouver and Gulf Islands.....	Union Steamship Co.....	115	1	7 do (to 31st October, 1895)	420 00
Vancouver and Victoria.....	Canadian Pacific Navigation Co.....	80	6	12 do (to 31st March, 1896)	10,000 00
Victoria and Port Townsend, U.S.....	Puget Sound and Alaska Steamship Co.....	40	6	12 do do	2,900 00
Wiarton and Points on Georgian Bay and Lake Huron.....	A. Macauley.....	485	2	Season 1895.....	75 00
Yarmouth and Boston, U.S.....	Yarmouth Steamship Co.....	240	2 and 4	12 months (to 31st March, 1896)	3,110 81
	Total.....				\$79,218 16

W. J. BARRETT,
Accountant.

WILLIAM WHITE,
Deputy Postmaster General.

Postmaster General's Report.

DETAIL of all payments for Mail Transportation in the Dominion of Canada
made within the Year ended 30th June, 1896.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Period.	Amount.
		\$ cts.
Alberta Railway and Coal Company.....	12 months (to 31st March, 1896).....	299 25
Atlantic and Lake Superior Railway.....	7 do (to 31st December, 1895).....	2,852 50
Bay of Quinté Railway and Navigation Company.....	12 do (to 31st March, 1896).....	8,359 04
Boston and Maine Railway.....	12 do do.....	1,978 20
Brockville, Westport and Sault Ste. Marie Railway.....	3 do do.....	561 60
Canada Atlantic Railway.....	11 do (to 31st May, 1896).....	9,237 36
Canada Coals and Railway Company.....	12 do (to 31st March, 1896).....	301 44
Canada Eastern Railway Company.....	12 do do.....	4,143 68
Canadian Pacific Railway Company.....	12 do do.....	606,950 25
Caraget Railway.....	12 do do.....	1,942 10
Central Railway.....	12 do do.....	2,161 28
Central Ontario Railway.....	12 do do.....	6,914 28
Central Vermont Railway.....	12 do do.....	5,772 20
Columbia and Kootenay Railway.....	12 do do.....	337 12
Cumberland Railway and Coal Company.....	12 do do.....	898 04
Dominion Atlantic Railway.....	12 do do.....	13,388 96
Drummond County Railway.....	12 do do.....	3,194 88
Elgin, Petitecodiac and Havelock Railway.....	12 do do.....	678 24
Erie and Huron Railway.....	12 do do.....	4,421 12
Esquimalt and Nanaimo Railway.....	12 do do.....	2,939 04
Grand Trunk Railway.....	12 do do.....	366,792 43
do do.....	Special trips with British Mails.....	9,948 00
Intercolonial Railway.....	9 months (to 31st March, 1896).....	107,819 99
Irondale, Bancroft and Ottawa Railway.....	12 do do.....	565 20
Kent Northern Railway.....	12 do do.....	650 16
Kingston and Pembroke Railway.....	12 do do.....	7,000 62
Lake Erie and Detroit River Railway.....	12 do do.....	3,831 06
L'Assomption Railway.....	12 do do and extra service.....	283 65
Maine Central Railway.....	12 do do.....	998 52
Manitoba and North-western Railway.....	12 do do.....	4,550 92
Michigan Central Railway (Canada Southern Division).....	12 do do.....	39,882 40
Montfort Colonization Railway.....	6 do and 12 days (to 31st March, 1896).....	43 68
Nakusp and Slocan Railway.....	12 do (to 31st March, 1896).....	335 32
Nelson and Fort Sheppard Railway.....	12 do do.....	694 84
New Brunswick and Prince Edward Island Railway.....	12 do do and extra service.....	1,603 07
New Westminster and Southern Railway.....	12 do (to 31st March, 1896).....	559 68
New York Central Railway.....	12 do do.....	2,223 42
Northern Pacific Railway.....	12 do do.....	5,790 16
Nova Scotia Steel Company (Limited).....	12 do do.....	314 00
Orford Mountain Railway.....	12 do do.....	527 52
Ottawa, Armprior and Parry Sound Railway.....	11 do (to 31st May, 1896).....	4,426 80
Ottawa and Gatineau Railway.....	9 do (to 31st March, 1896).....	1,794 14
Parry Sound Colonization Railway.....	11 do (to 31st May, 1896).....	1,010 10
Pontiac and Pacific Junction Railway.....	9 do (to 31st March, 1896).....	1,739 52
Prince Edward Island Railway.....	9 do do and extra service.....	14,184 50
Quebec Central Railway.....	12 do (to 31st March, 1896).....	7,269 28
Quebec and Lake St. John Railway.....	12 do do.....	9,636 48
Quebec, Montmorency and Charlevoix Railway.....	3 do do.....	137 36
St. John Bridge and Railway Extension Company.....	12 do do.....	500 00
Salisbury and Harvey Railway.....	12 do do.....	2,411 52
Shore Line Railway.....	12 do do.....	2,197 40
South Shore Railway.....	12 do do.....	847 80
Temiscouata Railway.....	12 do do.....	5,908 99
Thousand Island Railway.....	12 do do.....	732 00
Toronto, Hamilton and Buffalo Railway.....	9 do do.....	339 84
United Counties Railway.....	6 do do.....	339 12
Victoria and Sidney Railway.....	4 do do.....	133 12
		\$ 1,285,353 19

W. J. BARRETT,
Accountant.

WILLIAM WHITE,
Deputy Postmaster General.

Postmaster General's Report.

APPENDIX B

TRANSACTIONS OF

ACCOUNTING POST OFFICES

PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation ; the gross Postal Revenue ; the gross Postal Revenue ; the Amount and Amount of Money Orders issued and paid ; the Amount of Commission thereon ; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1896.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
Aberfoyle.....	Wellington, S.R.	199 43	149	1,961 03	14 13	769 53	5 06	.....	96 00	.....	.....
Actinville.....	Hastings, N.R.	208 31	299	3,550 16	24 03	363 62	8 96	.....	100 00	24 00	.....
Acton.....	.....	2,155 06	1,584	13,128 39	103 01	5,464 63	34 82	6 72	800 00	6 00	100 00
Addison.....	Brockville.....	171 98	97	2,070 50	13 62	242 54	5 17	.....	76 00	.....	.....
Adolphustown.....	Lennox.....	161 63	294	3,959 19	27 53	336 82	10 08	0 10	66 00	.....	.....
Ailsa Craig.....	Middlesex, N.R.	1,062 04	1,165	11,257 42	83 19	3,238 24	29 45	27 11	400 00	16 00	40 00
*Aldboro'.....	Elgin, W.R.	76 72	2	.....	.....	20 11	.....	.....	27 50	.....	.....
Alexandria.....	Glengary.....	2,882 51	995	11,881 37	86 98	8,412 41	34 50	42 23	780 00	80 00	120 00
Algoma Mills.....	Algoma.....	436 70	124	1,882 95	11 91	665 24	5 23	2 98	281 00	.....	.....
Algonquin.....	Grenville, S.R.	224 90	63	506 76	4 20	19 48	1 52	.....	90 00	.....	.....
Allandale.....	Simcoe, S.R.	1,209 34	653	7,089 58	56 60	1,693 22	18 28	21 24	432 00	20 00	60 00
Allensville.....	Muskoka & P. Sound	159 53	146	1,517 95	11 68	314 95	4 34	.....	70 00	.....	.....
Allensford.....	Bruce, N.R.	446 44	524	5,446 15	39 64	1,417 52	13 80	.....	156 00	30 00	.....
Alliston.....	Simcoe, S.R.	2,622 81	1,533	12,710 85	96 28	5,824 78	33 61	27 60	830 00	8 00	120 00
Alna.....	Wellington, C.R.	453 32	432	2,357 19	17 88	656 34	5 97	.....	184 00	14 00	.....
Almonte.....	Wellington, N.R.	4,371 46	2,981	26,415 20	218 36	10,545 72	69 89	78 53	1,200 00	36 00	.....
Alton.....	Cartwell.....	550 72	56	4,053 90	32 00	1,407 26	10 66	2 57	520 00	.....	.....
Alvinston.....	Lambton, E.R.	1,506 30	1,469	12,369 56	93 61	3,039 95	32 79	56 49	232 00	.....	60 00
Amherstburg.....	Essex, S.R.	2,289 05	1,220	11,397 84	96 35	7,364 92	35 65	29 90	720 00	10 00	.....
Ancaster.....	Wentworth, N. & Brant	655 50	726	6,355 24	51 16	2,317 17	17 24	8 16	276 00	.....	.....
Angus.....	Simcoe, S.R.	728 51	460	3,055 04	23 09	793 90	7 81	2 09	210 00	4 00	.....
Appin.....	Middlesex, W.R.	473 57	378	4,899 18	32 11	823 26	12 34	2 06	194 00	12 06	.....
Arden.....	Addington.....	380 03	231	3,628 10	23 12	310 80	9 13	1 09	152 00	.....	.....
Arkwilla.....	Lambton, E.R.	966 74	990	10,339 26	84 52	3,723 70	28 52	15 03	360 00	.....	40 00
Arkwilla.....	Bruce, N.R.	176 06	212	1,890 34	13 25	578 92	4 97	.....	80 00	4 00	.....
Arnprior.....	Keftaw, S.R.	4,666 58	2,850	26,754 60	218 92	7,901 52	71 78	46 38	1,180 00	60 00	180 00
Arthur.....	Wellington, N.R.	2,021 41	1,225	13,433 21	99 43	6,039 88	37 22	59 82	620 00	28 00	80 00
Arva.....	Middlesex, E.R.	131 26	98	1,078 46	7 91	351 95	2 77	.....	48 00	.....	.....
Ashworth.....	Muskoka & P. Sound	142 12	86	870 23	6 11	1,317 87	4 90	1 09	48 00	.....	.....
Athens.....	Leeds, S.R.	1,764 69	723	6,069 26	49 06	4,635 79	17 27	7 44	540 00	24 00	80 00
Auburn.....	Huron, S.R.	458 73	664	9,080 28	64 56	1,435 16	23 28	.....	168 00	13 50	.....

Postmaster General's Report.

Aultsville.....	Stormont.....	623 72	416	3,885 25	30 64	2,157 18	10 30	1 62	250 00	8 00
Aurora.....	York, N.R.....	2,521 86	1,018	8,639 96	62 58	12,711 42	24 05	25 20	750 00	72 00
Avening.....	Simcoe, N.R.....	385 07	218	2,741 91	18 56	638 74	7 11	8 97	150 00	60 00
Aylmer West.....	Elgin, E.R.....	4,143 20	1,878	16,977 08	134 64	11,790 31	46 52	10 04	1,150 00	180 00
Ayr.....	Waterloo, S.R.....	1,556 25	1,147	8,978 08	71 51	8,014 06	24 47	36 66	580 00	14 00
Ayton.....	Grey, S.R.....	1,081 85	492	5,816 10	46 81	1,897 84	15 27	13 10	340 00	40 00
Baden.....	Waterloo, S.R.....	1,754 55	361	3,569 67	33 89	2,541 34	9 45	13 10	560 00	40 00
Bailleboro'.....	Peterborough, W.R.....	294 82	261	2,773 26	33 89	922 81	3 45	13 10	120 00	90 00
Bainsville.....	Glengarry.....	324 44	78	2,121 52	13 43	736 12	5 47	7 88	250 00	12 00
Bancroft.....	Hastings, N.R.....	691 63	556	5,755 34	40 67	1,660 04	15 12	86 69	2,625 00	60 00
Barrie.....	Simcoe, N.R.....	9,000 03	3,848	31,123 48	257 65	31,009 07	90 07	11 16	250 00	50 00
Bath.....	Lennox.....	522 20	541	7,713 86	54 21	1,970 81	21 23	28 00	262 00	12 00
Bathurst St. (Toronto).....	Toronto West.....	6,498 30	1,896	18,066 94	187 46	10,362 64	49 18	55 15	600 00	36 00
Bayfield.....	Huron, S.R.....	584 24	796	10,390 59	70 56	3,628 81	29 44	11 25	460 00	80 00
Bayville.....	Ontario, N.R.....	297 06	387	3,826 33	27 80	856 05	10 44	6 79	400 00	40 00
Beachburg.....	Kenfrew, N.R.....	641 88	302	4,157 96	31 61	702 13	11 07	1 41	266 00	12 00
Beachville.....	Oxford, S.R.....	403 43	395	4,486 10	30 56	609 68	11 40	1 03	186 00	36 00
Beamsville.....	Lancolin.....	1,409 07	1,491	14,301 89	109 34	4,723 98	37 70	43 24	460 00	60 00
Beaverton.....	Ontario, N.R.....	1,729 57	1,071	8,758 27	67 40	4,554 43	23 57	11 25	530 00	80 00
Beeton.....	Simcoe, S.R.....	1,304 39	744	6,629 27	47 71	2,520 84	17 43	6 79	400 00	40 00
Belfountain.....	Cardwell.....	343 62	190	1,594 52	11 18	645 42	4 30	22 12	116 00	2 00
Belhaven.....	York, N.R.....	259 97	272	3,984 79	25 47	1,033 93	10 23	2 00	128 00	2 00
Belle River.....	Essex, N.R.....	509 86	132	2,908 48	17 64	547 15	6 06	2 00	200 00	2 00
Belleville.....	Hastings, W.R.....	16,235 58	5,827	50,675 97	437 72	56,634 94	3 72	52 00	250 00	52 00
Bell's Corners.....	Carleton.....	116 25	98	1,462 04	11 84	103 12	3 72	4 46	250 00	16 00
Belmont.....	Middlesex, S.R.....	522 20	460	5,309 33	38 32	1,833 10	13 71	99 25	270 00	430 00
Belwood.....	Wellington, C.R.....	666 73	298	4,513 41	31 07	1,085 43	11 82	0 63	160 00	160 00
Berlin.....	Waterloo, N.R.....	10,860 11	3,673	24,737 53	233 49	33,239 51	74 19	7 29	300 00	120 00
Bethany.....	Durham, E.R.....	457 85	177	1,494 33	2 86	1,237 45	3 78	41 64	750 00	200 00
Biscotasing.....	Algona.....	251 79	22	424 57	2 86	114 27	1 05	19 46	156 00	172 00
Bishop's Mills.....	Grenville, N.R.....	253 32	296	4,130 97	29 26	562 72	10 85	1 51	100 00	60 00
Bleeker St. (Toronto).....	Toronto Centre.....	3,522 55	808	6,568 32	72 77	4,602 92	17 47	0 17	300 00	200 00
Blenheim.....	Kent.....	2,429 72	1,867	14,249 52	116 46	5,763 75	39 01	68 37	750 00	60 00
Bloomfield.....	Prince Edward.....	585 83	162	1,186 59	10 27	80 82	3 02	41 51	256 00	60 00
Bloor St. (Toronto).....	Toronto West.....	2,658 93	896	6,711 12	68 63	4,637 47	18 38	19 46	300 00	80 00
Bluevale.....	Huron, E.R.....	414 40	332	2,692 58	19 44	1,444 83	7 09	27 62	500 00	20 00
Blyth.....	Huron, E.R.....	1,467 40	1,057	9,848 20	73 66	4,917 96	26 05	34 11	500 00	36 00
Bobaygeon.....	Victoria, S.R.....	1,475 85	889	15,216 32	104 00	3,121 31	39 62	68 37	500 00	20 00
Bolton.....	Cardwell.....	1,298 42	508	11,440 44	74 25	4,409 64	30 01	1 46	164 00	60 00
Bondhead.....	York, N.R.....	376 51	166	2,858 99	19 05	889 03	7 23	48 41	540 00	80 00
Bothwell.....	Bothwell.....	1,633 68	1,371	13,875 78	106 19	3,509 38	36 23	50 41	540 00	270 00
Bowmanville.....	Durham, W.R.....	4,566 73	2,375	18,624 89	151 93	11,778 89	50 60	40 85	1,360 00	100 00
Bracebridge.....	Ontario, N.R.....	3,533 13	2,616	24,780 90	184 65	10,686 48	65 90	33 18	920 00	140 00
Bradford.....	York, N.R.....	1,843 03	897	9,633 33	70 04	5,535 83	26 29	17 95	580 00	80 00
Brampton.....	Peel.....	4,593 60	1,467	17,513 33	137 50	18,260 91	48 79	127 01	1,390 00	20 00
Brampton.....	Peel.....	25,638 02	6,456	42,229 78	389 56	140,242 27	130 54	5 15	4,516 65	400 00
Brechin.....	Brant, S.R.....	546 87	422	4,810 73	32 80	1,759 17	12 40	40 47	200 00	36 00
Bridgeburg.....	Ontario, N.R.....	988 20	802	7,905 45	61 44	1,068 22	19 92	5 59	376 00	40 00
Bridgen.....	Lambton, W.R.....	1,106 84	733	7,348 97	54 05	2,545 96	19 31	10 00	390 00	10 00

† Accounting from 1st January, 1895.

‡ Salary, &c., entered in Auditor General's Report.

* Non-accounting from 1st October, 1895.

Postmaster General's Report.

Charing Cross	286 39	187	2,755 81	19 01	286 26	7 19	84 14	100 00	60 00	.....
Chatham	15,226 49	4,671	37,864 84	363 39	57,085 90	115 46	.....	3,360 00	240 00	.....
Chatsworth	730 26	658	4,169 98	37 15	3,413 42	12 61	4 87	330 00	56 00	.....
Cheltenham	159 69	158	1,153 26	9 53	600 60	3 04	.....	108 00	.....	.....
+Chelmsford	438 58	143	3,223 34	20 28	538 95	3 08	.....	226 00	.....	.....
Chesley	3,070 49	1,800	12,471 24	101 97	9,037 92	32 93	10 75	800 00	14 00	120 00
Chesterville	1,465 63	957	9,410 16	70 48	2,337 38	24 38	62 68	479 00	40 00	60 00
Chippewa	512 65	194	1,276 43	10 57	717 17	3 54	22 21	390 00	20 00	.....
Claudeboye	281 79	156	1,036 44	9 03	632 21	2 65	.....	100 00	20 00	.....
Claremont	553 29	455	8,569 30	57 36	1,624 15	21 59	12 27	250 00	.....	.....
Clarence	395 39	104	1,259 40	10 04	1,758 89	3 76	11 08	178 00	28 00	.....
Clark	264 15	256	2,783 72	19 09	767 12	7 90	.....	126 00	16 00	.....
Clarkburg	695 32	87	5,634 87	45 11	3,730 18	15 04	33 63	316 00	52 00	.....
Clayton	173 40	158	1,910 60	13 38	362 74	4 86	.....	72 00	12 00	.....
Clearville	198 31	224	2,278 43	15 53	487 49	5 84	.....	80 00	.....	.....
Clifford	948 44	856	6,761 83	51 96	3,398 28	18 22	9 72	390 00	20 00	40 00
Clinton	4,630 08	1,335	13,691 22	107 22	14,831 04	38 79	113 21	1,230 00	120 00	200 00
Clinton St. (Toronto)	1,908 60	341	2,525 64	26 38	1,417 31	6 49	2 12	200 00	.....	.....
Cloyne	249 41	246	2,761 29	19 57	401 47	6 90	0 64	95 00	30 00	.....
Cobden	1,483 09	554	5,664 19	41 56	2,747 17	14 84	37 48	430 00	30 00	60 00
Cobocook	747 40	102	1,365 64	9 46	1,027 12	3 76	.....	288 00	24 00	.....
Cobourg	6,618 26	2,016	19,555 52	161 94	17,115 00	57 90	21 35	1,840 00	156 00	.....
Colborne	4,127 87	1,970	18,552 84	142 44	16,894 50	49 57	5 49	1,030 00	144 00	160 00
Coldwater	1,078 63	1,030	13,170 83	92 17	3,063 57	33 52	13 41	364 00	24 00	40 00
Coleman	335 91	192	1,953 17	17 55	1,641 25	5 74	6 28	165 00	.....	.....
Coltingwood	7,410 16	2,506	21,203 97	174 06	29,750 34	64 85	43 80	1,850 00	200 00	260 00
Colpoys Bay	225 51	149	886 22	7 92	669 20	2 62	.....	72 00	8 00	.....
Columbus	329 11	185	2,111 47	14 56	933 57	5 62	.....	140 00	.....	.....
Comber	1,014 74	1,005	9,087 79	71 01	2,009 48	22 80	4 79	380 00	6 00	40 00
Conestogo	221 10	405	4,831 73	33 69	1,272 95	12 40	.....	96 00	.....	.....
Consecon	497 72	660	6,295 40	46 56	666 35	16 14	6 85	200 00	12 00	.....
Cookstown	1,054 44	686	7,016 16	48 49	2,491 22	18 31	28 77	370 01	.....	40 00
Cooksville	229 33	153	2,248 23	15 92	867 84	6 04	.....	110 00	.....	.....
*Copper Cliff	692 61	253	3,620 37	33 39	24 90	9 05	.....	230 00	.....	.....
Corinth	286 11	335	2,519 58	21 38	537 37	6 88	.....	96 00	.....	.....
Cornwall	8,056 71	2,159	20,812 05	179 15	25,331 25	63 24	76 20	2,140 00	100 00	.....
Corunna	496 15	224	1,667 37	14 49	1,119 63	5 52	.....	112 00	.....	.....
Courtna	657 87	512	6,962 38	48 49	1,842 11	18 18	1 84	280 00	24 00	.....
Courtnight	149 59	88	1,867 04	10 99	415 76	4 69	.....	72 00	.....	.....
Craighurst	693 61	440	7,015 72	55 40	1,335 94	17 92	41 58	270 00	.....	.....
Crediton	1,253 03	1,343	12,009 05	97 86	7,008 71	31 12	32 42	476 00	24 00	60 00
Creemore	418 35	504	15,760 70	97 64	3,148 24	42 53	.....	176 00	.....	.....
Crysler	581 71	357	5,372 93	35 95	1,407 47	14 20	7 01	236 00	.....	.....
Cumberland	168 25	120	889 70	6 89	141 14	2 28	.....	64 00	.....	.....
Darling Road	812 12	161	1,431 19	14 98	1,906 07	4 50	5 94	320 00	.....	.....
Deer Park	468 42	527	5,419 12	40 43	1,992 91	14 44	.....	200 00	.....	.....
Delaware	1,379 71	1,101	9,767 16	75 82	2,845 67	25 27	2 54	470 00	4 00	60 00
Delhi	786 95	470	4,848 92	37 43	1,602 56	12 76	8 14	320 00	.....	40 00
Delta	224 84	41	588 05	4 05	557 90	2 73	.....	90 00	2 00	.....
Denbigh	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Addington	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

+ Accounting from 1st October, 1895.

* Accounting from 1st January, 1896.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to Post-masters on M. O. business.	Compensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Desboro'	Grey, N. R.	380 19	444	5,606 60	38 41	1,093 25	15 44	164 00	164 00	.....	.....
Essexton.	Hastings, E. R.	5,619 13	1,897	13,229 30	113 26	8,323 19	37 56	1,480 00	1,480 00	.....	220 00
Dickinson's Landing.	Stromont.	218 11	117	2,725 89	21 04	547 11	6 99	106 00	106 00	.....	.....
Dorchester Station.	Stromont, E. R.	475 72	270	2,639 99	21 90	1,699 70	6 97	188 00	188 00	.....	.....
Dorset.	Ontario, N. R.	523 09	320	3,748 18	27 17	1,206 78	10 28	220 00	220 00	.....	.....
Drayton.	Wellington, C. R.	1,542 34	744	3,719 39	46 76	3,913 47	16 25	500 00	500 00	12 00	60 00
Dresden.	Bothwell.	2,084 62	1,683	16,651 42	125 42	6,144 36	44 63	685 00	685 00	24 00	100 00
Drunbo.	Wentworth, N. & Brant	875 95	690	4,653 95	36 73	1,780 07	12 38	360 00	360 00	16 00	40 00
Duast.	Elgin, W. R.	304 12	309	3,549 07	25 96	421 05	9 07	132 00	132 00	.....	.....
Dublin.	Peth, S. R.	647 41	194	5,084 10	32 76	925 44	13 46	248 00	248 00	48 00	.....
Dunbarton.	Ontario, W. R.	179 92	51	829 52	6 82	600 53	2 37	68 00	68 00	.....	.....
Dunchurch.	Muskoka & P. Sound	688 64	356	4,915 29	34 82	1,425 04	12 69	200 00	200 00	10 00	.....
Dundalk.	Grey, E. R.	1,566 72	1,580	17,044 69	119 92	4,472 30	43 54	520 00	520 00	86 00	60 00
Dundas.	Wentworth, S. R.	3,798 79	1,459	11,755 92	98 95	11,850 85	35 74	1,100 00	1,100 00	84 00	.....
Dundas street (Toronto)	Toronto West.	4,007 64	1,499	13,877 30	126 86	7,288 99	36 18	300 00	300 00	.....	.....
Dunnville.	Huron, W. R.	522 93	473	8,604 32	58 99	1,981 85	22 44	220 00	220 00	2 00	.....
Dunrobin.	Haldimand & Monck	2,929 55	2,078	18,669 03	150 11	7,687 92	49 94	880 00	880 00	90 00	120 00
Dunroven.	Simcoe, N. R.	520 05	203	2,089 15	13 98	569 36	5 44	100 00	100 00	.....	.....
Durham.	Glengarry.	244 67	286	3,755 25	26 70	8,766 33	45 43	770 00	770 00	110 00	100 00
Dutton.	Grey, S. R.	1,515 16	1,555	16,091 14	135 05	4,583 96	45 53	700 00	700 00	12 00	60 00
East Toronto.	York, E. R.	489 36	84	696 53	7 86	276 88	2 06	160 00	160 00	.....	.....
Eganville.	Renfrew, S. R.	1,924 83	760	16,742 39	110 84	3,473 53	45 77	640 00	640 00	100 00	100 00
Elmira.	Waterloo, N. R.	1,292 95	1,108	7,578 94	72 84	2,904 06	19 66	432 00	432 00	32 50	60 00
Elm street (Toronto).	Toronto Centre.	6,782 17	2,484	23,852 77	244 91	12,585 96	60 75	600 00	600 00	.....	.....
Elmvale.	Simcoe, N. R.	1,316 41	812	7,588 75	55 60	3,036 37	19 84	440 00	440 00	8 00	60 00
Elmwood.	Bruce, E. R.	611 10	424	3,593 55	28 09	1,954 62	10 18	240 00	240 00	24 00	100 00
Eljora.	Wellington, C. R.	2,538 95	1,553	13,370 43	109 89	6,684 98	35 98	684 00	684 00	100 00	100 00
Embarras.	Oxford, N. R.	915 62	800	8,766 69	66 26	4,076 32	22 29	360 00	360 00	50 00	40 00
Ernsdale.	Muskoka and Parry Sound	1,143 75	545	6,985 24	50 69	3,820 45	21 55	390 00	390 00	16 00	40 00
Enterprise.	Addington.	503 10	304	3,705 18	25 63	551 80	9 62	180 00	180 00	12 00	40 00
Erin.	Wellington, S. R.	985 29	819	9,721 97	69 19	3,393 13	25 67	360 00	360 00	12 00	40 00
Essex.	Essex, S. R.	2,638 19	1,867	18,332 92	137 64	7,517 28	48 27	780 00	780 00	60 00	120 00
Everett.	Simcoe, S. R.	3,079 08	225	2,584 53	17 33	408 24	6 54	132 00	132 00	.....	.....
Exeter.	Middlesex, N. R.	2,079 88	1,636	14,896 54	117 73	7,569 58	41 06	680 00	680 00	84 00	100 00
Fenelon Falls.	Victoria, N. R.	2,327 53	1,583	17,898 73	135 59	4,444 93	46 17	570 00	570 00	6 00	80 00

Postmaster General's Report.

Fergus.....	2,840 39	1,804	15,809 30	120 53	8,842 39	42 95	29 11	340 00	130 00	120 00
Fingal.....	650 83	205	1,799 45	15 37	3,273 24	4 64	4 72	272 00	6 00	60 00
Flesherton.....	1,128 45	1,164	10,211 51	77 68	4,780 65	28 02		140 00	70 00	
Flincon.....	331 30	210	2,275 97	16 46	1,136 59	5 69		285 00		
Florence.....	663 82	638	8,232 78	56 80	2,945 73	21 62	7 94	224 00		
Fonthill.....	602 73	481	4,311 70	36 50	1,714 53	11 29	8 74	280 00	20 00	120 00
Fordwich.....	693 43	481	12,491 54	33 62	2,080 17	31 62	5 21	780 00	16 00	
Forest.....	2,576 13	1,345	11,276 77	98 08	8,901 99	32 66	3 95	150 00		
Formosa.....	346 44	371	3,270 71	25 07	1,203 08	8 51		360 00		40 00
Fort Erie.....	757 10	518	5,273 16	40 99	3,264 37	14 85	23 11	128 00		
+ Fort Frances.....	322 53	52	363 96	5 91	186 80	2 20		120 00		
+ Fort William.....	3,021 29	2,782	37,706 56	325 30	4,484 29	95 60	28 97	836 00		120 00
do.....	101 29	78	1,986 22	8 42	867 67	2 66	0 14	100 00		
Fort William West.....	648 41	490	11,069 69	75 68	1,404 42	28 16	6 73	260 00		
Frankford.....	267 98	224	2,262 41	19 21	1,010 21	5 84		100 00	6 00	
Freeman.....	369 32	195	1,638 40	13 09	929 01			160 00		
French River.....	424 45	281	5,904 80	37 84	1,033 28	14 76	3 32	120 00		
Sound.....	271 33	185	1,394 06	13 93	1,680 20	4 97		96 00		
Fullarton.....	12,791 98	4,169	32,529 35	287 37	42,522 53	91 52	99 75	2,900 00	60 00	
Galt.....	5,328 84	2,274	17,216 06	148 85	11,918 83	47 65	24 74	1,420 00	30 00	
Gananoque.....	2,974 56	1,616	14,554 57	116 20	7,214 19	39 83	27 07	860 00	108 00	120 00
Georgetown.....	343 25	374	3,257 02	24 72	1,688 91	8 63		138 00	6 00	
Giammis.....	370 21	351	4,493 18	31 89	609 49	11 25	1 13	163 00	2 00	
Glenallen.....	155 72	106	1,842 09	12 25	58 18	4 66		66 00		
+ Glen Buell.....	2,481 78	1,923	19,333 79	144 29	7,571 67	52 21	21 59	760 00	12 00	120 00
Glencoe.....	199 30	77	570 53	4 80	814 60	1 84		60 00		
Glenora.....	504 56	171	2,004 44	14 78	832 63	5 47		172 00	108 00	
Glen Robertson.....	6,068 99	3,135	27,022 75	223 37	25,905 27	84 26	64 83	1,650 00	160 00	
Goderich.....	748 51	163	2,774 42	18 74	615 97	7 17	0 85	180 00	6 00	
Gooderham.....	1,076 49	1,328	29,150 55	185 91	8,740 27	75 53	4 89	410 00	44 00	40 00
Gore Bay.....	1,122 37	773	8,969 51	60 48	2,587 87	23 62	15 97	370 00		40 00
Gorrie.....	678 45	431	5,635 03	38 96	2,224 40	15 05	1 45	280 00	30 00	
Grafton.....	1,538 10	1,010	8,704 96	65 11	4,050 10	22 44	6 17	460 00	20 00	60 00
Grand Valley.....	658 58	321	3,760 90	30 19	1,788 24	9 80	3 51	260 00	16 00	
Granton.....	3,381 77	1,569	13,358 98	105 39	5,392 69	34 68	31 54	900 00	48 00	140 00
Gravenhurst.....	246 22	287	3,207 37	24 89	1,609 43	8 07	3 56	100 00		
Greenwood.....	2,907 78	1,080	9,239 96	69 32	9,008 31	25 62	4 66	800 00	84 00	120 00
Grimsbury.....	20,653 02	6,319	56,068 55	482 59	73,647 54	166 84	109 75	4,600 00	400 00	60 00
Guelph.....	1,673 15	988	8,757 62	67 68	3,954 92	22 89	62 65	500 00	12 00	
Hagersville.....	1,777 91	928	4,250 52	33 30	2,167 55	12 01	10 57	290 00	16 00	
Haliburton.....	82,631 22	18,181	122,796 36	1,201 60	355,494 68					
Hamilton.....	218 05	210	2,141 47	16 19	765 20	5 80		120 00	6 00	
Hampton.....	2,657 01	1,401	12,219 31	98 67	8,844 52	32 92	11 12	670 00	40 00	100 00
Hanover.....	3,298 07	1,884	15,472 25	121 25	11,632 33	41 89	24 10	960 00	60 00	140 00
Harrison.....	751 83	996	13,295 29	99 11	2,546 67	35 08	6 34	300 00		
Harrow.....	482 86	296	3,180 95	22 90	287 40	7 94	1 74	136 00		
Harrowsmith.....										

* Salary, &c., entered in Auditor General's Report.

† Non-accounting from 1st August, 1895.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pen-sation paid to Post-masters on M. O. business.	Com-pen-sation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Hastings	Northumberland, E. R.	1,501 64		8,055 59	60 68	1,666 15	20 49	18 82	520 00	28 00	80 00
Havelock	Peterborough, E. R.	1,239 95	741	8,750 70	62 43	2,272 60	22 52	20 12	390 00	36 00	40 00
Hawkesbury	Prescott.	1,825 70	921	7,965 72	62 93	2,710 66	21 04	13 45	490 00	20 00	60 00
Hawkesville	Simcoe, E. R.	260 17	179	1,551 75	11 44	316 38	3 97		100 00		
Heathcote	Waterloo, N. R.	307 95	251	2,508 20	19 79	1,162 01	6 47		130 00		
Hensall	Grey, E. R.	266 57	379	4,531 52	31 39	722 55	11 39		116 00		
Hepworth.	Huron, S. R.	1,179 87	829	8,896 34	62 90	2,312 06	22 38	40 40	390 00	20 00	40 00
Hesperer	Bruce, N. R.	514 49	494	5,917 15	41 48	1,724 46	15 25		234 00		
Highland Creek.	Waterloo, S. R.	2,829 53	1,492	10,394 49	88 22	4,272 31	27 42	52 64	700 00		100 00
Hillsburgh.	Elgin, W. R.	721 92	345	4,045 39	29 54	1,030 24	10 49	4 11	320 00	4 00	40 00
*Hillsdale	York, E. R.	161 43	109	2,027 70	14 26	286 44	5 22		72 00		
Holland Landing	Wellington, S. R.	682 45	471	4,255 16	31 21	1,635 54	11 45		230 00	6 00	
Hollen.	Simcoe, E. R.	449 54	580	9,379 96	60 98	1,161 11	23 84	2 26	230 00	16 00	
Honeywood	York, N. R.	199 86	115	782 56	6 43	404 89	2 24		90 00		
Horning's Mills.	Wellington, C. R.	532 29	279	897 88	6 36	235 61	2 31		80 00		
Humberstone.	Grey, S. R.	144 90	196	3,011 51	22 66	2,308 46	7 97		200 00	60 00	
Huntsville.	Simcoe, S. R.	663 29	450	3,869 22	24 93	323 08	9 64		62 00		
Ingersoll.	Welland.	971 19	496	5,171 72	37 78	1,005 99	13 05		280 00	30 00	
Invermay.	Muskoka and Parry Sound	3,155 57	2,026	4,165 67	30 82	856 95	11 29	3 75	364 00		40 00
Inwood	Oxford, S. R.	10,348 96	3,776	26,473 11	190 45	7,948 17	72 39	43 57	800 00	36 00	120 00
Iona.	do N. R.	508 43	233	2,494 31	240 93	66,256 36	79 13	30 57	2,400 00	250 00	360 00
Iroquois	Bruce, N. R.	157 39	113	1,120 98	8 79	885 38	8 66		160 00		
James St. (Hamilton).	Leabton, E. R.	455 95	285	3,218 28	22 37	1,095 26	9 12		128 00		
Jarvis	Elgin, W. R.	263 96	206	1,893 37	13 68	305 73	4 79		184 00		
Jordan.	Dundas	2,315 88	1,261	10,109 51	78 11	4,766 84	28 73	45 49	700 00	100 00	100 00
Keene	Hamilton	3,085 80	1,337	11,720 26	134 71	489 25	29 69	9 59	300 00	16 00	40 00
Keewatin	Norfolk, S. R.	1,188 58	732	7,497 14	56 08	2,417 91	19 55	9 59	400 00	2 00	
Kettleby.	Lincoln.	272 95	220	3,848 53	28 51	1,729 99	11 06		88 00		
Kimberley.	Peterborough, E. R.	1,029 62	401	5,124 54	36 30	1,182 08	13 19	12 78	160 00		40 00
	Algoma	2,467 56	1,244	11,159 65	91 45	1,009 63	28 20		380 00		
	Grenville, N. R.	2,448 63	1,979	18,264 01	141 90	8,735 14	9 01	31 62	680 00	84 00	100 00
	York, N. R.	237 44	224	3,569 61	22 59	646 36	9 71	14 71	104 00		
	Grey, E. R.		185	2,435 54	15 62	1,067 94	6 58		80 00		

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Kincardine.....	3,793 67	1,898	15,851 41	123 84	13,651 58	46 42	46 13	1,150 00	130 00	200 00
King.....	6,641 61	243	3,251 09	23 15	1,410 33	9 14	7 42	224 00	72 00	
Kingston.....	25,473 05	6,324	51,770 65	472 97	117,023 44					
King Street (Ottawa).....	391 60	225	2,489 58	20 92	303 15	6 21	5 26	60 00		
Kingsville.....	1,843 76	1,612	14,950 36	121 99	4,842 39	38 79	11 03	540 00	30 00	80 00
Kimount.....	7,744 82	619	5,149 55	39 37	3,126 16	13 44	4 78	315 00	4 00	40 00
Kippen.....	312 73	224	2,281 67	16 50	1,538 45	6 13	13 95	128 00	28 00	
Kirkfield.....	979 62	511	7,975 46	58 15	1,117 19	20 10	20 64	216 00	2 00	
Kirkton.....	386 79	168	2,056 13	16 51	797 03	5 21		160 00		
Kleinburg.....	237 98	175	2,812 14	21 28	424 55	7 03	7 09	88 00	7 03	
Klock's Mills.....	460 75	134	1,319 86	11 23	99 12	3 29		172 00		
Komoka.....	237 41	153	1,928 14	14 39	936 03	5 16		108 00		
Lakefield.....	1,592 98	1,072	9,303 75	72 38	5,794 78	28 09	10 59	560 00	28 00	80 00
Lakeport.....										
W.R.....										
L'Amable.....	254 32	98	640 74	5 23	271 84	1 65		116 00		
Lambton.....	261 18	182	1,830 43	12 58	508 26	5 01		105 00	40 00	
Lambton Mills.....	353 35	156	1,619 33	12 36	809 47	4 56	4 85	168 00		
Lanark.....	1,394 62	1,344	18,234 57	124 05	2,752 61	46 75	50 40	448 00	48 00	60 00
Lancaster.....	1,538 67	1,090	19,402 34	129 15	2,847 69	49 07	23 64	510 00	120 00	60 00
Langton.....	287 44	301	3,624 67	26 67	1,72 73	9 05	19 10	160 00	4 00	
Lansdowne.....	822 43	321	3,494 13	26 50	1,459 63	8 92	19 19	320 00	30 00	40 00
Leamington.....	2,691 41	1,680	14,021 13	114 74	9,511 18	37 88	22 16	740 00	100 00	120 00
Le Breton Flats.....	2,485 39	277	2,845 20	23 34	9 95	7 10		400 00		80 00
Lefroy.....	388 95	254	3,458 22	22 40	2,169 20	8 80		144 00		
Lindsay.....	9,130 39	3,211	25,650 48	206 37	28,253 42	72 25	38 84	2,400 00	200 00	
Listowel.....	4,238 00	3,019	23,784 96	196 15	13,795 32	62 69	11 33	1,200 00	75 00	180 00
Little Britain.....	611 92	481	6,394 26	46 17	1,410 62	16 52	9 83	280 00	10 00	
Little Current.....	1,026 83	1,559	30,420 01	195 49	4,045 83	76 91	16 40	440 00	16 00	40 00
Lloydtown.....	229 23	152	1,352 66	10 49	859 61	3 50		96 00		
London.....	60,867 50	9,839	85,776 82	798 60	382,414 33					
London, East.....	3,328 12	2,017	16,222 19	148 75	3,323 72	42 82	29 25	600 00	600 00	100 00
London, West.....	253 26	105	506 82	6 22	721 83	2 14	0 04	120 00		
L'Original.....	988 30	554	8,830 47	63 84	2,620 06	22 78	11 50	360 00	48 00	40 00
Loring.....										
Muskoka and Parry.....										
Sound.....	331 20	174	2,923 26	20 32	979 31	7 46		70 00		
Lucan.....	1,339 58	412	2,797 74	24 43	3,135 68	8 46	0 79	500 00	110 00	80 00
Lucknow.....	2,650 00	1,855	17,078 84	128 39	10,119 50	46 64	16 93	850 00	90 00	120 00
Lyn.....	711 16	410	2,429 00	22 18	2,208 89	6 57	12 76	280 00		
Lynen.....										
Wentworth, N., and Brant.....	390 99	259	2,159 68	16 07	470 29	5 40		190 00		
Lyndhurst.....	397 34	252	3,547 26	24 66	450 68	8 94		160 00		
Lynedoch.....	369 58	418	5,610 41	39 37	607 57	14 06		160 00	32 00	
McKellar.....										
Muskoka and Parry.....										
Sound.....	207 53	263	3,573 52	23 48	491 78	8 93		110 00	4 00	
McLaren's Depot.....	110 13	61	1,089 69	6 98	81 94	2 75	0 79	72 00		
Madoc.....	2,489 91	1,569	13,378 43	103 27	8,735 80	37 58	10 81	700 00	80 00	100 00
Magnetawan.....										
Muskoka and Parry.....										
Sound.....	573 02	423	4,817 40	35 43	2,575 15	12 94	7 78	212 00	12 00	
Leeds, S. R.....	506 63	238	2,246 16	18 53	554 60	5 71		220 00	120 00	
Mallorytown.....										

+ Salary, &c., entered in Auditor General's Report.

* Money order business suspended, from 15th March to 9th August, 1895.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Manilla.....	Victoria, S. R.	341 48	240	2,065 91	15 42	935 03	5 19	165 00	165 00	48 00	
Manitowaning.....	Algoma	788 54	968	18,481 23	120 53	6,244 51	48 41	300 00	300 00		
Manotick.....	Carleton	553 39	456	11,177 92	68 46	1,549 60	28 18	230 00	230 00		
Maple.....	York, W. R.	558 63	202	3,918 21	24 81	1,151 65	10 31	200 00	200 00	32 00	
Maridale.....	Grey, S. R.	1,705 68	1,472	10,466 08	85 00	6,305 54	29 09	600 00	600 00	20 00	80 00
Markham.....	York, E. R.	1,900 40	694	6,383 80	51 60	5,988 88	17 21	600 00	600 00	68 00	80 00
Markham.....	Hastings, E. R.	206 45	361	3,206 84	22 82	455 88	8 58	100 00	100 00	4 00	
Marjora.....	Hastings, N. R.	1,149 42	686	5,065 83	44 93	2,387 18	13 43	400 00	400 00	12 00	40 00
Marshallville.....	Haldimand & Monck	364 94	278	3,286 01	23 17	2,366 59	9 37	140 00	140 00		
Martintown.....	Glengarry	778 87	220	1,987 78	16 46	1,197 08	5 45	270 00	270 00	24 00	
Marysville.....	Hastings, E. R.	174 20	57	625 12	4 23	28 00	1 56	76 00	76 00		
Massey Station.....	Algoma	1,011 68	426	5,983 69	45 24	1,372 20	15 16	320 00	320 00		40 00
Mattawa.....	Nipissing	2,746 21	1,691	22,506 04	153 96	3,104 64	57 81	840 00	840 00	80 00	120 00
Maxville.....	Glengarry	1,269 76	482	5,113 24	38 27	3,439 36	15 15	400 00	400 00	120 00	40 00
Maxwell.....	Grey, E. R.	266 77	520	8,055 02	55 40	475 06	20 15	115 00	115 00		
Maynooth.....	Hastings, N. R.	380 16	127	1,411 90	10 45	245 32	3 52	172 00	172 00	50 00	
Meadowdale.....	Peel	168 18	104	1,014 84	7 21	1,643 20	3 10	90 00	90 00		
Meaford.....	Grey, E. R.	3,087 89	2,765	19,856 37	162 46	18,972 22	55 82	900 00	900 00	60 00	140 00
Meibourne.....	Middlesex, W. R.	824 77	344	3,702 08	28 23	1,351 45	9 53	210 00	210 00	24 00	
Merrickville.....	Grenville, N. R.	1,825 49	1,576	16,159 48	124 75	6,940 80	44 55	28 29	576 00	80 00	80 00
Merriton.....	Lincoln	1,231 15	687	5,065 00	55 06	2,982 17	13 49	430 00	430 00	64 00	60 00
Metcalle.....	Russell	613 44	411	8,148 64	53 01	777 65	20 64	254 00	254 00		
Middleville.....	Lanark, N. R.	277 10	285	3,358 26	23 69	605 75	8 50	36 00	36 00	2 00	100 00
Midland.....	Simcoe, E. R.	2,738 90	1,438	15,541 10	115 33	8,516 34	41 53	680 00	680 00	30 00	40 00
Mildmay.....	Bruce, E. R.	1,085 17	944	8,158 23	64 19	2,747 97	21 68	390 00	390 00	12 00	40 00
Millbank.....	Perth, N. R.	345 42	324	4,577 38	32 99	973 48	11 60	154 00	154 00		
Millbrook.....	Durham, E. R.	1,772 51	694	4,266 77	34 89	4,288 43	12 21	600 00	600 00	110 00	80 00
Millie Roches.....	Cornwall	985 23	633	11,196 16	84 95	7,021 27	23 57	340 00	340 00	48 00	40 00
Milton West.....	Halton	2,507 95	1,984	17,373 22	132 53	10,447 38	45 25	29 70	770 00	48 00	120 00
Milverton.....	Perth, N. R.	906 89	317	5,996 64	44 22	1,485 97	15 56	370 00	370 00		40 00
Mimico.....	York, W. R.	864 92	73	576 20	4 78	406 13	1 55	124 00	124 00		
Minden.....	Victoria, N. R.	1,020 91	835	10,881 19	76 19	3,566 35	29 03	344 00	344 00	30 00	40 00
Mitchell.....	Perth, S. R.	3,599 05	1,899	21,569 65	162 26	3,897 63	56 84	1,020 00	1,020 00	100 00	140 00
Mohawk.....	Brant, S. R.	270 26	214	1,844 34	16 07	465 91	4 77	134 00	134 00		
Mono Mills.....	Cardwell	206 77	119	1,471 10	10 15	414 19	3 87	100 00	100 00		
Moore.....	Lambton, W. R.	287 03	210	1,761 92	14 50	822 49	0 29	136 00	136 00		

Postmaster General's Report.

Moorefield	840	7,718 97	52 08	1,005 02	19 70	5 67	244 00	20 00	.....
Wellington, C. R.	406	2,519 82	20 52	981 26	7 08	0 20	183 00	.....	.....
Elgin, W. R.	2,281	22,868 42	183 74	7,775 89	60 85	89 20	300 00	180 00	.....
Dundas	349	5,761 05	38 15	712 35	14 59	.....	168 00	.....	.....
Morrison	349	2,961 77	9 80	296 96	3 38	.....	116 00	48 00	.....
Wellington, S. R.	378	5,261 88	35 48	1,845 69	13 54	13 84	250 00	.....	.....
Mountain	371	4,430 59	32 83	1,189 88	12 10	0 34	214 00	6 00	.....
York, N. R.	400	4,171 39	30 75	892 75	10 59	.....	130 00	.....	.....
Mount Albert	3,122	27,209 73	207 96	17,241 46	77 19	16 01	1,140 00	48 00	180 00
Mount Brydges	129	1,275 32	8 18	73 68	3 18	.....	68 00	.....	.....
Middlesex, S. R.	3,531	27,794 56	235 23	22,214 01	76 50	70 62	1,660 00	160 00	.....
Mount Elgin	146	1,119 10	9 12	588 44	3 24	.....	92 00	4 00	.....
Mount Forest	247	3,815 41	25 37	1,335 08	10 00	2 18	116 00	8 00	.....
Wellington, N. R.	131	2,598 55	20 04	325 14	7 05	.....	100 00	.....	.....
Napanee	491	5,635 91	46 57	965 90	14 24	13 04	310 00	6 00	20 00
Norfolk, S. R.	616	8,846 48	65 25	2,111 97	24 96	22 21	348 00	64 00	40 00
Lennox	574	6,701 98	48 46	2,411 60	17 39	27 43	230 00	12 00	.....
Middlesex, W. R.	470	4,877 12	35 81	1,481 67	12 47	23 06	280 00	2 00	.....
Newcastle	884	10,442 70	75 69	4,887 17	27 85	10 44	460 00	108 00	60 00
Durham, W. R.	336	2,633 83	23 32	1,541 66	6 70	7 33	280 00	.....	.....
Waterloo, S. R.	1,717	14,526 21	116 81	5,635 21	31 67	16 72	660 00	90 00	100 00
Russell	180	2,290 29	17 94	371 00	4 84	2 41	176 00	.....	.....
New Edinburgh	175	1,785 67	17 34	559 82	5 56	.....	56 00	.....	.....
New Dundee	506	4,850 32	42 64	5,640 10	13 46	8 03	620 00	24 00	80 00
New Germany	1,915 41	14,526 21	116 81	10,322 54	39 71	87 81	1,020 00	132 00	160 00
New Hamburg	3,322 46	1,167 83	8 27	43 72	2 92	.....	150 00	44 00	.....
Newmarket	1,066	1,167 83	8 27	5,635 21	31 67	16 72	660 00	90 00	100 00
Newton	1,182	10,763 74	89 47	12,607 30	41 14	62 72	1,600 00	360 00	.....
Niagara	1,559	13,645 09	119 44	116 74	2 31	.....	180 00	.....	.....
Niagara Falls	72	924 41	6 65	116 74	2 31	.....	180 00	.....	.....
Niagara Falls Centre	1,145	11,699 51	93 99	3,164 14	31 41	22 56	560 00	80 00	.....
Niagara Falls South	235	3,327 49	23 21	1,182 92	8 37	7 06	100 00	4 00	.....
Nobleton	222	222 37	1 47	212 48	55	.....	105 00	.....	.....
Norland	325	6,459 30	44 57	514 02	16 71	92	360 00	40 00	.....
Norman	883 96	11,377 42	70 92	1,520 50	29 01	12 68	216 00	.....	.....
North Augusta	554 51	13,381 30	124 42	7,570 18	42 08	37 18	1,096 00	50 00	170 00
North Bay	1,707	6,289 33	43 86	2,237 91	16 96	48 58	250 00	14 00	.....
North Gower	386	2,406 51	24 27	1,655 68	7 17	.....	200 00	.....	.....
North Gower	276	2,406 51	24 27	1,198 96	12 43	.....	156 00	.....	.....
North Toronto	325	4,587 12	32 83	7,770 51	51 37	14 08	760 00	120 00	.....
Norval	276	18,487 12	149 71	5,556 48	24 21	9 46	690 00	28 00	100 00
Norwich	2,058	8,974 63	71 27	7,239 47	33 05	33 35	850 00	16 00	120 00
Norwood	943	2,370 41	16 74	7,239 47	33 05	33 35	850 00	16 00	120 00
Oakland	136	11,627 70	83 07	1,727 63	11 89	.....	210 00	.....	.....
Oakville	1,068	4,721 08	33 07	2,796 08	27 84	14 14	200 00	72 00	.....
Halton	419	10,659 41	70 37	2,153 06	26 02	11 61	430 00	90 66	60 00
Halton	419	10,134 92	69 20	2,182 48	26 15	22 68	440 00	80 00	.....
Halton	1,619	14,825 32	113 30	14,663 71	41 34	31 19	1,380 00	72 00	.....
Halton	3,555	28,806 84	238 36	34,748 87	83 80	59 59	2,320 00	100 00	.....
Halton	946	9,880 65	70 53	2,448 14	25 74	28 23	360 00	40 00	.....

* Accounting from 1st January, 1896.

+ Accounting from 1st October, 1896.

* Accounting from 1st April, 1896.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to Post-masters on M. O. business.	Compensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
*Orville	Muskoka & Parry S'd	246 69	119	1,587 77	11 04	311 32	3 97	1 09	54 00	6 00	
Orwell	Elgin, E. R.	106 16	113	964 22	8 46	222 91	2 86		50 00	6 00	
Oscola	Renfrew, N. R.	284 20	65	1,832 42	11 46	277 96	4 58	10	132 00		
Oshawa	Ontario, S. R.	7,200 34	1,960	13,823 30	126 05	33,266 38	40 69	65 21	1,640 00	52 00	240 00
Ottawa	Ottawa, S. R.	66,281 30	17,495	200,003 84	1,811 77	216,266 87					
Ottawa	Ottawa, S. R.	9,989 59	441	2,723 95	22 59	3,005 86	8 20	4 05	360 00		40 00
Owen Sound	Oxford, S. R.	11,695 09	5,930	49,922 96	419 32	58,165 09			3,867 50		602 23
Paisley	Grey, N. R.	2,475 34	1,544	12,645 70	98 84	9,545 93	34 16	18 73	340 00	44 00	150 00
Pakenham	Bruce, N. R.	1,081 01	921	10,745 14	78 96	1,730 27	27 17	4 23	390 00	40 00	40 00
Palermo	Lanark, N. R.	209 76	291	3,328 10	26 74	1,983 78	8 56	1 32	96 00		
Palmerston	Wellington, N. R.	2,447 22	1,977	15,138 15	122 06	4,969 63	39 50	30 92	700 00	25 00	100 00
Paris	York	196 34	36	288 63	3 00	101 40	72		28 13		
Paris	Brant, S. R.	4,576 17	2,123	15,727 71	135 44	12,677 81	45 94	41 26	1,200 00		180 00
Parkdale	W'ntwrth, N. & Brant	1,008 33	486	3,783 21	29 84	628 33	9 81	2 50	400 00	50 00	40 00
Parkersville	York, W. R.	7,004 11	2,094	16,661 70	157 80	15,289 01	49 94	81 81	1,200 00		200 00
Park Hill	Muskoka & Parry S'd	35 40	43	23 98	1 88	38 14	00 60	00 61	28 00		
Parliament St. (Toronto)	Middlesex, N. R.	2,715 98	1,898	14,027 72	119 16	9,317 55	40 30	14 03	835 00	140 00	120 00
Parry Harbour	Toronto Centre.	5,483 60	1,203	10,381 17	108 16	9,432 69	38 26	36 17	400 00		
Parry Sound	Muskoka & Parry S'd	447 93	220	3,047 74	23 96	207 40	7 62	4 46	150 00		
Pearl St. (Hamilton)	Muskoka & Parry S'd	2,400 35	2,187	25,697 07	188 20	8,626 23	66 34	10 90	670 00	100 00	
Pelee Island	Hamilton	1,616 35	425	3,264 86	36 23	4,183 67	8 17	1 23	240 00		
Pembroke	Essex, S. R.	258 28	691	13,890 58	94 23	3,783 78	35 64		108 00	4 00	
Pendleton	Renfrew, N. R.	7,057 96	3,129	29,463 87	238 39	19,273 60	78 84	101 61	1,800 00	140 00	
Penetanguishene	Prescott	253 99	102	2,317 66	14 44	287 55	5 92		96 00		
Perrin	Simcoe, E. R.	2,505 17	1,953	15,997 08	124 26	7,384 91	41 61	29 37	730 00	24 00	100 00
Peterborough	Lanark, S. R.	5,269 57	3,086	23,851 34	203 15	21,001 30	65 26	49 67	1,440 00	300 00	220 00
Peter St. (Toronto)	Peterborough, W. R.	18,819 68	6,238	53,467 09	460 33	60,734 88			4,551 36		
Petrolia	Toronto	6,641 42	2,072	21,145 91	215 83	9,236 19	84 67	77 26	600 00		
Phelpston	Lambton, E. R.	7,170 92	3,646	32,172 73	268 28	12,674 62	58 67	78 24	1,760 00	16 00	
Pickering	Simcoe, N. R.	249 71	204	1,737 41	12 74	256 96	4 36	4 36	110 00	18 00	
Pictou	Ontario, W. R.	875 84	431	5,194 19	38 89	4,169 40	14 36	7 87	332 00		40 00
Plattsburgh	Prince Edward	6,044 98	2,340	18,366 59	153 89	14,300 34	56 70	12 29	1,560 00	300 00	240 00
Plattsville	Prescott	878 97	269	8,298 88	54 34	3,928 36	24 81	26 03	280 00	48 00	
Plevins	W'ntwrth, N. & Brant	1,152 76	941	9,751 39	72 08	2,052 56	25 07	54 16	420 00		60 00
Point Edward	Addington	1,164 38	109	1,358 86	10 55	476 62	3 80	75	88 00		
	Lambton, W. R.	871 58	382	3,061 55	30 33	1,233 75	8 66		400 00		40 00

Postmaster General's Report.

Pontypool.....	874 60	127	1,761 64	11 74	804 34	4 57	300 00	54 00
Port Arthur.....	3,696 23	2,543	27,731 51	238 88	10,111 70	76 20	1,386 00	24 80
Port Barwell.....	541 47	793	14,327 20	95 67	1,955 53	37 72	231 00	9 34
Port Carling.....	510 83	447	5,509 32	37 53	3,473 43	14 94	200 00	25 00
Port Colborne.....	1,917 56	861	7,594 70	60 09	5,019 04	21 01	608 00	20 00
Port Credit.....	634 67	175	2,801 09	19 22	481 80	7 06	240 00	1 52
Port Dalhousie.....	733 02	313	2,411 35	20 67	2,439 04	7 07	280 00	8 36
Port Dover.....	1,871 70	1,668	15,851 95	120 90	4,636 86	42 20	540 00	30 03
Port Elgin.....	2,199 06	1,632	13,511 65	104 53	7,461 82	37 23	760 00	8 74
Port Hope.....	7,415 12	3,111	24,840 66	218 33	28,455 86	72 37	2,080 00	41 21
+Port Lambton.....	346 69	84	845 20	6 23	68 89	2 15	132 00	1 32
Portland.....	396 23	148	1,416 07	10 76	994 51	3 71	140 00	14 00
Port Perry.....	2,705 17	1,393	13,378 39	101 26	11,022 84	37 19	800 00	16 93
Port Rowan.....	1,123 67	1,057	9,057 24	76 56	3,824 43	26 05	430 00	13 56
Port Ryerse.....	72 45	108	917 36	7 59	83 75	2 28	40 00	4 00
Port Stanley.....	816 38	469	4,939 16	36 65	1,624 91	13 73	320 00	5 69
Port Sydney.....	422 21	421	3,735 71	28 70	2,277 75	11 83	121 00	4 74
Pottersburg.....	276 44	196	1,866 34	18 28	330 70	4 96	132 00	3 29
Powassan.....	879 90	710	7,536 81	54 95	1,542 97	19 14	312 00	1 66
Prescott.....	4,780 43	2,492	19,684 70	168 80	11,756 25	55 41	1,440 00	163 74
Priceville.....	2,866 11	1,219	10,049 51	90 61	7,172 64	26 64	800 00	42 63
Princeton.....	549 27	390	4,216 26	30 57	2,080 65	12 36	240 00	6 61
+Puce.....	725 94	410	4,933 11	37 28	2,464 81	13 29	270 00	4 03
Essex, N.R.....	72 03	9	71 12	0 59	0 18	0 18	36 00	0 18
Wellington, S.R.....	166 93	192	3,085 24	21 20	959 08	7 93	80 00	16 00
Queen St. East (Toronto).....	4,116 33	1,475	12,336 77	142 07	4,955 28	31 85	300 00	67 49
Queensville.....	299 24	296	3,503 43	21 56	564 75	8 93	140 00	3 02
Ratho.....	83 36	113	1,210 78	9 07	115 90	3 02	45 00	45 00
Rat Portage.....	5,008 17	3,219	36,627 95	315 62	8,082 47	96 75	1,240 00	33 28
Renfrew.....	4,960 50	1,938	18,753 19	152 03	9,106 34	50 52	1,200 00	89 73
Riceville.....	320 80	160	3,832 52	25 34	667 59	10 58	140 00	7 67
Richmond West.....	515 70	558	9,782 16	65 16	1,067 75	24 73	200 00	9 76
Richmond Hill.....	890 98	401	8,308 17	55 12	3,665 59	22 16	360 00	11 02
Ridgetown.....	3,641 62	2,187	14,892 39	123 69	9,579 59	40 00	1,000 00	7 26
Ridgeway.....	978 70	573	5,295 27	43 17	2,353 95	14 58	400 00	40 71
Ripley.....	1,035 03	596	5,317 25	41 02	3,564 69	15 13	420 00	10 00
Riversdale.....	203 93	104	1,314 22	9 98	581 20	4 15	72 00	22 39
Riverside.....	2,142 14	143	7,203 34	77 21	4,029 58	18 88	400 00	4 12
Rockingham.....	205 09	715	3,679 16	22 40	276 48	9 18	84 00	4 00
Rockland.....	1,448 08	636	11,304 69	78 06	517 56	28 34	420 00	16 23
Rockton.....	228 26	160	2,131 98	14 98	720 04	5 37	88 00	20 00
Rockwood.....	694 66	545	5,297 38	38 38	2,042 37	14 04	280 00	4 83
Rudney.....	1,316 37	1,259	11,483 45	84 95	3,399 95	30 94	450 00	16 85
Rosemont.....	530 00	217	2,993 01	20 61	976 47	7 57	170 00	7 97
Roseneath.....	410 57	244	3,716 90	26 12	716 92	9 45	140 00	8 00
Rosseau.....	682 71	428	5,393 31	37 59	2,620 40	14 23	250 00	8 74
Muskoka & Parry Sd.....								
Wentworth, N. and								
Brant.....								
Wellington, S.R.....								
York, N.R.....								
Oxford, N.R.....								
Algora.....								
Renfrew, S.R.....								
Prescott.....								
Carleton.....								
York, W.R.....								
Elgin, W.R.....								
Welland.....								
Bruce, W.R.....								
Bruce, E.R.....								
Toronto.....								
Renfrew, S.R.....								
Russell.....								
Wentworth, N. and								
Brant.....								
Wellington, S.R.....								
Elgin, W.R.....								
Simcoe, S.R.....								
Northumberland, W.								
R.....								
Muskoka & Parry Sd.....								

* Accounting from 1st October, 1895. † Accounting from 1st April, 1896. ‡ Salary, &c., entered in Auditor General's Report.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S.R. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
				\$	cts.		\$	cts.					
Rothsay	Wellington, C.R.	279 99	286	2,875 65	20 45	418 59	7 18	120 00					
*Ruscom Station	Essex, N.R.	169 81	281	4,404 83	29 98	43 26	11 01	800 00	4 00				
Rusholme Rd. (Toronto)	Toronto West.	1,839 42	416	3,078 66	33 93	1,914 17	8 23	300 00					
Russell	Russell	542 10	381	6,643 20	43 66	1,189 54	16 79	228 00	6 00				
Rutherford	Bothwell	261 88	188	2,407 44	31 89	231 89	6 04	92 00					
Ruthven	Essex, S.R.	286 17	732	6,624 55	50 09	1,170 93	16 73	128 00	12 00				
St. Ann's	Lincoln & Niagara	116 97	203	1,920 19	14 86	807 08	4 84	50 00					
St. Catharines	Lincoln	15,953 06	4,017	34,189 16	298 67	59,953 39	101 43	3,500 00	60 00				
St. George, Brant	Wentworth, N. and Brant	1,161 23	609	5,586 78	42 73	5,105 34	14 20	460 00	8 16				60 00
St. Jacob's	Waterloo, N.R.	430 71	292	2,040 70	18 09	724 98	5 36	188 00	20 00				
St. Joseph St. (Toronto)	Toronto	7,180 69	1,570	14,936 42	165 81	5,769 01	37 85	500 00					
St. Mary's	Perth, S.R.	5,284 47	2,306	19,393 14	162 05	16,064 65	54 03	1,500 00	66 00				220 00
St. Thomas West.	Elgin, E.R.	19,308 88	4,984	41,408 88	369 25	184,585 46		4,984 00					
St. Williams	Norfolk, S.R.	360 05	386	3,679 82	29 29	619 43	9 86	130 00					
Sandwich	Essex, N.R.	635 99	174	1,614 30	15 97	4,503 54	7 30	300 00	0 73				4 19
Sarnia	Essex, N.R.	9,623 02	3,608	29,237 55	253 38	39,533 27	88 28	67 67	240 00				360 00
Sault Ste. Marie	Lambton, W.R.	5,466 73	3,080	36,049 37	284 58	14,322 51	97 05	1,200 00	6 00				160 00
Scarborough	Algona	104 04	42	246 35	2 12	349 14	0 93	48 00					
Schomberg	York, E.R.	712 79	139	1,753 26	14 61	1,264 48	4 80	34 33	288 00				40 00
Scotland	York, N.R.	739 16	451	7,713 15	62 08	660 72	19 33	340 00					
Seaforth	Algona	309 17	442	4,826 43	36 74	700 36	12 55	108 00					
Sealey's Bay	Oxford, S.R.	4,983 67	2,384	18,825 23	151 15	17,548 88	53 37	1,369 00	160 00				200 00
Selkirk	Huron, S.R.	430 81	829	4,766 75	33 09	487 13	12 28	160 00	30 00				
Seymour	Leeds, S.R.	499 64	517	10,647 58	72 83	2,186 33	27 72	180 00	4 00				
Seymour Bridge	Norfolk, S.R.	564 36	290	2,618 38	19 66	834 38	7 05	180 00	4 00				
Shakespeare	Oxford, N.R.	624 37	335	4,717 15	35 47	1,836 57	12 14	268 00					
Shallow Lake	Grey, N.R.	251 03	312	2,919 78	24 44	318 67	7 34	96 00	4 00				
Shannonville	Grey, N.R.	465 32	961	6,253 08	36 38	1,225 72	13 50	194 00	24 00				
Sharon	Hastings, E.R.	207 69	107	935 79	8 14	308 62	2 54	80 00					
Shelburne	York, N.R.	2,572 78	1,711	13,140 08	101 88	7,530 96	34 73	740 00	6 00				120 00
Simcoe	Grey, E.R.	6,890 87	2,288	16,417 06	148 12	19,963 51	49 35	1,586 66	126 00				240 00
Singhampton	Norfolk, S.R.	332 39	392	4,266 16	30 43	1,108 26	11 09	140 00					
Smith's Falls	Simcoe, N.R.												
Smithville	Leeds and Grenville, N.R.	7,549 26	2,607	25,328 46	217 33	33,931 20	68 62	1,960 00	100 00				80 00
Sombra	Wentworth, S.R.	1,064 39	1,461	18,168 58	121 60	3,971 67	46 37	360 00	16 00				40 00
	Bothwell	309 00	478	6,708 91	46 86	1,812 74	18 26	144 00	20 00				

Postmaster General's Report.

Southampton.....	1,548 39	697	10,044 10	74 76	4,098 08	26 46	14 21	500 00	80 00	60 00
South Casselman.....	601 16	439	7,864 63	52 58	1,000 19	20 08	2 08	196 00	.....	.....
South Indian.....	395 73	414	5,989 37	42 06	7,02 60	15 76	.....	164 00	6 00	.....
South River.....	563 86	425	3,087 71	25 08	1,416 35	8 21	4 86	290 00	16 00	.....
South Woodilee.....	419 06	775	16,116 93	102 03	1,402 82	40 36	.....	138 00	.....	250 00
Spadina Ave. (Toronto)	12,615 06	3,064	28,049 77	288 95	23,043 79	77 82	105 61	600 00	.....	.....
Sparta.....	355 97	362	4,895 26	35 23	797 03	13 38	.....	140 00	.....	.....
Spencerville.....	466 06	564	8,382 66	57 13	2,325 57	22 51	23 91	200 00	20 00	.....
Spring Brook.....	322 06	383	6,706 16	41 43	3,256 46	16 82	.....	132 00	.....	.....
Springfield.....	551 50	624	5,431 64	40 11	1,720 35	13 79	2 72	230 00	2 00	.....
Springfield on the Credit	293 03	118	1,148 46	9 66	712 71	3 27	.....	108 00	.....	.....
Springford.....	262 75	129	1,364 32	10 40	390 59	3 63	.....	116 00	.....	.....
Sprucedale.....	283 64	484	6,025 06	40 32	951 53	15 50	.....	130 00	6 00	.....
Staples.....	292 38	283	2,857 10	21 95	676 96	7 38	.....	124 00	.....	.....
Stayner.....	1,960 34	1,082	9,427 94	71 74	5,769 06	26 35	22 91	600 00	10 00	80 00
Stella.....	262 37	194	3,609 10	23 81	2,143 64	12 77	2 16	112 00	.....	.....
Steven St. (Hamilton)	993 39	367	3,121 13	31 79	42 45	7 80	2 56	240 00	.....	.....
Stevensville.....	365 65	324	3,645 35	27 05	785 55	9 98	13 85	152 00	6 00	.....
Stirling.....	1,373 27	1,340	13,619 36	102 09	3,980 88	35 17	12 88	428 00	50 00	60 00
Stirton.....	1,087 46	80	1,087 64	7 47	358 93	3 13	.....	46 00	.....	.....
Stony Creek.....	439 20	333	3,783 41	31 66	1,424 80	28 12	14 43	120 00	24 00	80 00
Stouffville.....	2,063 82	1,177	10,191 12	79 11	6,330 92	11 52	.....	600 00	100 00	.....
Strabane.....	127 46	69	900 94	5 97	506 07	2 54	.....	60 00	.....	.....
Strachan Ave. (Toronto)	5,649 80	680	5,702 66	51 77	2,513 61	14 59	9 81	400 00	.....	.....
Stratford.....	12,846 05	5,319	39,454 59	353 44	42,901 64	112 30	82 38	3,000 00	166 00	.....
Strathroy.....	4,733 03	2,408	16,506 60	141 73	16,333 95	48 60	44 03	1,400 00	72 00	.....
Streetsville.....	808 23	530	6,622 46	45 91	3,778 27	17 55	24 57	336 00	.....	40 00
Sturgeon Falls.....	1,249 46	241	2,413 47	18 90	2,627 77	6 85	4 33	409 00	.....	40 00
Sudbury.....	3,970 25	2,524	37,266 38	300 36	6,525 78	95 29	66 48	1,248 00	20 00	160 00
Sunderland.....	828 53	532	4,536 51	36 18	2,472 67	12 47	1 08	332 00	16 00	40 00
Sundridge.....	15,089 51	1,397	15,089 51	66 24	2,319 19	38 52	8 14	372 00	8 00	40 00
Sutton West.....	1,972 27	1,387	9,550 56	104 80	3,030 49	24 81	11 12	380 00	8 00	40 00
Sydenham.....	594 07	565	10,728 78	73 14	1,584 67	27 40	21 73	240 00	36 00	40 00
Tanworth.....	1,115 21	604	7,584 18	53 84	1,681 19	19 63	22 56	400 00	8 00	40 00
Tara.....	1,677 96	1,247	10,821 68	80 10	3,787 30	28 16	8 06	512 00	20 00	60 00
Tavistock.....	1,151 71	889	7,690 99	61 35	2,990 33	19 36	9 06	420 00	20 00	60 00
Teeswater.....	1,647 73	1,644	13,774 56	103 25	5,435 08	32 87	8 06	530 00	12 00	60 00
Thamesford.....	616 68	483	4,811 88	36 31	1,567 70	13 25	.....	244 00	60 00	60 00
Thamesville.....	1,667 43	1,244	15,288 69	111 22	4,746 59	40 59	39 08	540 00	50 00	80 00
Theedford.....	939 70	769	5,603 30	46 98	3,236 01	15 15	6 29	360 00	50 00	40 00
Thessalon.....	1,830 73	437	6,611 55	47 51	4,373 27	17 69	3 69	480 00	8 00	50 00
Thomsonburg.....	190 72	263	3,714 18	28 31	496 91	9 93	.....	84 00	2 00	.....
Thornbury.....	1,385 61	1,578	15,588 17	113 85	4,720 16	41 13	22 18	470 00	12 00	60 00
Thorncliffe.....	426 43	386	4,695 76	33 22	1,037 68	11 95	8 71	172 00	42 00	60 00
Thornhill.....	1,536 20	216	4,637 56	80 63	1,418 52	12 06	.....	500 00	4 00	.....
Thornton.....	481 89	122	957 70	7 72	923 32	2 83	.....	164 00	.....	.....
Thorold.....	2,266 65	1,113	7,972 40	75 44	8,213 86	24 92	14 99	780 00	.....	120 00
Thurston.....	2,027 37	1,132	10,455 13	77 84	3,142 55	27 41	4 19	600 00	36 00	80 00
Tilbury.....	4,833 54	1,961	14,830 23	119 49	15,646 06	42 40	18 32	1,100 00	200 00	180 00
Tilsenburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Accounting from 1st October, 1895.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Concluded.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Tiverton.....	Bruce, W.R.	808 95	563	4,608 25	37 36	3,362 25	13 58	15 48	348 00	8 00	40 00
Toledo.....	Brockville	406 75	392	5,882 32	38 88	1,266 30	14 10	1 70	160 00		
Toronto.....	Toronto	361,888 17	24,961	255,602 87	2,564 06	2,353,625 90			+		
Toronto Junction.....	York, W.R.	3,095 17	1,241	9,691 63	92 11	9,099 52	29 23	18 11	980 00		140 00
*Tory Hill.....	Peterborough, E. R.	117 40	47	341 46	2 81	275 00	1 05		24 00	7 50	
Tottenham.....	Simcoe, S.R.	1,134 52	892	8,022 57	57 77	2,331 19	20 59	51 44	420 00	40 00	40 00
Trenton.....	Hastings, W.R.	5,015 77	1,951	16,250 00	130 94	8,778 59	44 73	51 51	1,361 03	160 00	
Tullamore.....	Feel	75 39	54	450 98	3 27	228 13	1 36		40 00		
Tupperville.....	Bothwell.	317 97	119	1,635 96	12 32	210 65	4 08		110 00		
Tweed.....	Hastings, E.R.	1,585 81	811	6,630 98	50 69	5,528 75	17 83		500 00	60 00	60 00
Uffington.....	Ontario, N.R.	239 98	80	1,655 84	10 97	1,63 81	4 27		100 00	14 00	
Underwood.....	Bruce, W.R.	357 47	617	8,727 88	58 79	1,976 03	23 70		150 00		
Union.....	Elgin, E.R.	294 35	149	1,236 35	11 47	406 23	3 58		124 00		
Unionville.....	York, E.R.	575 46	196	1,935 86	16 68	1,955 82	6 01	3 18	240 00	90 00	
Uxbridge.....	Ontario, W.R.	3,239 60	1,861	17,321 21	134 72	9,558 70	45 08	20 47	1,000 00	66 00	150 00
Vankleek Hill.....	Prescott.	2,464 03	804	10,553 07	75 14	6,709 33	32 88	86 32	610 00	40 00	100 00
Varna.....	Huron, S.R.	452 57	151	1,359 77	11 34	653 81	3 70		150 00		
Vernon.....	Russell	252 24	242	2,767 80	20 21	370 47	7 56		90 00		
Victoria Harbour.....	Simcoe, E.R.	648 73	427	3,554 92	26 94	773 68	9 01	5 96	240 00		
Vienna.....	Elgin, E.R.	471 28	699	7,784 33	57 23	1,402 62	20 25	16 27	194 00		
Victoria.....	Norfolk, S.R.	430 55	506	4,691 95	35 20	1,370 23	11 91	2 18	184 00	16 00	
Wales.....	Stormont	758 15	157	2,005 34	14 78	971 30	5 22	2 67	260 00	150 00	
Walkerton.....	Bruce, E.R.	5,012 69	2,009	15,851 29	130 64	15,774 91	43 15	38 03	1,440 00	100 00	
Walkerville.....	Essex, N.R.	4,730 82	1,276	10,302 71	93 42	11,276 81	30 54	4 47	1,100 00		180 00
Wallaceburg.....	Bothwell.	3,437 98	1,920	20,984 71	172 40	6,009 15	56 98	20 62	880 00	16 00	120 00
Wallaceburg.....	Elgin, W.R.	393 00	645	8,054 26	55 66	861 11	20 50		150 00	16 00	
Wardsville.....	Middlesex, W.R.	830 81	716	10,811 72	74 98	1,976 83	28 34	22 57	270 00		
Warkworth.....	Northumberland, E. R.	1,290 09	1,658	23,191 96	158 03	3,384 25	59 20	14 29	400 00		40 00
Warsaw.....	Peterborough, E.R.	418 99	187	3,334 80	21 51	556 37	8 67		136 00	4 00	
Warwick.....	Lambton, E.R.	175 91	274	3,067 77	22 82	698 27	7 82		90 00		
Waterford.....	Wentworth, S.R.	664 78	476	5,746 87	41 72	2,660 39	17 02	7 88	290 00		
Waterford.....	Norfolk, N.R.	1,538 37	1,081	8,611 65	70 31	4,238 77	23 36	3 31	566 66	100 00	80 00
Waterloo West.....	Waterloo, N.R.	6,222 93	1,844	10,876 68	102 23	43,913 18	37 00	28 58	1,800 00	16 00	240 00
Watford.....	Lambton, E.R.	2,454 52	2,206	23,727 03	175 22	12,171 08	61 27	160 57	770 00	40 00	120 00
Waubesaheue.....	Simcoe, E. R.	966 37	687	5,908 50	43 93	1,595 42	15 16	14 24	340 00		40 00

Postmaster General's Report.

Waverley	217 98	2,502 38	18 43	309 33	6 69	90 00	40 00	11 37	420 00	60 00
Webwood	1,397 76	8,403 08	61 93	1,119 36	21 19	420 00	40 00	21 22	980 00	160 00
Welland	3,640 29	9,182 49	74 63	10,697 05	27 05	1,068 00	140 00	7 79	1,184 17	4 00
Welland and Niagara	416 83	11,382 03	72 59	1,184 17	29 22	1,680 00	40 00	20 57	280 00	40 00
Wellesley	735 72	8,070 64	57 49	1,338 99	20 37	280 00	40 00	1 22	320 00	40 00
Wellington	832 09	8,1 4 96	56 73	2,249 43	21 95	320 00	40 00	8 80	360 00	40 00
Wellman's Cor ers	120	1,051 16	7 82	1,09 95	2 82	40 00	40 00	20 09	360 00	40 00
West Lorne	110 70	7,612 12	58 30	3,106 43	20 09	210 00	6 00	17 80	400 00	40 00
Westmeath	994 49	6,516 09	45 73	663 45	16 31	210 00	24 00	24 00	400 00	40 00
Weston	423 87	6,069 10	47 74	3,389 20	29 17	380 00	24 00	24 00	400 00	40 00
Westport	968 71	6,069 10	80 08	2,222 45	29 17	380 00	120 00	13 95	1,240 00	240 00
Whitby	1,045 20	11,232 27	80 08	2,222 45	23 02	1,240 00	140 00	9 50	1,010 00	140 00
Whitevale	3,781 32	8,139 53	60 15	12,629 20	5 93	120 00	99 00	12 48	260 00	100 00
Wharton	289 61	2,191 93	17 70	870 98	53 71	120 00	24 00	27 81	686 00	100 00
Wilkesport	3,545 16	1,995	151 15	9,102 41	18 07	99 00	280 00	48 42	1,180 00	180 00
Williamstown	236 42	7,115 21	46 40	1,095 73	9 71	260 00	36 00	1 61	400 00	40 00
Winchester	632 18	3,882 86	26 21	6,957 46	25 18	686 00	4 00	17 93	360 00	40 00
Windsor	2,316 96	9,323 37	74 86	6,957 46	8 74	120 00	76 00	9 11	76 00	500 00
Wentworth	16,069 49	34,198 62	289 26	48,950 60	26 60	410 00	160 00	46 28	3,450 00	40 00
Wingham	4,309 47	15,714 23	146 80	15,714 23	50 97	1,180 00	60 00	8 82	1,180 00	180 00
Winona	1,076 79	1,866 11	14 95	6,955 33	5 64	400 00	36 00	1 61	400 00	40 00
Woodbridge	824 08	3,330 67	28 49	2,435 68	8 82	360 00	4 00	17 93	360 00	40 00
Woodhau	249 63	1,380 46	11 11	316 66	3 32	120 00	120 00	9 11	76 00	500 00
Woodslee	153 29	3,377 49	22 87	577 27	8 74	76 00	410 00	46 28	3,450 00	40 00
Woodstock	15,258 97	45,965 47	397 50	52,881 77	129 32	410 00	410 00	9 59	410 00	40 00
Woodville	1,309 88	10,426 27	70 87	1,923 35	26 60	410 00	410 00	9 59	410 00	40 00
Wooler										
Wroxeter	818 57	5,568 20	39 78	506 28	14 07	280 00	280 00	24 86	370 00	40 00
Wyoming	885 78	9,709 23	71 67	5,963 43	25 09	370 00	370 00	20 43	500 00	60 00
York	1,494 02	13,333 44	102 31	3,361 28	34 50	500 00	500 00	5 80	220 00	6 00
York and Monck	510 44	1,622 52	14 17	1,568 51	4 45	220 00	220 00	12 23	136 00	136 00
York St., Toronto	296 68	3,311 33	21 56	933 91	8 45	136 00	136 00	45 94	900 00	900 00
Yorkville	15,456 22	18,315 71	203 10	6,947 06	45 94	900 00	900 00	124 82	600 00	220 00
Zurich	9,008 88	23,868 17	245 19	17,681 43	65 25	600 00	600 00	33 39	310 00	310 00
Dead Letter Office	823 87	8,116 44	59 58	2,001 58	21 15	310 00	310 00			
Non accounting Post Offices	130 98									
Total	258,173 54	6,282,691 94	50,804 43	6,873,507 67	14,361 76	104,998 66	104,998 66	2,579 83	20,704 99	23,836 42
	1,997,872 39	6,282,691 94	50,804 43	6,873,507 67	14,361 76	104,998 66	104,998 66	2,579 83	20,704 99	23,836 42

* Accounting from 1st January, 1896. † Accounting from 1st October, 1895. ‡ Salary, &c., entered in Auditor General's Report.

W. J. BARRETT,
Accountant.

WILLIAM WHITE,
Deputy Postmaster General.

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1896.

Name of Office.	Electoral District.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$	cts.		\$	cts.		\$	cts.					
Abercorn.....	Brome.	369	08	80	1,155	95	7	56	437	85	3	40	140	00
Acton Vale.....	Bagot.	917	72	111	1,764	74	15	08	4,482	76	8	21	390	00
Agnes.....	Beauce.	670	22	646	9,187	42	71	40	1,961	00	25	73	200	00
Arthabaska.....	Arthabaska.	1,501	85	530	6,132	36	51	20	5,256	23	22	70	490	00
Aylmer East.....	Wright.	1,177	76	717	9,238	28	68	80	2,394	68	26	07	480	00
Bagotville.....	Chicoutimi.	301	90	282	5,170	14	33	36	746	69	13	46	144	00
Beauharnois.....	Beauharnois	1,209	10	903	10,251	08	76	18	4,590	65	27	28	400	00
Beaucour.....	Nicolet.	1,401	70	33	747	26	7	34	610	74	15	24	165	00
Bedford.....	Missisquoi.	1,391	81	548	4,484	74	41	31	5,367	61	3	97	440	00
Beebe Plain.....	Stanstead.	264	79	194	1,462	89	11	75	1,786	73	8	86	120	00
*Belliverie (Montreal).	Montreal East.	2,311	48	158	2,715	28	25	23	237	06	28	92	270	00
Berthier.....	Berthier.	1,358	98	780	9,418	17	70	24	5,951	98	16	00	113	50
Black Cape.....	Bonaventure.	231	84	282	5,887	51	37	76	1,322	80	16	00	150	00
Bolton Centre.....	Brome.	213	92	92	656	10	5	39	390	66	2	01	30	00
Bonaventure River.....	Bonaventure.	200	50	5	75	00	0	65	1,314	13	0	12	125	50
Bryson.....	Pontiac.	594	84	275	3,729	25	26	75	4,490	64	9	64	248	00
Buckingham.....	Labelle.	2,592	32	1,217	15,582	01	121	99	3,567	47	44	01	804	00
Cacouna.....	Temiscouata.	876	02	126	1,979	32	16	42	6	64	6	64	360	00
Capleton.....	Sherbrooke.	483	61	310	2,557	33	30	62	903	43	7	69	192	00
Cap Sante.....	Fortneuf.	338	61	194	3,484	15	21	67	1,334	15	9	47	120	00
Chambly Canton.....	Chambly and Vercheres.	545	54	473	16,464	16	98	08	1,609	72	42	55	245	00
Chapreau.....	Pontiac.	291	93	190	2,625	11	17	53	769	91	7	32	140	00
Chelsea.....	Wright.	251	74	223	3,179	84	25	10	1,181	35	8	44	132	00
Cheneville.....	Labelle.	330	03	398	4,369	95	30	94	3,327	39	15	88	130	00
Chicoutimi.....	Chicoutimi.	1,451	78	272	4,611	59	36	62	7,548	14	22	28	596	00
Clarenceville.....	Missisquoi.	617	14	358	4,548	46	36	15	1,311	95	12	62	232	00
Coaticook.....	Stanstead.	3,302	94	2,011	15,589	79	149	05	8,199	77	10	49	920	00
Compton.....	Compton.	991	25	319	3,373	96	29	97	2,704	83	40	12	350	00
Compton do.....	do	1,754	05	776	7,727	01	62	68	2,873	75	22	23	500	00

Postmaster General's Report.

Coteau Landing.....	663 87	472	9,219 99	63 84	2,096 40	23 78	260 00	32 00	100 00
Cowansville.....	2,349 10	960	8,634 93	78 97	6,153 22	24 18	650 00	100 00	100 00
Danville.....	2,531 26	1,501	15,047 70	130 90	5,417 43	43 99	680 00	100 00	100 00
Deschambault.....	488 75	71	1,289 84	9 81	1,500 27	4 77	160 00		
Drummondville East.....	1,398 27	486	5,519 79	47 06	4,090 59	14 90	500 00	36 00	60 00
Dunham.....	637 41	737	9,823 38	72 78	3,523 49	26 52	232 00	16 00	
East Angus.....	675 58	68	592 86	6 46	542 31	2 21	200 00		
East Farnham.....	190 63	133	744 39	7 07	242 69	1 97	104 00		
Eastman.....	720 30	194	2,727 06	19 36	557 48	7 04	240 00	12 00	
Escherman.....	737 71	246	4,357 33	29 38	906 00	11 61	380 00	12 00	40 00
Farnham.....	2,269 72	1,624	17,574 03	146 41	4,981 13	50 29	670 00	24 00	
Fitch Bay.....	339 25	351	3,675 08	29 14	534 87	9 42	130 00		
Franklin Centre.....	311 07	187	2,948 18	20 70	1,125 03	7 94	120 00		
Freignsburg.....	614 95	471	5,301 37	43 98	1,963 55	15 32	268 00	16 00	
Gaspé Basin.....	1,011 39	841	20,177 45	145 42	3,494 98	51 93	400 00	120 00	40 00
Granby.....	2,752 73	1,199	12,485 81	100 94	8,727 61	38 76	680 00	36 00	40 00
Grenville.....	992 76	536	18,799 01	113 45	3,121 47	48 59	360 00	32 00	40 00
Grindstone Island.....	281 98	199	7,310 48	43 00	783 16	19 95	76 00	10 00	
Hadley.....	549 29	208	2,683 70	20 65	783 11	7 46	240 00		
Hebertville.....	466 75	95	2,239 42	14 31	3,492 21	10 15	218 00		
Hemmingford.....	863 47	123	2,483 86	17 68	2,924 82	9 55	320 00	60 00	
Henryville.....	338 73	114	2,984 01	27 03	629 74	8 52	166 00		
Hochelega.....	2,340 92	519	6,074 30	58 95	3,180 21	17 52	672 00	100 00	
House Harbour.....	105 88	183	6,711 60	38 00	34 85	16 77	48 00		
Howick.....	681 16	99	1,736 90	12 69	1,159 49	4 94	270 00		
†Hudson.....	274 16	4	79 35	0 66		0 20	132 00		
Hull.....	3,488 48	1,318	18,882 82	142 05	8,486 65	51 27	1,500 00		
Huntington.....	2,742 72	766	9,182 69	75 20	7,422 64	28 96	720 00	64 00	100 00
Iberville.....	876 63	277	2,594 25	23 52	4,144 54	9 94	350 00	40 00	
Inverness.....	818 27	362	5,037 04	40 30	3,237 28	16 15	300 00	110 00	
Joliette.....	2,769 22	1,224	16,280 27	130 61	10,499 94	47 65	760 00	84 00	
Kamouraska.....	479 05	73	1,789 84	14 43	4,026 62	7 06	254 00		
Kingsbury.....	332 78	224	3,663 75	25 71	632 05	9 79	110 00	4 00	
Kingsway Falls.....	593 34	210	2,444 75	19 89	904 21	3 75	198 00		
Kinross & Mills.....	307 08	111	1,293 76	11 50	974 76	4 09	120 00		
Knowton.....	1,695 39	981	12,146 04	109 89	3,522 60	34 53	560 00	24 00	80 00
Lachine.....	976 78	308	4,687 46	45 47	3,025 51	15 24	420 00		
Lachute.....	2,072 63	923	12,461 84	98 63	6,954 82	33 46	600 00	120 00	100 00
Lac Matapédia.....	437 83	199	1,915 71	13 38	301 31	4 79	101 00		
Lacolle.....	817 94	410	6,401 42	44 25	2,314 50	18 00	320 00	18 00	40 00
Lake Temecamingue.....	337 22	83	2,110 64	16 20	1,073 64	5 40	102 00	32 00	
Lambton.....	515 05	14	439 50	3 87	282 16	1 32	232 00	30 00	
Laprairie.....	595 32	193	2,921 96	22 19	1,557 73	7 83	240 00		
Laprairie & Napierville.....	936 29	378	3,862 94	30 98	2,732 67	12 42	490 00	2 00	40 00
L'Assomption.....	789 37	240	3,751 23	25 49	829 65	10 07	432 50		20 00
Laurentides.....	521 76	163	2,039 84	16 59	2,301 40	8 66	230 00	10 00	
Lauzon.....	424 20	199	2,295 59	16 52	1,409 65	6 03	161 00		
L'Assomption.....	87 74	209	5,419 96	39 37	1,495 36	14 96	161 00	6 00	
Leeds.....									

* Accounting from 1st October, 1895.

† Accounting from 1st April, 1896.

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Continued.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lennoxville.....	Sherbrooke.....	1,779 13	747	6,210 13	60 80	3,306 60	18 61	12 76	660 00	120 00	80 00
L'Épiphane.....	L'Assomption.....	543 80	26	385 06	2 53	1,540 85	1 47	.....	200 00	115 00	.....
Les Éboulements.....	Charlevoix.....	386 89	384	6,401 41	40 87	5,972 42	27 36	.....	128 00	10 00	.....
Lévis.....	Lévis.....	1,939 99	529	8,353 48	64 31	12,992 75	31 09	5 63	600 00	200 00	80 00
L'Islet.....	L'Islet.....	774 59	117	2,025 01	14 18	815 46	5 38	.....	300 00	.....	.....
Little Mévis.....	Rimouski.....	599 07	303	5,559 44	43 79	6,629 33	15 80	21 34	200 00	48 00	80 00
Longueuil.....	Chambly & Verchères.....	2,192 74	132	1,644 42	14 30	2,283 84	5 59	.....	360 00	90 00	.....
Lotbinière.....	Lotbinière.....	430 24	435	9,145 01	60 25	5,959 18	25 61	.....	164 00	72 00	60 00
Louiseville.....	Maskinongé.....	1,430 24	289	3,377 66	25 85	2,655 56	10 13	.....	460 00	2 00	.....
Magog.....	Gaspé.....	1,375 13	90	2,340 28	14 13	82 67	5 84	13 91	48 00	4 00	120 00
Magdalen Island.....	Stanstead.....	2,768 91	606	6,322 02	67 98	2,587 96	19 02	.....	800 00	.....	.....
Mansonville.....	Brome.....	614 80	307	2,915 68	23 13	1,466 55	7 39	.....	283 00	.....	.....
Massawippi.....	Stanstead.....	285 24	87	636 96	5 96	166 26	1 72	.....	112 00	.....	.....
Masson.....	Labelle.....	426 20	136	1,153 32	9 67	664 17	4 05	.....	140 00	.....	.....
Matapédia.....	Bonaventure.....	708 58	135	2,643 68	19 76	225 87	6 63	3 84	242 50	20 00	.....
Montmagny.....	Montmagny.....	1,743 19	570	8,623 40	64 50	5,467 94	28 91	30 42	50 00	40 00	80 00
Montreal.....	Montreal.....	311,701 70	25,877	317,678 64	3,299 04	1,040,358 29	.....	.....	.....	.....	.....
Montreal N. R. House.....	Montreal East.....	10,521 74	988	110 43	110 43	75 80	.....	.....	.....	100 00	.....
Murray Bay.....	Charlevoix.....	685 90	857	17,976 48	114 90	6,139 70	46 49	5 34	304 00	.....	.....
Napierville.....	Laprairie & Napierville.....	689 50	521	13,186 31	99 90	1,950 25	35 24	.....	276 00	.....	.....
New Carlisle.....	Bonaventure.....	375 33	333	6,796 43	46 07	3,249 21	19 52	10 10	280 50	120 00	80 00
Nicolet.....	Nicolet.....	1,600 05	455	6,497 89	48 96	5,466 40	23 05	3 22	544 00	20 00	.....
North Hatley.....	Stanstead.....	648 98	287	2,196 85	24 05	1,078 49	7 50	.....	76 00	10 00	.....
North Wakefield.....	Wright.....	198 13	62	1,393 55	9 34	624 91	4 65	.....	20 00	.....	.....
Notre Dame de la Salette.....	Labelle.....	170 09	39	1,087 54	6 96	858 31	2 74	.....	64 00	.....	60 00
Notre Dame de Lévis.....	Lévis.....	1,165 96	307	3,531 35	30 02	1,772 69	11 63	.....	441 00	8 00	.....
Notre Dame de Stan-bridge.....	Missisquoi.....	276 75	361	7,191 90	51 05	542 82	18 56	18 45	140 00	.....	.....
Notre Dame Street W. (Montreal).....	Montreal West.....	8,290 78	692	6,872 73	72 44	284 91	17 52	6 74	300 00	.....	200 00
Ontario Street East, (Montreal).....	Montreal East.....	3,465 83	723	11,851 42	105 13	833 23	29 97	.....	400 00	.....	.....
Ormtown.....	Chateauguay.....	1,344 33	184	3,848 89	25 71	2,886 99	10 35	35 53	420 00	.....	40 00

Postmaster General's Report.

Paspébiac	742 02	531	16,449 05	105 04	1,914 69	43 86	345 00	200 00
Percé	591 36	503	7,489 82	57 96	4,654 99	25 22	308 00	40 00
Pierreville	791 84	638	10,283 45	71 64	3,123 89	30 52	240 00	20 00
Yamaska	770 17	222	3,182 45	23 54	3,099 50	9 22	340 00	24 00
*Point à Pic	569 02	31	216 53	1 55	23 25	0 54	192 00	
*Point Fortune	6,304 06	1,859	16,949 29	204 56	5,492 72	49 14	1,160 00	140 00
Point St. Charles	487 67	514	6,027 06	42 53	292 32	15 54	180 00	24 00
Pont de Maskinongé	820 64	297	3,113 59	23 69	1,674 12	8 14	360 00	2 00
Portage du Fort	43,945 80	7,524	98,828 33	936 01	173,346 09	8 44	40 00	
Quebec	926 13	480	10,711 18	70 45	1,886 10	29 89	360 00	12 00
Quyon	2,942 31	959	9,344 92	83 05	8,663 07	29 92	640 00	100 00
Richmond East	1,983 49	227	3,179 99	23 54	2,682 22	10 19	380 00	16 00
Rigaud	1,901 34	665	13,384 44	107 01	9,639 82	41 56	620 00	90 00
Rimouski	2,326 87	767	8,669 44	71 86	10,527 40	27 16	690 00	70 00
Rivière du Loup (en bas)	1,291 98	209	3,944 16	31 42	2,441 74	12 58	400 00	40 00
Rivière du Loup Sup.	1,142 49	30	277 48	1 80	735 08	0 74	360 00	10 00
Roberval	620 68	337	3,848 15	30 71	1,013 13	10 90	224 00	20 00
Robinson	485 22	293	2,234 21	18 73	5,064 03	5 64	240 00	
Rock Island	986 90	165	2,090 46	19 73	2,143 81	8 49	336 00	6 00
Roxton Falls	758 69	363	5,244 12	34 65	4,034 27	13 41	208 00	16 00
St. Agathe des Monts	997 21	633	7,066 78	54 20	3,077 46	19 11	360 00	16 00
St. Andrews, East	391 70	55	1,125 65	7 82	2,443 63	5 74	148 00	
St. Anne de Beauport	469 90	81	1,795 59	12 19	417 20	4 48	200 00	
St. Anne de Bellevue	952 52	335	2,254 61	19 10	2,152 04	6 45	350 00	20 00
St. Anne de la Pérade	1,211 68	259	2,915 71	24 16	1,953 48	9 11	380 00	10 00
St. Anne de la Poca- tière	230 38	78	1,555 33	10 15	160 65	3 88	92 00	40 00
**St. Anne des Monts	173 94	33	912 76	8 17	1,654 75	4 59	90 00	12 00
St. Antoine, Lotbin- ière	121 84	90	1,909 58	11 81	72 11	4 78	56 00	
St. Augustin, Portneuf	657 69	483	7,476 41	48 40	1,284 30	20 27	264 00	
St. Basile	990 49	97	2,493 35	18 18	3,479 39	11 82	312 00	24 00
St. Casimir	19,374 87	5,708	56,406 36	632 90	7,751 56	143 14	800 00	
St. Catherine St. Cen- tre (Montreal)	5,071 11	948	8,712 74	102 21	1,074 92	22 14	240 00	
St. Catherine St. West, (Montreal)	1,069 56	353	3,075 07	28 18	5,009 70	16 83	372 00	40 00
St. Césaire	875 51	95	1,639 84	12 61	488 78	4 46	314 00	
St. Charles, River	624 17	497	9,604 75	62 67	1,897 15	25 54	230 00	
St. Hyacinthe	403 93	158	3,640 33	28 88	3,684 15	15 40	160 00	
St. Chrysostôme	4,007 98	521	4,442 42	48 27	1,551 77	12 08	740 00	120 00
St. Croix	385 38	464	10,189 88	64 01	2,198 59	28 43	160 00	
St. Cuthbert	477 26	39	952 09	8 99	414 89	3 26	180 00	10 00
St. David d'Yamaska	463 49	41	638 40	5 93	46 69	1 59	200 00	16 00
†St. Denis, River	582 86	317	7,385 39	48 70	4,952 16	22 21	276 00	
St. Eustache								

* Accounting from 1st January, 1896.
 † Salary, &c., entered in Auditor General's Report.
 † Accounting from 1st October, 1895.
 § Postmaster is a letter carrier attached to the Montreal Post Office.

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Concluded.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued ¹ .	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Félix de Valois	Joliette	367 98	156	3,814 88	30 18	1,980 07	12 07	150 00	150 00	16 00	
St. Fidèle	Charlevoix	55 54	27	413 39	2 52	35 00	1 03	24 00	24 00		
St. Flavie Station	Rimouski	825 31	96	1,906 99	13 59	943 88	5 22	390 00	390 00	16 00	40 00
St. François, Beauce	Beauce	415 26	92	706 60	6 69	1,778 61	2 88	150 00	150 00		
St. Gabriel de Brandon	Berthier	598 91	99	2,110 12	17 12	1,741 40	7 41	200 00	200 00	20 00	
St. Gabriel de Mont-réal	Hochelega.	1,475 25	114	1,562 11	14 12	209 12	3 93	412 00	412 00		40 00
Ste. Geneviève de Bat-jiscan.	Champlain.	552 20	148	1,774 97	13 56	1,473 35	7 09	200 00	200 00	30 00	
St. George, East	Beauce	714 20	105	2,474 82	19 15	767 04	6 58	268 00	268 00		
Ste. Gertrude	Nicolet	300 01	43	1,321 85	8 71	670 20	4 58	110 00	110 00	4 00	
St. Grégoire	do	599 67	88	1,868 37	13 32	1,270 57	7 25	244 00	244 00	15 00	
St. Henri de Montréal.	Hochelega	2,692 91	423	6,557 42	61 41	2,843 08	18 28	600 00	600 00		
St. Hilariion	Charlevoix	175 76	61	975 65	6 50	410 25	2 93	72 00	72 00		
St. Hyacinthe	St. Hyacinthe	8,141 50	1,866	18,244 34	166 49	18,611 39	63 33	1,960 00	1,960 00	224 00	
St. Jean Baptiste de Montréal.	Maisonneuve.	3,898 59	377	5,652 96	48 92	1,215 46	14 63	672 00	672 00		80 00
St. Jean des Chaillons.	Lotbinière	409 14	248	6,443 58	47 76	7,982 10	18 30	150 00	150 00		
St. Jérôme	Terrebonne	1,831 00	795	13,323 33	91 88	9,603 07	41 11	550 00	550 00	24 00	
St. Johns, East.	St. Johns	5,009 46	1,368	14,528 21	124 41	15,251 69	40 73	1,300 00	1,300 00	80 00	
St. John Suburb (Que-bec)	Quebec	4,089 22	1,133	11,488 20	102 38	878 06	28 88	1,240 00	1,240 00		450 00
*St. Joseph de Beauce.	Beauce	1,171 88	2	4 85	0 04			356 00	356 00	20 00	40 00
*St. Jovite.	Terrebonne	677 98	31	669 56	4 05	237 05	1 67	225 00	225 00		
St. Julienne	Montcalm	254 88	192	2,999 69	21 39	707 71	8 08	104 00	104 00		
St. Justin	Maskinongé	388 96	87	2,141 70	16 54	315 76	6 07	160 00	160 00		
*St. Lawrence St., Montréal.	Montréal, East	3,752 47	561	5,289 21	55 26	199 51	13 46	220 00	220 00		
Ste. Marie de Monnoit	Rouville	1,010 27	182	3,793 81	29 86	1,977 81	11 60	360 00	360 00		40 00
St. Martin	Châteauguay.	579 92	107	2,262 40	14 57	1,038 78	6 34	200 00	200 00		
St. Patrick's Hill	Arthabaska.	343 87	198	2,501 55	19 23	997 59	8 20	150 00	150 00		
St. Paul's Bay	Charlevoix	703 12	829	19,233 33	117 65	12,073 70	67 19	340 00	340 00	40 00	
St. Pie	Rouville	420 94	217	2,130 07	18 55	1,259 51	7 45	176 00	176 00	16 00	
St. Polycarpe.	Soulanges.	425 36	220	3,856 27	24 37	474 65	9 91	168 00	168 00	22 00	
St. Raymond.	Fortneuf.	720 95	276	5,429 57	35 88	1,163 50	14 37	276 00	276 00		

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St. Rémi	749 15	588	10,738 29	75 63	3,080 58	29 95	280 00	32 00	280 00
Laprairie and Napier-ville	6, 97 19	1,877	26,204 03	246 27	10,701 84	68 88	1,560 00	700 00	
St. Roch de Québec	2,289 52	227	3,035 61	27 77	1,845 63	8 65	720 00	405 00	
St. Sauveur de Québec	873 97	481	10,009 72	68 48	2,524 63	26 20	360 00	80 00	
Ste. Scholastique	71 99	1	10 00	0 05	22 36		34 00		
St. Siméon	369 79	111	2,854 75	23 07	1,203 89	9 81	150 00		
St. Sylvester, East Lothbrière									
Ste. Thérèse de Blainville	52 60	447	13,386 79	77 18	3,149 46	35 57	360 00	4 00	40 00
St. Tité	642 73	116	3,379 27	21 71	140 78	8 52	236 00	12 00	
ChAMPLAIN	444 70	81	1,727 24	13 93	120 50	4 31	60 00		
St. Vincent de Paul	830 13	91	1,933 97	12 84	172 09	4 84	288 00	10 00	
Sawyerville	871 11	460	6,557 67	52 29	1,527 72	25 24	320 00	20 00	
Scotstown	1,192 68	480	9,289 30	64 02	1,928 67	19 23	400 00	40 00	
Shawville	10,029 93	2,658	17,907 44	159 47	32,837 61	11 37	464 00	60 00	60 00
Sherbrooke	1,675 83	164	2,744 60	23 13	3,302 73	30 60	890 00	200 00	
Somersett	2,350 97	960	9,968 87	75 11	8,996 88	3 85	228 00	12 00	
Sorel	633 79	129	1,441 66	10 69	728 66	4 46	100 00	8 00	
South Durham	250 07	3	79 67	0 70	268 19	8 56	100 00	60 00	60 00
South Han	1,393 74	167	2,264 23	19 19	1,609 80	7 98	420 00	60 00	60 00
Stanfold	1,237 31	504	2,907 37	30 37	3,180 13	2 41	500 00	160 00	40 00
Stanstead	1,124 57	642	6,004 29	47 87	1,793 20	16 87	384 00		
Sutton	732 48	332	3,639 67	28 34	1,878 37	10 49	280 00	14 00	40 00
Sweetsburg	1,159 35	340	5,685 82	38 85	6,788 46	14 75	380 00		40 00
Terrebonne	1,512 11	155	2,597 73	19 51	639 42	7 14	420 00		60 00
Thetford Mines									
Three Rivers and St. Maurice	6,836 16	1,409	14,957 30	130 60	18,066 06	51 14	1,800 00	420 00	
Laballe	947 06	677	6,355 85	47 32	2,583 54	17 71	360 00	20 00	40 00
Temiscouata	1,138 85	464	10,231 91	65 75	2,907 09	28 11	384 00	12 00	40 00
Ulverton	409 34	80	1,358 59	9 76	2,339 34	3 53	150 00		
Victoriaville	3,551 17	1,071	12,424 07	102 82	5,122 70	3 86	950 00	34 00	
Beauharnois	1,794 57	274	2,238 16	18 62	3,068 69	6 47	420 00	200 00	40 00
Arthabaska	776 07	109	917 78	7 72	2,271 66	5 15	332 00	56 00	40 00
Warwick	2,664 78	1,536	14,382 62	118 79	8,035 61	42 51	780 00	6 00	120 00
Shefford	1,805 93	633	7,143 87	71 00	1,002 49	18 28	300 00		80 00
Waterloo, East	1,902 36	639	9,408 97	70 76	2,611 45	25 63	530 00	8 00	
Westmount									
Hochelega									
Richmond									
Three Rivers and St. Maurice	857 28	156	1,928 33	15 24	2,067 97	8 90	320 00	32 00	40 00
Non-Accounting Post Offices	193,470 49						75,451 82	4,359 20	340 00
Total	836,073 23	125,154	1,663,104 65	14,275 61	1,840,726 86	3,539 10	149,481 32	10,017 87	6,255 00

* Accounting from 1st April, 1896.
 † Non-Accounting from 1st January, 1896.

‡ Salary, &c., entered in Auditor General's Report.

† Accounting from 1st October, 1895.
 † Non-accounting from 1st April, 1896.

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

PROVINCE OF NOVA SCOTIA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Amount of Commission thereon; the gross Postal Revenue; the Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the year ended 30th June, 1896.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on business.	Com-pensation paid to Post-masters on S. E. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acadia Mines.....	Colchester.	1,542 16	1,268	12,320 27	102 06	6,373 40	39 99		480 00	6 00	60 00
Advocate Harbour.....	Cumberland.	441 81	291	4,900 63	52 07	2,494 29	15 22		160 00	16 00	
Amherst.....	do	7,241 22	2,524	22,148 35	192 39	51,860 57	67 66		1,880 00	100 00	
Annapolis.....	Annapolis.	2,613 86	1,566	14,968 19	126 19	10,684 80	44 99		780 00	200 00	
Antigonish.....	Antigonish.	3,355 98	1,788	21,571 79	169 36	57,499 68	113 77	37 61	900 00	300 00	
Arichat.....	Richmond.	904 23	1,431	33,132 58	212 74	19,180 63	111 89		368 00	31 00	
Achol.....	Cumberland.	155 25	121	1,279 97	9 48	264 23	3 29		68 00	22 00	
Auburn.....	King's.	388 04	233	2,518 05	20 61	948 40	6 33		132 00		
Aylesford.....	do	689 94	846	10,260 36	78 99	4,808 07	32 68	20 82	300 00	24 00	
Baddeck.....	Victoria.	1,173 90	818	10,226 94	78 65	9,525 53	41 42	26 13	432 00	133 34	
Bailey's Brook.....	Pictou.	115 84	111	193 47	1 31	186 25	0 75		50 00		
Barrington.....	Sheburne & Queen's	648 49	635	8,011 76	62 31	7,959 66	23 32		310 00	240 00	
Basstiver.....	Colchester.	569 99	323	4,102 99	35 36	2,623 53	13 48	9 22	176 00	4 00	
Bayfield.....	Antigonish.	144 04	98	898 59	7 69	693 15	2 98		60 00		
Bear River (West Side)	Digby.	1,116 01	837	10,442 84	78 61	6,171 28	35 88	41 45	390 00	2 00	40 00
Berwick.....	King's.	1,232 83	916	14,557 18	113 36	9,399 67	46 95		430 00	32 00	60 00
Bill Town.....	do	522 72	105	1,229 09	9 96	623 10	3 39		200 00		
Bayston.....	Guyborough	205 35	150	2,437 09	18 82	1,821 80	9 00		84 00	8 00	
Bridgport.....	Cape Breton.	312 82	524	8,142 07	61 14	2,861 31	20 74		160 00		
Bridgetown.....	Annapolis.	2,069 59	1,671	18,907 28	152 99	13,682 34	55 86	11 27	600 00	24 00	80 00
Bridgeville.....	Pictou.	445 82	324	5,446 04	39 93	1,059 12	15 34	0 10	200 00		
Bridgewater.....	Lunenburg.	2,769 43	2,189	28,208 62	220 25	14,316 84	88 49		830 00	140 00	120 00
Broad Cove Chapel.....	Inverness.	51 40	35	1,028 99	6 49	477 32	2 63		24 00	6 00	
Brooklyn.....	Sheburne & Queen's	162 45	185	2,112 57	18 13	658 10	6 32		64 00		
Caledonia Corner.....	do	437 25	528	8,140 91	60 87	4,055 46	27 20	9 57	268 00	60 00	
*Campbell.....	Inverness.	44 41							38 00		
Canning.....	King's.	1,142 51	977	10,460 12	85 34	4,993 77	32 63	7 75	500 00	36 00	40 00
Canso.....	Guyborough.	1,304 27	2,617	31,054 78	247 50	4,465 02	79 95	9 15	302 00		60 00
Chesley's Corners.....	Lunenburg.	314 71	229	3,805 12	27 60	1,087 52	9 39		110 00	24 00	
Chester.....	do	795 16	429	6,982 18	50 72	4,196 66	22 43	3 69	260 00	24 00	

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Cheticamp Chapel.....	18 02	124	4,418 71	26 24	1,012 14	11 88	22 00	6 00	22 00
Chuevrie.....	250 55	89	2,114 06	17 91	1,616 84	7 98	100 00	6 00	100 00
Christmas Island.....	140 96	89	1,294 30	9 38	736 61	4 56	48 00	10 00	48 00
Clarence.....	96 74	156	2,818 91	20 44	395 49	7 18	40 00		40 00
Clarke's Harbour.....	420 94	209	9,304 74	67 29	1,838 96	25 45	128 00	6 00	128 00
Clementsport.....	353 20	586	2,081 08	16 56	2,168 58	7 99	140 00	10 00	140 00
Cleveland.....	163 42	78	847 48	5 15	500 61	2 72	80 00	111 14	80 00
Clyde River.....	172 61	180	2,683 05	17 57	1,606 66	8 77	244 00	16 00	244 00
Cross Roads (C.H.).....	685 07	143	6,208 47	34 17	1,864 57	15 95	800 00	12 00	800 00
Dartmouth.....	3,048 24	892	10,242 26	99 96	5,770 43	32 37	140 00	4 00	140 00
Descouse.....	272 35	156	4,060 18	25 70	5,959 74	21 36	700 00	130 00	700 00
Digby.....	2,606 90	1,886	20,491 04	166 64	13,208 28	64 73	52 91		52 91
Doctor's Cove.....	165 44	140	1,954 01	13 15	996 72	6 99	24 00	6 00	24 00
East Southampton.....	56 57	47	657 94	4 23	98 91	1 64	200 00		200 00
Economy.....	381 94	204	3,125 34	22 97	2,067 98	11 66	117 50	16 00	117 50
Colchester.....	182 57	69	829 01	5 80	2,438 61	6 21	220 00		220 00
Victoria.....	576 85	833	4,372 82	36 36	1,189 19	11 96	24 00		24 00
Fureka.....	71 46	6	193 60	1 40	39 66	0 51	129 00		129 00
Ferry Landing.....	230 40	269	4,860 63	36 17	2,186 57	16 31	100 00		100 00
Five Islands.....	301 71	104	1,683 86	15 17	864 14	4 76	96 00		96 00
Folly Village.....	246 93	170	5,023 67	31 71	1,230 92	13 05	40 00	4 00	40 00
Freeport.....	107 90	108	1,374 18	9 83	1,763 08	5 12	60 00	12 00	60 00
Frisleton.....	106 42	133	3,149 75	19 45	1,847 12	8 94	240 00		240 00
Gabourse.....	91 02	926	9,231 20	99 26	284 51	23 17	44 00		44 00
Gottingen St. (Halifax).....	354 17	243	1,091 01	7 76	381 33	3 59	140 00	2 00	140 00
Grand Etang.....	108 50	91	4,110 10	31 64	2,451 96	11 82	44 00		44 00
King's.....	788 44	634	9,064 65	64 20	1,967 39	24 91	260 00	36 00	260 00
Granville Centre.....	834 54	278	4,369 31	40 30	4,874 29	15 55	320 00	161 00	320 00
Granville Ferry.....	1,141 67	1,047	13,496 27	100 23	7,896 18	42 50	400 00	40 00	400 00
Great Village.....	66,468 13	11,001	149,948 56	1,413 88	495,498 98		390 00	12 00	390 00
Guyborough.....	896 95	1,005	12,879 02	99 26	6,626 45	38 83	100 00		100 00
Halifax.....	254 28	365	5,510 05	38 73	5,630 68	27 02	260 00		260 00
Hantsport.....	573 16	265	3,373 90	29 93	1,849 03	10 22	236 00	12 00	236 00
Antigonish.....	740 27	348	4,327 22	35 51	2,355 82	12 92	164 00	16 00	164 00
Harbour au Bouche.....	462 95	141	1,290 52	9 97	3,163 41	4 17	54 00	10 00	54 00
Hebron.....	86 49	35	462 85	3 15	131 54	1 22	132 00	4 00	132 00
Hopewell.....	270 13	174	3,721 43	24 33	2,064 34	10 17	350 00	20 00	350 00
Hubbard's Cove.....	929 85	640	7,459 87	58 94	1,037 57	18 82	1,000 00	48 00	1,000 00
Iona.....	3,303 71	291	3,303 71	26 37	1,109 81	10 65	84 00	40 00	84 00
Isaac's Harbour.....	2,122 11	2,233	23,122 11	215 47	18,703 16	73 67	290 00	40 00	290 00
Joggin Mines.....	239 84	209	1,950 56	16 35	1,059 98	5 93	500 00	60 00	500 00
King's.....	719 73	631	8,940 85	71 15	5,675 53	25 92	660 00	100 00	660 00
Kingston Station.....	83 84	4	394 35	2 00	79 94	0 98	106 00	16 00	106 00
King's River.....	649 79	676	9,026 90	69 02	3,961 12	24 14	500 00	80 00	500 00
Lawrencetown.....	67 04	12	158 22	1 22	249 92	0 81	100 00	16 00	100 00
Lingan.....	244 49	188	4,421 83	27 32	1,573 73	13 38	500 00	60 00	500 00
Little Bras d'Or.....	1,645 22	1,422	22,543 50	159 02	3,941 78	58 70	600 00	80 00	600 00
Little Glace Bay.....	2,085 14	1,874	21,212 77	176 53	10,558 26	65 16			
Liverpool.....									

* Non-accounting from 1st January, 1896.

†Salary, &c., entered in Auditor General's Report.

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—Continued.

Name of Office.	Electoral District.	Gross Postal Revenue.		Number of Money Orders issued.		Total Amount of Money Orders issued.		Total Commission received from Public.		Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on M. O. business.		Com-pensation paid to Post-masters on S. B. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.				
Locheber	Antigonishe	426	73	105	4,960	30	26	22	1,384	65	14	51	136	00	4	00			
Lockeport	Shelburne & Queen's	802	50	1,094	11,841	32	90	68	5,372	48	37	87	315	00	10	00			40
Louisburg	Cape Breton.	510	41	595	11,047	23	71	40	2,490	54	29	76	184	00	10	00			
Lower Argyle.	Yarmouth.	237	24	280	1,252	35	10	81	1,346	70	4	52	108	00					
Lower L'Ardoise.	Richmond.	138	68	161	4,014	17	25	59	2,450	36	12	05	56	00	2	00			
Lower Stewiacke.	Colchester.	909	41	495	6,974	63	53	94	5,190	83	23	25	330	00	8	00			40
Lunenburg.	Lunenburg.	2,546	85	1,836	26,093	54	208	05	10,072	08	73	45	732	00	50	00			
McGray	Shelburne & Queen's.	90	00	152	3,26	24	22	56	967	73	9	81	36	00	36	00			
Mabon	Inverness.	564	07	686	11,208	93	75	53	8,029	74	38	18	280	00	200	00			
Maccan.	Cumberland	378	70	210	2,461	15	21	89	970	19	6	58	170	00	80	00			40
St. Malbone Bay.	Lunenburg	1,065	60	1,077	17,978	80	123	34	2,783	45	48	95	360	00	10	00			
Main-a-Dieu	Cape Breton.	152	95	167	2,788	73	19	19	1,462	76	8	17	64	00	6	00			
Maikland (Hants).	Hants.	815	05	988	9,076	28	71	58	8,237	57	37	14	380	00	50	00			40
Margaree Harbour	Inverness	297	40	160	4,977	65	29	54	6,386	18	20	42	116	00	116	00			
Margaretsville	Annapolis.	225	71	290	2,572	44	16	83	1,781	50	9	65	102	00					
Margonishe.	Pictou.	216	89	174	3,112	62	21	39	1,535	09	9	92	110	00	25	00			
Meteghan	Digby.	214	15	485	10,576	10	67	32	3,250	11	31	61	76	00	2	00			
Middle Musquodoboit.	Halifax.	569	91	243	5,383	31	38	78	6,076	91	20	96	220	00	70	00			
Middle Stewiacke.	Colchester.	132	02	51	638	92	3	72	1,81		1	81	50	2	00				
Middleton	Annapolis.	2,017	04	1,341	17,696	10	134	14	32,616	67	52	55	560	00	280	00			80
Mill Village	Shelburne & Queen's.	274	90	214	2,462	22	17	97	1,754	27	8	56	154	00	32	00			
Milton	Shelburne & Queen's.	651	5	612	5,568	93	49	60	1,777	10	14	71	220	00					
Morris Street, (Halifax)	Halifax.	373	75	48	5,942	61	67	58	46	89	14	84	220	00					
New Campbellton.	Victoria.	851	45	48	851	75	6	13	381	45	2	12	152	00	6	00			
New Glasgow.	Pictou.	6,565	99	3,403	39,037	03	325	23	34,594	68	127	35	1,680	00	120	00			
Newport.	Hants	834	10	465	8,245	83	56	67	3,324	51	25	00	240	00	160	00			
Newport Landing.	Hants	185	87	170	2,000	21	15	61	73	56	6	52	72	00					
New Ross	Lunenburg	422	32	445	6,277	87	42	13	1,206	25	16	35	104	00	6	00			
New Victoria.	Cape Breton.	175	69	344	4,761	88	35	92	277	55	12	34	76	00					
Noel	Hants	234	43	400	4,492	49	32	32	2,055	56	14	31	88	00	6	00			
North Port.	Cumberland	203	99	229	2,637	22	22	58	421	95	6	91	80	00					
North Sydney	Cape Breton.	4,345	37	1,942	31,916	77	220	42	20,802	58	95	01	1,140	00	96	00			
Old Barnes	Colchester	98	33	15	197	29	2	11	95	25	0	57	44	00	16	00			
Oxford	Cumberland	1,006	79	1,796	18,566	60	140	85	6,342	79	49	44	480	00	10	00			60
Parrsboro'	Cumberland	2,386	12	2,170	28,335	33	204	85	10,039	79	79	57	690	00	100	00			100
Pictou.	Pictou.	5,508	79	2,524	28,197	64	233	69	39,063	98	96	84	1,500	00	100	00			200

Postmaster General's Report.

Point Tupper.....	124	1,341 91	9 70	332 37	3 59	50 00	12 00	50 00
Port George.....	153 07	735 73	5 38	653 88	2 87	60 00		60 00
Port Hastings.....	551 43	2,887 04	20 56	4,024 18	14 63	310 00	100 00	310 00
Port Hawkesbury.....	8,014 48	5,026 21	39 22	11,787 60	17 67	355 00	40 00	40 00
Port Hood.....	1,011 27	6,633 21	47 34	9,825 62	24 75	440 00	8 00	40 00
Port Howe.....	102 37	1,348 50	8 91	367 52	3 98	30 00		30 00
Port la Tour.....	191 23	830 57	6 74	2,190 32	4 97	76 00	6 00	76 00
Port Lorne.....	119 73	689 26	5 04	637 02	2 42	30 00		30 00
Port Maitland.....	481 66	7,825 09	60 14	4,720 03	29 10	140 00		140 00
Port Medway.....	309 80	4,009 50	31 82	2,805 09	14 25	128 00		128 00
Port Morien.....	856 27	23,698 57	151 58	2,751 52	62 00	350 00	10 00	40 00
*Port Mouton.....	136 46	473 23	3 01	24 50	1 20	60 00	2 00	60 00
Port Mulgrave.....	237 60	3,979 15	27 15	3,372 21	15 15	114 00		114 00
Port Williams.....	362 30	3,763 26	34 63	3,354 78	11 25	168 00	2 00	168 00
Publico Harbour.....	219 67	7,205 21	51 84	4,694 74	26 51	100 00	14 00	100 00
Pugwash.....	1,319 00	12,872 77	98 33	5,306 75	38 89	370 00	12 00	40 00
River Bourgeois.....	163 64	1,225 09	8 17	1,910 55	3 67	64 00		64 00
River John.....	799 23	10,709 49	73 73	5,470 00	32 07	300 00	12 00	40 00
Round Hill.....	235 33	2,331 32	18 25	950 78	6 44	100 00		100 00
St. Andrews.....	185 05	1,733 22	15 01	2,166 82	9 45	60 00	16 00	60 00
St. Peter's.....	762 99	10,875 46	71 09	4,849 01	31 65	340 00	20 00	340 00
Sandy Cove.....	207 33	2,593 06	19 04	1,131 60	7 52	84 00	30 00	84 00
Shelburne.....	1,228 45	21,549 69	160 05	7,988 52	60 19	420 00	30 00	40 00
Shelburne & Queen's.....	766 58	32,188 17	204 05	6,605 54	84 72	330 00	110 00	330 00
Sherbrooke.....	999 44	7,783 36	61 57	4,429 62	24 25	340 00	250 00	40 00
Shubnacadie.....	180 54	1,620 60	12 12	759 96	4 74	80 00		80 00
Southampton.....	108 00	582 31	3 82	352 98	1 44	60 00	36 00	60 00
South Farmington.....	416 71	25,388 11	151 02	1,250 55	65 44	160 00	12 00	160 00
Springfield.....	230 49	2,698 79	17 60	498 28	7 27	76 00	8 00	76 00
Springhill.....	2,780 54	33,986 24	274 37	5,923 01	116 80	830 00	6 00	120 00
Stallarton.....	1,37 01	16,156 71	124 31	13,369 70	49 64	565 00		80 00
Strathlorn.....	170 50	2,054 81	13 05	1,707 28	8 05	88 00	12 00	88 00
Sydney Mines.....	544 88	4,951 56	40 86	2,347 22	86 82	1,120 00	360 00	1,120 00
Tanamagouche.....	852 58	9,337 16	69 75	1,842 14	15 83	244 00	5 00	244 00
Thorburn.....	321 74	1,610 46	13 57	3,619 80	37 83	340 00	44 00	340 00
Tidnish.....	135 81	928 76	7 35	682 40	1 92	128 00	10 00	128 00
Tracadie.....	165 94	3,869 68	25 96	3,627 04	16 55	131 00	2 00	131 00
Trenton.....	8,076 83	3,443 53	28 48	766 25	9 21	240 00		240 00
Turo.....	249 12	37,731 06	339 15	88,736 83	131 70	2,400 00	55 00	2,400 00
Tusket.....	321 88	5,192 82	41 81	3,389 53	20 41	124 00	14 00	124 00
Upper Musquodoboit.....	492	15,411 48	92 45	1,073 07	39 25	148 00	30 00	148 00
Upper Stewiacke.....	276	4,221 47	32 17	4,770 78	18 13	140 00	30 00	140 00
Wallace.....	967 14	6,529 83	46 92	7,236 83	23 53	394 25	27 96	394 25
Walton.....	239 52	2,063 11	15 55	2,532 46	7 26	108 00	8 00	108 00
Waterville.....	878 97	7,554 94	56 33	3,105 23	21 35	344 00	2 00	344 00
West Bay.....	477 09	2,263 80	15 95	2,336 41	8 65	186 00	16 00	186 00
Westport.....	438 60	8,317 13	57 73	1,034 99	21 30	160 00		160 00
West River, Sheet Har.....	530 13	14,737 42	91 82	2,281 23	38 45	260 00	60 00	260 00

* Accounting from 1st January, 1896.

STATEMENT showing the Accounting Offices in Operation, &c., in Nova Scotia—Concluded.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowances towards Rent, fuel and Light.
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Westville.	Pictou.	1,704 57		22,073 98	181 23	7,808 24	63 39	31 68	500 00	12 00	60 00
Weymouth	Digby.	334 99	303	4,174 89	31 68	3,177 65	15 12		160 00		60 00
Weymouth Bridge	do	1,301 34	708	10,250 17	77 46	6,297 78	31 34	6 43	400 00	16 00	
Whitehead	Guysborough.	137 55	25	716 78	3 94	69 94	1 82		70 00	40 00	
Whycocomagh.	Inverness	625 00	304	5,133 58	34 17	5,951 28	22 55		276 00	56 00	
Wilmot.	Annapolis	170 77	71	403 37	3 85	731 64	1 64		60 00		
Wine Harbour.	Guysborough	193 81	86	1,807 89	3 85	4,933 47	4 72		64 00		
Windsor	Hants	5,715 01	2,389	27,009 66	238 77	23,435 81	85 17	88 48	1,490 00	10 00	
Wolfville.	King's	3,291 57	2,036	20,423 23	185 78	23,196 01	62 27	8 85	960 00	48 00	140 00
Yarmouth	Yarmouth.	9,562 42	2,983	35,368 90	296 86	51,308 71	122 44		2,440 00	400 00	
Non-Accounting Post Offices		70,852 06							34,392 49	1,794 84	
Total		297,916 78	118,909	1,612,305 58	12,558 40	1,508,669 34	4,573 24	816 40	85,774 24	8,100 28	2,439 86

L... †Accounting from 1st October, 1895.

W. J. BARRETT,
Accountant

WILLIAM WHITE,
Deputy Postmaster General.

Postmaster General's Report.

PROVINCE OF NEW BRUNSWICK.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Amount of Commission thereon; the Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1896.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
				\$	cts.		\$	cts.					
Albert.....	Albert	608 02	869	11,390 15	84 77	2,951 22	31 61	248 00	50 00				
Alma.....	do	347 15	357	4,677 21	32 05	2,352 98	12 36	108 00					
Andover.....	King's	119 77	222	2,618 16	17 38	1,814 11	6 69	50 00	10 00				
Aspen.....	Victoria	739 37	540	7,368 24	55 02	1,772 70	19 93	260 00	8 47				
Aspen.....	King's	332 19	183	2,273 70	18 53	1,722 63	7 91	132 00	68 00				
Aspen.....	Westmoreland	293 90	304	5,674 28	44 89	1,248 55	14 87	132 00	28 00				
Bathurst.....	Gloucester	2,365 62	1,048	14,428 78	109 52	10,970 99	39 69	730 00	200 00				
Bathurst Village.....	Gloucester	865 17	551	7,136 79	51 69	1,163 91	19 10	218 00	10 00				
Bay du Vin.....	Northumberland	134 71	1	100 00	0 50	36 00	0 25	48 00	2 00				
Bayfield.....	Westmoreland	303 75	672	15,771 30	100 44	1,380 25	40 37	110 00					
Blackville.....	Northumberland	397 59	293	4,534 47	32 58	681 75	11 99	150 00	62 00				
Bristol.....	Carleton	549 59	245	3,682 94	28 47	939 77	9 97	200 00	44 00				
Buctouche.....	King's	833 04	515	9,631 66	65 82	4,886 00	30 67	328 00	36 00			40 00	
Butternut Ridge.....	King's	396 96	593	7,123 37	51 84	1,971 79	19 41	180 00	12 00				
Campbellton.....	Restigouche	3,123 07	2,301	31,826 17	241 71	7,638 57	82 84	780 00	100 00			120 00	
Campo Bello.....	Charlotte.	641 66	211	3,713 49	23 41	353 56	9 34	48 00					
Canterbury Station.....	York	138 97	541	5,044 09	39 03	1,654 19	13 46	240 00	8 00				
Cape Bald.....	Westmoreland	611 23	182	2,686 37	21 51	177 04	9 21	60 00					
Caracquet.....	Gloucester	1,246 75	635	13,421 21	87 39	2,265 64	34 37	228 00	36 00				
Carleton.....	St. John	770 04	468	6,088 64	54 10	4,987 69	21 32	500 00					
Centreville.....	Carleton	4,902 59	512	9,178 32	63 58	1,847 75	25 50	300 00	14 00				
Chatham.....	Northumberland	369 75	3,019	38,520 83	309 15	12,198 12	103 99	1,300 00	550 00				
Chinaman.....	Sunbury and Queen's	109 86	293	4,422 73	33 61	1,663 49	12 71	124 00	18 00				
Clifton.....	King's	284 04	135	1,965 11	14 43	532 66	5 43	50 00	34 00				
Cocagne.....	Kent	1,208 17	772	2,226 16	15 18	2,287 61	7 72	100 00	16 00				
Dalhousie.....	Restigouche	311 73	892	17,828 63	121 54	3,943 68	46 34	450 00	40 00				
Debec.....	Carleton	1,823 66	1,263	2,281 28	16 12	6,222 02	6 20	128 00	20 00				
Dorchester.....	Westmoreland	265 74	401	12,864 40	104 96	8,511 57	35 68	620 00	16 00			80 00	
Durhamville.....	Restigouche	197 21	452	5,064 85	35 79	208 81	12 70	84 00	24 00				
Edmundston.....	Victoria.			5,369 43	43 31	1,783 28	15 90	418 00	64 00			40 00	

STATEMENT showing the Accounting Offices in operation, &c., in New Brunswick---Concluded.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
				\$	cts.		\$	cts.					
Bel River Crossing	Restigouche	302 27	95	2,149 56	13 75	164 42	5 50	144 00	0 57	88 00	16 00		
Elgin	Albert	402 71	451	5,986 23	44 48	3,403 83	18 19	188 00		144 00			
Warville	St. John	717 43	337	5,004 49	43 87	1,511 85	13 97	270 00		270 00			
Florenceville	Carleton	340 27	383	5,834 36	41 39	1,082 44	15 11	110 00		110 00			
Frederton	York	12,603 69	2,796	27,186 40	251 50	51,520 60							
Frederton Junction.	Sunbury and Queen's	797 67	22	377 68	3 04	559 59	1 88	160 00		160 00	8 00		
Gagetown.	Sunbury and Queen's	411 48	356	5,215 40	39 31	2,621 44	14 86	176 00		176 00	48 00		
Grand Falls	Victoria	849 36	435	8,607 27	58 03	1,371 16	22 49	276 00	4 80	276 00	60 00		
Grand Manan	Charlotte	510 13	414	8,186 69	58 84	1,832 33	21 80	220 00		220 00	30 00		
Hampstea 1.	Sunbury and Queen's	99 86	120	2,065 47	14 82	337 15	5 50	40 00		40 00			
Hampton	King's	533 70	322	5,215 49	38 07	3,614 71	16 56	172 00	2 16	320 00	10 00	40 00	
Harcourt	Kent	1,031 50	870	12,429 55	96 03	2,643 01	39 24	320 00	0 17	320 00	5 00	40 00	
Hartland	Carleton	872 63	637	7,724 66	61 07	1,891 16	21 69	245 00	6 18	245 00			
Harvey Station	Albert	184 78	370	6,671 94	45 26	2,002 68	19 64	160 00		160 00	10 00		
Harvey Station	York	382 40	156	1,822 93	12 78	1,723 11	5 81	369 00		369 00			
Hillsborough	Albert	849 20	1,003	15,356 85	115 74	3,415 58	43 08	250 00		250 00			
Hopewell Cape.	do	334 54	287	3,774 23	30 56	2,514 37	13 04	124 00		124 00			
Hoyt Station.	Sunbury and Queen's	160 10	143	1,844 50	13 73	511 16	5 26	60 00		60 00	12 00		
Indian Town.	St. John	1,369 73	428	6,545 05	54 30	3,061 40	18 77	480 00		480 00			
Jacksonville	Carleton	119 08	160	2,053 27	17 33	1,026 52	6 03	52 00		52 00			
Kingsclear	York	83 34	101	1,747 98	12 11	228 36	4 47	36 00		36 00	24 00	40 00	
Kingston, Kent	Kent	1,237 56	1,989	15,596 07	113 48	9,515 73	44 71	420 00		420 00	2 00		
Kingston, King's	King's	97 54	43	390 75	2 98	400 42	1 31	48 00	2 33	48 00	4 00		
Kintore	Victoria	75 15	88	1,035 70	9 42	528 74	2 95	28 00	2 07	28 00	6 00		
Kouchibouguac	Kent	177 69	36	454 06	3 32	388 27	1 76	76 00		76 00			
Lepreau	Charlotte	224 59	39	346 59	2 87	616 26	1 63	88 00		88 00	10 00		
McAdian Junction	York	643 61	249	2,943 95	22 56	1,63 15	7 45	264 00		264 00	45 00		
Markhamville.	King's	61 45	24	115 26	1 31	28 08	0 29	36 00		36 00			
Memramcook	Westmoreland	247 17	175	2,482 87	16 69	7,249 49	13 95	108 00		108 00	14 00		
Middle Sackville	do	519 58	226	3,099 97	22 53	529 80	8 35	196 00		196 00			
Millert n	Northumberland	435 10	585	7,475 54	55 47	418 99	18 90	120 00		120 00	2 00		
Milltown	Charl'te	811 25	285	2,835 54	26 97	1,690 62	9 71	340 00	2 35	340 00		40 00	
Millville.	York	411 92	321	5,787 64	38 62	424 86	14 75	148 00		148 00	100 00		
Moncton.	Westmoreland	11,807 96	5,766	57,212 67	486 38	55,659 29	163 77	2,800 00	400 00	2,800 00	100 00		
Narrows	Sunbury & Queen's	175 28	145	2,669 89	19 39	1,646 11	8 49	240 00		240 00	100 00		
Newcastle	Northumberland	2,085 32	1,062	13,745 36	105 85	12,369 31	41 63	85 00		85 00	120 00		
New Mills.	Restigouche	480 37	92	1,444 40	9 70	942 72	3 79	196 00		196 00	10 00		

Postmaster General's Report.

Norton Station	427 16	184	3,622 58	26 63	2,186 99	11 55	3 03	160 00	40 00
Oak Point	72 27	115	1,135 69	8 91	363 20	3 49		24 00	
Oronoco	407 44	172	2,201 08	15 61	2,072 14	5 95		226 00	48 00
Ossecoag	632 14	371	4,213 22	36 36	1,370 65	11 88		236 00	78 00
Penobscot	266 87	185	2,565 55	21 17	3,491 95	7 49		108 00	8 00
Peticodiac	1,693 97	1,407	32,371 00	205 12	6,002 11	85 78	1 45	500 00	90 00
Petit Rocher	385 04	316	4,345 78	30 63	741 44	11 21		150 00	
Port Elgin	695 14	447	7,098 83	52 75	2,892 45	20 33		30 00	
Portland	2,176 30	510	8,820 93	74 49	609 47	22 40	1 25	500 00	
Richibucto	874 34	1,009	15,216 54	103 82	4,427 20	40 60	21 89	350 00	40 00
Richmond Corner	96 14	75	379 31	5 62	83 23	0 96		40 00	
River Charlo	287 55	180	1,512 46	11 76	294 91	4 07		94 00	8 00
River Louison	152 19	140	1,880 47	12 61	228 39	4 70		48 00	6 00
Robichaud	51 90	27	389 73	2 63	31 03	0 97		24 00	8 00
Rockland	120 04	43	388 94	3 06	915 97	1 74		44 00	
Rogersville	427 76	284	5,387 11	34 41	950 54	13 97		180 00	
Rothsay	966 07	264	1,847 90	17 11	1,260 14	6 60	0 52	250 00	24 00
St. Andrews	1,907 57	865	8,480 13	77 79	6,964 61	27 72		800 00	20 00
St. George	1,192 90	1,062	13,681 71	110 99	5,116 50	39 14	14 52	462 00	40 00
St. John	53,463 84	9,021	113,974 33	1,013 67	411,826 40			+	
St. John	615 30	440	6,326 48	51 68	3,878 24	19 21	8 52	310 00	24 00
St. Martin's	73 68	42	1,008 39	6 67	252 27	2 89		41 00	
St. Mary's	6,076 92	1,945	18,229 40	154 26	13,747 10	53 43	117 61	1,690 00	240 00
St. Stephen	3,745 36	1,837	16,169 78	137 61	27,984 39	51 08	36 26	950 00	110 00
Sackville	553 23	557	4,985 17	40 26	2,042 04	14 08	3 58	220 00	24 00
Salisbury	1,846 69	1,030	11,923 72	91 47	9,792 82	37 38	5 06	620 00	90 00
Shediac	128 02	240	5,964 37	37 87	1,327 39	15 21		186 00	
Sheffield	223 29	171	2,502 67	19 03	132 23	0 26		80 00	20 00
Shippigan	183 00	274	3,461 72	26 83	2,356 85	11 98		95 00	44 00
Springfield	392 88	240	4,248 44	29 16	856 41	11 18		150 00	
Stanley	2,836 83	1,421	14,360 59	120 55	17,056 70	45 74	107 99	700 00	100 00
Sussex Vale	515 12	262	4,670 33	32 87	981 30	11 82		200 00	6 00
Tracadie	38 50	72	714 58	5 74	486 19	2 39		20 00	
Upham	122 49	118	1,617 50	12 50	765 75	4 30		48 00	
Upper Sagtown	161 43	61	911 92	5 92	225 89	2 33		56 00	
Upper Pockmouche	482 70	123	2,063 81	14 92	1,198 61	6 36		210 00	24 00
Welsford	117 65	103	1,074 26	8 01	151 21	2 73		60 00	40 00
*Westfield	5,691 41	2,712	28,265 26	256 45	23,974 24	64 61		1,360 00	400 00
Woodstock									
Non-Accounting Post Offices	44,532 81							22,271 33	526 33
Total	202,224 41	67,355	873,418 33	6,840 81	823,280 99	2,066 49	1,151 66	51,670 33	4,199 33
									1,410 00

* Accounting from 1st October, 1893. † Salary, &c., entered in Auditor General's Report.

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARETT,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

STATEMENT showing the Accounting Offices in operation ; the gross Postal Revenue ; the Number and Amount of Money Orders issued and paid ; the Amount of Commission thereon ; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the year ended 30th June, 1896.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alberton.	Prince, West.	1,205 74	681	11,460 17	84 99	5,894 77	38 69	0 95	418 00	10 00	40 00
Belfast.	Queen's, East.	282 96	90	1,368 48	10 24	403 98	4 10		100 00	40 00	
Cardigan Bridge.	King's, West.	448 79	92	1,023 28	8 01	2,036 70	5 86	0 60	167 00	47 00	
Charlottetown.	Queen's, West.	15,191 35	3,923	49,591 74	451 21	78,698 59			*		
Charlottetown.	King's, West.	961 77	389	6,156 63	44 33	5,589 86	19 94	4 89	370 00	50 00	40 00
Head of St. Peter's Bay.	do	370 31	79	1,273 26	9 79	1,261 56	6 14		140 00	29 17	
Kensington.	Prince, East.	544 01	215	3,922 73	31 21	2,163 02	13 67	0 57	240 00	60 00	
Montague Bridge.	King's, East.	1,051 85	818	18,370 16	123 99	10,072 99	63 74	12 06	372 00	100 00	
Mount Stewart.	Queen's, East.	425 62	170	1,853 79	13 82	803 52	6 25		172 00	6 00	
Murray Harbour, South.	do	312 34	582	6,785 44	49 88	2,403 26	21 58		128 00	4 00	
Souris, East.	King's, West.	1,376 57	601	8,249 64	63 36	11,649 99	41 71		490 00	90 00	60 00
Stanley Bridge.	Queen's, West.	264 59	213	3,718 33	26 95	2,209 78	12 74	1 86	90 00		
Summerside.	Prince, East.	4,201 71	1,316	17,274 57	142 06	28,294 32	72 30		1,200 00	130 00	
Tignish.	do	736 39	286	3,846 27	28 74	2,243 69	12 66	0 65	310 00	12 00	
Victoria.	do	246 11	228	4,618 81	32 17	4,387 27	16 55	0 61	116 00		
Non-Accounting Post Offices.		14,251 56							7,221 64	512 50	
Total.		41,961 67	9,643	139,473 30	1,120 75	158,013 30	335 93	22 19	11,534 64	1,090 67	140 00

* Salary, &c., entered in Auditor General's Report.

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

Postmaster General's Report.

PROVINCE OF MANITOBA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1896.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alexander	Brandon	976 44	1,119	19,368 81	128 90	3,067 80	49 77		406 00	8 00	75 00
Arden Station	Macdonald	714 70	700	11,176 33	78 75	2,166 47	29 81		250 00		
Austin	do	721 67	268	3,310 51	23 74	1,718 01	10 04		257 00		
Belmont	Lisgar	767 92	439	8,320 23	56 02	1,341 49	21 88		240 00	10 00	
Beulah	Marquette	408 76	468	8,401 52	57 27	4,718 54	23 10		162 00		
Bincarth	do	557 75	236	4,811 44	34 35	1,886 73	13 51		224 00	200 00	
Birtle	do	1,384 64	1,089	14,064 02	109 56	6,548 82	38 83	4 76	450 00	12 00	100 00
Boissevain	Brandon	2,552 92	1,903	27,478 37	194 52	8,062 23	72 59	24 69	700 00	60 00	150 00
Brandon	do	12,005 39	3,749	41,831 19	341 24	64,756 20	122 53	28 75	3,110 00	180 00	
Carberry	Macdonald	2,926 95	1,776	21,556 38	166 27	5,437 67	55 34	2 65	840 00	80 00	175 00
Carman	Lisgar	1,991 95	2,490	41,374 28	298 10	9,686 87	114 94	17 54	580 00	36 00	125 00
Carwright	do	793 54	518	7,260 82	50 09	2,070 08	19 09	8 29	330 00		37 50
*Crystal City	do	784 39	23	433 72	2 90	174 04	1 08		272 00		
+Cypress River	Macdonald	928 19	181	4,831 26	31 53	364 51	12 24		340 00	21 00	75 00
Deloraine	Brandon	2,072 90	1,353	23,660 93	163 01	6,805 24	62 01		600 00	40 00	137 50
Donnison City	Provencher	528 25	710	13,905 82	89 05	1,647 48	33 03	2 68	192 00	15 90	
Douglas Station	Brandon	498 42	221	3,560 84	25 01	751 00	9 37		238 00	28 00	
do	do	1,410 01	733	10,129 88	78 00	7,873 97	33 07	9 96	522 00	80 00	100 00
Emerson	Provencher	1,487 35	985	13,204 15	105 27	7,052 49	37 84	7 72	476 00	66 00	100 00
Fox Warren	Marquette	292 44	214	2,654 36	17 49	481 26	7 16		96 00		
Gartmore	do	224 90	82	901 49	7 29	662 26	3 42		72 00		
Gladstone	Macdonald	1,336 67	971	16,659 51	115 80	4,346 48	45 46	4 63	424 00	14 00	75 00
Glenboro'	do	1,252 03	567	8,849 95	65 14	2,058 33	22 62		400 00		
Glenlyon	Marquette	150 37	11	69 92	0 54	115 74	0 19		40 00		
Gretna	Lisgar	1,812 85	680	6,492 91	65 53	1,095 51	16 80		540 00	20 00	125 00
Griewood	Brandon	1,005 57	991	16,014 54	109 62	2,512 28	42 53		452 00	144 00	100 00
Harnoria	Marquette	1,002 75	604	14,327 21	92 43	3,254 19	36 45		300 00		
Hartney	Brandon	1,284 42	916	16,594 22	111 47	3,715 68	44 86		480 00	8 50	100 00
High Bluff	Macdonald	419 90	261	4,367 52	30 80	487 68	11 28		136 00		

+ Accounting from 1st October, 1895.

Accounting from 1st April, 1896.

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba.—Concluded.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to Post-masters on M. O. business.	Compensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Holland..	Macdonald	1,065 88	468	6,603 48	50 94	2,693 58	20 85	.....	350 00	.....	75 00
Joly.....	Provencher	288 08	37	1,069 15	9 28	1,079 01	3 30	.....	110 00	.....	.....
Kilrney..	Lisgar	1,511 97	1,638	20,149 49	144 40	4,633 53	51 77	9 30	440 00	30 00	75 00
Lake Dauphin..	Marquette	1,487 35	178	4,421 99	28 94	3,225 08	13 92	.....	160 00	36 00	.....
Lauder....	Brandon.	390 54	247	5,121 07	33 22	1,028 34	13 92	6 27	150 00	.....	.....
McGregor Station.	Macdonald	1,136 76	614	6,381 95	51 02	4,569 09	17 68	.....	350 00	8 00	75 00
Manitou....	Lisgar	2,186 24	1,889	31,667 51	215 70	7,476 42	85 46	23 09	610 00	72 00	125 00
Melita.....	Brandon..	1,577 48	771	10,115 35	72 39	3,988 88	27 41	4 59	540 00	20 00	112 50
Miami.....	Lisgar....	844 24	580	9,247 70	63 79	1,484 16	23 44	.....	300 00	2 00	.....
Minnedosa..	Marquette	2,403 91	1,581	16,924 00	142 26	9,511 60	52 25	15 39	700 00	24 00	150 00
Morden.....	Lisgar....	3,228 01	2,182	34,021 46	248 41	13,511 60	91 22	18 65	935 00	8 00	200 00
Morris.....	Provencher	865 57	786	12,192 19	84 87	3,361 87	33 26	4 58	340 00	.....	75 00
Napinka....	Brandon..	606 43	506	11,211 22	70 69	2,592 32	31 72	.....	390 00	.....	.....
Neepawa....	Macdonald	3,233 61	2,449	38,292 18	276 61	9,186 89	100 32	2 66	900 00	98 00	200 00
Newdale....	Marquette	521 97	414	5,431 48	38 95	771 24	13 97	.....	185 00	16 00	.....
Ninga.....	Lisgar....	755 76	487	12,549 42	79 99	685 75	31 53	.....	80 00	.....	.....
Notre Dame de Lourdes	do	307 93	70	983 70	9 89	2,789 39	9 20	.....	80 00	.....	.....
Oak Lake....	Brandon..	1,751 03	1,071	16,668 88	117 41	3,883 14	43 50	.....	555 00	.....	112 50
Pilot Mound	Lisgar....	1,802 46	780	9,047 46	77 10	8,281 10	25 97	7 27	520 00	30 00	100 00
Pipestone..	Brandon..	475 79	279	4,205 87	29 91	1,206 11	12 08	.....	198 00	4 00	.....
Portage la Prairie	Brandon..	7,734 61	2,368	33,691 18	271 68	31,086 01	94 17	31 40	2,100 00	4 00	400 00
Rapid City..	Macdonald	1,286 26	974	11,560 90	89 63	5,292 62	32 38	9 04	460 00	.....	100 00
Routhwaite.	Brandon..	367 57	427	6,142 73	41 12	4,430 68	15 89	.....	150 00	.....	.....
Russell.....	Marquette	1,159 14	514	7,781 82	59 61	4,740 77	22 17	.....	332 00	40 00	75 00
St. Alphonse	Lisgar....	1,115 81	26	606 11	4 85	208 68	1 95	.....	68 00	.....	.....
St. Boniface	Provencher	1,016 30	348	4,149 60	39 06	3,435 29	14 13	.....	380 00	4 00	100 00
St. Laurent	Selkirk..	239 16	133	1,249 96	9 48	584 90	3 50	.....	110 00	.....	.....
*St. Malo..	do	74 00	5	203 00	1 14	.....	0 50	.....	24 00	.....	.....
Selkirk.....	Provencher	1,724 16	1,035	12,443 84	102 32	5,002 94	34 36	8 16	530 00	50 00	100 00
Shual Lake	Selkirk..	923 49	578	6,761 25	51 96	3,343 75	18 26	.....	324 00	6 00	75 00
Sidney.....	Marquette	646 75	99	2,324 36	17 00	2,335 61	5 81	.....	160 00	6 00	.....
Sorghoth...	Macdonald	289 67	136	1,757 16	12 37	494 23	5 20	.....	134 00	16 00	.....
Souris.....	Marquette	2,589 74	1,641	23,126 92	168 41	6,963 05	59 97	.....	730 00	6 00	150 00
Stonewall..	Brandon..	1,207 11	780	17,020 70	114 89	4,449 50	46 79	.....	400 00	36 00	75 00
Treherne...	Selkirk..	1,118 11	226	3,619 36	25 03	1,643 04	9 40	.....	360 00	16 00	75 00

Postmaster General's Report.

Virden.....	2,789 02	1,916	30,085 05	205 69	11,454 85	84 09	14 05	862 00	40 00	200 00
Wawanesa.....	1,286 74	1,065	20,984 21	139 33	2,519 78	54 08		370 00		75 00
Winnipeg.....	91,417 34	13,929	153,375 03	1,521 01	522,893 19			+		
Non-Accounting Post Offices.....	33,070 84							13,073 01	481 84	
Total.....	216,800 87	67,324	960,660 85	7,370 64	844,101 59	2,196 26	287 19	41,721 01	2,096 34	4,275 00

* Accounting from 1st April, 1896. † Salary, &c., entered in Auditor General's Report.

W. J. BARRETT,
Accountant.

WILLIAM WHITE,
Deputy Postmaster General.

NORTH-WEST TERRITORIES.

STATEMENT showing the Accounting Offices in operation ; the gross Postal Revenue ; the Number and Amount of Money Orders issued and paid ; the Amount of Commission thereon ; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1896.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Banff	Alberta	1,131 92	980	12,789 03	106 25	1,777 74	33 39	2 28	436 00		75 00
Calgary	do	10,082 65	4,496	49,315 82	451 68	47,383 20	145 49	20 06	2,710 00	160 00	
Cannore	do	888 34	599	6,665 17	60 32	931 17	17 62	20 08	330 00		37 50
*Cardston	do	299 57	44	6,645 34	5 92	20 45	1 61		116 00		
Edmonton	do	3,757 62	2,245	28,759 23	234 35	16,549 55	88 24	2 63	1,040 00	84 00	300 00
Fort Saskatchewan	do	664 98	573	11,727 76	80 65	3,174 32	33 68		270 00	24 00	
High River	do	470 03	141	1,641 38	13 99	593 35	4 67		160 00	8 00	
Innisfail	do	1,052 64	780	5,865 84	50 03	7,936 99	23 80		400 00	6 00	75 00
Lacombe	do	926 78	583	5,248 74	42 03	8,780 06	23 11		250 00	6 00	
Leduc	do	284 11	75	845 96	8 31	2,020 94	5 88		84 00		
Lehrbridge	do	2,421 85	2,168	26,697 42	260 38	6,694 68	61 15	36 25	875 00	100 00	175 00
Macleod	do	1,756 61	1,046	24,745 25	196 16	5,323 04	64 17	4 77	570 00	72 00	125 00
Olds	do	473 87	224	1,383 89	13 54	985 79	4 09		320 00		
Pincher Creek	do	795 75	993	13,136 52	98 39	3,246 66	34 89		220 00	8 00	75 00
Red Deer	do	1,016 26	815	9,638 40	73 72	7,878 47	31 61		380 00	8 00	75 00
South Edmonton	do	1,105 62	1,046	18,076 82	180 49	6,845 25	56 10	2 93	330 00	12 00	75 00
Balgownie	Assiniboia West.	1,310 23	1,121	2,318 22	15 73	922 44	7 23		130 00		
Broadview	do East.	878 67	524	7,348 70	43 55	2,933 50	22 33	0 42	396 00	8 00	75 00
Cannington Manor	do	847 80	393	4,447 71	43 55	2,038 58	13 74		250 00		
Carnduff	do	586 09	325	5,924 44	38 62	2,258 85	17 04		250 00		
Estevan	do	561 20	386	7,727 23	49 97	2,534 57	21 06	10 58	380 00	52 00	37 50
Grenfell	do	1,626 41	1,163	14,055 18	106 71	5,350 28	40 51	5 43	620 00	12 00	125 00
Hyde	do	98 32	76	920 56	7 21	526 21	2 53		28 00	4 00	
Indian Head	do	1,853 95	1,246	23,565 00	160 97	5,149 61	62 84		570 00	20 00	100 00
Lumsden	do West.	1,188 53	83	1,344 35	9 44	980 71	3 67		92 00		
Maple Creek	do	1,490 40	656	9,518 19	77 41	6,731 16	27 34	6 40	440 00		75 00
Medicine Hat	do	1,793 71	2,459	34,232 45	268 77	4,257 27	88 21	37 55	560 00		125 00
Moose Jaw	do	2,403 69	1,797	25,758 73	191 47	6,160 05	68 38	21 98	730 00	40 00	150 00
Moosomin	do East.	3,151 25	1,371	16,766 94	133 10	11,993 14	49 81	6 38	992 00	200 00	200 00
Oxbow	do	804 23	466	6,482 94	45 94	3,631 13	19 94	2 42	325 00	18 00	

PROVINCE OF BRITISH COLUMBIA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1896.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com- pension paid to Post- masters on M.O. business.	Com- pension paid to Post- masters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
* Abbotstord.....	New Westminster.	260 26	164	1,290 71	10 49	818 07	3 99	100 00	100 00	20 00	
Ageassiz.....	do	977 20	381	4,307 14	34 56	2,709 23	11 72	290 00	290 00		
Albern.....	Vancouver.....	571 72	688	7,446 05	62 48	4,630 47	22 06	164 00	164 00	2 00	
Alder Grove.....	New Westminster	91 16	128	1,327 59	10 14	988 98	3 61	44 00	44 00		
Armstrong & Ashcroft Station.....	Yale and Cariboo.	526 62	255	2,989 88	23 94	676 16	7 73	180 00	180 00		
Barkerville.....	do	1,331 96	1,098	21,026 63	165 11	11,784 84	53 65	450 00	450 00	120 00	75 00
Burgoyne Bay.....	do	551 00	1,077	25,036 87	175 38	3,852 88	64 36	124 00	124 00		
Chenamus.....	Vancouver.	33 44	54	394 43	4 07	286 67	0 99	44 00	44 00		
Chilliwack.....	do	336 98	340	4,122 96	38 47	935 43	10 56	106 00	106 00		
Clinton.....	New Westminster.	1,650 32	1,878	27,633 41	211 49	12,176 08	75 70	480 00	480 00	44 00	100 00
Cloverdale.....	Yale and Cariboo.	726 04	611	17,643 92	119 83	1,905 19	44 41	256 00	256 00	60 00	
Comox.....	New Westminster.	252 05	197	1,596 65	15 73	546 72	4 28	96 00	96 00	30 00	
Corfield.....	Vancouver.	243 35	343	5,068 05	39 35	1,874 31	13 67	118 00	118 00	10 00	
Courtenay.....	do	145 27	224	1,684 51	18 97	568 04	4 65	56 00	56 00		
Coutleay.....	do	187 78	513	9,887 30	70 62	923 29	25 12	60 00	60 00		
Donald.....	Yale and Cariboo.	166 68	172	1,944 25	16 47	691 87	5 31	64 00	64 00	4 00	
Duncan's Station.....	do	952 81	713	12,689 49	96 34	2,170 94	32 35	410 00	410 00		80 00
Enderby.....	Vancouver.	669 39	687	6,457 51	64 90	5,832 96	21 70	240 00	240 00		
Esquimalt.....	Yale and Cariboo.	521 73	561	5,353 44	45 40	2,531 67	16 48	230 00	230 00	20 00	
Field.....	Victoria.	471 56	387	3,038 65	43 39	1,289 49	10 02	450 00	450 00		100 00
Golden.....	Yale and Cariboo.	299 01	300	6,462 12	49 94	355 19	13 68	202 00	202 00		
Hatzic.....	do	1,268 59	445	6,463 22	56 85	2,306 83	18 11	400 00	400 00	48 00	75 00
Hops.....	New Westminster	170 95	153	1,109 78	9 47	240 20	2 76	116 00	116 00		
Illicillewaet.....	Yale and Cariboo.	175 27	285	3,034 38	23 11	254 45	7 59	72 00	72 00		
Kamloops.....	do	3,379 07	209	3,379 07	27 74	547 68	8 64	72 00	72 00		
Kaslo.....	do	2,750 37	2,004	24,932 76	210 18	13,951 51	68 79	510 00	510 00	50 00	200 00
Kelowna.....	do	1,824 43	1,358	27,340 43	231 26	3,078 30	70 84	910 00	910 00	72 00	100 00
Ladner.....	do	566 49	1,172	3,037 32	21 58	711 94	8 14	200 00	200 00		
Langley.....	do	1,045 16	883	15,061 10	132 93	3,806 71	39 02	370 00	370 00		75 00
		3,865 99	343	3,740 17	29 43	1,584 44	10 27	200 00	200 00	36 00	

Postmaster General's Report.

Langley Prairie.....	167 76	133	931 31	8 29	521 94	2 44	64 00	
Lytton.....	232 32	222	6,461 57	41 41	711 19	16 25	200 00	
Midway.....	343 98	71	1,477 87	12 47	251 45	3 69	70 00	
Mission City.....	894 08	630	6,098 56	59 18	4,792 87	18 27	320 00	40 00
Nanaimo.....	5,802 44	5,688	78,557 84	1 67	36,977 17	113 69	1,700 00	200 00
Nelson.....	4,007 65	2,009	36,780 54	330 30	10,090 10	96 73	750 00	96 00
New Denver.....	7,97 24	908	16,940 43	128 22	2,725 20	44 45	190 00	
New Westminster.....	9,024 31	4,450	55,836 22	540 59	43,619 33	160 22	2,650 00	150 00
Nicola Lake.....	352 12	403	4,317 70	38 92	729 05	12 52	140 00	
Plumper Pass.....	191 57	292	2,389 93	19 53	801 21	6 58	100 00	
Port Hammond.....	440 06	303	2,596 37	22 24	2,681 77	7 44	196 00	
Queensle.....	518 68	773	20,720 47	136 89	2,237 03	52 26	172 00	
Revelstoke.....	1,018 98	716	12,900 92	110 78	5,990 64	34 03	420 00	100 00
Roger's Pass.....	1,100 03	214	4,320 85	30 75	4 24	10 78	72 00	
*Rossland.....	4,713 81	1,653	26,738 56	238 89	8,813 90	76 41	810 00	170 84
Salt Spring Island.....	273 36	297	3,790 49	31 08	808 54	9 91	100 00	
Soda Creek.....	226 44	430	6,848 27	48 51	1,198 23	17 35	100 00	16 00
Spence's Bridge.....	291 86	203	3,172 01	23 72	208 07	8 01	120 00	40 00
Steveston.....	588 56	436	7,320 32	68 41	1,167 95	18 73	100 00	
Sumas.....	61 07	122	7,689 68	6 18	884 98	1 89	50 00	
Union.....	1,699 06	3,363	95,535 43	706 45	6,998 45	241 47	440 00	100 00
Vancouver.....	32,653 08	11,023	161,618 62	1,626 18	131,719 74	53 07	760 00	50 00
Vernon.....	2,782 61	1,560	16,969 75	146 38	10,576 24	5 67	50 00	175 00
Victoria.....	41,509 08	13,500	166,292 37	1,802 76	181,455 66		570 00	125 00
Wellington.....	1,754 62	3,254	56,722 02	566 06	4,700 27	146 77	212 00	
Yale.....	535 36	136	2,131 20	18 02	1,529 46	6 64		
Non-Accounting Post Offices.....	24,222 06						9,106 83	119 34
Total.....	156,882 69	69,292	1,053,339 08	9,609 45	545,925 25	1,988 72	26,426 83	1,387 34
								1,775 84

* Accounting from 1st October, 1895. † Non-Accounting from 1st April, 1896. ‡ Accounting from 1st April, 1896. § Salaries, &c., entered in Auditor General's Report.

W. J. BARRETT,
Accountant.

WILLIAM WHITE,
Deputy Postmaster General.

Postmaster General's Report.

APPENDIX C

**ANALYSIS OF THE
MONEY ORDER BUSINESS**

Postmaster General's Report.

ANALYSIS of the Money Order Business of the Dominion of Canada for the Year ended 30th June, 1896.

	No. of Orders.	\$ cts.	\$ cts.
Total amount of Money Orders issued in Ontario.....	635,810		6,282,691 94
do Quebec.....	123,134		1,663,104 65
do Nova Scotia.....	118,909		1,612,905 58
do New Brunswick.....	67,355		873,418 33
do Manitoba.....	67,324		960,660 85
do North-west Territories.....	37,665		496,866 89
do British Columbia.....	69,292		1,053,339 08
do Prince Edward Island.....	9,643		139,473 30
Total number and amount of Money Orders issued.....	1,131,152		13,081,860 62
Total amount of Money Orders paid in Ontario.....		6,873,507 67	
do Quebec.....		1,840,726 86	
do Nova Scotia.....		1,508,669 34	
do New Brunswick.....		823,280 99	
do Manitoba.....		844,101 59	
do North-west Territories.....		254,066 67	
do British Columbia.....		545,925 25	
do Prince Edward Island.....		158,013 30	
Total amount of Money Orders issued and paid.....			12,848,311 67
			25,930,172 29

WILLIAM WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

Postmaster General's Report.

APPENDIX D

**LOSSES SUSTAINED IN COLLECTING THE POSTAL
REVENUE AND IN CONDUCTING THE MONEY
ORDER AND SAVINGS BANK SYSTEMS**

Postmaster General's Report.

STATEMENT showing the losses sustained in collecting the Postal Revenue and conducting the Money Order and Savings Bank systems in the Dominion of Canada, brought to account during the Year ended 30th June, 1896.

	\$ cts.
Postage stamps, etc., destroyed by fire at Castleton, Ont., 8th March, 1896.....	22 23
do do do Codrington, Ont., 16th December, 1895.....	12 00
do do do Elmvale, Ont., 7th July, 1895.....	4 14
do do do Holbrook, Ont., 2nd August, 1895.....	1 00
do do do Lynedoch, Ont., 28th May, 1895.....	4 82
do do do Spence, Ont., 11th July, 1895.....	5 00
do do do Springville, Ont., 6th June, 1895.....	2 00
do do do Wakopa, Man., 8th May, 1895.....	5 00
Postage stamps, etc., stolen from Bainsville, Ont., 7th January, 1896.....	20 00
do do do Eagle, Ont., 22nd August, 1895.....	12 65
do do do Eastman, Que., 16th July, 1895.....	49 26
do do do Fort William, Ont., 30th October, 1895.....	4 02
do do do Peel, N. B., 25th July, 1895.....	7 50
do do do Ridgetown, Ont., 21st February, 1896.....	1 90
do do do Stirling, Ont., 17th October, 1895.....	9 00
do do do Sutton, Que., 17th August, 1895.....	7 80
Postage stamps, etc., lost in transit to Emsdale, Ont., 5th March, 1896.....	46 86
Postage stamps, etc., and Post Office funds stolen from Alma, N. B., 3rd September, 1895....	5 91
do do do Arkona, Ont., 11th December, 1894.....	34 00
Postage stamps, etc., and Post Office funds destroyed by fire at Erin, Ont., 9th Sept., 1895..	4 95
do do do Pigeon Bluff, Man., 23rd March, 1896.....	5 00
do do do Staples, Ont., 15th Dec., 1895.....	7 09
Post Office funds stolen from Aylmer, Ont., 4th October, 1895.....	6 25
do do do Gravenhurst, Ont., 30th July, 1895.....	65 69
do do do Thompson's Station, N.S., 15th September, 1895.....	7 55
Counterfeit Dominion note taken at Toronto, Ont., 29th August, 1895.....	2 00
Notes of Newfoundland Banks that had suspended payment, taken at Georgetown, P. E. I., 15th March, 1895.....	80 00
do do do Halifax, N.S., 12th March, 1895.....	10 00
do do do Harbour au Bouche, N.S., 15th Mar., '95.....	5 00
do do do Mahone Bay, N.S., 21st March, 1895.....	5 00
do do do St. Peters, N.S., 15th March, 1895.....	10 00
	463 62

WM. WHITE,
Deputy Postmaster General.

W. J. BARRETT,
Accountant.

APPENDIX E

TRANSACTIONS OF THE

POST OFFICE SAVINGS BANK

Postmaster General's Report.

STATEMENT (in accordance with the Act 52 Vic., Chap. 20, Sec. 12) of the Post Office Savings Bank transactions for the Year ended 30th June, 1896, and of the total amount due to Depositors on that date.

	\$	cts.
Balance due to depositors on 30th June, 1895.....	26,805,542	47
Deposits received during the year.....	8,138,947	00
Interest allowed to depositors during the year, in accordance with the Statute.....	944,524	73
Amount of depositors' accounts transferred from closed Agencies of the Dominion Government Savings Bank during the year.....	449,981	61
	36,338,995	81
Repayments to depositors during the year.....	7,406,066	13
Balance due to depositors on the 30th June, 1896.....	28,932,929	68
	36,338,995	81

DAVID MATHESON,
Superintendent, Savings Bank Branch.

WILLIAM WHITE,
Deputy Postmaster General.

Postmaster General's Report.

APPENDIX F.

REPORT OF MISSING LETTERS

CLASS A.—REGISTERED LETTERS.

REPORT of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

CLASS A.
REGISTERED LETTERS.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappitulation.
					Name.	Place.			
1	C. W. Smith.	Clear Creek.	1894. May 9.	\$ 130 00	Western Bank of Tilsonburgh Canada.	Only \$110 stated to have been received.	No evidence to account for the alleged discrepancy.	7	
2	Wm. E. Thompson	Eldorado, Ont.	Aug. 13.	7 00	Henry Sexsmith	Heron Bay.	Stated not to have been received by the person addressed.	The postmaster of Heron Bay being unable to show what disposition made of this letter, made good contents.	3
3	E. Dionne.	St. Bonaventure.	Nov. 16.	225 00	Liddell J. Esperance & Co.	Montreal.	do	Evidence pointed to the conclusion that this letter disappeared in the St. Guillaume Post Office. Contents made good by Postmaster of that office.	3
4	Miss Leigh. Constance Causo.	N.S.	1895. April 22.	5 00	Rev. W. J. Ancelet.	Springfield.	do	This letter was entered on a bill of dead letter matter sent by the Postmaster of Springfield, to the Dead Letter Office, but search for the letter in the latter office proved unsuccessful.	4
5	Jas. Wetmore.	Blackville, N.B.	do 12.	17 25	D. Richard.	Acadieville, N.B.	do	This letter was intended for delivery at Acadie, but was sent to the Acadie Siding Post Office where it was mis-delivered to a person named Daniel Richard, who subsequently refunded the amount of its contents to the addressee.	3
6	Wm. Williams.	Newport Station, N.S.	do	100 00	Jos. Williams.	Clayton, B.C.	do	Only \$60 stated to have been received.	7

Postmaster General's Report.

7	B. S. Jansson.....	Sawyer ville, N.J./ do					35 00	G. Anderson.....	Selkirk, M.....	Stated not to have been received by the person addressed.	Believed to have been purloined by an assistant in the Selkirk Post Office, who subsequently restored the amount contained in the letter to the rightful owner, enclosing it in a letter bearing a fictitious signature. The assistant in question left Selkirk before the case was reported to the Department.	3
8	Thos. Flesher.....	Spanish River.....	May 4..				10 00	Mrs. Thos. Flesher, et.	Manitowaning.....	do	Stated to have been duly despatched from Spanish River to Manitowaning but to have failed to reach the latter office. The Postmaster of Manitowaning having neglected to report promptly the non-receipt of the letter was held responsible for its loss and made good contents.	3
9	Jos. Little.....	Rat Portage.....	June 21..				10 00	T. T. Atkinson.	Brandon.....	Only \$75 stated to have been received.	No evidence to account for the alleged discrepancy.	7
10	D. Schoolcraft.....	McLaren's Depot	do 26..				12 50	J. H. Gould	Smith's Falls.....	Stated not to have been received by the person addressed.	There being no record of the despatch of this letter from the McLaren's Depot Post Office, the Postmaster of that office made good contents.	3
11	J. W. Gallup (P.M. of Balfour, B.C.)	Balfour	do 26..				1 00	C. Stark & Co....	Toronto.....	do	This letter was despatched from L. L. four to Nelson and its receipt duly acknowledged by the latter office. The Postmaster of Nelson, however, failed to continue registration, and made good contents accordingly.	3
12	A. Pelland.....	St. Jean de Matha.....	July 14..				19 00	Beauchemin & fils	Sorel.....	Only \$9 stated to have been received.	Evidence pointed to the conclusion that this abstraction was committed at the St. Jean de Matha Post Office, but by whom could not be ascertained. The postmaster, though personally blameless in the matter, made good contents. See also Case No. 24, Class A.	5
13	Xavier Hardy.....	St. Raymond	do 17..				10 00	P. G. Bussiere...	Quebec.....	Only \$5 stated to have been received.	Loss made good by postmaster of St. Raymond, at whose office opportunity was offered for the theft, owing to the postmaster's failure to comply with the regulations respecting the treatment of registered letters.	5
14	Wm. Adams.....	Oshawa.....	do 17..				50 00	Belleville Basket Co.	Belleville.....	Only \$45 stated to have been received.	No evidence to account for the alleged discrepancy.	7
16	J. W. Rockley.....	Warkworth, Ont	do 23..				16 00	B. Leven & Co.	Montreal.....	Only \$1 stated to have been received.	do	7

A. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
			1895.	\$	cts.				
16	P. Longpré.	Ste. Adèle.	July 25.	7 50		Leandre Lauzon.	St. Jérôme.	No evidence to account for the alleged discrepancy.	7
17	Thos. Currie	Bala, Ont.	do 29.	30 00		A. Ferguson	Gravenhurst.	(Stated not to have been received by the person addressed.)	9
18	Wm. Carr	Webbwood	do 29.	10 00		J. D. Brown	do	The Gravenhurst Post Office was entered by burglars on the morning of the 31st July, 1895, and these letters stolen. No clue could be obtained to the perpetrators of the robbery.	5
19	C. E. Ayr	Stanley House.	do 29.	10 00		J. Passmore	do		6
20	Wm. Brown	Falkenburg Stn	do 29.	4 00		J. D. Brown	do		7
21	M. A. Simms	Gravenhurst	do 30.	10 00		Mrs. McPhee	Hartley, Ont.		9
22	J. Clairmont	do	do 30.	15 00		Alex. Cromar	Toronto		5
23	Geo. Hartlett	Bracebridge	do 30.	2 63		J. P. Cockburn	Gravenhurst.		6
24	J. B. Comptois	St. Michel des Saints	Aug. 2.	25 00		O. Jalbert	St. Gabriel	Only \$5 stated to have been received.	5
25	Why Lee	Pictou	do 8.	5 00		Wing Sing & Co	Montreal.	Stated to have been received without contents.	6
26	Mrs. T. A. Smith	Demorestville	do 20.	28 70		Robertson Bros.	Kingston.	Only \$20 stated to have been received. The Vineland Post Office was entered by burglars on the night of the 29th August, 1895, and these letters stolen. No clue to the perpetrators of the robbery.	7
27	O. and E. Harte	Montreal	do 27.	34 12		Geo. Bush	Vineland.	Stated not to have been received by the persons addressed.	9
28	S. K. Moyer	Toronto	do 28.	25 10		Sol. Davis	do	Stated to have been received without contents	6
29	Lee Sing	Toronto	Sept. 6.	30 00		Quong Lee	Montreal.	Stated to have been received without contents	6
30	Neil Shaw	Dalhousie Junction	do 12.	20 00		Alex. McIntyre	Mountain Brook, N. B.	Stated not to have been received by the person addressed.	3

Postmaster General's Report.

31	Rev. P. Caron.....	St. Donat de do	14	15 50	Rev. M. Bouillon	Ottawa	Only \$9.00 stated to have been received. alleged discrepancy.	7
32	Prof. J. Rose.....	Montcalm do	19	20 00	Mrs. J. Rose	Montreal	Stated to have been received without contents.	6
33	Postmaster, St. Hippolyte de Kilkenny.....	St. Hippolyte de Kilkenny	28	6 00	Postmaster	do	Stated not to have been received in the mail from Shawbridge for Montreal of 29th Sept. 1885, but not to have reached the latter office. No explanation of the disappearance of the letter obtainable.	2
34	A. Morin.....	St. Jean Port Oct. Joli	7	27 35	J. W. Kilgour & Bros.	Beauharnois	Only \$22.35 stated to have been received. alleged discrepancy.	7
35	J. Washer.....	St. Louis, Mo.	11	15 00	S. Sahmon	Montreal	Stated to have been received without contents.	6
36	C. A. Stephens	Charey Station	do	17 00	Manson Campbell	Chatham, Ont	Only \$2.00 stated to have been received.	7
37	Wah Lung.....	Toronto	do	25 00	Quong Lee	Montreal	Stated to have been received without contents.	6
38	Dr. Ford.....	Norwood	do	7 00	Harry Ford	Toronto	Only \$2.00 stated to have been received.	7
39	Miss M. MacDonald	Perth	do	5 00	Mrs. R. Wolff	do	Stated to have been received without contents.	6
40	Postmaster of Perth	do	do	1 50	Postmaster	do		
41	Chas. Rice.....	do	do	80c.	Clerk of the Surrogate Court.	do		
42	W. H. Jeffs & Co.	Havelock	do	14 00	H. A. Nelson & Son.	do		
43	do	do	do	5 00	Warwick Bros. & Rutter.	do		
44	A. V. Fuller.....	do	do	18 00	Jno. Taylor & Co.	do		
45	Wm. Church.....	Smith's Falls	do	3 00	Hientzman & Co.	do		
46	P. Hamilton Mfg Co.	Peterboro	do	1 00	R. G. Dunn & Co.	do		
47	W. J. Stubbs.....	do	do	1 00	W. O. McTaggart	do		
48	St. A. Smith.....	do	do	1 00	E. T. Parker	Be-thehem, Pa		
49	C. E. Mortimer.....	Sharbot Lake	do	3 00	D. Blackley	Toronto		
50	Kate Ryan.....	Peterboro	do	10 00	Hientzman & Co.	do		
51	J. C. Turnbull.....	do	do	0 60	T. E. Marsland	do		
52	Wm. Porter.....	Manver's Station	do	10 40	Lyman Bros. & Co.	do		
53	Jas. Douglas.....	Arlen	do	3 50	T. Eaton & Co.	do		
54	Jos. Dougherty.....	Peterboro	do	21 00	Gurney Foundry Co.	do		
55	Robt. Hill.....	do	do	3 25	Aikenhead Hardware Co.	do		

Stated not to have been received by the persons addressed. The mail pouch in which these letters were contained was lost or stolen at the Union Station, Toronto. The Railway Mail Clerk, in whose charge this pouch was at the time, made good contents of the letters in question.

A. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptitation.
					Name.	Place.			
56	A. Foster.....	Pembroke	1895. Oct. 18..	\$ cts. 200 00	Hugh Grant.....	Rowanton	Only \$190 stated to have been received.	Loss made good by the Postmaster of Rapides des Joachim, at whose office opportunity was afforded for the abstraction, owing to the Postmaster having allowed an unauthorized person to have access to the correspondence passing through the office.	5
57	Jane S. Hairshaw.....	Springfield, Mass.	do 23..	50 00	Mrs. H. Cregreen	Montreal	Stated to have been received without contents.	See Case No. 25, Class A.....	6
58	Lillian Gaffney.....	Bridgport, Conn.	do 23..	15 00	Jas. A. Gaffney.	do			
59	MacJellan, Liddell & Chine.	Cornwall	do 26..	3 00	W. Henderson..	Fallowfield	Stated not to have been received by the person addressed.	Believed to have been stolen from the Fallowfield Post Office. The perpetrator of the theft could not be discovered.	9
60	A. D. Taylor.....	Ladner, B.C.	do 26..	1 00	T. Kingsley.....	Eburne, B.C.	do	The Eburne Post Office was broken into by burglars on the night of the 17th November, 1895, and the registered letter in question stolen. The Postmaster having neglected to place the letter in a secure receptacle, made good contents.	8
61	Wm. Thompson.....	Toronto	Nov. 6..	8 00	G. W. Cooley...	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
62	John Drummond..	Fitzroy Harbour	do 8..	\$27 in money and 57c. in stamps.	F. Cole, Bank of Armprior in Ottawa.		do	The Galetta Post Office was entered by burglars on the night of the 9th November, 1895, and this letter rifled of its contents. No clue obtained to the perpetrator of the robbery.	9
63	Geo. Robinson.....	Lisle, Ont.	do 14..	\$5 in bills and 50c. in postage stamps.	Burk & Graham's Bank.	Creemore	do	No evidence to account for the alleged discrepancy.	7

A. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
77	Jos. Lynch.	Stratford.	1895 Dec. 19.	8 cts. 20 00	Mrs. Thos. Lynch	Alliston	Stated not to have been received by the person addressed.	The evidence in the case pointed to the conclusion that this letter disappeared while in the custody of the Alliston Post Office, and the postmaster was accordingly called upon to make good contents.	3
78	Miller & Bouchier.	Sutton West.	1896. Jan. 2.	550 00	Molson's Bank.	Toronto	(Stated not to have been received by the persons addressed.)	These letters were contained in a mail made up at Sutton West for Toronto which was robbed while awaiting despatch over night at the Sutton West Post Office. No clue to the perpetrators of the robbery.	9
79	Robt. Stiles.	(do)	(do) 2.	5 00	M. Stiles.	Gooderham.			
80	D. G. Cockburn.	Grierson, Atla.	do 4.	10 00	H. P. Griffin	Kelowna, B. C.	Stated to have been received without contents.	The evidence points to the conclusion that the letter was tampered with by the Postmaster of Kelowna, who has since left the country. Amount made good by a relative of the absconding Postmaster.	5
81	John McIntosh.	Prinrose, Ont.	do 8.	10 00	Saunel Fleming	Mansfield, Ont.	Stated not to have been received by the person addressed.	There being no evidence of the despatch of the letter from the Prinrose Post Office, the Postmaster of that office, made good contents.	3
82	R. Ramsay & Co.	Orange Ridge, M.	do 15.	30 00	Mrs. A. Maedon-Winnipeg ald.	Winnipeg	Only \$25 stated to have been received.	No evidence to account for the alleged discrepancy.	7
83	Frank Greentree.	Glenholm, M.L.	do 23.	2 60	D. J. McMillan.	Franklin, Man.	Stated not to have been received by the person addressed.	There being no conclusive evidence of the despatch of this letter from the Glenholm Post Office, the Postmaster of that office, made good contents.	3
84	Wm. Oaks.	Morden, M.	do 25.	2 00	"Norwester"	Winnipeg.	Stated to have been received without contents.	Loss made good by Postmaster of Morden, the evidence in the case pointing to the conclusion that the letter was tampered with at the Morden Post Office.	5

Postmaster General's Report.

85	C. R. Graves	Denman Island, B.C.	do	29..	25	F. C. Gamble ..	Victoria	do	No evidence to account for the alleged discrepancy.	7
86	.....	North Westport, Mass.	.....	.....	5 00	Mrs. John Four- mier.	Bainsville	do	The Bainsville Post Office was entered by burglars on the night of the 7th January, 1896, and this letter stolen. No clue to the perpetrators of the robbery.	9
87	Z. Haggett	Newcastle, N.B.	Feb. 26..	.....	15 00	Mrs. Jane Hag- gett.	Harbour Breton, Nfld.	do	This letter and others received at the Newcastle, N.B., Post Office, believed to have been stolen by a dishonest employee or employees in that office. The Postmaster and his assistant were both brought to trial on a criminal charge. Case not yet completed. Department unable to recover any portion of the money stolen.	4
88	E. Ruel	St. Joseph de Lévis.	Mar. 10..	.....	15 00	W. D. Stroud & Sons.	Montreal	Only \$10 stated to have been received.	No evidence to account for the alleged discrepancy.	7
89	Irene C. Cameron	Newton High- lands, Mass.	do 10..	.....	15 00	Mrs. H. Cameron	Pitcher's Farm, N.S.	Stated not to have been received by the person addressed.	This letter was duly despatched from Halifax to Antigonish and its receipt acknowledged by the latter office. There being no further trace of it, however, the Postmaster of Antigonish made good contents.	3
90	A. E. Lussier	Ottawa	do 12..	.....	6 00	David McLaurin	Metcalfe	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
91	Manager, Bank of Montreal.	Vernon, B.C. . .	do 16..	.....	29 90	H. N. Elliott . . .	Armstrong, B.C.	Only \$24 stated to have been received by the person addressed.	do do	7
92	Chas. Ellis	Moore's Falls, Ont.	do 24..	.....	3 10	Brown & Sons . .	Paris, Ont	Only \$2.90 stated to have been received.	Tampered with at the Moore's Falls Post Office by a person who was not mentally responsible. Money made good by Postmaster of Moore's Falls.	5
93	Geo. Turner	Winfield	do 18..	.....	2 00	"Family Herald and Weekly Star."	Montreal.	Only \$1.50 stated to have been received by the person addressed.	Letter tampered with by the Postmaster of Winfield who was tried for the offence but allowed to go on suspended sentence.	5
94	Robt. Mudd	Wavy Bank, M.	April 1..	.....	2 00	"Family Herald and Weekly Star."	Montreal	Stated to have been received without contents.	The evidence in the case pointed to the conclusion that the abstractions took place in the Wavy Bank Post Office, and the Postmaster accordingly made good the amount ab-	5
95	do	do	do 1..	.....	2 25	John Pearce & Cb.	London, Ont. . . .	Only 25cts. stated to have been received.	tracted.	

A. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.—Continued.

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 Reputation.
					Name.	Place.			
96	Postmaster Glam. mis.	Glamis, Ont.	1896. April 2.	\$ 15 00	Bank of Montreal.	Ottawa.	Stated not to have been received by the person addressed.	The loss in this case fell upon the Postmaster of Glamis, who neglected to enter the letter on the Letter Bill of the mail from his office for the W. G. & B. Railway with which it should have been despatched.	3
97	Miss Bessie Nichol.	Bear River, West Side.	do 13	30 00	Mrs. H. L. Clarke.	H. Annapolis.	do	Misc. delivered by the Postmaster of Annapolis, who made good the amount which the letter contained.	3
98	C. Ouellette	Valmorin.	do 20.	18 00	Alf. Prevost.	St. Agathe des Monts.	Stated not to have been received by the persons addressed.	These letters were contained in a mail package made up at Mont Morin for Montreal, which is stated not to have reached the latter office; inquiry unsuccessful.	2
99	do	do	do 20.	12 50	J. Charette.	do	do	New Ross Post Office destroyed by fire and this letter burnt.	10
100	do	do	do 20.	14 00	D. Leonard.	St. Jovite.			
101	do	do	do 20.	2 00	Isaac Constantineau.	do			
102	David Lantz.	New Ross, N.S.	do 28.	3 00	David Moland.	East Chester.	do		
103	J. H. Lake.	Edinburgh, Ont.	May 1.	14 40	Northrup & Lyman.	Toronto.	Only \$9.36 stated to have been received.		7
104	Miss Maggie Wilkiamson.	Harrowsmith.	do 4.	3 65	T. Eaton & Co.	Toronto.	Stated not to have been received by the person addressed.	This letter was stolen by burglars from the Harrowsmith Post Office on the night of the 5th May, 1896. No clue to the perpetrators of the robbery.	9
105	WILKINSON A. Holstein.	Caldwell's Mills.	do 11.	10 00	Miss Leah Holstein.	Montreal.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
106	M. Barrett.	Capelton.	do 19.	2 00	D. Dendon.	Richmond, Q.	do	The contents of these letters were abstracted by burglars who effected entrance to the Richmond Post Office on the night of the 20th May. No clue to the perpetrators of the robbery.	9
107	Miss L. Birt.	Knowlton.	do 19.	2 25	Mrs. B. Banner.	do			

Postmaster General's Report.

No.	Name	Address	Date	Amount	Description	Remarks
108	Rev. E. Patten	Up'r Bay du Vin, N. B.	do	25		
109	Mary Clancey	Boston, Mass.	do	26		
110	Albert Bryenton	Bryenton	do	26		
111	Israel Legere	Legere	do	28		
112	Harvey McDougall	Renous Bridge	do	29		
113	Morgan Hayes	North Renous	June	1		
114	R. A. Wilson	Newcastle	do	1		
115	Caleb Berry	do	do	1		
116	G. W. Cowie	Pictou	do	1		
117	Harriett Johnston	Boston, Mass.	do	2		
118	F. D. Jardine	Renous Bridge	do	3		
119	Bank of Montreal	Montreal	do	4		
120	J. H. Harris	Patien, Me.	do	4		
121	A. Bryenton	Bryenton	do	5		
122	D. Sullivan	Renous Bridge	do	5		
123	J. D. Murray	Red Bank	do	5		
124	Geo. Gratts	S. Brewer, Me.	do	6		
125	Merritt Bros & Co.	St. John	do	7		
126	J. A. Johnston	NW Bridge, N. B.	do	8		
127	Edwa d Hayes	South Renous	do	8		
128	Miss Marie Maheux	Moncton, N. B.	do	8		
129	Miss Ella B. Riddiford	Coleman, Ont.	do	9		
130	Eug. Bernard	Mongenaix, Q.	do	12		
131	John Webb	Nakusp, B. C.	do	15		
132	G. A. Leduc	St. Tite	do	22		
133	Rev. Father Leduc	Chapleau	do	27		
27	John McKane	Newcastle, N. B.		70		
100	Matt. Clancey	Red Bank		10		Stated not to have been received by the persons addressed.
95	Steel Briggs Seed Co.	Toronto		27		
26	Bk of Nova Scotia	Newcastle		6		See Case No. 87, Class A.
45	Bain Bros Mfg Co.	Brantford		22		
18	W. A. Titmore	Amherst		00		See Case No. 87, Class A.
5	Mrs. L. A. Wilson	Nixon		00		
10	Mrs. C. Berry	do		00		See Case No. 87, Class A.
25	Mrs. R. R. Cowie	Douglstown		00		
20	Annie Harvey	do		00		See Case No. 87, Class A.
23	McLaughlin Carriage Co.	Oshawa		05		
126	W. H. Byer	Whitney, N. B.		00		See Case No. 87, Class A.
15	E. Tozier	Red Bank		00		
11	W. H. Thorne	St. John		79		See Case No. 87, Class A.
5	John Hogan	Charlo		50		
14	H. H. Fairbanks	Bangor, Me.		00		See Case No. 87, Class A.
20	Mrs. Geo. Gratts	Douglstown		00		
8	P. Hennessy	Newcastle		68		See Case No. 87, Class A.
30	Mrs. J. A. Johnstone	Berry Mills		00		
20	S. Freeze	Doaktown		00		See Case No. 87, Class A.
2	W. H. Gagné	St. Justin		00		
2	Family Herald & Weekly Star	Montreal		00		See Case No. 87, Class A.
5	C. W. Lindsay	Montreal		00		
35	Mrs. G. Service	Regina		00		See Case No. 87, Class A.
110	H. Lamontagne & Co.	Montreal		35		
10	A. J. Boucher	do		00		See Case No. 87, Class A.
27	do	do		00		

No evidence to account for the alleged discrepancy.

Money abstracted by an assistant in the Coleman Post Office. The postmaster made good the money, but no criminal information was lodged inasmuch as it appeared that the guilty party did not fully understand the nature of the act.

Registration dropped at the Ste. Justine de Newton Post Office. The postmaster of that office accordingly made good contents.

No evidence to account for the alleged discrepancy.

do do

This letter was lost while in charge of a letter carrier on the staff of the Montreal Post Office, who made good contents.

Postmaster General's Report.

APPENDIX G

REPORT OF MISSING LETTERS

CLASS B—UNREGISTERED LETTERS

B. UNREGISTERED LETTERS.—Report of all cases occurring within the year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in which Recaptured.
					Name.	Place.			
1	H. McIntyre.....	London.....	1894. Dec. 3..	\$ cts. 3 00	J. R. Oliver.....	St. Mary's, O.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
2	Mrs. Armstrong...	St. Joseph Street Branch, Toronto	do 18..	5 00	Mrs. J. Shirkie.	Grenfell, Assa.....	do	do	
3	F. E. Morton.....	Sussex, N. B.....	do 24..	2 00	Miss M. N. Freeze	Hampton, N. B.....	do	do	
4	Stephen Sawden...	Waldemar.....	do 28..	8 00	F. W. Humphrey	Toronto.....	do	In this case, although, owing to want of registration, there is no absolute evidence of loss while in charge of the Post Office, there is a possibility that the letter and a number of others may have been stolen by a dishonest letter carrier who was convicted of having stolen certain letters passing through the Toronto Post Office containing no money and sentenced to 4½ years in penitentiary.	
5	W. D. Staples...	Mount Forest, O.	do 29..	3 00	Mrs. D. Grant.	Singhampton, O.....	do	No trace owing to want of registration.	
6	Rev. H. A. Brown.	Meaford.....	1895. Jan. 5..	1 20	D. Grant.	do	do	do	
7	Alphonstine Morrison.	Napierville, Q.....	do 5..	3 00	Mdme J. M. Le-duc.	St. Jean Baptiste de Montreal.	do	do	
8	Eugène Belisle....	Mount Martin, Q.	do ..	2 00	Mdme L. Duchouchel.	do	do	do	
9	Mrs. W. Mackay...	Newark, N. J.....	do 7..	5 00	Mrs. R. J. Robinson.	do	do	do	
10	N. G. F. Baillargé.	Rimouski, Q.....	do 7..	27 00	Theophile Bail-largé.	do	do	do	
11	Thos. Ruston.....	Georgetown.....	do 14..	32 86	Lyman, Knox & Co.	Toronto.....	do	do	
12	E. Leonard.....	Ottawa.....	do 21..	10 50	W. B. Willough-by.	do	do	No trace owing to want of registration, but see Case No. 4, Class B.	
13	E. Evans.....	Yelverton, O.....	Feb. 1..	1 00	Schofield's Drug Store.	do	do	No trace owing to want of registration, but see Case No. 4, Class B.	1

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14	Alex. Fletcher	Newmarket	do	5	15 00	Miss Maund Dowel	do	do	No trace owing to want of registration.
15	E. H. Brandt	Montreal	do	5	2 50	Rev. G. Charles	St. Jean Baptiste de Montreal	do	No trace owing to want of registration, but see Case No. 4, Class B.
16	F. Bustin	Uxbridge	do	11	5 00	E. Mand Merrill	Toronto	do	No trace owing to want of registration, but see Case No. 4, Class B.
17	Lilian Crawford	Zimmerman	do	15	1 00	Methodist B. and P. House	do	do	No trace owing to want of registration, but see Case No. 4, Class B.
18	C. A. Douglas	Ottawa	do	20	5 00	Rev. Wm. Harris	Montreal	do	No trace owing to want of registration.
19	F. W. McLean	Toronto	do	22	2 00	Dr. Hunt, 373 Spadina Ave.	Toronto	do	No trace owing to want of registration, but see Case No. 4, Class B.
20	Not stated	do	Mar.	6	5 00	Miss Beck Little	Glen Cross	do	No trace owing to want of registration.
21	Jno. D. Flynn	Boston, Mass.	do	17	10 00	Wm. D. Flynn	North-West Arm, N.S.	do	Stated to have been received at the North West Arm P. O., and to have been despatched to the Dead Letter Office as undeliverable. It was, how- ever, not received at the latter office, and no further trace of it could be obtained.
22	Dr. R. R. Hopkins	Grand Valley, O.	do	19	1 00	Mrs. R. B. But- land	Toronto	do	No trace owing to want of registration, but see Case No. 4, Class B.
23	A. W. Mishaw	Oakville	do	22	4 00	Mrs. A. W. Mi- shaw	do	do	do
24	Mrs. P. Simpson	Montreal	do	28	1 00	Mrs. E. G. Churchill	do	do	do
25	Mrs. Chinnick	Edmonton, Alta.	do	31	2 00	Mrs. Geo. Hanna	do	do	do
26	George Seale	Birdie, Man.	April 16	16	36 22	T. Eaton & Co.	do	do	do
27	Richd. Wellington	Lindsay, O.	do	16	15 00	Imperial Silver- ware Co.	Windsor, O.	do	No trace owing to want of registration.
28	Jas. Cavanagh	Ventry	do	16	1 00	Municipal World	St. Thomas	do	do
29	Geo. J. Hoyt	Weymouth Bridge, N.S.	do	18	\$22 and 12 cents in stamps.	T. B. Barker & Sons.	St. John, N.B.	do	do
30	Mrs. M. Hardy	Toronto	do	22	5 00	Miss L. Jackson	Toronto	do	No trace owing to want of registration, but see Case No. 4, Class B.
31	W. L. Wilson	Caledon	do	23	1 00	The Sentinel	do	do	do
32	Geo. C. Haines	Bowmanville	do	25	5 00	Miss Minnie C. Haines	Ponty Pool	do	No trace owing to want of registration.
33	H. Piggott	Crystal City, M.	do	29	1 16	T. E. Eaton & Co.	Toronto	do	do
34	Geo. W. Elliott	Winnipeg	do	29	5 00	Thomas Elliott	Montreal	do	do
35	W. J. Eby	Cookstown	do	29	10 00	John Macdonald & Co.	Toronto	do	No trace owing to want of registration; but see case No. 4, Class B.
36	W. J. Eby	do	do	29	6 00	Robt. Darling & Co.	do	do	No trace owing to want of registration.
37	M. G. Boyd	Huntingdon	May	4	10 00	Thos. Galbraith	Port Hope	do	No trace owing to want of registration.
38	Osmond, O'Brien & Co.	Noel, N.S.	do	7	15 68	T. B. Barker & Sons.	St. John, N.B.	do	do
39	Mrs. Edwin Moore	Russell	do	8	1 67	T. Eaton & Co.	Toronto	do	do
40	John Mills & Sons.	Granville Ferry, N.S.	do	13	5 24	T. B. Barker & Sons.	St. John, N.B.	do	do

B. UNREGISTERED LETTERS.—Report of all Cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappellation.
					Name.	Place.			
41	Ernest Jerome	Quebec.	1895. May 14.	\$ cts. 2 00	Clara Marcotte.	St. Jean Baptiste de Montreal.	No trace owing to want of registration.		
42	Sinclair Fruit Co.	Morden.	do 20.	11 50	Advertiser Publishing Co.	London.	do	do.	
43	W. McPherson.	Randolph, N.B.	do 20.	2 00	Dr. McWilliams.	Main River, N.B.	do	do	
44	Sister M. Joseph.	Lachine	do 20.	stamp, 5c.	Rev. E. A. Jatte.	Pembroke, O.	do	do	
45	James S. Earl.	Hillsdale.	do 25.	25 00	Gordon, Mackay & Co.	Toronto	do	No trace owing to want of registration.	
46	Jas. C. Cook.	Toronto	do 27.	4 00	American Hotel.	St. Catharines.	do	do	
47	Jno. A. Trollope	Grahamsville.	do 28.	\$ 1.20 in stamps.	D. Grant.	Singhauphton	do	do	
48	P. Grace.	Gracefield	do 28.	0 50	Miss Ettie Shanly.	Ottawa.	do	do	
49	D. L. Scott.	Listowel.	do 28.	75 00	Milne & Hefferman.	Trout Creek.	do	do	
50	G. W. Thexton.	Napanee.	do 28.	10 00	Geo. Thexton.	Uxbridge.	do	do	
51	Mdme. Vve. Jos. Bolly.	O'Donnell's Sid-ing.	June 1.	8 00	Dupuis, Demers et Cie.	Chambord.	do	do	
52	Loftie V. Porter.	Yorkville.	do 3.	10 00	Dr. G. D. Porter.	Rockland.	do	do	
53	H. E. W. Kemp.	Stroud.	do 4 to 8.	1 54	Rev. H. S. Matthews.	Aliston.	do	do	
54	W. J. D. Torre.	Regina, Assa.	do 8.	2 00	Chas. D. Torre.	Halifax.	do	do	
55	Alf. Robinson.	London	do 8.	\$34.96 in stamps.	The Postmaster General.	Ottawa.	do	do	1
56	Mdme. F. Anger.	Pointeaux rembles.	do 11.	0 75	Monastere du Precieux Sang.	do	do	do	
57	Wm. Kyle.	Seaforth.	do 10.	6 20	Rowman, Kennedy & Co.	London.	do	do	
58	W. W. Fawcett.	Upper Sackville.	do 10.	26 00	A. Trenholm.	Lower Tidnish.	do	do	
59	L. White.	Rush Lake, N. W. T.	do 10.	5 00	Miss L. White.	St. Jean Baptiste de Montreal.	do	do	

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60	Mrs. E. C. Starr.	Whitby	do	10	10 00	Scott Nichol.	Montreal.	do	do	do	do
61	A. M. Allen.	Banda.	do	11.	10 00	Wm. Briggs.	Toronto	do	do	do	do
62	George Langan.	Portage du Fort.	do	12.	4 20	Leavorte, Martin & Co.	Montreal	do	do	do	do
63	Mrs. E. Adams.	Ventnor.	do	12.	30 00	Carter, Galbraith & Co.	do	do	do	do	do
64	Neil Campbell.	Windsor	do	12.	10 00	Mrs. Capt. Camp-Owen Sound.	do	do	do	do	do
65	D. E. Minns.	Harrison Stath	do	12	8 00	Mrs. D. E. Minns	Belleville.	do	do	do	do
66	Mrs. Judson Doyle	Owen Sound	do	13 to 20	20 00	Mrs. West Cath.	Belwood.	do	do	do	do
67	John Stewart.	Beeton	do	14.	3 00	Andrew Stewart	Toronto	do	do	do	do
68	Mrs. D. C. Cowan.	Gananogue	do	15.	12 70	W. Bassam	Kingston	do	do	do	do
69	Mrs. J. V. Watts.	Walsh, O.	do	15, 16	2 00	Mrs. M. O. Owen	Brampton, O.	do	do	do	do
70	Frederick Heal.	Bowmanville.	do	16.	8 00	Mrs. W. Van-Blackstock.	do	do	do	do	do
71	W. F. Bristow.	St. Sylvester	do	18.	2 00	A. Eaves.	Montreal.	do	do	do	do
72	Peter Campbell.	Ventnor.	do	18	2 00	Jas. Holmes.	Spencerville	do	do	do	do
73	R. E. Bell.	Halifax	do	20.	8 00	Mrs. R. E. Bell.	Toronto	do	do	do	do
74	R. Thomson	Paris, O.	do	22.	10 00	Mrs. R. Thomson	Osnawa.	do	do	do	do
75	Reid & Wilson.	Seaforth.	do	24.	8 60	The James Smart Mfg. Co.	Brockville.	do	do	do	do
76	Chas. Miekler.	Midland	do	24.	2 50	Mrs. Chas. Mick-	Collingwood	do	do	do	do
77	R. W. King.	Toronto	do	24.	5 00	Wm. Griffin.	Fergus	do	do	do	do
78	Mary Robertson.	do	do	25.	2 00	J. W. Robertson	Oakville.	do	do	do	do
79	C. W. Doncaster.	Bowmanville.	do	25.	3 00	Miss Adela Don-	Janetville, O.	do	do	do	do
80	Mrs. Mack.	Hornby.	do	25	2 00	A. Wolverson.	Wolverson, O.	do	do	do	do
81	Dr. J. A. Hamel.	Chicoutimi.	do	26.	1 00	P. Dechène.	St. Sauveur, Q.	do	do	do	do
82	D. Schoolcraft.	McLaren's Depot	do	26.	12 50	J. H. Gould.	Smith's Falls.	do	do	do	do
83	R. H. Tray.	Kingsbury.	do	28.	10 00	Mrs. Annie Tray	Wardsville.	do	do	do	do
84	Mdme. Turgeon.	Montreal.	do	28.	2 00	Jean Plante.	St. Charles de Bellechasse.	do	do	do	do
85	Mrs. P. M. Cornell	Stanbridge.	do	28.	1 00	"Family Herald and Weekly Star."	Montreal.	do	do	do	do
86	Geo. H. Grills.	Midland	do	29.	5 00	Mrs. G. H. Grills	Belleville	do	do	do	do
87	Philomène Fortier.	Montreal.	do	30.	2 00	Rev. Sœur Cœur de Jésus.	Ottawa.	do	do	do	do
88	R. A. Wilson.	Toronto	July 1.		2 00	Sara M. Watson.	Toronto	do	do	do	do
89	Mary McDermott.	Almonte.	do 1.		1 00	Rev. M. Sup. of the Precious Blood.	Ottawa.	do	do	do	do
90	Mrs. C. Wickham.	Woodstock, O.	do 1.		5 00	Mrs. W. S. Pearcy	Toronto	do	do	do	do

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Stated to have been received without contents. No evidence to account for the alleged discrepancy.

Stated not to have been received by the person addressed. No trace owing to want of registration.

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
91	E. Houde.....	Ste. Geneviève de Batiscan.	1895, July 1.	3 00 cts.	Mrs. E. Houde.	Montreal.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
92	Mdme S. Matte.....	St. Raymond.....	do	25 cents, stamps.	Rev. Sr. Marie Immaculée.	Ottawa.....	do	do	
93	Mrs. J. Crawford.....	North Bay.....	do	2 00~	do	do	do	do	
94	Mrs. Hill.....	Huntington.....	do	6 00	Miss M. Hill.	Montreal.....	do	do	
95	Maggie Falconer.....	Toronto.....	do	2 00	Bessie Fleming.	Belleville.....	do	do	
96	G. Bruce Brown.....	On board steam'r "Lytton," Nainokusp, B.C.	do	4 50	Geo. T. Madden.	Orillia.....	do	do	
97	do	do	do	1 00	F. J. Might.	Peterboro'.....	do	do	
98	Mrs. F. Gee.....	Red Deer, Alta.	do	1 22	T. Eaton & Co.	Toronto.....	do	do	
99	A. E. Moore.....	Smith's Falls.	do	5 00	Miss M. Moses.	Bowmanville.....	do	do	
100	T. D. Beddoe.....	London G. T. R. Station.	do	25 00	Mrs. T. D. Beddoe.	Torance.....	do	do	
101	C. A. Cornellier.....	Joliette.....	do	20 00	Dame C. A. Cornellier.	Montreal.....	do	do	
102	Mrs. Coffin.....	Grand Métis.....	do	0 57	J. H. Blumenthal & Sons.	do	do	do	
103	F. Racine.....	Louiseville.....	do	8 75	Léger St. Jean.	Montreal.....	do	do	
104	J. H. Gascon.....	St. Henri de Montreal.	do	7 00	Wm. Brice.	Toronto.....	do	do	
105	Mrs. Robertson.....	Milton.....	do	2 00	W. A. Murray & Co.	do	do	do	
106	Sr. N. du St. Sacrament.	St. Sacrament, Montmagny.....	do	9 00	Laviolette & Nelson.	Montreal.....	do	do	
107	Lena Hoffman.....	Durham.....	do	1 00	Carrie Hoffman.	Stratford.....	do	do	
108	Agnus White.....	Almonte.....	do	1 00	Rev. M. Sup. Mon. Precious Blood.	Ottawa.....	do	do	
109	Ann Trolley.....	Alvinston.....	do	7 00	Beadmore & Co.	Toronto.....	do	do	
110	Miss A. M. Devine.....	Renfrew.....	do	10 00	Mrs. John Devine.	Ottawa.....	do	do	
111	Edouard Gingras.....	Montreal.....	do	6 00	Mdme E. Gingras.	Quebec.....	do	do	
112	C. H. Tarbell.....	Union, B.C.	do	5 00	Mrs. C. H. Tarbell.	Victoria.....	do	do	

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113	J. A. Leroux.....	Cedars.....	do	10..	15 00	Macdonald Valleyfield.....	do	do	do
114	Mrs. E. C. Starr.....	Whitby.....	do	10..	10 00	Dr. Scott Nichol Montreal.....	do	do	do
115	Maggie Falconer.....	Toronto, Spadina Ave Br.....	do	10..	3 00	Bessie Fleming.. Belleville.....	do	do	do
116	Mrs. R. W. Gardiner.....	Mount Forest.....	do	11..	5 00	Miss M. J. Stinson, Toronto.....	do	do	do
117	Cantin & Bresse.....	Quebec.....	do	11..	5 00	Celestin Tanguay Montreal.....	do	do	do
118	P. Campion.....	Russelltown.....	do	11..	5 40	A. King do.....	do	do	do
119	William Buckley.....	Wallace, N. S.....	do	11..	5 00	Mrs. Robt. Tipple, Rockland, N.B.....	do	do	do
120	J. T. Schell.....	Alexandria, O.....	do	12..	35 00	Mrs. J. T. Schell Tilsonburg.....	do	do	do
121	Chas. R. Bent.....	Tupperville, N. S.....	do	13..	8 25	G. T. Bohaker.. Annapolis.....	do	do	do
122	Lewis Borland.....	Owen Sound.....	do	14..	9 00	Mrs. Borland.. Peterboro'.....	do	do	do
123	Edouard Gingras.....	Montreal.....	do	14..	6 00	Mdme E. Gingras Quebec.....	do	do	do
124	A. Asselin.....	St. Andre Avelin.....	do	15..	5 00	O. Asselin.. Ottawa.....	do	do	do
125	John Cumberland.....	Listowel.....	do	15..	5 00	Miss J. Cumber-Virgl.....	do	do	do
126	Geo. Stewart.....	Ottawa.....	do	16..	4 00	Mrs. Geo. Stewart, Port Credit.....	do	do	do
127	Isaac Hoffman.....	Stratford.....	do	17..	1 00	J. H. Land, Dominion Secy., Hamilton.....	do	do	do
128	J. D. McCall.....	Montreal.....	do	18..	5 00	Mrs. Calvert.. Deer Park.....	do	do	do
129	Hon. N. C. Wallace.....	H. of Commons, Ottawa.....	do	18..	\$10	Mrs. N. C. Wallace, Woodbridge.....	do	do	do
130	M. Calvert.....	Cote St. Antoine.....	do	18..	5 00	Mrs. Calvert.. Deer Creek, O.....	do	do	do
131	P. Bissonnette.....	South Casselman.....	do	18..	15 00	Thibeault & Bros. & Co., Montreal.....	do	do	do
132	Miss K. G. Sea-brook.....	Komoka.....	do	20..	2 00	Revd. James T. Stitt, Toronto.....	do	do	do
133	.....	Buffalo, N. Y.....	do	20..	15 00	G. Elmslie.. Lachine.....	do	do	do
134	Mrs. Atkinson.....	Victoria.....	do	20..	10 00	H. N. Atkinson, Canoe Pass, B. C.....	do	do	do
135	Hough & Campbell.....	Winnipeg.....	do	20..	2 00	White, Cote & Walls, Sherbrooke.....	do	do	do
136	F. W. Coates.....	Fort Frances.....	do	22..	2 20	T. Eaton & Co., Toronto.....	do	do	do
137	Miss C. English.....	Dufferin.....	do	22..	8 00	Miss Jeannette Arthur.....	do	do	do
138	Wm. Hull.....	Hamilton.....	do	27..	4 00	Mrs. Wm. Hull, Toronto.....	do	do	do
139	H. E. Fish.....	Toronto.....	do	27..	1 00	J. H. Land.. Hamilton.....	do	do	do
140	Mrs. J. Brandon.....	do Blecker St. Br.....	do	27..	5 28	Mrs. Jno. Ray.. Woodville.....	do	do	do
141	John Rowen.....	Alton.....	do	29..	7 34	Thos. E. P. Sutton, Toronto.....	do	do	do
142	Mdme. W. Parent.....	Montreal.....	do	29..	7 00	Dame H. Darois Valleyfield.....	do	do	do

This letter was stolen by a dishonest assistant in the Lachine P. O. Evidence not sufficient to warrant prosecution, but money made good by Postmaster of Lachine.
No trace owing to want of registration.

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

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 Receipt.
					Name.	Place.			
143	Miss H. Brien	Kingston	1895. July 29	\$ cts. 2 00	Miss J. Brien	Bishop's Mills	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
144	Mrs. P. Rielly	Almonte	do 29	1 26	St. Mary Immaculate, Precious Blood.	Ottawa	do	do	
145	F. S. Mackay	Montreal	do 30	1 55	Thomas Barron	Lachute	do	do	
146	Dr. F. E. Bortwick	Elmira	do 30	0 20	D. Pyke	Toronto	do	do	
147	H. J. Clarkson	Woodstock Rwy. P. O.	do 30	10 00	Mrs. H. J. Clark-son.	Little Métis	do	do	1
148	R. Gill	Ottawa	do 31	3 00	Mrs. R. Gill	St. Henri	do	do	
149	Eugénie Thérien	St. Cuthbert	Aug. 1	2 00	J. H. Thérien	Montreal	do	do	
150	Amedée Lachance	Lavaltrie	do 1	20 00	M. Barsalon & Cie.	do	do	do	
151	Jennie Boughman	Alton	do 1	10 00	R. Craig	Fergus	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
152	H. Cameron	Toronto	do 2	2 00	Mrs. Cameron	Cobourg	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
153	W. G. Macphail	Port Hope Rwy. Station.	do 2	10 00	Mrs. W. Macphail.	Toronto	do	do	
154	J. Kingsboro'	Kinnmount Rwy. P. O.	do 3	29 30	W. H. Storey & Son.	Acton	do	do	
155	H. McLaughlin	Manitowaning	do 3	2 00	Ogilvie & Hutchison.	Goderich	do	do	
156	H. M. Piper	Fort William	do 4	10 00	Carson Adair	Wardsville	do	do	
157	Sarah Staples	Goderich	do 4	6 00	Mrs. Henry Pen-nell.	Kinlough	do	do	
158	C. H. Cushing	Montreal	do 5	5 00	Miss Finney	Montreal	do	do	
159	A. D. Campbell	Lawrence Stn.	do 5	0 60	W. Weld & Co.	London	do	do	
160	Wm. J. Roberts	Stratford	do 5	1 00	Ethel E. Roberts	Columbus	do	do	
161	John Stapleton	Brantford	do 5	5 00	R. H. Greene	Toronto	do	do	1

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162	Ed. Perry.....	Toronto.....	do	5	Charlotte S. Arkwright.....	do	do	do
163	Mdne. P. Jaoumbé.....	Montreal.....	do	6	Perry.....	do	do	do
164	J. W. Brosseau.....	do	do	7	Mdne. Jos. Gombé.....	Toronto.....	do	do
165	C. C. Hughes.....	Riverside.....	do	8	H. Beauchamp.....	Lachine.....	do	do
166	Jas. McGrand.....	Toronto, Queen St. East.....	do	8	Mrs. C. C. Pictou.....	Pictou.....	do	do
167	A. M. P. Tynite.....	Calgary, Alta.....	do	8	Hughes.....	Uptergrove.....	do	do
168	Wm. O'Neil.....	Paris.....	do	8	Henry Short & Son.....	Victoria.....	do	do
169	Mrs. F. Clarke.....	Springfield.....	do	8	Miss O'Neil.....	London.....	do	do
170	James Wilson.....	Niagara Falls.....	do	9	Mrs. R. Findlay.....	Lachine.....	do	do
171	Mrs. Fred Kellond.....	Riv. P. O. Hamilton.....	do	9	Mrs. James Wil- son.....	Notre Dame du Portage.....	do	do
172	Miss Jennie Wilkie.....	Kemptville.....	do	9	Declineator Pub- lishing Co., Toronto.....	Toronto.....	do	do
173	W. J. Wilson.....	Greenway.....	do	10	Miss Ada Wilkie.....	Ottawa.....	do	do
174	Thos. Smith.....	Hamilton, James St. Br.....	do	11	Revd. Joseph Deacon.....	Shedden.....	do	do
175	Robert Balmer.....	Woodstock.....	do	11	Mrs. Sarah Smith.....	Brantford.....	do	do
176	J. C. Tuck.....	Toronto.....	do	11	Mrs. R. Balmer.....	Pine Grove.....	do	do
177	H. Cox.....	Chatham.....	do	12	Mrs. J. C. Tuck.....	Oakville.....	do	do
178	Miss L. Hébert.....	St. Hyacinthe.....	do	12	Mrs. H. Cox.....	Stratford.....	do	do
179	J. C. Gauvin.....	Ottawa.....	do	12	E. Heroux.....	Cap de la Ma- delaine.....	do	do
180	H. H. Hunt.....	Wyoming.....	do	13	J. O. Poliquin.....	Montreal.....	do	do
181	E. Gaskell.....	Hamilton, James St. Br.....	do	13	Mrs. H. H. Hunt.....	St Thomas.....	do	do
182	A. A. Jones.....	Amherst, N.S.....	do	14	Mrs. Edward Gaskell.....	Owen Sound.....	do	do
183	Wm. Drury.....	Toronto.....	do	15	Mrs. J. C. Jones.....	London.....	do	do
184	Walter Smith.....	Bracebridge.....	do	15	W. W. Wilkinson.....	Cheltenham.....	do	do
185	Miss L. Mebins.....	Nanaimo R'y P. O., B.C.....	do	15	Mrs. Walter Smith.....	Toronto.....	do	do
186	James Lussay.....	Montreal.....	do	16	Mrs. G. Mebins.....	Victoria.....	do	do
187	Clovis Pointier.....	Ste. Flavie St'n.....	do	16	John S. Patter- son.....	Windsor Mills, Q.....	do	do
188	J. J. Hughes.....	Pilot Mound R'y P. O.....	do	16	Sylvain Pointier.....	St. Alexis de Metepedia.....	do	do
189	J. H. Reid.....	Ottawa, Union R'y St'n.....	do	16	Massey Harris Co., Winnipeg.....	Winnipeg.....	do	do
190	Louisa Brown.....	Toronto.....	do	16	Mrs. G. H. Reid.....	North Wakefield.....	do	do
191	F. H. Linnin.....	do	do	16	Miss M. Brown.....	Brantford.....	do	do
192	O. Clark.....	do	do	17	Mrs. F. H. Linnin.....	Hamilton.....	do	do
193	J. H. Nasmyth.....	Stratford.....	do	17	R. A. Snyder.....	Guelph.....	do	do
194	Mrs. Scrivener.....	Toronto.....	do	19	Mrs. G. H. Na- smyth.....	Port Sydney.....	do	do
					Queen.....	Toronto.....	do	do

See Case No. 133, Class B.
No trace owing to want of registration.

B. UNREGISTERED LETTERS—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

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 Reappitulation.
					Name.	Place.			
195	Hugh Gay	Demorestville	1895. Aug. 19	\$ cts. 1 00	"Intelligencer"	Belleville	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
196	John Weston	Toronto	do	5 00	John Eustes	Niagara-on-the-Lake	do	do	1
197	Mtme. J. Bertrand	Montreal	do	1 00	Familia Bertrand	Graham	do	do	
198	Dominion Bank	Seaforth	do	9 00	A. G. Calder	Clarksburg	do	do	
199	F. C. Taylor	Toronto	do	2 00	Mrs. Taylor	Purdy	do	do	
200	Wm. Hinch	Sy enham Place, Q.	do	1 00	H. C. Wilson & Sons	Sherbrooke	do	do	
201	Rose Anna Gagné	Montreal	do	1 00	Alphonse Paré	Lachine	do	do	
202	W. O. Farner	do	do	26 43	Mdme. Fitzger-ald	Sault au Recollet	do	do	
203	J. H. Howard	Lachine	do	5 10	Simpson & La-rocque	Hudson	do	do	3
204	M. Vallée	Klock's Mills	do	10 00	Mdme. M. Vallée	Montreal	do	No trace owing to want of registration.	
205	T. W. Corbitt	Bradford	do	25 00	G. Marshall & Co.	London	do	do	
206	Flora Flood	Toronto	do	1 11	Mrs. Caven	Stratford	do	do	
207	Mrs. E. Coombs	Hamilton	do	4 00	Mrs. Geo. Driver	Forwich	do	do	
208	M. Vallée	Carleton Junct.	do	10 00	Mdme. M. Vallée	St. Jean Baptiste de Montreal	do	do	
209	Alex. Patterson	Foote's Bay, O.	do	2 00	M. D. Carder	St. Thomas	do	do	
210	J. Bradford	Belleville	do	6 00	R. Leslie	West Toronto Junction	do	do	
211	Eugene O'Keefe	Toronto, Elm St. Br.	do	10 00	Mrs. E. O'Keefe	Niagara Falls	do	do	
212	T. H. Middleton	Guelph, G. T. Ry St'n.	do	2 00	Miss Middleton	Peterborough	do	do	
213	Flora Miller	New Westminster	do	1 00	Miss M. S. Miller	Port Gutchon, B.C.	do	do	
214	G. T. Mason	Toronto	do	7 00	Mrs. Geo. G. Mason, Jr.	Kilworthy	do	do	
215	Mrs. G. P. Ramsay	Levis	do	4 00	Miss Le Rossit	St. Jean Baptiste de Montreal	do	do	

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216	Mrs. G. Neville.....	Montreal.....	do	30..	2 00	G. Neville.....	Arnprior.....	do	do
217	Mdme R. Beaudoin.....	do	do	—	1 00	Geo. Webster.....	St. Roch de Qué bec.....	do	do
218	W. K. Bowerman.....	Bloomfield.....	do	31..	10 00	J. W. Powell.....	Kingston.....	do	do
219	Wm. Yates, Jr.....	Mattawa.....	Sept.	—	1 00	Frank Yates.....	Toronto.....	do	do
220	Chas. Langlois.....	Quebec.....	do	—	1 00	M d m e. N a p. Vézina.....	Montreal.....	do	do
221	James J. Gunning.....	Longford Mills.....	do	3..	2 00	Miss A. M. Garts-heer.....	Merriton.....	do	do
222	James Garrity.....	Montreal.....	do	3..	10 00	Robert Garrity.....	Toronto.....	do	do
223	Minnie Smith.....	Hamilton.....	do	4..	2 03	Mrs. A. Smith.....	Collingwood.....	do	do
224	Zotique Brunette.....	Ottawa.....	do	5..	5 00	Mdme. A. Bru-nette.....	Montreal.....	do	do
225	Dr. Richer.....	St. Jean Baptiste de Montréal.....	do	5..	3 00	W. L. Cameron.....	do	do	do
226	Edward Perry.....	Toronto.....	do	5..	5 00	Charlotte S. Perry.....	Arkwright.....	do	do
227	G. G. Gaucher.....	Montreal.....	do	5..	15 00	Joseph Gagnon.....	St. Lucie.....	do	do
228	Mrs. C. C. Green.....	Belleville.....	do	6..	1 00	Mrs. H. Bontar.....	Trenton.....	do	do
229	Annie Clunis.....	Toronto.....	do	6..	2 00	John Clunis.....	Dunroon.....	do	do
230	John Benn.....	Trenton.....	do	6..	2 00	Mrs. John Benn.....	Hamilton.....	do	do
231	Mrs. T. D. Pascoe.....	Cookstown.....	do	9..	1 00	Mrs. A. E. R. Pascoe.....	Toronto.....	do	do
—232	Isidore Bastien.....	Hawkesbury.....	do	9..	10 00	A. Dagenais.....	Montreal.....	do	do
—233	Mrs. Westwood.....	Toronto.....	do	9..	3 00	Mrs. J. D. Henderson.....	St. Mary's.....	do	do
234	M. Wilson.....	Peterborough.....	do	9..	5 00	Mrs. D. M. Sta-pleton.....	Toronto.....	do	do
235	G. W. Bailey.....	Sault St. Marie.....	do	9..	12 00	W. F. C. Aridge.....	Meaford.....	do	do
236	Bartley Cross.....	Pembroke.....	do	10..	5 00	Thos. Brown.....	Wychwood Park, O.....	do	do
237	Lizzie Fox.....	Toronto.....	do	11..	4 00	Mrs. Henry Fox.....	Davisville.....	do	do
238	S. Lawson.....	L. tellier, M.....	do	11..	5 00	Mrs. S. Lawson.....	Winnipeg.....	do	do
239	W. Barron.....	Toronto.....	do	11..	3 00	Mrs. G. Barron.....	Kingston.....	do	do
240	Reliance L. & S. Co.....	Toronto.....	do	12..	5 00	Thos. Hartnett.....	Lindsay.....	do	do
241	Carmel Legace.....	Longford Mills.....	do	12..	10 00	Mrs. Carmel Legace.....	Montreal.....	do	do
242	Mrs. G. A. Forsyth.....	Gravenhurst.....	do	12..	3 00	Miss Alice Forsyth.....	Peterborough.....	do	do
243	C. R. Howe.....	St. John.....	do	14..	32 00	W. A. Fowler.....	Lower Mill-stream.....	do	do
244	Allan Young.....	Toronto, Peter St. Br.....	do	14..	0 55	H. H. Flood.....	Renfrew.....	do	do
245	Mrs. Geo. Shipman.....	Notre Dame de Levis.....	do	14..	5 00	Mrs. Thos. Ross.....	St. Jean Baptiste de Montreal.....	do	do
246	J. G. Morton.....	Montreal.....	do	14..	5 00	Miss Annie Mul-lin.....	Hillsburg.....	do	do
247	Rev. C. H. Brooks.....	Lachine, Que.....	do	14..	15 00	Miss F. E. Brooks.....	Lennoxville, Que.....	do	do
248	Mrs. Etise Laliberté.....	Lobbinère.....	do	15..	6 00	M. O. Roy.....	St. Anselme.....	do	do

See case No. 133—Class B..... 3
No trace owing to want of registration. 1

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
249	Isidore Bastien.	Hawkesbury, Ont.	1894. Sept. 16.	\$ cts. 10 00	Adolphe Dage- nais.	St.-Jean-Baptiste- de Montreal.	Stated not to have been received by person addressed.	No trace owing to want of registration.	
250	R. J. Patterson.	Grimsby, Ont.	do 17.	5 00	Mrs. R. J. Pat- terson.	Merriton, Ont.	do	do	
251	J. W. Wight.	Ottawa	do 18.	6 88	W. Clark.	Montreal.	do	do	
252	E. Curson.	do	do 20.	3 00	Miss Eva Curson	Kingston.	do	do	
253	J. P. Hickey.	Grimsby, Ont.	do 22.	4 00	Adrian Hickey.	Toronto/Juncion	do	do	
254	A. Harling.	Montreal.	do 23.	4 00	E. W. Cleversley	Hamilton.	do	do	
255	Mrs. W. J. Miller.	Toronto	do 23.	5 00	W. J. Miller.	Ottawa.	do	do	
256	Jas. Whipples.	Pilot Bay, B.C.	do 23.	10 00	Geo. Day.	Rossland, B.C.	do	do	
257	Thos. Forster.	Grimsby handed to stage-driver) Ont.	do 24.	20 00	Mrs. Thos. Fors- ter.	Montreal.	do	do	
258	I. Price & Son	Montreal.	do 24.	2 60	Victor Labrosse.	Ste. Dorothee.	do	do	
259	Mrs. Noble.	Westmount, Que.	do 25.	10 00	Miss Pembroke.	Montreal.	do	do	
260	W. A. Ogden.	Strathroy, Ont.	do 25.	9 31	Frank Moore.	London.	do	do	
261	T. Burnis.	Toronto, Spadina Ave. Br., Ont.	do 25.	2 00	Hooley & Sop.	Cobourg, Ont.	do	do	
262	Dennis Egan.	North Sydney	do 25.	7 00	Mrs. Chas. L. Egan.	Montreal.	do	do	
263	English Provision Co.	Montreal.	do 26.	14 00	Geo. Smith.	Petite Côte, Que.	do	do	
264	R. Gagnon.	do	do 26.	5 00	Genevieve Trem- blay.	St. Urbain, Que.	do	do	
265	Chas. Bonham.	Greatnelph Railway Station.	do 26.	5 00	Mrs. Chas Bon- ham.	Galt, Ont.	do	do	
266	I. C. A. Pilon.	St. Hyacinthe, Que.	do 26.	9 00	Mme. V. A. Pilon	Longueuil, Que.	do	do	
267	Lizzie Winterbot- tom.	Owen Sound, Ont	do 27.	3 00	Mrs. B. Winter- bottom.	Millbrook, Ont.	do	do	
268	Mrs. Denison.	Winnipeg.	do 27.	0 50	Miss Denison.	Minnedosa, M.	do	do	
269	A. G. Howell.	Montreal.	do 28.	5 00	A. H. Howell.	Kingston.	do	do	
270	Mrs. C. Wilson.	Coteau du Lac, Que.	do 30.	2 00	Mrs. Cornellier.	Westmount, Que.	do	do	

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271	A. Charbonneau.	Ottawa.	do	30	3 00	Mad. A. Poitras.	St. Jérôme, Que.	do	do
272	D. McDermott.	Prescott.	do	30	13 00	Mrs. H. Cullen.	Almonte.	do	do
273	Rachel Foster.	St. Catharines.	do	30	4 00	Jas Foster.	Point St. Charles, Que.	do	do
274	Jas. Tate.	Mansfield, Ont.	do	30	8 00	Hugh Taylor.	Shelburne	do	do
275	S. C. West.	Chatham.	Oct.	1	3 25	London Mutual Fire Ins.	London.	do	do
276	Wm. Yates, jr.	Mattawa.	do	1	1 00	Frank Yates.	Toronto.	do	do
277	R. N. McPherson.	Toronto.	do	1	50c stamp	Editor Star.	Montreal.	do	do
278	Jno. Baine.	Barrie.	do	1	2 00	Mrs. Jno. Baine.	Hamilton.	do	do
279	Robt. Mowat.	Toronto.	do	1	10 00	Miss Ramsey.	Nansaino, B.C.	do	do
280	Jas. R. Thomas.	Hamilton.	do	2	6 00	Lillie Crawford.	Toronto.	do	do
281	D. C. Smith.	do	do	2	15 85	McColl Bros. & Co.	do	do	do
282	C. B. Kemp.	Brighton.	do	2	2 30	M. B. Perine & Doon Co.	Doon.	do	do
283	Wm. Steadwell.	St. Thomas.	do	2	14 00	Frank Steadwell.	Dulton.	do	do
284	Miss Carlyle.	Toronto.	do	3, 4	7 00	Mrs. Marwood.	Cookstown.	do	do
285	David Whittier.	do	do	7	4 00	Mrs. A. Lawson.	Wode House.	do	do
286	Annie J. Brown.	Ottawa.	do	7	10 00	Mrs. Geo. Brown.	Claremont.	do	do
287	Thos. Kirkpatrick.	do	do	8	3 00	T. Dudgeon.	Toronto.	do	do
288	Alice S. Parish.	Toronto.	do	8	1.23 stamp	Mrs. W. L. Parish.	Port Perry.	do	do
289	J. E. McAuley.	Apohaqui, N.B.	do	8	15 00	Messrs. Merritt, St. John Bros.	St. John.	do	do
290	Geo. Marwood.	Teston, Ont.	do	8	3 00	Wm. Burns.	Spring Hill, Ont.	do	do
291	Saml. McKee.	Listowel, Ont.	do	9	2 00	Florence McKee.	Whitby.	do	do
292	N. Bremner.	Owen Sound.	do	9	1 00	L. Fleechmann.	Toronto.	do	do
293	A. Soucy.	Montreal.	do	9	2 00	H. Dorion.	L'Assomption.	do	do
294	C. A. Lee.	Kamloops, B.C.	do	10	20 00	Henry S. Lee.	Montreal.	do	do
295	A. G. Asselin.	St. Telephore.	do	10	26 45	M. F. Beach.	Iroquois.	do	do
296	U. Rochon.	Montreal.	do	10	10 00	Dame-Angèle Ro-St. Jovite chon.	do	do	do
297	Mrs. D. McMillan.	Cobocouk.	do	11	2 00	M. i s s . Minnie Phillips.	Toronto.	do	do
298	Rev. R. A. Bolton.	Alton.	do	14	3 00	Mrs. A. A. Bolton.	Ruthven.	do	do
299	Emily Bain.	Oshawa.	do	14	10 00	Mrs. W. A. Bain.	Toronto.	do	do
300	E. T. Miller.	Deseronto.	do	15	3 00	F. W. Miller.	Montreal.	do	do
301	S. Finklestein.	St. Chrysostome.	do	15	2 00	Mrs. Flen Finklestein.	do	do	do
302	M. Labelle.	Montreal.	do	16	3 00	Mme. M. Labelle.	St. Colombe de Sillery.	do	do
303	Willie Marshall.	Brampton.	Oct.	17	3 00	Mrs. Stephen Marshall.	Laurel.	do	do
304	Victor Julien.	Valleyfield.	do	17	1 25	Napoleon Cloutier.	Montreal.	do	do
305	Greene Sons & Co.	Montreal.	do	18	10 00	Robt. Turrif.	Little Metis.	do	do
306	Robert Law.	do	do	18	10 00	do	do	do	do
307	Mrs. W. J. Robinson.	Consecon.	do	18	2 45	W. G. Craig & Co.	Kingston.	do	do

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
308	W. R. Adams.....	Toronto, Elm Street Branch.	1895. Oct. 19.	\$ cts. 11 00	W. H. S. Lane..	North Sydney, N.S.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
309	Mary J. Clark.....	Caledon.....	do 19.	3 00	Mary Clark.....	Toronto.....	do	do	
310	Jennie Allan.....	Montreal.....	do 20.	4 50	Mrs. Reilly.....	do	do	do	
311	W. R. C. Hewat.....	Orillia.....	do 20.	10 00	Miss Hewat.....	Orangeville.....	do	do	
312	Edw. Tait.....	Montreal, St. Lawrence-Street Branch.	do 21.	1 00	Edw. Tait.....	Deer Park.....	do	do	
313	Mrs. Lanigan.....	Hamilton.....	do 21.	5 00	Capt. Geo. Mc-Dougall.	Owen Sound.....	do	do	1
314	Miss Allan.....	Montreal.....	do 21.	4 50	Mrs. Reilly.....	Toronto.....	do	do	
315	Miss S. Simpson.....	London.....	do 21.	5 00	Mrs. R. Simpson.....	do	do	do	
316	Miss B. A. Mollins.....	Woodstock.....	do 21.	5 00	C. B. Mollins.....	do	do	do	
317	Mrs. D. Bertrand.....	Trois Pistoles.....	do 21.	6 00	Mrs. J. Bertrand.....	Montreal.....	do	do	
318	T. Prior.....	Montreal.....	do 21.	8 50	W. H. Orr.....	Toronto.....	do	do	
319	E. Chantal.....	St. Anne de Bellevue.	do 21.	3 00	Miss Hamel.....	Lachine.....	do	do	3
320	Evans & Evans.....	Orillia.....	do 22.	2 00	The Registrar.....	Whitby.....	do	No trace owing to want of registration.	
321	Wm. Grant.....	do	do 22.	2 00	do	do	do	do	
322	Enuit.....	Dresden.....	do 23.	5 00	A. Allen.....	Windsor.....	do	do	
323	Miss A. Harbridge.....	Gravenhurst.....	do 24.	3 00	D. W. Karn & Co.	Woodstock.....	do	do	
324	Mrs. W. A. Leggo.....	Lachute.....	do 25.	2 00	W. A. Leggo.....	St. Lambert.....	do	do	
325	Sarah McGibbon.....	Vankleek Hill.....	do 25.	3 00	Miss L. McGibbon.	Lachute.....	do	do	
326	J. E. Groulx.....	Sorel.....	do 26.	3 69	L. N. Grothe.....	Montreal.....	do	do	
327	Mrs. Blackett Robinson.	Toronto.....	do 26.	2 00	Mrs. Burnside.	Beaverton.....	do	do	
328	Wm. Inwood.....	Hamilton.....	do 26.	5 00	C. Millar.....	Jordan.....	do	do	
329	Presbyterian P. & P. Co.	Toronto.....	do 26.	2 00	Burnside Robinson.	Beaverton.....	do	do	
330	Olivia Grosseau.....	St. Roch de Quebec.	do 27.	2 00	Mdme. Veauve P. Marquis.	St. Lambert.....	do	do	
331	N. W. Duncan.....	Rockland.....	do 27.	\$ 1.75 in stamps.	Mrs. E. A. Roe.	Westmount, Q..	do	do	

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

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 which Recipitation.
					Name.	Place.			
363	Mrs. F. R. C. Beer	Calgary and Edmonton Ry. P. O.	1895. Nov. 12.	\$ 10 00	Lillie Ewing.	Toronto	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
364	Henry O. Knapp	Hadley.	do 13.	7 50	B. Austin.	Geaticook.	do	do	
365	J. B. Duperré	Quebec, Street Letter Box.	do 13.	36 00	J. P. A. Destrois.	Montreal	do	do	
366	W. G. Humphreys	Toronto	do 13.	4 00	F. Soithcote.	Parkdale	do	do	
367	H. J. Fleury & Son	Aurora.	do 14.	2 50	Miss B. Lazier.	Belleville.	do	do	
368	J. L. Coburn	Montreal	do 14.	2 00	Mrs. J. L. Coburn	Port Perry.	do	do	
369	Miss Nellie Sutton	Brockville	do 14.	3 00	Miss L. Sutton.	Westmount.	do	do	
370	E. W. Friederick	Stirling.	do 15.	1 00	The Intelligencer	Belleville.	do	do	
371	Colin McKenzie	Pictou, N.S.	do 15.	11 57	Edward McKen- zie.	Springhill, N.S.	do	do	
372	F. B. McNamee	Montreal.	do 16.	5 00	Miss Ida M. Grayson.	Westmount	do	do	
373	J. P. MacDonald	St. Thomas.	do 16.	5 00	Mrs. Jessie Kin- ney.	Walkerville	do	do	
374	Jos. Patullo	Orangeville.	do 16.	5 00	Mrs. J. Patullo.	Toronto	do	do	
375	Mrs. A. St. Armand	French River.	do 18.	2 00	B. Roman	do	do	do	
376	Mrs. M. F. Jackson	Port Whitley	do 18.	2 00	Miss Wilson.	do	do	do	
377	Mrs. A. R. Gates	Hamilton	do 18.	10 00	Mrs. Geo. Mills.	do	do	do	
378	Maggie Blake	Dartford, O.	do 18.	2 50	Union Corset Co.	Belleville	do	do	
379	D. P. Crosby	Burlington.	do 18, 19.	6 50	A. Henry & Sons	Stouffville	do	do	
380	Elias Baker	Ridge-way	do 19.	35 00	Josephus Baker.	Duntroon	do	do	
381	C. E. J. Henning	Toronto-Spadina Ave. Br.	do 19, 20.	10 00	Jno. A. Scott.	Maxwell.	do	do	
382	Mrs. H. L. Chapin	Dovercourt.	do 20.	2 00	Miss G. A. Doug- herty.	Colborne	do	do	
383	Mrs. W. J. Junston	Cadaverille, mail courier.	do 20.	0 25	Miss Mary Giles	Toronto	do	do	
384	J. H. Wolsey	Craige Hachite, B.C.	do 20	2 00 (stamps)	Chas. Warren	Golden, B.C.	do	do	
385	Mrs. M. Gilby	St. Thomas.	do 20	0 50	Mrs. Jas. Hale	Toronto	do	do	
386	Aleide Côté	St. Sebastien, Beauce.	do 20.	5 00	Aleide Côté.	Hadlow Cove, Q.	do	do	

Postmaster General's Report.

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387	Ed. H. Laliberté.	Warwick Station Rwy. P. O.	do	21.	13 00	Edgar Laliberté	Montreal.	do	do
388	Mme. C. Seguin.	St. Hyacinthe	do	22.	2 00	C. Seguin.	do	do	do
389	Miss C. McConnell	Spring Brook, O.	do	22	3 35	Union Corset Co.	Belleville	do	do
390	Henry King	Moosic, Jav.	do	22	7 00	Hattie King	Toronto	do	do
391	F. C. Winkler	Winnipeg	do	22	1 00	W. W. Buchanan	Hamilton	do	do
392	Thos. Graham	Toronto	do	23.	4 00	J. E. Rawstron	Hochelaga	do	do
393	Jno. Maher	Montreal.	do	23.	5 00	Mrs. Michael Almonte	do	do	do
394	S. McRibbon.	Vankleek Hill	do	25	3 00	Miss L. McGill	Lachute	do	do
395	Wm. Ellis.	St. Catharines	do	26	3 00	David Aikman	St. Lambert	do	do
396	Mrs. Sternberg	Toronto	do	26	3 00	A. Brahad.	Montreal.	do	do
397	W. H. Frackum	Montreal.	do	27	1 75	W. J. Jones	do	do	do
398	Thos. Hackett	Manotick	do	27	1 00	The Sentinel	Toronto	do	do
399	Mrs. M. Quain.	Ottawa	do	28	2 00	Miss Quain	Point St. Charles	do	do
400	John Vivian	Medicine Hat Rwy. P. O.	do	28	20 00	Miss B. Vivian	Winnipeg.	do	do
401	J. H. Ladd.	Broad Cove Mines, N.S.	do	28	0 50	Dick & Co.	Montreal.	do	do
402	Alex. Heron	St. John	do	28	3 00	E. Vanwart	St. Marys, N.B.	do	do
403	Mrs. R. R. Harding	Toronto	do	28	10 00	R. R. Harding.	Baldwin, O.	do	do
404	Alex. McDonald	Port Elgin	do	28	6 00	Hector McDou	Toronto	do	do
405	H. L. Wilkinson	Thornbury	do	28	2 40	Alf. Robinson	London.	do	do
406	Margaret Beaunish	Toronto	do	29	6 00	Mrs. Monteith	Ben Lomond	do	do
407	Capt. Benyon.	Montreal.	do	29	10 00	G. A. Boucher	St. Jean Baptiste de Montreal	do	do
408	John Leith.	Hillsdale	do	29	15 00	A. K. Melbourne	Hamilton	do	do
409	A. Thiboutot.	Site, Héféne Stn. Que. & Caump. Rwy. P. O.	do	29	30 00	G. O. Leblanc	Fraserville	do	do
410	T. Maxwell	Cambridge	do	30	9 00	C. Porter	Wyoming.	do	do
411	Altee Trill	St. Catharines	Dec.	1	8 25	Mrs. Walker Trill.	Orilla	do	do
412	J. D. Shier	Bracebridge	do	1	5 00	Revd. A. Sims	Kinston	do	do
413	Daniel Lawrence	Spucehead	do	1	3 00	Ferris Lawrence	Sheridan	do	do
414	F. A. Foster	Montreal.	do	1	5 00	Mrs. A. Mason	Toronto	do	do
415	Rev. F. Tremayne	Mimico	do	2	1 00	Mrs. Helen Lyall	Victoria	do	do
416	L. Blanchette	Ottawa	do	2	7 00	C. E. Leclaire	Montreal.	do	do
417	D. Stevenson.	Orangeville	do	2	5 00	Mrs. G. H. Suth- erland	Toronto	do	do
418	Thos. Silman.	Toronto	do	3	4 00	James Samuel	Hamilton	do	do
419	Theodule Denis	Pointe Claire	do	4	4 00	H. J. F. Denis	Ottawa	do	do
420	Thos. Carr.	Yorkville.	do	6	3 60	Geo. Swan	Stanleydale	do	do
421	Edith Percy	Westmount, Q.	do	7	4 00	Mrs. Jno. Percy	Poland.	do	do
422	rt. F. Albright.	Syber's Cove, N. B.	do	7	1 00	Canada & U. S. Adv. Co.	London.	do	do
423	H. C. Taylor	Gay's River Road, N. S.	do	7	5 50	John Griffith Cycle Co.	Toronto	do	do

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappellation.
					Name.	Place.			
424	E. Richard.....	Victoriaville, Q.	Dec. 7..	1895. 0 60	S. Carsley	Montreal..	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
425	W. P. Lane.....	Hillview, M.	do	0 75	—McKenna.....	Toronto	do	do	
426	Fd. Homes.....	Winchester.	do	8 00	Mrs. G. A. Holt	do	do	do	
427	Mary Siess.....	Blecker St. Br., Toronto.	do	10 00	Celestin Siess...	Conn.	do	do	
428	Margaret Brennan	Toronto	do	15 00	John H. Brennan	Damascus	do	do	
429	Thos. Stewart	Port Credit	do	8 00	K. Macpherson ..	Cardinal	do	do	
430	Wm. Mathews	Moncton, N. B.	do	2 00	The Sentinel.....	Toronto	do	do	
431	Sœur M. Basille..	L'Epiphanie	do	3 50	Sœur M. Laurent	Hochelega	do	do	
432	Rev. W. W. Weeks	Toronto	do	5 00	Jonathan Titus..	St. John	do	do	
					or Mrs. D. W. Stilwell.				
433	J. R. Seymour.....	Vancouver Rwy. P. O.	do	21 00	R. E. Cooper.....	New Westminster.	do	do	
434	D. D. Johnston....	Baden Rwy. P. O.	do	8 00	Mrs. D. D. Johnston.	Uxbridge.....	do	do	
435	Geo. H. Reed.....	Markham.....	do	5 00	Minnie Lang.....	Toronto	do	do	
436	Mrs. Rebecca Bready.	Mount Forest	do	10 00	Miss Ada M. Normal School,	Ottawa.	do	do	
437	Geo. Parker.....	Dumbarton.....	do	20 00	Thos. Parker.....	Toronto	do	do	
438	Mabel Ellis.....	Beeton.....	do	2 90	W. A. Murray Co.	do	do	do	
439	Isabel Murdoch...	Millerton, N. B.	do	5 00	Dr. J. H. Scam-	St. John	do	do	
					nell.				
440	Joseph Gauthier	Montreal.	do	2 00	Joseph Gauthier	Beauport, Q.	do	do	
441	W. Lecours.....	do	do	3 00	E. L. H. Binette	Pont du Sault..	do	do	
442	Mrs. A. B. Kleiser	Montreal (G. T. Rwy. Stn.	do	10 00	Eloise M. Stirling	East Toronto...	do	do	
443	James Wall.....	Montreal.	do	2 00	Aurèle Michaud	Cacouna.....	do	do	
444	S. A. Paul.....	Westmount.....	do	8 00	Mrs. Wm. Paul	Poland, O	do	do	
445	J. McCurragh...	Toronto	do	5 00	Remedey Supply Co.	Toronto	do	do	
446	Harry Willoughby	Newton Robin-	do	1 50	Florence Wil-	do	do	do	
		son, O.	do		loughby.				

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447	G. N. Servais	Quebec	do	14	10 00	Harnois & Mé-Three Rivers thot.	do	o	do
448	The T. Eaton Co.	Toronto	do	14	0 23 (stamps)	Mrs. G. W. Por-Lakeville, N.S.	do	do	do
449	John Henchey	Montreal	do	15	4 00	Mrs. John Hen-Quebec chey.	do	do	do
450	James Barry	Toronto	do	15	5 00	Kate Barry...Barrie	do	do	do
451	P. A. Somerville	Montreal	do	15	3 10	W. Pashan...Montreal	do	do	do
452	Win. Earhart	Glencoe	do	16	4 00	Joseph Walker-Newbury	do	do	do
453	Mrs. W. Perkins	Calph	do	16	5 00	Thos. Claxton-Kingston	do	do	do
454	Maggie Dyer	Galt.	do	16	20 00	Jas. B. Dyer...Stanstead.	do	do	do
455	J. H. White	Pelee Island	do	16	30 00	C. Simmons...Chatham.	do	do	do
456	J. S. Finlay	do	do	16	10 25	The Eaton Co., Toronto	do	do	do
457	J. S. Finlay	do	do	16	1 00	Family Herald, Montreal	do	do	do
458	Belle Dryden	do	do	16	1 00	Mrs. Mason-Hamilton	do	do	do
459	C. B. Quick	do	do	16	1 00	Rev. Wm. Briggs-Toronto	do	do	do
460	Frank Barnes	do	do	16	3 00	H. D. Cox...Leamington	do	do	do
461	Geo. Damer	St. Thomas	do	16	4 00	Willie A. Damer-Woodstock	do	do	do
462	A. Cotton	Lethbridge	do	16	6 00	Rev. Wm. Briggs-Toronto	do	do	do
463	Mabel Gordon	St. Catherine, St. Centre Montr.	do	17	2 00	Mrs. Samuel Riceville.	do	do	do
464	Carmichael & Orillia	Orillia	do	17	1 00	A. K. Melbourne-Hamilton	do	do	do
465	John Armstrong	Barrie	do	17	8 50	Miss Leslie...Toronto	do	do	do
466	Louisa Mickle	Toronto	do	17	2 00	Jans Mickle...Collingwood	do	do	do
467	G. Parant	Montreal	do	18	2 00	Noel Demers...St. Faustin, Que.	do	do	do
468	Mrs. H. W. Hanson	Turtle Mountain	do	18	25c-stamps	Bate, 196 St. Montreal James St.	do	do	do
469	J. Salisbury	Toronto	do	18	10 00	S. K. Stewart...London	do	do	do
470	Mdme. O. Goulet	Montreal	do	19	8 00	Theodule Beau-St. Henri don.	do	do	do
471	Edith Percy	Westmount	do	19	5 00	Mrs. Jno. Percy...Poland, Ont.	do	do	do
472	Mrs. S. E. Roberts	Nanaimo, B.C.	do	19	4 00	Mrs. Pierson...Warton	do	do	do
473	Jessie Lord	Whitby	do	19	40c-stamps	Alpha Rubber Co-Montreal	do	do	do
474	Ed. Hylton	Cobourg, G. T.	do	20	1 00	Mrs. Hylton...Toronto	do	do	do
475	F. A. Shirriff	Railway Station Niagara Falls South.	do	20	1 00	Mrs. Shirriff...Huntingdon	do	do	do
476	Mrs. G. Brown	Toronto	do	20	6 00	Mrs. Heron...Ottawa	do	do	do
477	Miss E. White	Bowell	do	20	4 00	Mrs. John Potter-Toronto	do	do	do
478	Alex. Murdoch	Sarnia	do	20	5 00	Mrs. A. Murdoch-Belwood.	do	do	do
479	Chas. Baby	Montreal	do	20	1 00	Henderson Bros. Montreal	do	do	do
480	Chas. Baby	do	do	20	4 20	A. P. McLaren-Lachine	do	do	do
481	Dr. D. S. Sager	Brantford	do	20	10 00	N. Chauvin...Staples	do	do	do
482	S. Carsley	Montreal	do	21	0 60	Miss Richard-Victoriaville	do	do	do
483	John Kelly	Plattsville, Ont.	do	21	1 00	Sadie Kelly...Toronto	do	do	do
484	John M. Thompson	Callender Ry. P. O., Ont.	do	21	36 85	Robert Thomp-son & Co.	do	do	do

The Kingsville Post Office was entered by burglars on the night of 16th October, 1896, and these letters rifled of their contents.

No trace owing to want of registration.

Stated to have been received without contents.

Stated not to have been received by the person addressed.

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
			1895.	\$ cts.					
485	Rev. W. E. Hobbes	Neepawa, Man.	Dec. 21..	1 73	Russell & Co.	Winnipeg.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
486	Mrs. Hanson.	Berthier (en route) Que.	do 23..	15 00	Miss Fernerct.	Montreal.	do	do	
487	A. H. Johnson.	Collingwood, Ont	do 23..	10 00	Miss L. Johnson	Smiths Falls, Ont	do	do	
488	W. H. Argue.	Parry Sound, Ont	do 23..	10 00	Mrs. Hannah Chatten.	Fenelon Falls, Ont.	do	do	
489	R. Gagnon.	Montreal	do 24..	5 00	G. Tremblay	St. Urbain, Que.	do	do	
490	J. Noble.	Toronto	do 24..	13 00	Chas. White.	Dutton, Ont	do	do	
491	Mrs. Jos. Hustler.	Hamilton.	do 24..	3 00	Mrs. D. Butchart	Toronto	do	do	
492	H. O. Tremayne.	Islington, Ont.	do 25..	5 00	Mrs. Helen Lyall	Victoria, B.C.	do	do	
493	David Douglas.	Montreal	do 25..	4 78	W. H. Beach.	Aultsville, Ont.	do	do	
494	J. W. Bygott.	Stirling, Ont.	do 26..	1 00	"Intelligencer"	Belleville.	do	do	
495	A. Moses.	Lethbridge	do 26..	3 00	Mrs. A. Moses	Toronto	do	do	
496	C. Ryan.	Montreal	do 26..	2 00	B. Ryan.	Ste. Agathe, Que.	do	do	
497	Dr. L. Forest.	L'Assomption, Que.	do 26..	3 50	M. Ecrement.	St. Cunegonde, Que.	do	do	
498	G. G. Moncrieff.	Petrolia, Ont.	do 27..	5 00	Dr. McCallum.	Toronto	do	do	
499	Mrs. M. Pineau.	Bic, Que.	do 27..	5 00	Mde E. Paquette	Quebec.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
500	Netta Heard.	Ladner, B.C.	do 28..	5 50	M. W. Waitt & Co.	Victoria, B.C.	Stated not to have been received by the person addressed	No trace owing to want of registration.	
501	W. G. Bolsten.	Chesterville, Ont	do 28..	100 00	H. G. Smith.	Winchester, O.	do	do	
502	T. Archambault.	L'Assomption, Que.	do 30..	32 80	D. J. Bessette	Montreal	do	do	
503	S. P. Nelligan.	Haltiburton, Ont.	do 30..	10 00	Mrs. S. P. Nelligan	Ottawa.	do	do	
504	Mrs. Adamson.	Neepawa, Man.	do 30..	8 00	Family Herald & Weekly Star.	Montreal.	do	do	
505	J. A. McLaren.	Toronto	do 31..	8 42	Bell Bros. & Co.	do	do	do	

Postmaster General's Report.

506	L. Dake.....	St. Thomas Ry. Sta.	do	31..	6 16	T. Hockins.....	Dutton, Ont.....	do	do
507	Jas. Smith.....	Toronto.....	do	31..	1 25	Corson & Son.....	Markham.....	do	do
508	Miss E. Watt.....	Toronto.....	do	3..	0 25	Emily Watt.....	St. Mary's, O.....	do	do
509	Mrs. Christie.....	Ottawa.....	do	3..	20 00	Miss Lillie Peers.....	Truro, N.S.....	do	do
510	Mrs. Alex. Irvine.....	Toronto.....	do	3..	10 00	John S. Irvine.....	Harriston, O.....	do	do
511	A. E. Rhodes.....	Kentville, N.S.....	do	4..	3 00	Miss Blanche Rhodes.....	Bridge water, N.S.....	do	do
512	P. H. Knowlton.....	Sher. and Mon. Ry. P. O. at Eastman.	do	7..	2 00	Waterous Engine Works Co.....	Montreal.....	do	do
513	John Abercrombie.....	Rocklyn, O.....	do	8..	1 00	The "Sentinel".....	Toronto.....	do	do
514	A. Lambert.....	Chaudière Basin, Q.	do	8..	50 cents in stamps.	E. Pacaud.....	Quebec.....	do	do
515	Mrs. A. B. Hassett.....	Maple Creek, O.....	do	8..	5 00	Dr. S. Peach.....	Mount Forest, O.....	do	do
516	Wm. Fleming.....	Stouffville, O.....	do	9..	\$1.20 in stamps.	Henry Robinson.....	Toronto.....	do	do
517	Mrs. Hunt.....	Toronto.....	do	9..	10 04	Mrs. Jas. Galagher.....	Mansfield, O.....	do	do
518	C. Laporte.....	Joliette, Q.....	do	9..	2 00	Miss C. Chevalier.....	L'Assomption, Q.....	do	do
519	Rev. John Young.....	Hamilton.....	do	10..	10 00	Colin G. Young.....	Kingston.....	do	do
520	Miss Watson.....	St. Catherine Street Centre, Montreal.	do	10..	2 00	Alfred Hirst.....	Montreal.....	do	do
521	S. Jennings.....	Killaloe, O.....	do	10..	1 20	Walter Street.....	do	do	
522	D. L. Steele.....	Dundas, O.....	do	13..	5 00	Miss Layton.....	Meaford, O.....	do	do
523	A. Griffard.....	Montreal.....	do	13..	1 00	Mme. A. Griffard.....	St. Sauveur de Québec.....	do	do
524	J. Thompson.....	Sutherland's Corners, O.....	do	13..	1 00	W. Strong.....	London.....	do	do
525	John Burnham.....	Kemptville.....	do	13..	1 00	Mrs. John Burnham.....	Cobourg.....	do	do
526	A. Chiswell.....	Ingersoll Rail way Station, Montreal.....	do	14..	5 00	J. P. Chiswell.....	Woodstock, O.....	do	do
527	James Patton.....	Lethbridge, Alta.	do	15..	3 75	James Wilson & Co.....	Montreal.....	do	do
528	A. Cotton.....	Niagara Falls South.	do	16..	6 00	Rev. Wm. Briggs.....	Toronto.....	do	do
529	F. A. Shriff.....	Windsor Mills, Q.	do	16..	1 00	Dr. Geo. Shriff.....	Huntingdon, Q.....	do	do
530	C. H. Stevens.....	Montreal.....	do	17..	4 50	J. H. Chapman.....	Montreal.....	do	do
531	M. Guay.....	Glensmith, Man.	do	18..	0 50	F. E. Guay.....	Quebec.....	do	do
532	Mrs. S. Smith.....	Acton, O.....	do	18..	2 50	T. Eaton & Co.....	Toronto.....	do	do
533	James Barry.....	Parkdale, O.....	do	19..	13 00	Mrs. Jas. Barry.....	Newmarket, O.....	do	do
534	P. G. Russell.....	Alvinston, O.....	do	20..	3 00	W. J. Shuter.....	Bracondale London.....	do	do
535	W. McCallum.....	Victoria.....	do	21..	7 00	H'y Morgan & Co.....	Montreal.....	do	do
536	W. Hyman & Sons.....	Victoria.....	do	21..	6 50	"Family Herald" & Weekly Star.....	do	do	
537	A. G. Robertson.....	Victoria.....	do	20..	2 00			do	do

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

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 Receipt.
					Name.	Place.			
538	Saml. Burdell.....	Clinton Street Branch, Toronto	1895. Jan. 22..	\$ 5 00	Leo. Wilkinson..	Brampton.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
539	R. A. Thompson.....	Lynden, O.....	do 23..	6 00	Wood Bros.....	St. George.....	do	do	
540	Frere Mathias.....	L'Islet, Q.....	do 23..	5 00	P. Belanger.....	Ottawa.....	do	do	
541	Mrs. A. Stearns.....	Richmond, O.....	do 23..	2 00	Geo. McKay.....	Deschênes Mills.....	do	do	
542	Nora Sullivan.....	Toronto.....	do 24..	3 00	Cassie Sullivan.....	Guelph.....	do	do	
543	A. L. Marsolais.....	Joliette, Q.....	do 24..	3 00	Melina Robert.....	Montreal.....	do	do	
544	Mrs. G. German.....	Petrollea, O.....	do 24..	14 00	Mrs. M. Vance.....	Forest, O.....	do	do	
545	Mrs. Wm. Well-wood.....	Fordyce, O.....	do 25..	20 00	John A. Well-wood.....	Belleville.....	do	do	
546	John Kellett.....	Parkdale, O.....	do 26..	1 05	A. F. Wicks.....	London.....	do	do	
547	Rev. Wm. Belt.....	Burlington, O.....	do 27..	1 00	Rev. Dr. Mock-ridge.....	Toronto.....	do	do	
548	F. McCracken.....	St. Mary's, O.....	do 27..	10 00	D. E. McCracken.....	do.....	do	do	
549	M. J. T. McNeil.....	River Bourgeoise	do 27..	7 20	W. B. Ferrie.....	Halifax.....	do	do	
550	Mrs. Marshall.....	Coaticook, Q.....	do 28..	5 00	Can. Life Ass. Co.....	Montreal.....	do	do	
551	Lillie Mickleborough.....	Mount Forest, O.....	do 29..	4 00	J. W. Mickleborough.....	Toronto.....	do	do	
552	Mrs. F. Varin.....	Montreal.....	do 29..	2 00	Mme. L. Broult.....	Montreal.....	do	do	
553	W. Forsyth.....	Portage la Prairie	do 29..	52 10	Maasey, Harris & Co.....	Winnipeg.....	do	do	1
554	A. R. Stephenson.....	Montreal.....	do 29..	2 00	W. W. Moore.....	Huntsville.....	do	do	
555	Chas. Specht.....	Carlsruhe, O.....	do 30..	2 00	Mrs. John Specht.....	Williamsford, O.....	do	do	
556	Chas. Mackenzie.....	Sarnia, O.....	Feb. 1..	10 00	Stewart Mackenzie.....	Deer Park, O.....	do	do	
557	J. H. Stitt.....	St. Thomas, O.....	do 1..	4 53	Frank Ferguson.....	West Lorne, O.....	do	do	
558	Mrs. G. Brydon.....	Nee-pawa, M.....	do 1..	1 00	Family Herald & W. Star.....	Montreal.....	do	do	
559	J. Chalmers, jr.....	St. Mary's, O.....	do 3..	5 00	The Bradstreet Co.....	Toronto.....	do	do	
560	Richard Anderson.....	Rugby, O.....	do 4..	5 81	Chas. Hart.....	Barrie.....	do	do	

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561	John Robertson & Montreal.....	do	5	1 00	Thos. Fraser.....	Montreal.....	do	do	do
562	G. W. Clements Son.....	Windsor, N. S.	do	1 00	W. A. Gates.....	Halifax	do	do	do
563	Mrs. Ramsay.....	Orange Ridge, M.	do	1 00	Family Herald & W. Star.....	Montreal.....	do	do	do
564	C. H. Gill.....	Dixie, O.	do	5 00	L. G. Sargent.....	Toronto	do	do	do
565	John J. Dwyre.....	St. John.....	do	0 35	D. & J. Sadtler Co.....	Montreal.....	do	do	do
566	R. J. Swan.....	Chesley, O.	do	2 00	W. W. Inglis.....	Wingham.	do	do	do
567	Mrs. Thos. Milbee.....	Barrie, O.	do	4 00	H. H. Milbee.....	Toronto	do	do	do
568	Wm. Dwyer.....	Bolton, O.	do	1 00	The "Sentinel" do.....	do	do	do	do
569	A. D. Mann.....	Montreal.....	do	18 00	Mrs. A. D. Mann Bedford, N. S.....	Bedford, N. S.	do	do	do
570	R. Good.....	Stirling, O.	do	1 00	"Intelligencer" Belleville.....	Belleville.	do	do	do
571	Frank Edwards.....	Bayfield, O.	do	8 50	Robinson, Little & Co.....	London.....	do	do	do
572	Kate Donald.....	Bloor St. Br., Toronto,	do	10 00	Mrs. J. Donald.....	Conn.....	do	do	do
573	P. Shea.....	Gravenhurst.....	do	31 55	James Linton & Co.....	Montreal.....	do	do	Still under inquiry.
574	Chas. A. Hermann.....	St. Mary's, O.	do	7 31	Imperial Trust Co.....	Toronto	do	do	No trace owing to want of registration.
575	Minnie Drummond.....	Toronto.....	do	2 00	Lizzie Drum- mond.....	Underwood, O.	do	do	do
576	Miss K. Mackay.....	Montreal.....	do	2 00	Mrs. P. M. Beaupré, Kingston.....	Portsmouth, O.	do	do	do
577	Mrs. Emeler.....	Woodbridge, O.	do	1 00	Mrs. S. Haystead Hamilton.....	Toronto	do	do	do
578	Mary Smith.....	Toronto.....	do	2 00	Mrs. Smith.....	Hamilton	do	do	do
579	Lizzie Francis.....	do.....	do	3 00	Mrs. Thos. Fran- cis.....	Vernamton.....	do	do	do
580	J. T. Wood.....	Halifax.....	do	5 00	Cadet C. C. Wood Kingston.....	Kingston.	do	do	do
581	Mrs. A. M. Ross.....	Hamilton.....	do	1 00	Mrs. W. R. Smyth.....	Toronto	do	do	do
582	Victoria Bell.....	Toronto.....	do	2 00	Lillie Tambllyn, Belleville.....	Zion, O.	do	do	do
583	R. Spry.....	Big Springs, O.	do	1 00	"Intelligencer" Oakville, O.....	Belleville.	do	do	do
584	Mrs. J. L. Brons- don.....	Toronto.....	do	2 00	J. H. Brons- ton.....	Oakville, O.	do	do	do
585	John Eugene.....	Cornwall.....	do	12 00	Mrs. J. Eugene Harriston, O.....	Montreal.	do	do	do
586	W. H. Scott.....	Clifford Station letter box.	do	5 00	Ed. Johnson.....	Harriston, O.	do	do	do
587	Thos. Coates.....	Walkerton, O.	do	25 00	Joseph Slack do.....	Claremont	do	do	do
588	Thos. Coates.....	do.....	do	25 00	Mary Coates. St. Ours, Que.....	do	do	do	do
589	Mme. Sentenne.....	N. R. H. Mont- real.	do	2 25	Mme. Millvier.....	St. Ours, Que.	do	do	do
590	H. A. Brodeur.....	Montreal.....	do	2 25	Mrs. Sentenne. do.....	do	do	do	do
591	D. H. McIntyre.....	Aldboro', Ont.	do	2 30	C. McIntyre Rodney, Ont.....	do	do	do	do
592	M. Brennen & Sons Mfg. Co.....	Hamilton.....	do	1 00	Ansley White Toronto.....	Toronto.	do	do	do
593	R. Borradaile.....	Halifax.....	do	5 00	Mr. Dent.....	Montreal.	do	do	do
594	Ed. Luman.....	Buttonville, Ont.	do	20 00	Chas. H. Hunter Midland, Ont.....	do	do	do	do

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
585	John Tracey	Bathurst Street, Toronto, Ont.	1896, Feb. 21	8 cts. 10 00	Mrs. Henry Tracey.	Brockville	Stated not to have been received by the person addressed.	No trace owing to want of registration...	
596	Mrs. Thos. Mayes	New Westminster, Ont.	do 22	26 00	M. J. Barnett.	Victoria West.	do	do	
597	John Lawrence	Ingersoll, Ont.	do 23	10 00	Mrs. Orange Lawrence.	Orangeville, Ont.	do	do	
598	Mrs S. J. Graydon	Toronto	do 24	5 00	Bella Rankin.	Meadowdale	do	do	
599	W. J. Ross	Montreal	do 24	6 00	Mrs. Reta Ross.	Toronto	do	do	
600	C. H. Parker	Toronto	do 25	5 00	Mrs. F. E. Parker.	Hamilton	do	do	
601	A. Gariépy	Knowlton, Que.	do 25	2 00	Mrs. Arthur Gariépy.	Montreal	do	do	
602	Mabel Deagle	Tuscarora, Ont.	do 25	3 00	Deagle Bros.	Cataraugus, Ont.	do	do	
603	Mary Orchard	White's Point, N.B.	do 25	1 44	W. J. Gage & Co.	Toronto	do	do	
604	Geo. Forget	St. Jérôme, Que.	do 26	1 00	Patrick Gorman.	Montreal	do	do	
605	Geo. Waters	Montreal	do 26	2 00	W. J. Jones.	do	do	do	
606	R. Reid	Stirling, Ont.	do 27	1 30	Intelligence.	Belleville	do	do	
607	D. V. Lucas	Campbellford, Ont.	do 28	7 00	Mrs. D. V. Lucas.	Grimshy, Ont.	do	do	
608	Mrs. R. R. Hay	Listowel, Ont.	do 28	1 00	Mrs. Walter Marshall.	Montreal	do	do	
609	H. Winfield	Hamilton	do 29	2 00	Mrs. Thos. Winfield.	Toronto	do	do	
610	Miss Sheldon	St. Thomas	March 1	0 50	Mansfield Clarke.	do	do	do	
611	Miss H. F. Walker	Toronto, Spadina Ave. Branch.	do 1	15 00	Rev. Lennox Williams.	Quebec	do	do	
612	August Urbach	do	do 1	1 00	August Bergmann.	Conestogo, Ont.	do	do	
613	W. J. Williamson	Owen Sound	do 1	1 70	R. J. Gaulen.	Hariston, Ont.	do	do	
614	John Connor	Cananoque Junction.	do 2	1 68	McKendry & Co.	Toronto	do	do	
615	J. S. Mann	Orangeville	do 2	6 00	H. Dale	Brampton	do	do	
616	Jones, Mackenzie & Leonard	Toronto	do 2	Steamer, 50c.	Clerk, District -Court.	Sault Ste. Marie, Ont.	do	do	

Postmaster General's Report.

617	G. Cheney	Montreal	do	2	30 00	A. E. Duggins	Westmount, Que.	do	do	
618	W. M. Alton	Glanamis, Ont.	do	2	2 00	W. J. Gage & Co.	Toronto	do	do	
619	J. Ruger	Aldershot, Ont.	do	4	2 08	B. J. Throop	Hamilton	do	do	
620	C. Oakes & C. W. Johnson	Rossland, B.C.	do	5	4 00	T. Bamford	Victoria	do	do	
621	Jennie Sutcliffe	Parry Sound	do	5	10 00	Miss A. Sutcliffe	Cambridge	do	do	
622	Bessie McLean	Toronto	do	6	2 00	Mrs. D. McLean	Harrison, Ont.	do	do	
623	Miss McCreight	London	do	8	8 00	Miss Cassie McCreight	White Church, Ont.	do	do	
624	Thos. Rhan	Petherton	do	9	2 00	Jones & David	Guelph, Ont.	do	do	
625	Mrs. Richardson	Toronto	do	10	6 03	Robt. Smith	Hamilton	do	do	
626	Mrs. Willis	do	do	11	7 00	Edwin Willis	Strathroy, Ont.	do	do	
627	Mme. R. de Merti	Montreal	do	11	1 40	Adelard Belisle	Richmond East, Que.	do	do	
628	C. J. Boardman	Shanty Bay	do	12	3 00	Fred. A. Mulholland & Co.	Toronto	do	do	
629	Mrs. J. H. Honser	Toronto	do	12	10 00	Salome Housser	Beausville, Ont.	do	do	
630	S. Wiggins	Queensboro, Ont.	do	12	1 00	"Intelligencer"	Belleville	do	do	
631	Mrs. A. G. Shaw	Montreal	do	13	7 00	Mrs. J. N. Shanley & Co.	Parkdale, Ont.	do	do	
632	Geo. White & Sons	London	do	13	10 00	Annie White	Toronto	do	do	
633	W. W. Reid	Shannonville	do	16	11 00	John Miller	Belleville	do	do	
634	Miss M. F. Purvis	Tatamagouche, N.S.	do	16	Stamps 70c.	Blanchard, Bentley & Co.	Truro, N.S.	do	do	
635	W. B. Speight	St. George, Ont.	do	16	5 00	Fred. Speight	Markham, Ont.	do	do	
636	J. S. Stephens	Methven	do	17	19 00	Wm. Kearns	Beeton	do	do	
637	Chas. Peter	Collingwood	do	17	1 00	Registrar, Co. Grey	Durham	do	do	
638	W. Hastie	Gorrie, Ont.	do	18	3 00	The Fox Mfg. Co.	Toronto	do	do	
639	Mrs. Wm. McKellar	Ont.	do	18	1 00	"Family Herald"	Montreal	do	do	
640	John A. Begg	Innerkip, Ont.	do	19	20 00	Mrs. S. Begg	Palmerston	do	do	
641	Albert Holcomb	Toronto	do	19	6 00	Mrs. C. Holcomb	Montreal	do	do	
642	Rev. A. C. Watt	Bond Head	do	19	5 00	W. J. Bell	Beeton	do	do	
643	Dr. M. Ferguson	Ethel, Ont.	do	20	8 22	W. E. Saunders & Co.	London	do	do	
644	E. A. Burgis	Sparta	do	20	10 08	Jas. Acheson	St. Thomas	do	do	
645	W. F. Miller	Stirling Ry. Sta.	do	21	12 80	G. Marshall & Co.	London	do	do	
646	A. G. Blair, jun.	St. John	do	20	4 00	Geo. Godfrey	Nashwaak Village, N.B.	do	do	
647	J. M. Bayeur	St. Maurice, Que	do	23	6 50	C. A. Beauchemin & fils.	Montreal	do	do	
648	F. J. Gillespie	Uptergrove mail train	do	23	30 00	C. Ferrie	Hamilton	do	do	
649	Grafton & Co.	Owen Sound	do	23	\$11 and 82c stamps.	Chas. Cockshutt & Co.	Toronto	do	do	

Posted for registration but P. M. of Methven having omitted to register it made good contents.
No trace owing to want of registration.

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

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 Reclamation.
					Name.	Place.			
650	Arthur Craig	Craighurst, Ont.	1896. Mar. 23	\$ 14 00	Mrs. Arthur Craig	Toronto	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
651	A. S. de Carniel	St. Barthelemi, Que.	do 23	23 00	Foisy Freres	Montreal	do	do	
652	F. R. Tooley	Ottawa	do 23	5 00	Mrs. W. S. Tooley	Belmont	do	do	
653	W. Sands	Montreal	do 24	3 00	The "Sofinel"	Toronto	do	do	
654	Wm. P. Anderson	Ottawa	do 24	Stamps, \$5.50	Louis Laurier	Pointe Gatineau	do	do	
655	R. A. Smith	Orillia	do 25	10 00	Mrs. R. A. Smith	Woodstock	do	do	
656	Delle S. Potliot	Rimouski	do 25	0 55	S. Carsley & Co.	Montreal	do	do	
657	Hacie Pike	Toronto	do 26	5 00	Mrs. Ira Pike	Wareham, Ont.	do	do	
658	Beatty Blackstock & Co.	do	do 26	1 00	County Treasurer of Dufferin	Orangeville, Ont.	do	do	
659	Delle S. Potliot	Rimouski	do 26	0 26	H. Morgan & Co.	Montreal	do	do	
660	Rev. J. R. MacLeod	Three Rivers	do 27	1 20	Miss MacLeod	Ottawa	do	do	
661	Arthur Craig	Craighurst	do 28	14 00	Mrs. Arthur Craig	Toronto	do	do	
662	James Dew	Baldur	do 31	Stamps, \$1.20	E. A. Burlbank	Winnipeg	do	do	
663	Mrs. G. Glasco	Branford	do 31	1 00	John H. Stewart	Toronto	do	do	
664	W. A. Smith	Toronto, York St. Branch.	April 1	6 00	F. Stancilffe	Montreal	do	do	
665	Martha A. Duneau	Enery	do 1	6 00	Miss Libbie G. Duncal	Hamilton	do	do	
666	Joseph Lindsay	Toronto	do 1	1 00	Mrs. Joseph Lindsay	Brampton	do	do	
667	Mrs. Jno. Fraser	Meaford	do 2	3 20	Mrs. John Young	Minesing, Ont.	do	do	
668	Sophia Auger	Rwy. M. C. Huntingdorf.	do 2	5 00	Borvert Bros.	Montreal	do	do	
669	Mrs. Jas. Kay	Ottawa	do 3	12 00	Miss M. Kay	do	do	do	
670	Wm. Reid	Toronto	do 3	10 00	Joseph Reid	Mount Forest	do	do	
671	Mrs. Hannon	St. Thomas	do 4	4 00	Miss Emma Hannon	Toronto	do	do	

Postmaster General's Report.

672	Mrs. D. McLean..	Selkirk, Man.	do	4	1 10	Hudson's Bay Co	Winnipeg.	do	do
673	D. A. Esdaile	Ottawa	do	5	7 00	J. Esdaile	Montreal	do	do
674	T. A. Clark	Glencoe	do	6	2 00	E. S. Miller	St. Thomas	do	do
675	C. R. Sing	Meaford	do	7	1 25	John Lawder	Durham, Ont.	do	do
676	D. Browning	Westmount, Que	do	7	3 00	Mrs. T. Browning	Glen Robertson.	do	do
677	T. C. Lloyd	Westbourne, M.	do	7	1 40	J. Lamonte	Winnipeg.	do	do
678	John Chant	Catchart	do	7	1 00	Wm. Douglas	Toronto	do	do
679	Miss L. B. Munro.	Perth	do	9	6 00	Nellie J. Munro	Belleville	do	do
680	John Warren	Toronto, Elm St. Branch.	do	9	12 00	Hattie Card	Ingersoll	do	do
681	C. E. Copeland	Toronto and Hamilton Ry. P.O.	do	9	25 00	Bank of Toronto	London	do	do
682	E. H. Spackman	Blenheim	do	10	1 00	Toronto "News,"	Toronto	do	do
683	Ed. Rutledge	Collingwood	do	10	3 00	Wm. Douglas ledge.	Rut. Horning's Mills.	do	do
684	Mrs. Sarah Sherk	Nottawa, Ont.	do	13	5 03	Jesse R. Sherk	Toronto	do	do
685	A. J. Gilmour	Welland	do	15	8 00	care Dick, R. M. F. Gil.	Renfrew.	do	do
686	Mrs. M. McInnes	Winnipeg	do	13	10 00	Alex. McInnes	Oak Lake, Man.	do	do
687	W. R. Bateman	Muncy	do	13	10 45	E. S. Miller	St. Thomas	do	do
688	Mader	Strathroy	do	13	5 00	Mrs. J. R. Mader	Newmarket, Ont	do	do
689	W. A. Harrison	Pinkerton	do	13	0 80	E. S. Miller	St. Thomas	do	do
690	N. Pringle	Marmora	do	13	20 c.	Jones Eros. & Co	Toronto	do	do
691	A. J. Batten	Midland	do	13	4 00	Mrs. A. G. Batten	Collingwood	do	do
692	D. E. Casey	Bate Verte, N.B.	do	14	10 00	J. L. Black	Middle Sackville, N.B.	do	do
693	J. C. Davidson	Inkerman, Ont.	do	14	1 00	Jones Bros. & Co	Toronto	do	do
694	Mrs. Johnson	Mara B. C. Rwy. P. O.	do	14	2 25	The T. Eaton Co	do	do	do
695	Mrs. M. Coyle	Perth	do	15	10 00	Miss M. Coyle	Ottawa	do	do
696	Miss M. B. Donald	Mc-Smiths Falls	do	15	4 00	J. L. Orme & Son	do	do	do
697	John Leslie	Blake	do	15	33 61	Hobbs Hardware Co.	London	do	do
698	D. J. Millar	Gore Bay	do	15	0 50	Alice Merrett	Toronto	do	do
699	J. M. Bartlett	Winnipeg	do	17	15 60	Geo. W. Bartlett	Clearsprings, M.	do	do
700	J. D. P. Meredith	Grand Valley	do	17	2 00	Mrs. J. D. P. Meredith	Toronto	do	do
701	Ben J. Vallée	Coteau du Lac	do	17	5 00	Alex Vallée	Montreal	do	do
702	James Hair	Meaford	do	18	25 00	Wm. Hair	Levander	do	do
703	A. J. Gilmour	Welland	do	18	6 00	Mrs. M. E. Gil	Renfrew	do	do
704	Mrs. A. Craig	Belleville Railway Station.	do	18	7 00	Wm. Hurst	Kingston	do	do
705	W. J. Lindsay	Hamilton, James Street Branch.	do	18	9 75	C. Robin, Collas & Co.	Paspebiac	do	do

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
706	C. E. Perry.....	Ingersoll.....	1896. April 18..	1 80 \$ cts.	Geo. A. Watson.	St. Thomas.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
707	R. Broad.....	Creemore.....	do 20..	6 00	Mrs. R. Broad.	Arthur, O.....	do	do	
708	E. McIlmoyle.....	Peterboro'.....	do 20..	8 50	W. McIlmoyle.	Selwyn.....	do	do	
709	James Finney.....	Mount Forest.....	do 21..	1 00	D. McVanel.....	Sheburne.....	do	do	
710	Lena E. Clarkson.....	Collingwood.....	do 22..	10 00	Ida G. Clarkson.	Toronto.....	do	do	
711	Emily Child.....	Montreal.....	do 22..	6 00	Mrs. Child.....	Ottawa.....	do	do	
712	J. Murphy & Co.....	do.....	do 22..	3 00	Miss M. L. Johnston.	Combermere.....	do	do	
713	G. A. Menzies.....	Killarney, M.....	do 22..	5 00	C. M. Eddington.	Winnipeg.....	do	do	
714	Leila Downey.....	Castlederg.....	do 22..	2 00	Rossa Downey.	Toronto/Junction.....	do	do	
715	W. H. Cottingham.....	Montreal.....	do 24..	2 00	E. B. Edwards.	Peterboro'.....	do	do	
716	J. A. Marquis.....	Matane.....	do 24..	2 12	Colin McArthur & Co.	Montreal.....	do	do	
717	Wm. Fox.....	Wellington, B.C.....	do 25..	5 00	Brackman & Ker.	Victoria.....	do	do	
718	May Douglas.....	Stewarton, Ontawara.....	do 26..	1 00	Mrs. A. Douglas.	Bronte.....	do	do	
719	Rev. W. M. Roger.....	North Pelham.....	do 28..	2 00	W. H. Fry.....	Fenwick.....	do	do	
720	J. McKay.....	Moose Jaw.....	do 29..	1 00	C. C. Godfrey.....	Carberry, M.....	do	do	
721	Rev. T. W. Pickett.....	Willowdale.....	do 30..	7 00	Wm. Major.....	Whitevale.....	do	do	
722	Joseph Kaye.....	Highfield.....	do 30..	1 00	Wm. Douglas.....	Toronto.....	do	do	
723	Mrs. R. Davidson.....	Petrel, M.....	May 1..	\$1, stamps	T. Eaton & Co.	do.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
724	Pierre Hannault.....	Montreal.....	do 1..	15 00	Mde. P. Hannault.	Montebello.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
725	Lizzie Kirkpatrick.....	Hamil'on, James Street Branch.	do 1..	1 00	Miss J. Kirkpatrick.	St. Thomas.....	do	do	
726	J. J. Hill.....	Cardwell, C. P. Ry. Train.	do 2..	0 50	Wm. Douglas.....	Toronto.....	do	do	
727	James H. Downey.....	Whitby.....	do 2..	1 00	"News" Printing Co.	do.....	do	do	

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728	A. McDonald.....	West Fiamboro'	do	3..	4 00	Mrs. A. McDon-	Merrickville.....	do	do	do
729	J. H. Lajoie	St. Hyacinthe	do	4..	55 52	Chas. Lucille & Co.	Montreal.	do	do	do
730	Clara Workman.....	Toronto	do	4..	5 00	Miss L. J. Work- man.	Berlin.....	do	do	do
731	Robert Shaw.....	do	do	4..	3 00	Mrs. Wm. Shaw	Montreal.	do	do	do
732	Wm. Nugent.....	do	do	4..	2 00	Chadwick Bros.	Hamilton	do	do	do
733	Ernest Tooley.....	Leaning	do	4..	1 00	Wm. Douzlas...	Toronto	do	do	do
734	R. v. B. C. Hutton.....	Ripley.....	do	5..	5 25	J. C. Hutton.....	Montreal.	do	do	do
735	T. S. Burch.....	Maple Creek	do	5..	1 15	J. Lamonte.....	Winnipeg.	do	do	do
736	P. E. Ritter.....	Toronto	do	5..	1 00	Mrs. P. E. Ritter	Harriston, O	do	do	do
737	H. L. Newlove.....	Castle Arg. O	do	6..	1 00	Toronto "Globe"	Toronto.....	do	do	do
738	A. Leblanc.....	Montreal	do	7..	3 00	O. Lafleur.....	St. Joseph Riv. des Prairies.	do	do	do
739	Sadie Paul.....	do	do	7..	6 00	Mary A. Paul...	Poland, O	do	do	do
740	F. X. Grab.....	Stratford	do	7..	4 65	Hamilton Brass Mfg. Co.	Hamilton	do	do	do
741	J. C. Walkinshaw.....	Havelock	do	8..	5 00	G. F. Steves.....	Uxbridge	do	do	do
742	Miss M. McConnell.....	Toronto	do	8..	1 00	Miss McConnell	Wariston.....	do	do	do
743	Wm. McIntosh.....	Brantford	do	10.	5 00	Mrs. A. McIn- tosh.	Parkdale.....	do	do	do
744	J. W. Sinclair.....	Plumfer Pass, B.C.	do	11..	5 00	G. H. Maynard	Victoria.....	do	do	do
745	G. R. McCrae.....	Simcoe.....	do	11..	5 00	Mrs. Geo. P. Mc- Crae.	Peterboro'	do	do	do
746	R. S. Porter.....	Milton	do	11.	5 00	Bertha Alberton	Clarkson..	do	do	do
747	E. B. Poulet.....	Montreal	do	12.	12 00	J. Barsalon.....	Montreal.	do	do	do
748	Grace McCall.....	Victoria.	do	12.	0 85	Editor "News"	Toronto	do	do	do
749	T. W. Nagle.....	Ingersoll.	do	12.	2 00	do	do	do	do	do
750	S. H. Passmore.....	Trout Creek Ry. P. O	do	12..	2 00	Geo. H. Lucas	do	do	do	do
751	A. J. Batten.....	Midland	do	13.	4 00	Mrs. A. J. Batten	Collingwood	do	do	do
752	R. Thompson.....	Oshawa.	do	13.	5 00	R. D. Multon...	Cobourg.	do	do	do
753	J. B. O. Archam- bault.	Montreal	do	14.	20 50	J. S. Labranche	Portneuf..	do	do	do
754	A. Trew.....	G. T. Ry. Station L. B. Guelph.	do	14..	5 00	Miss H. C. Trew	Toronto.....	do	do	do
755	Oran Cryderman.....	Carnarvon.....	do	13.	4 00	Bowes, Jamieson & Co.	Hamilton	do	do	do
756	T. Hanley.....	Belleville.....	do	16..	2 00	"Globe" Print- ing Co.	Toronto	do	do	do
757	J. R. Oliver.....	Orillia.....	do	17.	3 00	Mrs. J. R. Oliver	Woodstock, O...	do	do	do
758	J. S. Taylor.....	Brantford	do	17..	3 00	Army and Navy Store.	Toronto.....	do	do	do
759	Miss L. Becker.....	Filsenburgh	do	17..	2 00	Mrs. W. J. Train- er.	do	do	do	do
760	Mrs. B. L. McCrea.....	Prescott	do	17.	5 00	Geo. McCrea...	do	do	do	do
761	R. Gosselin.....	Valleyfield	do	18.	9 00	R. Gosselin...	Point St. Charles	do	do	do
762	P. J. Bois.....	Le Breton Flats.	do	19..	10 00	McClary Mfg. Co	Montreal.....	do	do	do

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1896, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Concluded.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
763	P. G. Suddard	Port Colborne	1896. May 19	\$ cts. 5 00	Mrs. L. Suddard	Kingston	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
764	T. C. Scott	Queen Street East, Toronto	do 19	5 00	J. F. Brownridge	Ashgrove	do	do	
765	F. J. Atkinson	Ivanhoe Ry. P. O.	do 20	4 00	Bertha Atkinson	Whitby	do	do	
766	Mrs. Goddard	Carp, O.	do 21	2 00	Mrs. A. H. Goddard	Ottawa	do	do	
767	Delle, D. Gauvreau	Montreal	do 21	1 00	Honore Mailloux	Sault Montmorency	do	do	
768	Robert Cochrane	Pinkerton	do 21	2 40	Wm. Mose	Gorrie	do	do	
769	L. D. Swift	Weidmann	do 22	0 40	The Toronto "News"	Toronto	do	do	
770	Mrs. F. Radmore	Ottawa	do 22	2 00	Mrs. A. Douglas	Bronte	do	do	
771	Carter & Co.	Bolton	do 22	1 70	R. & F. Watson	Toronto	do	do	
772	Conkrite & Co.	Oil Springs	do 22	15 00	Jas. Kennedy & Co.	London	do	do	
773	Miss F. Henderson	Toronto	do 23	3 00	Miss Cora Henderson	Angus, O.	do	do	
774	W. M. Stone	Chatham	do 23	15 00	Gibbons, McNab & Mulhern	London	do	do	
775	Mrs. J. Wood	Brantford	do 24	4 00	Miss A. F. Mathelet	do	do	do	
776	G. Vaughan	Dundas St. Br., Toronto	do 26	2 00	J. W. Jones	Hamilton	do	do	
777	James Bye	Thorold	do 28	4 00	D. McCrae	Guelph	do	do	
778	Lt.-Col. J. Tilton	Ottawa	do 29	10 00	Haldane & Stephenson	Windsor, O.	do	do	
779	Joseph Chew	Sudbury	do 30	5 00	Strathy & Esten	Barrie	do	do	
780	Bella Jameson	Montreal	do 31	1 50	Mrs. Wm. Jamie-son	Rivington	do	do	
781	C. H. Jewell	Toronto, Spadina Ave. Br.	June 1	2 00	Mrs. V. L. St. Hilaire	Quebec	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	

Postmaster General's Report.

No.	Name	Address	Amount	Date	Remarks	Status	Registration
782	Mrs. H. J. Taylor	Prescott	1 00	do	Miss M. L. Taylor	Montreal	No trace owing to want of registration.
783	J. A. Legaré	Montreal	4 00	do	Mdme. J. A. Le	Quebec	do
784	A. Hudon	do	7 00	do	Joseph Hudon	Ottawa	do
785	O. Thorning	Ottawa	5 00	do	Mrs. Otto Thorning	St. Anne de Bellevue	do
786	John A. O'Connor	Whitby	6 00	do	Teresa O'Connor	Mount Carmel	do
787	J. Howie	St. Johns	4 00	do	Thos. Davidson	Montreal	do
788	Mary Stewart	Montreal	3 00	do	Rev. Secur M. of St. Laurent	St. Andrew	do
789	Mrs. P. Trotter	Fosberry, M	2 00	do	Hudson's Bay Co.	Winnipeg	do
790	C. Farrell	Grimslay	1 25	do	Christina Fran	Derrysville	do
791	J. McCabe	Montreal	10 00	do	Miss L. Barton	Montreal	do
792	Mrs. Jno. Inslay	Port Arthur	4 00	do	John Inslay	Rat Portage	do
793	Emma James	Gananoque Rwy.	2 00	do	Mrs. Ellen James	Kingston	do
794	Thos. R. Flint	Stn.	3 00	do	Mrs. Flint	Toronto	do
795	Maggie Ainslie	London	3 00	do	Mrs. James Ainslie	Hamilton	do
796	R. H. Wood	Montreal	5 00	do	Mrs. S. A. Wood	Ottawa	do
797	Mrs. A. C. Howell	Jarvis	10 00	do	F. B. Dubois	Montreal	do
798	L. H. Green	Toronto	2 25	do	Armstrong	Toronto	do
799	M. McDonald	St. Catherine St. Centre, Mont.	5 00	do	Maggie McDon	Alexandria	do
800	Jno. Langton	Kenilworth	10 00	do	Jas. J. Morrison	Toronto	do
801	Chas. Daveling	Montreal	10 50	do	P. Guivrenont	Sorel	do
802	Miss M. Kirkpatrick	do	10 00	do	J. W. Jackson	Britonville	do
803	Dr. E. Proutx	St. Theodore d'Acton	9 00	do	E. L. Desaul	Montreal	do
804	G. Stewart	Montreal	5 00	do	W. H. Frankum	do	do
805	R. G. Smith	Toronto	5 00	do	Mrs. R. G. Smith	London	do
806	Maxine Ether	St. Esprit	25 00	do	A. R. bitaille	Montreal	do
807	Mrs. D. A. McDonald	Galt	5 00	do	D. A. McDonald	Port Elgin	do
808	Aggie Edwards	Gananoque Rwy. Stn.	1 00	do	Miss Gertrude	Kingston	Misdelivered at the Port Elgin Post Office and contents made good by postmaster of that office.
809	Laird & Gunley	Guelph	1 00	do	Jones, Bros. &	Toronto	No trace owing to want of registration.
810	K. Ross	Montreal	11 20	do	Maggie Ross	Lancaster	do
811	Allan Baggs	Gorrie Ry. P. O.	5 00	do	Mrs. Allan Baggs	Toronto	do
812	Jas. Sutherland	Peterboro	3 00	do	Mrs. D. Ryan	St. Gabriel de Montreal	do
813	Isaac Allan	Listowel	5 00	do	Mrs. Isaac Allan	Toronto Junction	do
814	James Gay	Davisville	5 00	do	Miss N. Neill	Winnipeg	do

RECAPITULATION.

Classification of Classes.	Regis-tered.	Unregis-tered.
1. Letters stated not to have been received by persons addressed ; but, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office.	6	793
2. Letters contained in mails or mail packages stated not to have reached offices for which they were intended ; cause of failure not discoverable	20	8
3. Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers re-sponsible or otherwise made good.	22	1
4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered	11	
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by or on behalf of the officers responsible	7	
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered.		
7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy	27	5
8. Letters stolen, or supposed to have been stolen, from the Post Office or mails <i>en route</i> , the contents of which (or a portion thereof) were recovered or made good	19	
9. Letters stolen from the Post Office or mails <i>en route</i> , the contents of which were not recovered	17	6
10. Letters accidentally destroyed during course of post.	4	
11. Still under investigation		1
Totals	133	814

WILLIAM WHITE,
Deputy Postmaster General.

W. D. LESUEUR,
Secretary.

Postmaster General's Report.

APPENDIX H

TRANSACTIONS OF THE
DEAD LETTER BRANCH

STATEMENT of Letters received at the Dead Letter Branch, Canada, during the showing how such Dead

TABLE No. 1.—Showing the Number of Letters of all

Number received.				
DEAD LETTERS:—				
Returned from Great Britain (of these were registered 226)		9,378		
do United States (do " 887)		82,223		
do France (do " 1)		397		
do Newfoundland (do " 1)		612		
do Argentine Republic (do " —)		148		
do Jamaica (do " 1)		135		
do New South Wales (do " 4)		123		
do Mexico (do " 3)		107		
do Victoria (do " 3)		95		
do New Zealand (do " —)		54		
do Other colonies and foreign countries (of these were registered..... 16)		439		
	1,142	93,711		
LESS—Registered, accounted for below.....		1,142		92,569
Returned from post offices in Canada, classified as follows:—				
Registered letters on hand on 30th June, 1895	142			
do in hands of postmasters on 30th June, 1895.....	1,135			
do received during the year ended 30th June, 1896 (including those of foreign origin).....	9,573		10,850	
Letters found to contain value and recorded, on hand on 30th June, 1895.....	256			
Letters found to contain value and rec rded in hands of postmasters on 30th June, 1895.....	124			
Letters found to contain value and recorded, received during the year ended 30th June, 1896.....	3,745		4,125	
				14,975
Ordinary dead letters originating in Canada:—				
Received during the year ended 30th June, 1896.....		193,503		
Ordinary dead letters originating in other countries, on hand on 30th June, 1895.....	742			
Ordinary dead letters originating in other countries received during the year ended 30th June, 1896..	110,417		111,159	
Dead letters with printed addresses of senders.....		20,893		
do official franks.....		18,377		
Returned dead letters, <i>i. e.</i> , letters sent out from Dead Letter Branch, and again returned unclaimed.....		38,874		
Dead parcels, books, &c.:—				
On hand on 30th June, 1895.....	1,617			
Received during the year ended 30th June, 1896.....	99,909		101,526	
				484,332
Circulars, postal cards, &c			280,247	
				872,123
Carried forward.....				872,123

Postmaster General's Report.

Year ended the 30th June, 1896, and of their contents, valuable or otherwise,
Letters have been disposed of.

kinds received, with the disposition made of them.

How disposed of.	—	—	—	—
DEAD LETTERS :—				
Returned to Great Britain including all foreign letters not enumerated below (of these were registered... 442)	15,985			
Returned to United States do " " 341)	54,231			
do France (do " " 53)	978			
do Newfoundland (do " " 4)	595			
do Japan (do " " 3)	104			
do New South Wales (do " " 3)	93			
do Victoria (do " " 3)	87			
do New Zealand (do " " 2)	82			
do Mexico (do " " 2)	59			
do Other colonies and foreign countries (of these were registered..... 23)	568			
<u>876</u>				
Letters of British, colonial or foreign origin remaining on hand on 30th June, 1896 (of these were registered 53.)	53			
Books, postal cards, &c., of British and foreign origin, also returned.....		72,835		
		37,635		
			110,470	
Registered letters returned to writers including those of foreign origin.....	8,360			
Registered letters in hands of postmasters.....	178			
do failed of delivery to writers, owing to refusal to redeem, want of address, &c., found to be of no value and destroyed.....	891			
Registered letters in Dead Letter Branch awaiting claim.	144			
			9,573	
Letters found to contain value, returned to writers.....	3,359			
do do in hands of postmaster.....	107			
do do in Dead Letter Branch awaiting claim.....	279			
			3,745	
Registered and value letters in hands of postmasters or in Dead Letters Branch on 30th June, 1895 and since disposed of, as follows :—				
Delivered.....	444			
Destroyed.....	860			
In Dead Letter Branch.....	353			
		1,657		
			14,975	
Ordinary dead letters returned to writers.....		162,160		
do with printed addresses returned to senders.....		26,472		
do returned to government departments without signatures or postmarks, ac- counts, &c., destroyed.....		18,377		
	119,022			
Returned dead letters destroyed.....	38,874			
		157,896		
			364,905	
Dead books, parcels, &c., forwarded to address.....	663			
do returned to senders.....	94,002			
do of no value, disposed of.....	3,908			
Dead books, parcels, &c., remaining in Dead Letter Branch	2,953			
		101,526		
Circulars, postal-cards, &c., destroyed or otherwise dis- posed of.....		280,247		
			381,773	
Carried forward.....				872,123

STATEMENT of Letters received at the Dead Letter Branch, Canada,

TABLE No 1—Showing the Number of Letters of all kinds

Number received.				
Brought forward.....				872,123
SPECIAL LETTERS, classified as follows:—				
Registered letters on hand on 30th June, 1895.....	38			
do in hands of postmasters, 30th June, 1895.....	24			
do received for postage, better address, &c.....	1,977	2,039		
Letters found to contain value, and recorded:—				
On hand on 30 June, 1895.....	79			
In hands of postmasters, 30th June, 1895.....	18			
Received for postage, better address, &c.....	1,653	1,750		
Ordinary letters on hand, 30th June, 1895.....	230		3,789	
do received for postage.....	15,211			
do received for better address.....		15,441		
		14,748	30,189	
Drop letters on hand, 30th June, 1895.....		109		
do received for postage.....		5,524		
			5,633	
Letters for foreign countries on hand, 30th June, 1895.....		386		
do do received as unpaid or short paid.....		13,828		
			14,214	
Returned dead letters received.....			2,084	
Post-cards received for postage.....		6,524		
do do address.....		6,519		
			13,043	
Circulars received for postage.....		2,477		
do do address.....		7,125		
			9,602	
Parcels, books, &c. :—				
On hand, 30th June, 1895, received in that and previous years.....		3,981		
Received for postage, better address, or not claimed (of these 349 contained enclosures contrary to law).....		15,088		
			19,069	
				97,623
Carried forward.....				969,746

Postmaster General's Report.

during the Year ended 30th June, 1896, &c.—*Continued.*

received with the disposition made of them.—*Continued.*

How disposed of.	—	—	—	—
Brought forward.....				872,123
SPECIAL LETTERS :—				
Registered letters returned to writers or forwarded to address.....	1,890			
do in hands of postmasters.....	27			
do unsigned and of no value, destroyed in consequence of the inability of the department to return or deliver...	12			
do in Dead Letter Branch awaiting claim.....	48			
		1,977		
Letters found to contain value returned to writers or forwarded to address.....	1,563			
do do in hands of postmasters..	31			
do do in Dead Letter Branch awaiting claim.....	59			
		1,653		
Special registered and value letters in hands of postmasters or in Dead Letter Branch, 30th June, 1896, and since disposed of as follows :—				
Delivered.....	66			
In Dead Letter Branch.....	92			
Destroyed.....	1			
		159		
			3,789	
Ordinary letters received for postage :—				
Returned to writers.....	6,572			
Forwarded to address.....	7,794			
Destroyed in consequence of the inability of the department to return or deliver.....	859			
Remaining on hand, 30th June, 1896.....	216			
		15,441		
Ordinary letters received for better address :—				
Returned to writers.....	10,543			
Forwarded to address.....	1,364			
Destroyed in consequence of the inability of the department to return or deliver.....	2,841			
		14,748		
			30,189	
Drop letters received for postage :—				
Returned to writers.....		2,896		
Forwarded to address.....		2,267		
Destroyed in consequence of the inability of the department to return or deliver.....		384		
Remaining on hand, 30th June, 1896.....		86		
			5,633	
Letters for foreign countries :—				
Returned to writers.....		4,665		
Forwarded to address.....		8,956		
Destroyed in consequence of the inability of the department to return or deliver.....		254		
Remaining on hand, 30th June, 1896.....		339		
			14,214	
Returned dead letters destroyed.....				2,084
Post-cards received for postage, returned to writers or forwarded to address....	4,290			
do do destroyed in consequence of the inability of the department to return or deliver	2,234			
		6,524		
Carried forward.....		6,524	55,909	872,123

STATEMENT of Letters received at the Dead Letter Branch, Canada,

TABLE No. 1—Showing the Number of Letters of all kinds

Number received.	—	—	—	—
Brought forward.....				969,746
Grand total.....				969,746

	SUM
Letters on hand on the 30th June, 1895, including those in hands of postmasters.	8,547
Dead letters received.....	868,527
Special do	92,672
	969,746

JOHN WALSH,
Superintendent.

Postmaster General's Report.

during the Year ended 30th June, 1896, &c.—*Concluded.*

received, with the disposition made of them—*Concluded.*

How disposed of.	—	—	—	—
Brought forward		6,524	55,909	872,123
SPECIAL LETTERS—<i>Concluded.</i>				
Post-cards received for better address returned to writers or forwarded to address	2,808			
do do destroyed in consequence of the inability of the department to return or deliver	3,711	6,519		
Circulars received for postage, returned to senders or forwarded to address	2,368		13,043	
do do destroyed	109	2,477		
Circulars received for better address returned to senders or forwarded to address	3,140			
do do destroyed	3,985	7,125		
Books, parcels, &c., held for postage, address, enclosures, or not called for, returned to senders	7,556		9,602	
Books, parcels, &c., held for postage, address, enclosures, or not called for, sent to address	4,699	12,255		
Books, parcels, &c., held for postage, address, enclosures, or not called for, destroyed, being of no value, and the department being unable to return or deliver		4,642		
Books, parcels, &c., held for postage, address, enclosures, or not called for, remaining on hand (including balance of previous years) on 30th June, 1896		2,172	19,069	
Grand total				97,623
				969,746

M A R Y.

Dead letters disposed of	868,109
Special do	94,580
Letters on hand on the 30th June, 1896, including those in hands of postmasters	7,057
	969,746

WILLIAM WHITE,
Deputy Postmaster General.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value; the amount and nature of their contents; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended 30th June, 1896.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1896.		No. of Letters delivered during the Year ended 30th June, 1896.	No. of Letters undelivered on 30th June, 1896, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1896, and now in hands of postmasters awaiting claim.
		\$	cts.			
2,417	Money (including \$3.21 inclosed in letters under other heads).....	11,885	69	2,128	198	91
26	Bills of exchange.....	1,959	92	25	1	
5	Bonds.....	2,605	00	5		
456	Cheques.....	128,439	47	436	7	13
7	Coupons.....	1,279	30	7		
186	Drafts.....	20,099	65	180		6
4	I. O. U's.....	223	00	3	1	
787	Money orders.....	11,158	58	740	22	25
59	Orders.....	1,362	06	55	2	2
1	Passage certificate.....	30	00	1		
277	Promissory notes.....	40,533	95	260	9	8
528	Receipts.....	44,545	20	492	21	15
10	Stock certificates.....	16,702	00	10		
12	Various certificates.....	1,121	94	8	1	3
442	Registered letters sent to Dead Letter Office, London, England.....			442		
341	Registered letters sent to Dead Letter Office, Washington, U.S.A.....			341		
93	Registered letters sent to Dead Letter Offices, other countries.....			93		
42	Deeds.....			40		2
89	Documents of value.....			80	8	1
1	Certificates, army reserve.....			1		
1	do annual return.....			1		
1	do art school.....			1		
2	do Artisans, Canadien Francais.....			2		
1	do assay.....					1
1	do authorization.....			1		
12	do baptism.....			10	1	1
2	do birth.....			2		
6	do Canadian Electric Association.....			6		
2	do Home Circle.....			2		
3	do Canadian Order of Foresters.....			3		
2	do Catholic Mutual Benefit Association.....			1	1	
11	do character.....			10		1
28	do church membership.....			26	1	1
9	do commercial travellers.....			9		
1	do conduct.....			1		
1	do confirmation.....			1		
1	do Conservative Club.....			1		
1	do death.....				1	
3	do delegates.....			3		
4	do discharge.....			3	1	
1	do dismissal.....			1		
1	do drawing.....			1		
1	do endowment.....			1		
1	do engineers.....			1		
1	do entry.....			1		
12	do examination.....			11	1	
1	do health.....			1		
1	do Home Knowledge Association.....			1		
3	do identity.....			1	1	1
6	do illness.....			6		
1	do insanity.....			1		
3	do Independent Order of Good Templars.....			3		

Postmaster General's Report.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended 30th June, 1896.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1896.	No. of Letters delivered of those received during the Year ended 30th June, 1896.	No. of Letters undelivered on 30th June, 1896, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1896, and now in hands of postmasters awaiting claim.
		s cts.			
8	Certificates, Independent Order Foresters.....		8		
6	do Independent Order of Odd Fellows.....		6		
1	do Knights of Labour.....		1		
1	do Knights of Pythias.....		1		
2	do life association bonus.....		2		
3	do narine.....		3		
10	do marriage.....		9		1
7	do Masonic.....		7		
7	do medical.....		7		
2	do miners.....		2		
1	do of work done.....				1
11	do Orange (Loyal Orange Association).....				1
			10		1
1	do ownership.....		1		
1	do Patrons of Industry.....		1		
5	do Pharmaceutical Society.....		5		
2	do polling booth.....		2		
1	do port warden.....		1		
1	do property.....		1		
1	do Provincial Provident Institute.....		1		
3	do registration.....		3		
1	do Royal Templars of Temperance.....		1		
1	do shares.....		1		
3	do shareholders.....		3		
1	do Sons of Temperance.....		1		
2	do students.....		2		
1	do superannuation.....		1		
1	do tax.....		1		
6	do teachers.....		6		
2	do Typographical Union.....		2		
5	do titles.....		5		
2	do trained nurse.....		2		
2	do vaccination.....		2		
9	do weights and measures.....		4	5	
3	do Wheelmen's Association.....			3	
4	Accident insurance card.....		4		
6	Accounts.....		6		
12	Affidavits.....		9	1	2
1	Agate stones.....		1		
40	Agreements.....		36	4	
2	Albums.....		2		
3	Applications.....		3		
17	Aprons.....		17		
7	Assignments.....		6	1	
9	Baby jackets.....		9		
1	Badge (gilt).....			1	
2	Baking powder.....		2		
11	Beadwork.....		11		
1	Belt.....		1		
2	Belt buckle.....		2		
1	Belt brooch.....		1		
1	Bill of lading.....		1		
13	Bill of sale.....		11		2
2	Birds.....		2		
1	Bird wings.....		1		
1	Birds' eggs.....		1		
1	Blouse.....		1		
1	Boating club badge.....		1		
37	Books.....		34	2	1
3	Book mark.....		2	1	

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1896.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1896.	No. of Letters delivered of those received during the Year ended 30th June, 1896.	No. of Letters delivered on 30th June, 1896, and now lying unclaimed in D. L. Branch.	No. of Letters delivered on 30th June, 1896, and now in hands of postmasters awaiting claim.
		¢ cts			
3	Booties.....		3		
18	Boots and shoes.....		18		
8	Bottles of liquid.....		5	3	
4	Bottles of perfume.....		4		
1	Boxing gloves.....		1		
5	Boxes of pills.....		5		
1	Bracelet (bead).....		1		
1	Bracelet (gilt).....		1		
22	Brass baggage checks.....		17	5	
4	Briar pipes.....		4		
1	Brooch (ebonite).....		1		
3	Brooches (gilt).....		3		
1	Brooche (glass).....			1	
1	do (metal).....			1	
1	Brushes.....		1		
1	Buffalo horns.....		1		
1	do teeth.....		1		
3	Butterflies.....		3		
1	Buttons (Rhinstone).....		1		
3	Candy.....		3		
2	Canned peas.....				2
1	Cap (imitation fur).....		1		
2	Catalogues.....		2		
1	Charter.....		1		
1	Chenille table cover.....		1		
1	Chiffon tie.....		1		
1	Chinese lanterns.....		1		
6	Child's garments.....		6		
4	China Easter eggs.....		4		
3	Christmas cards.....		3		
1	Church ornaments.....		1		
1	do registers.....		1		
2	do surplices.....		2		
1	Cigarholder.....		1		
1	Clock.....		1		
1	Clock works.....		1		
1	Cloth cape.....		1		
3	Cloth coats.....		2	1	
1	Cobblers' clamp.....		1		
1	Coffin plate.....		1		
1	Collars (celluloid).....		1		
1	Collar (linen).....		1		
1	Collar button.....		1		
1	Combs.....		1		
1	Commercial papers.....		1		
1	Confederate States note.....		1		
13	Contracts.....		13		
1	Conveyance of land.....		1		
1	Copy of plea.....			1	
1	Corks.....		1		
1	Corncob pipes.....		1		
1	Corsets.....		1		
1	Cotton ties.....		1		
1	Creamer plates.....		1		
1	Crests.....			1	
8	Crochet work.....		8		
1	Crucifix.....		1		
1	do (silver plated).....		1		
1	Curling tongs.....		1		
1	Cushion cover.....		1		
5	Customs manifests.....		5		

Postmaster General's Report.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended 30th June, 1896.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1896.	No. of Letters delivered of those received during the Year ended 30th June, 1896.	No. of Letters undelivered on 30th June, 1896, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1896, and now in hands of postmasters awaiting claim.
2	Daguerreotype.....	\$ cts.	2		
10	Declarations.....		8		2
1	Decree of court.....		1		
6	Dental alloy.....		6		
1	Designs.....		1		
1	Diamond dyes.....		1		
1	Dice.....		1		
16	Diplomas.....		15		1
6	Discharges (sailors).....		6		
13	Doileys.....		13		
3	Dolls.....		3		
1	Dominion land patent.....		1		
1	Dress case.....		1		
6	Dress goods.....		6		
1	Ear rings.....		1	1	
2	Ear drums.....		2		
1	Electric light burners.....		1		
4	Electrotypes.....		4		
1	Embroidery on linen.....		1		
1	Endowment report.....		1		
1	Ensign's cap.....		1		
4	Express receipts.....		4		
9	Extract of baptism.....		9		
1	do do title.....		1		
2	Eye salve.....		1	1	
1	False teeth.....		1		
1	Fan.....		1		
1	Fancy bark box.....		1		
1	do do bag.....		1		
3	do do calendars.....		2	1	
3	do do hair-pins.....		2	1	
6	do do mats.....		6		
1	do do pen-wiper.....		1		
8	do do work.....		8		
1	do do yoke for underwear.....		1		
1	Felt.....		1		
1	do do hat.....		1		
1	Filling for cushion.....		1		
1	Fish.....		1		
1	Fishing tackle.....		1		
1	Flag pins.....		1		
1	Flax.....		1		
1	Flowers.....		1		
1	Flute.....		1		
1	Fly hooks (artificial).....		1		
4	Folio of music.....		3	1	
1	Forceps.....		1		
3	Fountain pens.....		3		
1	Fox skin.....		1		
1	Framed picture.....		1		
7	Furs.....		7		
2	Gaiters.....		2		
3	Garters.....		3		
1	Glass.....		1		
6	do do eyes.....		5	1	
1	do do goggles.....		1		
1	do do syringe.....		1	1	
11	Gloves (fur).....		11		
1	do (kid).....		1		
1	do (lined).....		1		
2	Gold badge pin.....		1	1	

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1896.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1896.	No. of Letters delivered of those received during the Year ended 30th June, 1896.	No. of Letters undelivered on 30th June, 1896, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1896, and now in hands of postmasters awaiting claim.
		% cts.			
8	Gold bracelets		8		
9	do brooches.....		8		1
4	do cuff buttons....		3	1	
1	do stud (diamond setting).....		1		
5	do ear-rings.....		4		
1	do frame for eye-glasses.....		1	1	
2	do glove buttoner.....		2		
1	do lace belt.....		1		
1	do leaves for artificial flowers.....		1		
2	do mounted cameos.....		2		
1	do Independent Order Odd Fellow's jewel.....			1	
3	do locket.....		2	1	
3	do medals.....		3		
4	do nuggets.....		4		
6	do pens.....		6		
2	do pencil cases.....		1	1	
87	do rings (finger).....		73	13	1
3	do shirt studs.....		1	1	1
6	do sleeve links.....		6		
13	do spectacles.....		12	1	
4	do spoons.....		3	1	
24	do tie pins.....		17	7	
1	do tooth plate.....		1		
15	do watches.....		15		
2	do watch cases.....		2		
6	do do chains.....		6		
4	do do charms.....		3	1	
1	Gowns (night).....		1		
5	Gum.....		5		
1	Hair bang.....		1		
2	do switches.....		1	1	
8	Handkerchiefs.....		8		
2	Handkerchief cases.....		2		
1	Herbs.....		1		
1	Holly.....		1		
1	Hood.....		1		
1	Horn cups.....		1		
1	Housewife.....		1		
1	Indian corn.....		1		
1	Inhaler.....		1		
251	Insurance policies.....		248	2	1
3	Independent Order Odd Fellows' souvenirs.....		3		
2	Ivory cards.....		2		
8	Keys.....		7	1	
2	Kidney plasters.....		2		
2	Knives.....		1	1	
1	Kombi camera.....		1		
6	Lace.....		6		
2	do collars.....		2		
1	do curtains.....		1		
4	Lady's garments.....		4		
7	Leases.....		7		
1	Leather hand satchel.....		1		
1	do letter case.....			1	
3	Leather straps.....		3		
1	do wallet.....		1		
54	Legal documents.....		51	2	1
1	Letter cards.....				1
11	Licenses.....		11		
1	Locket (gilt).....		1		
1	Locks.....		1		

Postmaster General's Report.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1896.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1896.	No. of Letters delivered of those received during the Year ended 30th June, 1896.	No. of Letters undelivered on 30th June, 1896, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1896, and now in hands of postmasters awaiting claim.
		\$ cts.			
19	Lottery tickets.....		15	4	
1	Magnetic battery..		1		
1	Manicure set.....		1		
1	Manuscript.....		1		
11	Maple sugar.....		10	1	
1	Maps.....		1		
3	Martin skins.....		3		
1	Masonic benefit report.....		1		
2	Mats.....		2		
5	do (table).....		5		
2	Medals (exhibition).....		2		
1	do (North-west).....		1		
1	do (religious).....		1		
22	Medicine.....		21	1	
1	Meerschäum cigar holder.....		1		
1	do pipe.....		1		
1	Membership card.....		1		
1	Memo. book.....		1		
2	Metal box.....		2		
1	do capsules.....		1		
2	Mink skins.....		2		
8	Mitts.....		8		
1	do (kid).....		1		
21	Moccasins.....		21		
10	Mortgages.....		10		
6	do (chattel).....		6		
2	Mouth organs.....		2		
1	Muffler.....				
3	Music.....		1	2	
1	Necklace (coral).....		1		
1	do (pearl).....		1		
1	Needle book.....		1		
1	Needles.....		1		
1	Newspaper cuttings.....		1		
2	do packet.....		2		
1	Nickel match box.....		1		
4	Obligations.....		4		
1	Oil paintings.....		1		
3	Ointments.....		3		
4	Order books.....		3		1
5	Ore.....		3	2	
1	Osprey.....		1		
1	Ostrich feathers.....		1		
1	Palms.....		1		
1	Paper knife.....		1		
3	Parts of bicycle.....		3		
14	Pass books, bank.....		14		
3	do Ancient Order United Workmen Assurance Co.....		3		
3	do Birkbeck Savings Co.....		3		
2	do Building and Loan Society.....		2		
2	do Canadian Home Circle.....		2		
1	do Canadian Order Foresters.....		1		
1	do Freehold Savings Co.....		1		
1	do insurance.....		1		
2	do Independent Order Foresters.....		2		
1	do life assurance.....		1		
1	do marine.....				1
2	do military.....			1	1
42	do savings bank.....		41	1	
6	do society.....		6		

TABLE No. 2 —Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1896.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1896.	No. of Letters delivered of those received during the Year ended 30th June 1896.	No. of Letters undelivered on 30th June, 1896, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1896, and now in hands of postmaster awaiting claim.
1	Pass books, S. O. E. P. S.		1		
2	do Sons of Scotland		2		
1	do stock		1		
1	do store		1		
1	do Sun Savings and Loan Co.		1		
1	do travellers		1		
1	Passport		1		
1	Pass (soldier's)		1		
1	Pastmaster's jewel		1		
1	Patch work			1	
3	Patterns		3		
1	Paysheets		1		
2	Pencils		2		
2	Pens		2		
1	Pepper and salt cellars		1		
1	Permit		1		
1	Persian lamb muff		1		
1	Phonograph cylinder		1		
67	Photographs		64	3	
8	Photo. holders		8		
1	Photograph negatives		1		
1	Photogravure		1		
1	Pieces of carpet		1		
4	Pillow shams		4		
5	Pin cushions		5		
1	Pine needles		1		
1	Pin tray		1		
2	Plans			2	
1	Pledge		1		
1	Pocket case (silver mounted)			1	
1	do ledger		1		
21	Postage stamps (old)		21		
1	do album		1		
2	Potatoes		2		
25	Powers of attorney		22	1	2
4	Prayer beads		3	1	
1	do do (mother of pearl)		1		
2	do books		2		
1	Printers die			1	
3	Probate of will		2	1	
12	Purses		11		1
2	Quartz		2		
2	Quilts		2		
1	do (patchwork)		1		
1	Raccoon skin		1		
2	Railroad Telegraphers card		2		
8	Railway passes		6	2	
2	Razors		2		
5	Receipt cards		5		
50	Recommendations		39	8	3
1	Reconveyance		1		
7	Registered letters		7		
18	Registered letter receipts		15	1	2
5	Releases		5		
3	Rings (gilt)		3		
1	Ritual		1		
5	Roll of pamphlets		4	1	
1	Roman gold polish		1		
5	Roots		5		
8	Rubbers		7	1	
1	Rubber stamps		1		

Postmaster General's Report.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1896.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1896.	No. of Letters delivered of those received during the Year ended 30th June, 1896.	No. of Letters undelivered on 30th June, 1896, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1896, and now in hands of postmasters awaiting claim.
		\$ cts.			
1	Rubber pessary.....		1		
1	Rule.....		1		
6	Russian post cards.....		6		
6	Sachet.....		6		
1	Sample of cloth.....		1		
2	do metal.....		2		
3	do minerals.....		3		
1	Savings bank deposit order.....		1		
2	Scapulars.....		2		
1	School report.....		1		
3	Sections of machinery.....		3		
17	Seeds.....		16	1	
2	Shipping bill.....		2		
1	Shot.....		1		
1	Shaving case.....		1		
5	Shawls.....		5		
3	Shirts.....		3		
2	Silk.....		2		
1	do (spools of).....		1		
1	do cuffs.....		1		
46	do handkerchiefs.....		43	3	
18	do neckties.....		18		
5	do scarfs.....		5		
1	Silver belt pin.....			1	
1	do bicycle clasp.....		1		
1	do blouse studs.....		1		
1	do book mark.....		1		
1	do bouquet holder.....		1		
1	do boxes.....		1		
7	do bracelets.....		6	1	
11	do brooches.....		10	1	
1	do buckle.....		1		
3	do butter knives.....		2	1	
2	do button hooks.....		2		
1	do buttons.....		1		
3	do chains.....		2	1	
2	do child's sets (knife, fork and spoon).....			2	
1	do cigar holder.....		1		
1	do coffee spoons.....		1		
1	do cream jug and sugar bowl.....		1		
1	do crosses.....			1	
1	do desert spoons.....		1		
1	do ear drops.....			1	
1	do fork.....		1		
3	do hat pins.....		3		
2	do jewel boxes.....		2		
1	do key chain.....		1		
2	do match boxes.....		2		
5	do medals.....		4	1	
1	do miniature skate.....		1		
3	do mugs.....		2	1	
1	do mustard pot.....		1		
3	do napkin rings.....		2	1	
1	do ornaments.....		1		
1	do paper knife.....		1		
1	do pen handle.....		1		
4	do photo holders.....		4		
7	do pins.....		6		1
3	do pin trays.....		3		
1	do prayer beads.....		1		
1	do prayer book marker.....		1		

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c. —Continued.

No. of Letters received during the Year ended 30th June, 1896.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1896.	No. of Letters delivered of those received during the Year ended 30th June, 1896.	No. of Letters undelivered on 30th June, 1896, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1896, and now in hands of postmaster awaiting claim.
		\$ cts.			
3	Silver rings (finger).....		4	1	
2	do salt cellars.....		2		
13	do salt spoons.....		12	1	
1	do scissors.....		1		
1	do shoe horn.....		1		
1	do sleeve links.....		1		
3	do souvenir coin.....		3		
23	do do spoons.....		21	2	
1	do spectacles.....		1		
1	do spring.....		1		
1	do stamp box.....		1		
13	do tea spoon.....		12	1	
3	do thimbles.....		3		
1	do tie clasp.....		1		
1	do top for bottle.....		1		
24	do watches.....		24		
1	do mounted comb.....		1		
1	do do garters.....			1	
3	Skins.....		3		
1	Skins of bear's paw.....		1		
16	Slippers.....		16		
2	Small snow-shoes.....		2		
4	Soap.....		4		
24	Socks and stockings.....		21	3	
2	Society badges.....		2		
2	Souvenir cards.....		2		
1	Specification.....		1		
1	Spirit level.....		1		
11	Spectacles.....		11		
2	St. Jacob's Oil.....		1	1	
2	Stamped linen.....		2		
1	Steel cut (stamp).....		1		
1	Straw hat.....		1		
1	Subpoena.....		1		
1	Sucking bottle.....		1		
35	Summons.....		34	1	
1	Sun bonnet.....		1		
2	Suspenders.....		2		
1	Sweet corn.....		1		
2	Table centres.....		2		
3	do cloth.....		3		
4	do drapes.....		4		
1	Tea cosey.....		1		
1	Teaspoons.....			1	
4	Tea.....		4		
8	Tickets, pawnbrokers.....		5	3	
44	do railway.....		28	16	
3	do steamboat.....		1	2	
1	do time.....		1		
1	do wages.....		1		
5	Tidy.....		4	1	
6	Tobacco.....		6		
2	do pouch.....		2		
2	Toilet box.....		2		
1	do set.....		1		
1	Tooth brush.....		1		
1	do plate.....		1		
3	Towels.....		3		
4	Toys.....		4		
1	Tracings.....		1		
5	Transfers.....		5		

Postmaster General's Report.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Concluded.*

No. of Letters received during the Year ended 30th June, 1896	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1896.	No. of Letters delivered of those received during the Year ended 30th June, 1896.	No. of Letters undelivered on 30th June, 1896, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1896, and now in hands of postmaster awaiting claim.
		\$ cts.			
2	Transfer pass		2		
3	Tray cloth		3		
1	Tubes of paint		1		
1	Undeveloped photo films		1		
9	Unopened letters		9		
1	Valves		1		
1	Veil case		1		
2	Velvet		2		
1	Vest			1	
1	Visiting card		1		
1	Vouchers		1		
1	Warrant		1		
4	Watches (brass)		4		
1	do (cases)		1		
2	Watch chains (gilt)		1	1	
1	do (hair)		1		
1	Watch fob			1	
2	Watches (metal)		2		
5	do (nickel)		4	1	
2	Watch works		2		
2	Wearing apparel		2		
45	Wedding cake		44	1	
3	Whisks		3		
3	White cotton		3		
6	Wills		6		
5	Withdrawal cards		5		
7	Wooden fork and spoon		1		
2	Wooden models		2		
1	do napkin ring		1		
4	Woollen goods		4		
3	do undergarments		3		
1	Writ		1		
2	Yarn		2		
8,353			7,705	446	202
8,595	Add to these ordinary registered letters not enumerated above, which have been returned, forwarded, or otherwise disposed of, as shown in Table No. 1		8,370	84	141
	Grand total of letters containing value disposed of		16,075	530	343
	Grand total of letters remaining unclaimed in Dead Letter Branch		530		
	Grand total of letters in hands of postmasters		343		
16,948		\$281,945 76	16,948		

1,301 letters remained in hands of postmasters on the 30th June, 1895, and all of these have since been satisfactorily accounted for.

WILLIAM WHITE,
Deputy Postmaster General.

JOHN WALSH,
Superintendent.

APPENDIX I

TRANSACTIONS OF THE

POSTAL STORES BRANCH

GENERAL SUMMARY of payments made for *Printing, Stationery, Mail Bags, &c., Stamping Material, Scales and Weights, Street Letter Boxes, Letter Carriers' Uniforms, &c.*, supplied to the Department at Ottawa, and to the different Provinces of the Dominion, through the Postal Stores Branch, Post Office Department, from 1st July, 1895, to 30th June, 1896.

<i>Printing, Binding, Lithographing, &c.</i>		\$ cts.
Queen's Printer's Accounts (<i>Inside Service</i>)		11,290 85
Queen's Printer's Accounts (<i>Outside Service</i>)		26,599 39
<i>Stationery.</i>		
Stationery Office Accounts (<i>Inside Service</i>)		3,623 37
Stationery Office Accounts (<i>Outside Service</i>)		9,416 40
Mail bags, mail locks, slip label cases, &c.		26,254 88
Stamping material, scales and weights, &c.		9,554 02
Street Letter Boxes and miscellaneous items of Post Office expenditure.		2,105 40
Letter Carriers' Uniforms, &c.		15,426 06
Total		104,270 37

WILLIAM WHITE,
Deputy Postmaster General.

SIDNEY SMITH,
Controller of Postal Stores.

NOTE:—

The miscellaneous revenue received from the sale of new and condemned articles of postal stores through the Postal Stores Branch, and deposited to the credit of the Receiver General of Canada, from 1st July, 1895, to 30th June, 1896, amounted to the sum of ...	\$ 70 85
The sum credited in the accounts of the contractors for mail bags to the Department for old metal bars and label cases removed from condemned mail bags and utilized again for new ones amounted to	45 53
Total	<u>\$116 38</u>

Postmaster General's Report.

STATEMENT showing the balance in stock 30th June, 1895, the balance carried forward, 30th June, 1896, and the quantity and cost of Forms, Envelopes, Books, Labels, &c., Sheets of Writing Paper, and Miscellaneous Articles obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1895, to 30th June, 1896.

	Forms.	Envelopes	Books.	Cards and Labels.	Writing Paper, (Sheets)	Miscellaneous.	Value.
							\$ cts.
Balance in stock 30th June, 1895..	6,299,198	1,138,211	53,543	895,137	164,625	.....	6,284 29
Received from Queen's Printer....	16,067,483	2,923,250	68,453	8,920,240	161,540	54,743	* 51,235 17
Total	22,366,681	4,061,461	121,996	9,815,377	326,165	54,743	57,519 46
Issued to the Department at Ottawa	759,766	744,150	5,479	67,924	48,213	22,478	10,110 14
do different provinces..	14,984,285	2,140,802	55,674	8,991,551	129,830	31,614	40,944 32
Total issue.....	15,744,051	2,884,952	61,153	9,059,475	178,043	54,092	51,054 46
Obsolete articles destroyed..	7,033	.....	227	.....	.....	.....	65 00
Balance in stock 30th June, 1896..	6,615,597	1,176,509	60,616	755,902	148,122	651	6,400 00

* April, May and June accounts for printing, Outside Service, amounting to \$13,344.93, held over to be paid from appropriation for 1896-97.

WILLIAM WHITE,
Deputy Postmaster General.

SIDNEY SMITH,
Controller of Postal Stores.

STATEMENT showing the balance in stock, 30th June, 1895, the balance carried forward 30th June, 1896, and the Quantity and Cost of Articles of Stationery obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1895, to 30th June, 1896.

	Baskets.	Pads—Blotting and Desk.	Books.	Carbon Paper (sheets).	Copying Material.	Cyclostyle, Neo style and Mimeograph and plates, &c.	Directories.	Elastic Bands (boxes).	Envelopes.	Envelope Openers.	Erasers.	Rulers.	Gum Arabic (lbs).	Ink (bottles).	Inkstands.	Knives.	Labels, &c.	Lead Pencils and Holders.	Leads for Pencils (boxes).	Miscellaneous, Bottles, Wells and Brushes.
Balance in stock, 30th June, 1895.	* 61	5	61	231	.....	.....	.....	.....	12,125	.....	262	3	40	.....	.....	.....	123	124	.....	3
Stationery received during the year	161	112	3,252	5,138	1,647	3,113	344	1,058	3,900	61	724	719	182½	998	191	329	10,636	14,524	262	475
Total.....	167	117	3,313	5,369	1,647	3,113	344	1,058	16,025	61	724	981	185½	1,038	191	329	10,759	14,648	262	478
Issued to the Department at Ottawa	22	19	590	412	121	1,469	156	304	3,725	8	179	627	85	288	32	84	928	1,639	5	99
do different Provinces....	140	92	2,690	4,574	1,526	1,644	188	754	400	53	545	105	93½	646	159	245	9,736	12,919	257	373
Total issue	162	111	3,280	4,986	1,647	3,113	344	1,058	4,125	61	724	732	178½	934	191	329	10,664	14,568	262	472
Balance in stock, 30th June, 1896.	5	6	33	383	.....	.....	.....	.....	11,900	.....	249	7	104	.....	.....	.....	95	90	.....	6

* Transferred from account for Mail Bags.

STATEMENT showing the balance in stock 30th June, 1895, the balance carried forward 30th June, 1896, and the quantity and cost of *Mail Bags, Mail Locks, Metal Slip Label Cases, &c.*, obtained and issued to the Postal Service generally through the Postal Stores Branch, from 1st July, 1895, to 30th June, 1896.

	LEATHER BAGS.				COTTON DUCK BAGS, LINEN BAGS.						MAIL BAGS REPAIRED.				
	Leather Bags.	Bar Padlock Fastening.	Bolt and Wax Seal Cup Fastening.	Waterproof Bar Padlock Fastening.	Red Striped Bolt and Wax Seal Cup Fastening.	Red Striped Bar Padlock Fastening.	Mail Bags without Fastenings.	Jute Newspaper Sacks with Ship Label Cases attached.	Satchels and Pouches.	Mail Bags refitted, converted, and repaired.	Leather.	Linen.	Cotton Duck.	Jute Sacks repaired and fitted with cords and Label Cases.	Satchels and Pouches.	Resurfacing Bags.
Balance in stock, 30th June, 1895	19	653	130	20	726	99	1,357	45	974	42	259	210	16,110	85	139
Received—Purchased or repaired	75	2,307	710	73	557	983	4,768	636	85	42	259	4,375	16,110	85	139
Returned from circulation and added to stock for reissue.	15				137	41	1,988	3				453			
Total	109	2,960	840	93	1,420	1,123	8,113	684	1,059	42	259	5,038	16,110	85	139
Issued	53	2,419	703	73	636	1,036	6,894	613	974	42	259	4,718	16,110	85	139
Balance in stock, 30th June, 1896	56	541	137	20	784	87	1,219	71	85			320			

Postmaster General's Report.

STATEMENT showing the balance in stock 30th June, 1895, the balance carried forward 30th June, 1896, and the quantity and cost of *Mail Bags, Mail Locks, Metal Slip Label Cases, &c*, obtained and issued to the Postal Service generally through the Postal Stores Branch, from 1st July, 1895, to 30th June, 1896.

	MAIL LOCKS.				KEYS FOR MAIL LOCKS.			Letter Carriers' Straps.	Mail Catching Posts, new and repaired.	Mail Bag Catchers.	Miscellaneous.	VALUE. \$ cts.	
	Ordinary Brass.		International Registered.		Patent Steel Clamp.	For Ordinary Brass.	For International Registered.						For Steel Clamp.
	New.	Repaired.	New.	Repaired.									
Patent Slip Label Cases.													
	Steel Wire Ferrules for Cords.												
	4,391	3,289	532	36	1,005	367	11	35	53	4	1,127	5,519 92	
	3,000	36,000	1,500	78	14,038	596	112	3,926	112	31	4	*29,850 50	
	7,627	3,888	3,888	392	392	596	392	392	392	392	392	6,094 56	
	15,018	39,289	4,420	1,536	15,435	933	11	3,961	165	31	4	41,464 98	
Total	13,339	27,012	3,022	1,225	6,263	422	1	2,348	135	31	4	30,063 72	
	1,679	12,277	1,398	311	9,172	511	10	1,613	30	30	30	11,401 26	
	Issued..												
	Balance in stock, 30th June, 1896.												

Concluded.

* A portion of June account, amounting to \$3,595 62, to be paid from appropriation for 1896-97, owing to vote for 1895-96 being exhausted.

WILLIAM WHITE,
Deputy Postmaster General,

SIDNEY SMITH,
Controller of Postal Stores.

STATEMENT showing the balance in stock, 30th June, 1895, the balance carried forward, 30th June, 1896, and the quantity and cost of *Stamping Material, Scales and Weights, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1895 to 30th June, 1896.

	DATED STAMPS.		Mechanical Dated Stamps Repaired.	RIBBON DATED STAMPS.		NUMBERING MACHINES.		Rubber Type.	Rubber Stamps, New and Repaired.	Brass Crown Seals.	Rating Hand Stamps.	Stamping Sets.	Stamping Pads, New and Repaired.	Fountain Pads.	STAMPING INK.						
	New.	Repaired.		New.	Repaired.	New.	Repaired.								Quarts.	Pints.	Gills.	Bottles of Ink for Rubber Stamps.			
Balance in stock, 30th June, 1895.									15		1,488	227	1				42	92			
Received—																					
Purchased or repaired.	651	24	8	3	12	4	15	308	85	407	1,569	2,000	280	80	130	156	800	800	44	44	
Returned from circulation and added to stock for reissue.											59	7					1	7			
Total.	651	24	8	3	12	4	15	308	100	407	3,116	2,234	281	80	130	199	899	899	44	44	
Issued.	651	24	8	3	12	4	15	308	87	407	1,715	2,103	280	80	130	158	851	851	44	44	
Balance in stock, 30th June, 1896.									13		1,401	131	1			41	48				

Postmaster General's Report.

STATEMENT showing the balance in stock, 30th June, 1895, the balance carried forward, 30th June, 1896, and the quantity and cost of *Stamping Material, Scales and Weights, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1895, to 30th June, 1896.

	TYPE.		SCALES.				Extra Weights.	Felt Rollers.	Wooden Wells for Revolving Cancellers.	Fac-Simile Stamps.	Rollers for Revolving Cancellers.	Miscellaneous.	VALUE.
	Figures.	Months.	New and Repaired.	Letter, (16 oz.)	Parcel, (12 lbs.)	New and Converted.								Platorm, New and Repaired.
<i>Concluded.</i>													
Balance in stock, 30th June, 1895.....	2,022	1,085	34			7	452					8	\$ 1,532 13
Received—													
Purchased or repaired.....	11,018	1,745	2,100	498	117	5	118	60	6	24	52	24	*10,747 37
Returned from circulation and added to stock for reissue.....	33	22	11	6			422				2	1	94 78
Total.....	13,073	2,852	2,145	537	124	5	992	118	6	26	61		12,374 28
Issued.....	10,812	1,997	1,973	514	111	5	369	118	6	14	53		11,213 37
Balance in stock, 30th June, 1896.....	2,261	855	172	23	13		623				12	8	1,160 91

* A portion of June account, amounting to \$1,193.35, to be paid from appropriation for 1896-97, owing to vote for 1895-96 being exhausted.

SIDNEY SMITH,
Controller of Postal Stores.

WILLIAM WHITE,
Deputy Postmaster General.

STATEMENT showing the balance in stock, 30th June, 1895, the balance carried forward, 30th June, 1896, and the quantity and cost of *Street Letter Boxes* and *Miscellaneous Articles* obtained and issued to the Postal Service generally through the Postal Stores Branch, from 1st July, 1895, to 30th June, 1896.

	STREET LETTER BOXES.										Keys for Wrought Iron Street Letter Boxes.	Keys for Cast Iron Street Letter Boxes.	Keys for Shell Pattern Street Letter Boxes.	Yale Locks for Shell Pattern Street Letter Boxes.	Inside Attached Locks for Street Letter Boxes.			
	Wrought Iron.		Cast Iron.		Steel.		Removing and fitting up.	Repainting.	Keys for Wrought Iron Street Letter Boxes.	Keys for Cast Iron Street Letter Boxes.						Keys for Shell Pattern Street Letter Boxes.	Yale Locks for Shell Pattern Street Letter Boxes.	Inside Attached Locks for Street Letter Boxes.
	Large.	Small.	Large.	Small.	Pillar Boxes, Large.	Repaired and Converted.												
							New.	Repaired and Converted.	New.	Repaired and Converted.						Repaired and Converted.	Repaired and Converted.	Repaired and Converted.
Balance in stock 30th June, 1895.	20	12	15	23	4	582	170	20	12	13	12	9						
Received—Purchased or repaired.	12	33	36	7	4	582	170	49	12	13	12	9						
Purchased or repaired but not paid for.		57	36	3				17										
Returned from circulation and added to stock for reissue.	6							1										
Total.	38	57	51	33	4	582	170	87	12	13	12	9						
Issued.	33	53	41	25	4	582	170	73	12				4					
Balance in stock 30th June, 1896.	5	4	10	8				14		13	12	5						

Postmaster General's Report.

STATEMENT showing the balance in stock, 30th June, 1895, the balance carried forward, 30th June, 1896, and the quantity and cost of *Street Letter Boxes* and *Miscellaneous Articles* obtained and issued to the Postal Service generally through the Postal Stores Branch, from 1st July, 1895, to 30th June, 1896.

<i>Concluded.</i>	D. K. MILLER SAFETY LOCKS.			Mail Clerks' Tin Boxes—New and Repaired.	Tin Travelling Letter Boxes.	Wooden Boxes—New and Repaired.	Bougie Holders.	Tin Labels.	Mail Trucks—New and Repaired.	Miscellaneous.	VALUE.
	Miscellaneous Charges for Street Letter Boxes.	New.	Repaired.									Keys for.
Balance in stock, 30th June, 1895.....	43	131	26	322	2	3	27	115	9	209	\$ 742 06
Received—Purchased or repaired.....	147	.....	.....	.....	38	.....	50	.....	.....	.....	*2,196 81
Purchased or repaired but not paid for.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15 40
Returned from circulation and added to stock for reissue.....	79	25	.....	4	.....	.....	.....	.....	.....	.....	90 00
Total.....	269	156	26	326	40	3	77	115	9	209	3,044 27
Issued.....	186	83	26	32	38	1	37	115	9	209	2,690 47
Balance in stock, 30th June, 1896.....	83	73	.....	294	2	2	40	.....	.....	.....	353 80

* A portion of June account, amounting to \$91.41, to be paid from appropriation for 1896-97, owing to vote for 1895-96 being exhausted.

WILLIAM WHITE,
Deputy Postmaster General.

SIDNEY SMITH,
Controller of Postal Stores.

STATEMENT showing the balance in Stock, 30th June, 1895, the balance carried forward, 30th June, 1896, and the quantity and cost of *Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1895, to 30th June, 1896.

	Overcoats.	TUNICS.		TROUSERS.		MONOGRAMS.		Waterproof Coats.	Oilskin Capes.	Helmets.	Cloth Caps and Water-proof Covers.
		Cloth.	Serge.	Cloth.	Serge.	Large.	Small.				
Balance in stock, 30th June, 1895.....	12	11	14	13	9	184	281	76	60	88	115
Received—											
Purchased.....	256	219	452	463	457	144	144	72	117	242	266
Returned and added to stock for reissue.....		2	3	1	2	2	2	1	5	4	3
Total.....	268	232	469	477	468	330	427	149	182	334	384
Issued.....	263	222	460	468	460	49	255	93	118	241	253
Balance in stock, 30th June, 1896.....	5	10	9	9	8	281	172	56	64	93	131

SUPPLEMENT

TO THE

REPORT OF THE POSTMASTER GENERAL

FOR THE

YEAR 1896

WITH REFERENCE TO THE LETTING OF CERTAIN CONTRACTS
FOR MAIL SERVICE.

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1897

NOTE

In explanation of this Supplementary Report, it may be proper to state the circumstances which call for it. Shortly after entering upon my duties as Postmaster General information reached me from persons who had tendered for mail services, but who had not been awarded the contracts, to the effect that their lower tenders had been passed over, and the contracts awarded at higher prices, and I accordingly called upon the officers of the Department to produce and enter in a register all tenders so passed over. This was accordingly done, when it appeared that tenders for 330 services had not been considered when the contracts were awarded, and in upwards of 100 instances the Department, at the time of awarding the contracts, had received tenders to perform the services at lower rates than those at which the contracts had been awarded. Most of such contracts were renewals of existing contracts. In numerous cases contracts were renewed many months in advance of the time when they would in ordinary course expire. These various methods prevailed to a great extent in the year 1895-96. As these investigations appeared instructive, as illustrating the serious extent of the loss to the Treasury by the renewal of contracts without tender a statement was prepared showing the dealings of the Department with the mail contracts during the last year of the administration of the late Government, from which it appears that 1,416 contracts had been made during that year, and that of these 598 had been let without tender. That is 42½ per cent in number of all the contracts entered into during such year were let without tender. In looking at the aggregate of the amounts for which these contracts had been made, the results are even more striking. The total of these amounts was \$856,953.14, and of this sum the contracts let without tender amounted to \$457,952.70, or 53½ per cent of the whole.

For the information of Parliament, I beg to submit the foregoing statements and certain correspondence in connection with various contracts referred to, as a supplement to the departmental report for the fiscal year 1895-96.

W. MULOCK,
Postmaster General.

OTTAWA, May 27, 1897.

Contracts for Mail Service.

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CORRESPONDENCE

RELATING TO

CERTAIN MAIL CONTRACTS

1896

Contracts for Mail Service.

[The Mail Services, which form the subject of the Report are arranged alphabetically, under the names of the Provinces in which they are performed.]

ONTARIO.

Addison and Bell's Station.

In this case a tender was accepted at \$240.00 per annum, and while the acceptance was on its way to the successful tenderer, it was intercepted in the mails by telegraphic order from the Department and cancelled, and the contract was given to the old contractor who did not tender at all, at the rate of \$360.00 per annum, a transaction which resulted in the loss of \$120.00 per annum, or, as the contract was for four years, of \$480.00 for the full term.

The maker of the lowest tender which was set aside, wrote to the Department and to the Honourable John F. Wood, at whose instance the contract was made at \$360.00, protesting against the treatment he was receiving. Mr. Wood forwarded the letter which he received to the Department, with the remark that it meant nothing to either himself or the Department, and suggested that the Post Office Inspector be instructed to report that in view of the satisfactory character of the service rendered, he had recommended that the contract be renewed for a further term of three years.

The rate of payment, which until the 31st December, 1895, had been \$200.00 per annum, was raised to \$360.00 in the following manner. On the 1st January, 1896, when the contract then in operation had but one quarter more to run, a change was made in the service which lengthened the time occupied in the performance of the service by two hours daily. The Inspector reported that in view of the fact that his contract was on the point of expiring, the contractor would not take less than \$40.00 additional for the last quarter, and that addition to the contract amount was allowed in view of the circumstances mentioned. When the renewal of the contract was recommended, this \$40.00 paid under the exceptional circumstances narrated was converted into \$160.00 per annum and made a permanent addition to the contract rate.

This contract was cancelled after three months' notice on the 31st December, 1896, and tenders invited. There were eight tenders received, the lowest of which at \$194.00 per annum was accepted. As there is no reason to believe that this result was in any way exceptional, and might not have been obtained at any time with a serious and intelligent effort to bring the fact of the competition for the service to the attention of all those who might desire to obtain the service, it will be seen that by the renewal of the contract in April, 1896, the Department was submitting to a loss of \$166.00 per annum, or of \$664.00 for the period of four years.

CORRESPONDENCE.

POST OFFICE INSPECTOR'S OFFICE,

KINGSTON, 27th December, 1895.

No. 453.

SIR,—Referring to that part of your letter No. 432 "B" of the 24th November last directing that in the case of the two following services the performance will be varied in the particulars mention below :—

Addison and Bell's Station (C. P. R.)—Courier to remain at the Station for about two hours for arrival of mail train leaving Brockville at 2.45 p. m.

* * * * *

I now beg to report as follows :—

In regard to the Addison and Bell's Station service, *the contract for which will expire on the 31st March next*, the very lowest offer I could obtain from the contractor for the detention at the Station was at the rate of \$40 for the quarter, and this offer I have to submit to you for your approval. Mr. Moffatt, the contractor, positively refused to make a lower offer for the short time the work would remain in his hands.

I am, &c.,

H. MERRICK,
P. O. Inspector.

The Postmaster General, Ottawa.

OTTAWA, 24th January, 1896.

Lt. Col. WM. WHITE,
Deputy Postmaster General, Ottawa.

DEAR COL. WHITE,—Referring to our conversation this morning relative to the position of Mr. H. S. Moffatt, Postmaster at Addison, and who has contracted for carrying the mail between Addison, Whitehurst and named points.—

I have to remind you of the arrangement approved by the Inspector, in consequence of which Mr. Moffatt has to remain for two hours longer than formerly at Whitehurst in order to await the arrival of the train which leaves Brockville at 2.45 p. m. The Inspector arranged to allow Mr. Moffatt a sum of \$40 per quarter additional owing to this delay which includes not only loss of time but feed and shelter for his horses. You asked me to write you and I do so accordingly, and trust the matter will be arranged in accordance with our understanding that this sum be allowed and that his contract, which expires on 1st April next, be renewed in his avour. By so doing you will greatly oblige.

Yours faithfully,

JOHN F. WOOD.

As the contract expired on the 31st March, tenders were invited for a new contract, which were due to be opened on the 28th February.

The tenders were opened on the 2nd March, one only being received, that of Sydney Ducolon for \$240.00 per annum. This was accepted and on the 3rd March was sent to the Inspector to prepare the contract with Mr. Ducolon.

(Telegram.)

OTTAWA, 7th March, 1896.

H. MERRICK, Esq.,
P. O. Inspector, Kingston.

Stay proceedings on tender sent you for Addison and Bell's Station. What action have you taken?

ARTHUR LINDSAY.

(Telegram.)

KINGSTON, 7th March, 1896.

Have recalled acceptance sent to Ducolon; surety forms were mailed but not delivered.

H. MERRICK.

RENEWAL OF MAIL CONTRACT.

No. 28 B.

POST OFFICE DEPARTMENT, CANADA,
MAIL SERVICE BRANCH.

OTTAWA, 10th March, 1896.

Memorandum for the Post Office Inspector at Kingston.

The Postmaster General having had under his consideration the Inspector's Report No. of the has authorized the renewal, on the existing terms and conditions, of the Contract for the following Mail Service, viz. :—

ADDISON AND BELL'S STATION.

Name of contractor, Henry S. Moffatt.
Frequency of service, six times per week.
Distance, 8½ miles.
Cost of service \$360.00 per annum. (See * memo. of 18th March.)
Date of termination of contract, 31st March, 1896.
Date of reception of tenders, 28th February, 1896.
No further action will be taken on the accepted tender sent you on the 3rd instant, which must be returned to the department by first mail.
The renewal to date from 1st April, 1896.
The Inspector will please be so good as to renew this contract accordingly for a further period of four years, and withdraw the notices inviting tenders.

ARTHUR LINDSAY,
Superintendent.

Contracts for Mail Service.

OTTAWA, 18th March, 1896.

**Memorandum for the Post Office Inspector at Kingston.*

With reference to Departmental letter of the 10th inst., instructing him to renew the contract of Mr. Henry S. Moffatt for the mail service between Addison and Bell's Station, the Inspector is informed that the amount for which the new contract is to be made is not \$200 per annum as stated in that letter, but \$360 per annum. The Inspector will please renew at that rate and make the necessary change in the letter of authority.

ARTHUR LINDSAY,
Superintendent.

OTTAWA, 13th March, 1896.

MY DEAR MR. WOOD,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. H. S. Moffatt's contract for the mail service between Addison and Bell's Station, for a further period of four years.

Yours faithfully,
ADOLPHE P. CARON.

The Honourable J. F. WOOD,
Controller of Customs,
Ottawa.

OTTAWA, 20th March, 1896.

MY DEAR MR. WOOD,—In accordance with your recommendation, I have authorized that the contract of Mr. Henry S. Moffatt for the mail service between Addison and Bell's Station, be renewed for a further term at the rate of \$360 per annum.

Yours faithfully,
ADOLPHE P. CARON.

The Honourable J. F. WOOD,
Controller of Customs,
Ottawa.

ADDISON, March 19th, 1896.

Postmaster General.

SIR,—I am the only person who tendered for the conveyance of Her Majesty's mail between Addison and Whitehurst six times per week, said contract to commence on the 1st April.

Would you please send at once all necessary documents for signature as the time is getting short, only 12 days. I am satisfied that I have offered to carry the mail cheaper than what it is now carried for or what any other person has offered to do it, and furthermore, I am prepared to give good and responsible bondsmen to my contract. Let me hear at once.

Yours, etc.,
SIDNEY DUCOLON.

OTTAWA, 20th March, 1896.

SIR,—I have the honour to acknowledge the receipt of your letter of the 19th inst., respecting your tender for the mail service between Addison and Bell's Station.

In reply, I am to say that the matter will have the Postmaster General's attention.

I am, &c.,
ARTHUR LINDSAY,
Superintendent.

Mr. S. DUCOLON,
Addison, Ont.

OTTAWA, 20th March, 1896.

(Private.)

Col. WM. WHITE,
Deputy Postmaster General,
Ottawa.

MY DEAR COL. WHITE,—In view of the enclosed letter which means nothing so far as I am concerned, or the Department, I would suggest that the Inspector be instructed to report that considering the satisfactory manner in which Mr. Moffatt has heretofore managed the duties of mail carrier between Addison and the Canadian Pacific Railway Station, he had recommended that the contract be renewed for a further period of three years.

I am,
Faithfully yours,
JOHN F. WOOD.

(Inclosure.)

ADDISON, 19th March, 1896.

J. F. WOOD, Esq., M.P.,
Ottawa.

SIR,—In conformity with a notice of mail contract for the carrying of the mail between Addison and Whitehurst on the Canadian Pacific Railway, I sent in a tender for the work with good and responsible names attached as bondsmen. I am the only person tendering, and I have offered to carry the mail cheaper than what it is now done. I have been looking for the blanks to come to fill in with my bail, but as yet have not received them; why is this? I have been told that H. S. Moffatt has been let the job as he was before, this is the third time. Moffatt does not carry the mail himself and receives no benefit out of it. I am a poor man and willing to earn my living honestly. Why should I be deprived by such high-handed justice as this? I am told that you use your influence in that direction in his interest. Why should the Post Office Department pay \$50 per year extra to Moffatt when they can get the work done cheaper and give an honest man a chance?

Now, if you have any influence in this matter, in the interest of justice, use that influence in favour of a friend and probably as true as some others.

The last day for receiving tenders was on 28th February, take effect on 1st of April.

Yours, &c.,
SYDNEY DUCOLON.

Please answer at once.

OTTAWA, 26th March, 1896.

The Honourable JOHN F. WOOD,
Controller of Customs,
Ottawa.

MY DEAR MR. WOOD,—I am in receipt of your letter of the 20th inst., enclosing an offer from Mr. Sydney Ducolon for the mail service between Addison and Bell's Station, and suggesting how the matter be dealt with.

In reply, I beg to say that the matter will have the attention of the Department.

Yours faithfully,
ADOLPHE P. CARON.

Contracts for Mail Service.

Albert and Marysville.

In this case a contract was made for \$300 per annum and at the time the contract was authorized there was a tender in the Department for \$265 per annum, the action of the Department resulting in a loss of \$35 per annum or \$140 for the full term. The second tender on the list is from the contractor, and shows that while the contract was given to him for \$300 per annum, he was prepared to take it for \$280 per annum.

The service was let by tender from the 1st January, 1889, the contract having been awarded to the lowest tenderer, Mr. P. Sullivan, at the rate of his tender, \$180 per annum. On the 1st September, 1890, the service which up to that time had been tri-weekly, was made daily, Mr. Sullivan undertaking the daily service at the rate of \$300 per annum for the balance of his term.

Prior to the termination of this contract, which took place on the 31st December, 1892, tenders were invited due to be opened on the 11th November. On the 4th November instructions were issued to withdraw the notices inviting tenders, and to renew the contract of Mr. Sullivan at the same rate, viz., \$300.

The following tenders were received but not considered :—

P. Doyle.....	\$265 00
P. Sullivan.....	280 00
G. H. Jones.....	285 00
T. N. Dafoe.....	229 00

(The last of these tenders was not for the service as described in the notices.)

CORRESPONDENCE.

BELLEVILLE, 1st November, 1892.

The Deputy Postmaster General, Ottawa.

DEAR MR. WHITE,—Your Department is advertising for tenders for the mail route between Marysville and Albert. The present carrier, Peter Sullivan, has given perfect satisfaction to the people and I understand to your Department. If possible I hope he will be successful in securing the contract for the coming year.

Yours, &c.,

W. B. NORTHRUP.

OTTAWA, 5th November, 1892.

MY DEAR MR. NORTHRUP,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 1st inst., I have authorized the renewal of Mr. P. Sullivan's contract for the mail service between Albert and Marysville for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

W. B. NORTHRUP, Esq., M. P., Belleville, Ont.

This service is now performed under a contract which went into operation on the 1st January, 1897, for \$195 per annum, a saving of \$105 per annum or \$420 for the full term.

Almonte and West Huntley.

This contract was let for \$196 per annum while there was a tender in the Department for \$155 per annum. The loss to the Department in this case was \$41 per annum or \$164 for the four year term.

The service was put in the hands of Mr. John Manion, by private arrangement, on the 1st January, 1885, at the rate of \$196 per annum. These terms have been preserved since that time by renewal of the original contract, though the service passed into the hands of Mrs. Bridget Manion on the 1st October, 1889, owing to the death of Mr. Manion.

Prior to the awarding of the contract to Mrs. Manion, on the 1st January, 1893, tenders were invited for it, due to be opened on the 25th November, 1892. The notices inviting tenders were withdrawn by instructions issued on the 15th November, the date on which the authority for the renewal with Mrs. Manion was issued, and the tenders received were not considered.

Tender received :—

D. O'Leary.....	\$155 00
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CORRESPONDENCE.

WEST HUNTLEY, 28th October, 1892.

HON. SIR ADOLPHE P. CARON,
Postmaster General, Ottawa.

HONOURABLE SIR,—I write to request of you to have me sent a renewal of mail contract. I was on the point of sending for it when I received the tenders. I am willing to take the contract at price previously paid—\$196 per annum.

* * * * *

Believe me sincerely yours,

MRS. B. MANION,
Mail Contractor.

POST OFFICE INSPECTOR'S OFFICE,
OTTAWA, 8th November, 1892.

SIR,—Referring to the letter addressed to you by Mrs. Bridget Manion, of West Huntley, applying for the renewal of her contract for the mail service between Almonte and West Huntley, I beg leave to say that this contract, the duties of which have been performed by Mrs. Manion for some years, will expire by lapse of time on 31st proximo. Its conditions are three trips per week, distance 12 miles, price paid \$196 per annum. This sum, although not unusually low, may be looked upon as a fair remuneration for the work to be done. I may say that I have no fault to find with the manner in which Mrs. Manion has carried out the obligations of her contract, and would, therefore, recommend that the renewal for which she asks be granted.

I have the honour, &c.,

F. HAWKEN,
P. O. Inspector.

The Postmaster General.

ALMONTE, 11th November.

Lieut.-Col. WHITE,
Deputy Postmaster General,
Ottawa.

DEAR SIR,—*Re* contract for carrying mail from West Huntley to Almonte, as the amount is under \$200, can you not arrange to withdraw advertisement for tenders and let Mrs. Manion, who holds the present contract, have it again under same conditions. This would be quite satisfactory to Mr. B. Rosamond, M.P.

Yours truly,

JAMES ROSAMOND.

OTTAWA, 16th November, 1892.

MY DEAR MR. ROSAMOND,—I beg to inform you that in accordance with your recommendation, I have authorized the renewal of Mrs. B. Manion's contract for mail service for a further period of four years.

Yours faithfully,

B. ROSAMOND, Esq., M.P.,
Almonte, Ont.

ADOLPHE P. CARON.

This service is now performed under a contract which went into operation on the 1st January, 1897 for \$99 per annum, a saving of \$97 per annum or \$398 for the full term.

Contracts for Mail Service.

Anten Mills and Railway Station.

The contract in this case was let at \$110 per annum, in spite of the report of the Inspector that the rate was not a reasonable one, and might be reduced if the service were put up to tender. How great the reduction might have been if the Inspector's suggestion had been followed may be inferred from the fact that at the tendering which took place on the 19th February, 1897, a tender was received at \$17 per annum, and of the other tenders which reached the Department, three in number, the highest was at the rate of \$55 per annum. A contract which went into operation on the 1st April, 1897, was made at the rate of the lowest tender—\$17 per annum—and a saving made of \$93 per annum, or \$372 for the whole period.

The service was let by tender on the 1st January, 1892, the contract being made with the lowest tenderer, Mr. James McLaughlin, at the rate of his tender \$110 per annum.

The contract made at that time expired on the 31st December, 1895, and the following correspondence appears in connection with the new contract entered into on the 1st January, 1896.

CORRESPONDENCE.

ANTEN MILLS, August 31, 1895.

To Post Office Inspector.

DEAR SIR,—I received your letter on the 30th, and I will take the mail contract for the next term of four years at the same price.

Yours truly,

JAMES McLAUGHLIN,
P. M. Anten Mills.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information.

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited?
10. Is the price a reasonable one?
11. Have the duties been performed satisfactorily by the contractor?
12. Is he willing to accept a renewal of this contract on the existing terms and conditions?
13. Would it be in the interest of the service to renew this contract?
14. Is there any other information which would help the Postmaster General in coming to a decision?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE.

BARRIE, 8th Sept., 1895.

1. Anten Mills and Railway Station.
2. James McLaughlin.
3. Daily.
4. Half-mile.
5. \$110 per annum.
6. 31st December, 1895.
- *7. Not yet under advt.
8. By tender.
- 9.
10. It is not.
11. They have.
12. He is.
13. Contract would likely be taken at a less rate if put up for tender.
14. No.

ALLAN JONES,
Post Office Inspector.

*Since under advt., tenders receivable up to 1st Nov., '95.

Barrie, 27th September, 1895.

SIR A. P. CARON

Postmaster General, Ottawa.

SIR,—Mr. James McLaughlin, Postmaster at Anten Mills, has carried the mails from the post office to the railway station for some 16 years, and desires to be continued in this service and have his contract renewed for a further term of four years.

Mr. McLaughlin has always attended well to his duties and given entire satisfaction.

I will be glad to see him continued in the service and can confidently recommend him for a renewal of the contract. The remuneration is certainly very moderate, and as low as it can be consistently with efficient service.

He offers to take it on the present terms.

I am etc.,

HAUGHTON LENNOX.

Ottawa, 3rd October, 1895.

MY DEAR Mr. LENNOX,—I am in receipt of your letter of the 27th ulto., recommending the renewal of Mr. James McLaughlin's contract for the mail service between Anten Mills and railway station.

In reply, I am to say that the matter will have the attention of the Department.

Yours faithfully,

ADOLPHE P. CARON.

H. LENNOX,
Barrie, Ont.

(Private.)

Ottawa, 3rd October, 1895.

MY DEAR MR. WALLACE,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Anten Mills and railway station.

The present contractor is Mr. James McLaughlin, whose application the Inspector recommends.

An early reply will oblige,

Yours faithfully,

WM. WHITE.

HON. N. C. WALLACE,
Controller of Customs, Ottawa.

Ottawa, 14th October, 1895.

DEAR SIR ADOLPHE,—Referring to your enquiry respecting Mr. McLaughlin's contract, I have much pleasure in recommending its renewal, as that is the wish of our candidate for North Simcoe, Mr. Haughton Lennox, Barrister, Barrie.

I am, &c.,

N. CLARKE WALLACE.

HON. SIR A. P. CARON,
Postmaster General,
Ottawa.

Contracts for Mail Service.

OTTAWA, 19th October, 1895.

MY DEAR MR. WALLACE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 14th inst., I have authorized the renewal of Mr. J. M. McLaughlin's contract for the mail service between Anten Mills and railway station for a further period of four years.

Yours faithfully,

The Hon. N. C. WALLACE,
Controller of Customs, Ottawa.

ADOLPHE P. CARON.

Appleton and Carleton Place.

This contract was renewed without tender at the rate of \$195 per annum, notwithstanding the Inspector's report that a lower rate would be obtained if the service were put up to tender, and that at the time a tender \$15 less was in the Department. The loss was \$60 for the full term.

The service was let by tender from the 1st October, 1889, the contract having been awarded to the lowest tenderer, Mr. J. N. Eastwood, at the rate of his tender, \$195 per annum. On the 1st April, 1891, the contract was transferred to Mr. James Coultice, and with him renewed from the 1st October, 1893, on the same terms and conditions.

Prior to awarding the contract to Mr. Coultice in 1893, tenders were invited for it, due to be opened on the 18th August. On the 31st July instructions were issued to withdraw the notices, as the renewal with Mr. Coultice had been authorized.

The following tenders were received but not considered :—

J. Peever.....	\$180 00
J. Coultice.....	190 00
J. B. Legary.....	250 00
R. Code.....	275 00

CORRESPONDENCE.

ALMONTE, 10th July, 1893.

DEAR SIR ADOLPHE,—Waiting reply to my last letter to you, I now wish to ask you to allow the contract with Mr. James Coultice, for carrying the mail from Carleton Place to Appleton, to continue for another term. He has been to some expense in preparing for it, and is, I understand, willing to continue on same terms.

Waiting your reply,

Yours truly,

B. ROSAMOND.

Hon. Sir ADOLPHE P. CARON,
Ottawa.

POST OFFICE INSPECTOR'S OFFICE,

OTTAWA, 27th July, 1893.

SIR,—Referring to a memorandum under date 12th instant, addressed to me by the Superintendent of the Mail Service Branch, requesting me to report on the question of renewing the existing contract for the mail service between Appleton and Carleton Place, I beg leave to say that this service which is now under advertisement will expire by lapse of time on 30th September next. Its conditions are 12 trips a week, distance $4\frac{1}{2}$ miles, price paid \$195.00 per annum. This is, I may say, a fairly reasonable, if not a low figure, for the work done, and I may add that Mr. James Coultice who is the present contractor, has to my knowledge, performed his duties in a satisfactory manner. I would at the same time state that the Postmaster at Appleton informed me that he has reason to believe the work might be undertaken at a somewhat lower price were the service to be advertised.

I have the honour, &c.,

C. P. LESUEUR,

Asst. P. O. Inspector.

The Honourable
The Postmaster General.

OTTAWA, 31st July, 1893.

MY DEAR MR. ROSAMOND,—I have much pleasure in informing you that in accordance with your recommendation I have authorized the renewal of Mr. James Coultice's contract for the mail service between Appleton and Carleton Place for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

B. ROSAMOND, Esq., M. P.,
Almonte, Ont.

Arthur and Fergus.

This contract was renewed without tender for \$190 per annum, while there was in the Department a tender for \$149.50 per annum. The loss was \$40.50 per annum or \$162 for the four years period.

The service was let by tender from the 1st April, 1890, the contract having been awarded to the lowest tenderer, Mr. W. E. Draper, at the rate of his tender, \$190 per annum.

Prior to the termination of the contract on the 31st March, 1894, tenders were invited, due to be opened on the 2nd February. On the 23rd January authority was issued for the withdrawal of the notices inviting tenders, and the renewal of Mr. Draper's contract at the existing rate of \$190 per annum.

The following tenders were received but were not considered :—

J. Alexander.....	\$149 50
W. J. Church.....	160 00
C. Irwin.....	169 00
O. D. White.....	174 00
H. W. Milks.....	350 00
J. McQuinn.....	400 00

CORRESPONDENCE.

TORONTO, January 13, 1894.

The Postmaster General,
Ottawa.

DEAR SIR,—I enclose letters from Arthur *re* contract for carrying the mail from Arthur to Fergus.

I am most anxious that Mr. Draper should again receive this contract, as he has performed the service in a manner satisfactory to everyone.

Awaiting your reply,

Yours faithfully,

L. H. CLARKE.

(Inclosure.)

ARTHUR, 12th January, 1894.

L. H. CLARKE, Esq.

DEAR SIR,—I have had the contract for carrying the mail from Arthur to Fergus for the past four years, and my time expires on the 1st day of April, when it will be re-let for another term of four years. Now, I am prepared to take it for another term at the same price I had it for the last term, and I wish you would mention the matter at Ottawa for me. I was advised to mention the matter to you, and that you would attend to it for me, or have some person do it. I also enclose a note from Mr. Clarke to you, and if not too much trouble would like you to attend to this matter for me, and greatly oblige.

Yours, &c.,

W. E. DRAPER.

P. S.—The tenders for the contract have to be at Ottawa on or before the 2nd February.

Contracts for Mail Service.

OTTAWA, 23rd January 1894.

MY DEAR MR. CLARKE,—I have much pleasure in informing you that, in accordance with your recommendation, I have authorized the renewal of Mr. W. E. Draper's contract for the mail service between Arthur and Fergus for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON

L. H. CLARKE, Esq.,
Toronto, Ont.

Arthur and Monck.

In this case the notices were withdrawn a month before the tenders were due to be opened, but a tender was received at \$190 per annum, while the contract was renewed without tender for \$204 per annum.

The service was let by tender from the 1st July, 1890, the contract having been awarded to the lowest tenderer, Mr. Wm. Hamilton, at the rate of his tender, \$204 per annum. Prior to the termination of this contract on the 30th June, 1894, tenders for a new contract were invited, due to be opened on the 13th April. On the 13th March instructions were issued for the withdrawal of the notices, and the renewal of Mr. Hamilton's contract, at the existing rate of \$204 per annum.

The following tender was received but not considered :—

Thomas Mullarky \$190 00

CORRESPONDENCE.

TORONTO, 1st March, 1894.

The Postmaster General,
Ottawa.

DEAR SIR,—I understand that Wm. Hamilton's contract for carrying the mail between Arthur, Gordonville, Damascus, and Monck post offices in West Luther, North Wellington, expires shortly. I should like very much to have you renew Mr. Hamilton's contract, as I believe his work has been satisfactory in the past.

Awaiting your reply,

Yours faithfully,

L. H. CLARKE.

OTTAWA, 13th March, 1894.

MY DEAR MR. CLARKE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 1st instant, I have authorised the renewal of Mr. Wm. Hamilton's contract for the mail service between Arthur and Monck for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

L. H. CLARKE, Esq.,
Toronto, Ont.

ARTHUR, 30th March, 1894.

To the Postmaster General,
Ottawa.

DEAR SIR,—Is the mail contract let for carrying the mails between Arthur and Monck? If not, will you kindly send me a form to fill in for tender. (Stamp inclosed.)

Yours very respectfully,

R. A. COLVILL.

Address: Box 166, Arthur.

P.S.—The Postmaster said he sent back all the forms.

OTTAWA, 3rd April, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter of the 30th ultimo, respecting the contract for the mail service between Arthur and Monck.

In reply I beg to inform you that the Postmaster General has authorised the renewal of this contract.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. R. A. COLVILL,
Arthur, Ont.

Athlone and Tottenham.

This contract was made without tender for \$300 per annum while there was a tender in the Department for \$197 per annum. When this fact was brought to the attention of the present Postmaster General Mr. Mulock, he cancelled the contract at \$300 per annum and awarded it to the lowest tenderer at the rate of his tender \$197 per annum, thus checking a loss which for the full term would amount to \$412.

The service was let by tender from the 1st April, 1891, the contract having been awarded to the lowest tenderer, Mr. S. E. Turner, at the rate of his tender \$300 per annum.

Prior to the termination of this contract on the 31st March, 1895, tenders were invited due to be opened on the 22nd February. On the 12th February, instructions issued for the withdrawal of notices inviting tenders, and for the renewal of Mr. Turner's contract for the further term of four years at the same rate, viz., \$300 per annum.

The following tenders were received but not considered :—

M. J. Casserly	\$197 00
George Bennett.....	210 00
Thomas Bruce.....	225 00

CORRESPONDENCE.

BRADFORD, 14th November, 1894.

The Honourable
The Postmaster General.

MY DEAR SIR,—I beg to recommend the renewal of the contract existing between the Government and S. E. Turner for carrying the mails between Tottenham and Athlone for a further term at existing rates.

I have the honour, &c.,

R. TYRWHITT.

TOTTENHAM, 12th Nov., 1894.

COL. TYRWHITT.

DEAR FRIEND,—As my contract for carrying the mail between Tottenham and Athlone expires on the 1st April, 1895, I would feel obliged if you would be good enough to have it renewed for me for another term. I am getting three hundred dollars per annum. I would like if it could be raised thirteen dollars, and that would make one dollar per day for working days in the year; but if that cannot be done, be good enough to have it renewed at the present figures. I feel very thankful for the way you have assisted me to get the contract, and hope I will be able, at some time, to return the compliment.

I remain, &c.,

S. E. TURNER.

* * * * *

Contracts for Mail Service.

MONTREAL, 11th January, 1895.

MY DEAR COL. WHITE,—If the contract for carrying the mail between Athlone and Tottenham has not yet been renewed, will you please delay doing so for a few days.

The contract for carrying the mail between Connor and Palgrave Station will, I am told, expire in March next, and I would beg to recommend that tenders be called before a new contract is made.

Sincerely yours,

R. S. WHITE.

COL. WHITE,
Deputy Postmaster General,
Ottawa.

MONTREAL, 7th February, 1895.

Sir A. P. CARON,
Postmaster General.

MY DEAR SIR ADOLPHE,—I am informed that tenders have been invited for carrying the mail between Athlone and Tottenham in Cardwell county. The present contractor is S. E. Turner and the price is a reasonable one. I will be greatly obliged if you can renew the contract with Turner without receiving new tenders.

Sincerely yours,

R. S. WHITE.

BRADFORD, 7th February, 1895.

The Hon. Sir A. P. CARON.

Re Turner's Contract.

MY DEAR SIR,—I wrote you some weeks ago in reference to the renewal of this contract, and you, I think, answered to say that it would be renewed without tender as I recommended.

Something has happened since which has led to this change, or is it a freak of the Inspector, who appears to have a faculty for interfering in everything and of making himself generally obnoxious to myself and my constituents.

Now, I know the people and locality and understand exactly what I am doing, and while not wishing to be unreasonable, do not propose to forego any of my privileges while I remain a supporter of the Government.

I should like to understand whether the Inspector has been authorized to cancel this man's contract, as if he has I may as well take a rest and let him run the election. Now I have been in three ridings lately and seldom have time to attend to my own business, but if I am to be treated in this way I shall make sure of my own election and let Cardwell go, if I am to be sacrificed to win there.

An early reply will oblige,

Yours truly,

R. TYRWHITT.

N. B.—I shall look up the letter advising me that Mr. Turner's contract would be renewed.

(Inclosures.)

(1)

TOTTENHAM, 6th February, 1895.

Col. TYRWHITT, M.P.

MY DEAR FRIEND,—I wrote up to Mr. Jones, Post Office Inspector, to know if my contract was not going to be renewed, so I enclose you the letter. I think there are some parties corresponding with R. S. White, M.P. for Cardwell, wishing him to use his influence to have it go to tender. I suppose he would have a say in

the matter, as the contract states between Athlone and Tottenham, so part of contract would be in Cardwell.

Would you be good enough to write him and try to have it renewed without going to tender. You would think by that letter that I was getting too much for job, but the trip is 18 miles, six times per week, and I have got to make 6 calls each day, so the pay is not very large, and the last time it was let by tender and I was the lowest tenderer and got it. That was four years ago.

I could have a petition signed by all the postmasters, that I carry it very punctually and there is not one single complaint.

I remain yours respectfully,

S. E. TURNER.

(2).

POST OFFICE INSPECTOR'S OFFICE,
BARRIE, 5th February, 1895.

DEAR SIR,—I have yours of the 5th inst., and in reply would state that the contract now held by you for the Athlone and Tottenham mail service will be advertised for tenders dating from 1st April next as you have observed by the advertisement in the newspaper and the placards posted up at the different offices. Your application for renewal was duly received, but the contract being at a high figure, the Postmaster General has no doubt decided to invite tenders. If you desire to have the contract again, it will be necessary for you to tender in the usual manner.

Yours truly,

ALLAN JONES,
Post Office Inspector.

Mr. S. E. TURNER,
Mail Contractor,
Tottenham.

OTTAWA, 12th February, 1895.

MY DEAR MR. WHITE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 7th inst., I have authorized the renewal of Mr. S. E. Turner's contract for the mail service between Athlone and Tottenham for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

R. S. WHITE, Esq., M. P.,
Montreal, Que.

OTTAWA, 12th February, 1895.

MY DEAR COLONEL TYRWHITT,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. S. E. Turner's contract for the mail service between Athlone and Tottenham for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

Lt.-Col. R. TYRWHITT, M.P.,
Bradford, Ont.

Contracts for Mail Service.

OTTAWA, 13th February, 1895.

MY DEAR COLONEL TYRWHITT,—I am in receipt of your letter of the 7th inst. making inquiries regarding Mr. S. E. Turner's contract for the Athlone and Tottenham mail service, the renewal of which you recommended some time ago.

In reply, I beg to say that as you recommended the contract was renewed. The delay to which you call attention was not due to any action of the Inspector's.

Yours faithfully,

ADOLPHE P. CARON.

Lt.-Col. R. TYRWHITT, M.P.,
Bradford, Ont.

BRADFORD, 14th February, 1895.

The Honourable the Postmaster General.

MY DEAR SIR,—I inclose the communication to which I referred in my letter of some days ago on the subject of contract mentioned. Mr. Turner has fulfilled his contract satisfactorily and under the circumstances it is customary to renew on the recommendation of the representative.

You will observe by the dates that the recommendation was made in good time. Trusting that you will see justice done in this matter.

I am, yours truly,

R. TYRWHITT.

N.B.—I inclose the Inspector's letter to Mr. Turner, which he answered by saying he would renew on the same terms.

Why this change when the matter was virtually settled?

R. T.

POST OFFICE INSPECTOR'S OFFICE,
BARRIE, 20th NOVEMBER, 1894.

DEAR SIR,—Please let me know whether you are desirous of renewing your contract for the Athlone and Tottenham daily mail service for a further term of four years, from the 1st April, 1895, at the present rate of payment, \$300.00 per annum. An early reply will oblige.

Yours truly,

ALLAN JONES,
Post Office Inspector.

Aultsville and East Williamsburg.

This contract was let at \$75 per annum while the Department had full knowledge of the fact that a tender had been received at \$64 per annum. That there was no strong pressure on the Department to set aside the lowest tender may be inferred from the fact that the Department had to write twice to the member of Parliament representing the riding before a recommendation in favour of the renewal could be obtained.

The service was let by tender from the 1st January, 1892, the contract being awarded to the lowest tenderer, Mr. Warner Casselman, at the rate of his tender, \$75 per annum. This contract was renewed with Mr. Casselman from the 1st January, 1896, on the same terms and conditions.

Prior to the awarding of the contract to Mr. Casselman from the 1st January, 1896, tenders were asked for, due to be opened on the 8th November, 1895. The tenders were opened, and the lowest tender accepted; but the acceptance was cancelled, and the renewal authorized on the 12th December.

Tender.

J. E. Summers..... \$64 00 per annum.

CORRESPONDENCE.

EAST WILLIAMSBURG, 22nd October, 1895.

SIR,—I hope you will put the contract for carrying the mail from this office to Aultsville to tender, as the time of the last contract expires on the 31st December. I wrote the Post Office Inspector, and he said it would be just as you ordered. Four years ago I offered to carry the mail for \$72 per year, but the Inspector said it had to be put up to tender. Mr. Casselman got the contract at \$75. Now, I will guarantee that the mail will be carried much less for the next four years if the contract is put up for tender. Will you be kind enough to order that the contract be tendered for?

I have the honour, &c.,

Yours respectfully,

J. E. SUMMERS, *P.M.*To the Postmaster General,
Ottawa.

OTTAWA, 23rd October, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 22nd inst., asking that the mail service between Aultsville and East Williamsburg will be allowed to go to the lowest tenderer. In reply, I am to say that tenders are now asked for, due to be opened on the 8th November next, and that the Postmaster General will be glad to have an offer from you.

I am, &c.,

ARTHUR LINDSAY,
*Superintendent.*Mr. J. E. SUMMERS,
East Williamsburg, Ont.

AULTSVILLE, 28th Oct., 1895.

Mr. HAWKEN.

DEAR SIR,—As the tenders are out for the mail carrying between East Williamsburg and Aultsville, and if you are satisfied with my services in the past, I will again take it at the same amount, Seventy-five Dollars.

Hoping to hear from you soon.

I remain your obedient servant,

WARNER CASSELMAN.

OTTAWA, 6th November, 1895.

(Private.)

My DEAR DR. BERGIN,—The Postmaster General wishes me to ask whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Aultsville and East Williamsburg. The present contractor is Mr. W. Casselman whose application for renewal the Inspector recommends.

Yours faithfully,

WM. WHITE.

D. BERGIN, Esq., M.D., M.P.,
Cornwall, Ont.

Contracts for Mail Service.

OTTAWA, 4th December, 1895.

My DEAR DR. BERGIN,—On the 6th ulto., I wrote asking whether you had any objection to the renewal of the contract of Mr. W. Casselman, for the Aultsville and East Williamsburg mail service, but so far have not had your reply. Will you kindly let me hear from you as early as possible, as it is now necessary to arrange for the new contract.

Yours faithfully,

WM. WHITE.

Dr. D. BERGIN, M.P.,
Cornwall, Ont.

This letter was returned to the Department with the following reply written across its face.

Dear Col. White,

Kindly renew Mr. Casselman's contract and oblige,

Yours faithfully,

D. BERGIN.

OTTAWA, 13th December, 1895.

My DEAR DR. BERGIN,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. W. Casselman's contract for the mail service between Aultsville and East Williamsburg for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

Dr. D. BERGIN, M.P.,
Cornwall, Ont.

Avon, Putman and Station.

This contract was let without tender for the period ending 31st March, 1896, for \$350 per annum, though there was a tender in the Department for \$310 per annum. The result was a loss of \$160 for the term. For the period ending 31st March, 1900, the contract was again let for \$350 per annum, with a tender in the Department for \$300 per annum. The loss for this term would have been \$200.

The last contract was cancelled by the present Postmaster General, Mr. Mulock, and put to tender, and awarded to the lowest tenderer at the rate of his tender which was \$190 per annum. The saving thus effected is \$160 per annum and will be \$640 for the full term.

The service was last let by tender on the 1st April, 1884, the contract having been awarded to the lowest tenderer, Mr. John A. Kinnee, at the rate of his tender, \$350 per annum, and has been renewed for successive periods of four years, since the 1st April, 1888.

During that period tenders have been invited on three different occasions, on the 20th January, 1888, on the 8th January, 1892, and on the 3rd January, 1896, but in no case were the tenders considered in the awarding of the contract.

The tenders due to be opened on the 20th January, 1888, have not been preserved, but the following are the lists of tenders received in the two latter competitions.

8th January, 1892 :—	
Richard Demaray.....	\$310 00
John A. Kinnee.....	350 00
3rd January, 1896 :—	
Richard Demaray.....	300 00
John A. Kinnee.....	350 00

CORRESPONDENCE.

(1) *Relating to contract expiring on 31st March, 1896.*

AVON, 14th December, 1891.

JOSEPH MARSHALL, Esq., M.P.,
London, Ont.

DEAR SIR,—As the Government are asking for tenders for the conveying of the mails between Avon and Putnam again, I take the liberty of asking your assistance in securing a renewal of my contract, and would consider it a great favour if you would kindly endorse my application.

I am meeting with a great amount of opposition from the other side of the House as before, but trust with the aid of my friends to be able to secure the contract again.

Trusting this will not put you to great inconvenience.

I remain yours truly,

JOHN A. KINNEE.

CRAMPTON, 11th January, 1892.

To His Honour
The Postmaster General,
Ottawa, Ont.

SIR,—I, John Kinnee, the undersigned, beg leave to state that I am willing to carry the mail and perform the service in conformity with the prayer of the above petition.

My tender is now in your hands.

Yours, &c.,

JOHN A. KINNEE.

(Inclosure.)

CRAMPTON, 11th January, 1892.

To the Honourable
The Postmaster General,
Ottawa, Ont.

SIR,—We, the undersigned, beg leave to express to you our entire satisfaction with the services of Mr. John Kinnee as mail carrier between Avon and Putnam and beg leave to express our desire to have him re-instated in the service.

Hoping this application for an extension of service in the Department may have your kindest and most favourable consideration your petitioners will ever pray,
&c., &c., &c.

(Forty-nine names to this petition.)

OTTAWA, 12th January, 1892.

MY DEAR MR. MARSHALL,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 4th inst., I have authorized the renewal of Mr. J. A. Kinnee's contract for the mail service between Avon and Putnam and railway station for a further period of four years.

Yours faithfully,

JOHN HAGGART.

J. H. MARSHALL, Esq., M. P.,
London, Ont.

Contracts for Mail Service.

OTTAWA, 8th March, 1892.

DEAR MR. MARSHALL,—Referring to the inclosed letter from Mr. Demaray, offering to undertake the mail service between Avon, Putnam, and railway station, for \$310.00 per annum, I regret very much on looking into the matter that I am precluded by an earlier arrangement from availing myself of Mr. Demaray's offer. When the question of arranging for the continuance of the service came up, it was represented to the Department that the service was well performed by the present contractor, and that the rate of payment was reasonable, and that a renewal of the present contract would be in the interest of the service. This was authorized at the time and arrangements are now concluded.

Yours faithfully,

ADOLPHE P. CARON.

J. H. MARSHALL, Esq., M. P.,
House of Commons,
Ottawa.

(Inclosure.)

AVON, 1st March, 1892.

MR. JOSEPH MARSHALL, M. P.

DEAR SIR,—I write you as per request in regard to mail contract, a copy of which I here inclose, by which you will have the necessary guide in making inquiry.

Complying with all the requirements of contract in every respect, I the undersigned sent in my tender backed by the closest calculations, that for the sum of three hundred and ten (\$310) dollars I could perform the work with a net profit.

The present contractor, Mr. John A. Kinnee, receives for the work three hundred and fifty (\$350) dollars, an advance of forty (\$40) dollars. Why is this? Please ascertain if possible.

And oblige,

RICHARD DEMARAY.

(2) *Relating to contract expiring 31st March, 1900.*

LONDON, 9th Dec., 1895.

MY DEAR WHITE,—I inclose you a letter received to-day from Mr. John A. Kinnee which speaks for itself. If anything can be done with regard to renewing his contract, it will be very much appreciated by him. I believe Mr. Kinnee, as far as I know, to be a very good man.

Yours very truly,

JOHN CARLING.

(Inclosure.)

AVON, 4th December, 1895.

JOHN CARLING, M.P., London.

DEAR SIR,—As the Government are calling for tenders for the conveyance of the mails between Avon and Putnam again, I take upon myself the liberty of asking your assistance in securing a renewal of my contract and would consider it a great favour if you would kindly enclose my application.

I am meeting with a great amount of opposition from the other side of the House as before, but trust with the aid of my friends to be able to secure the contract again.

Trusting this will not put you in great inconvenience.

I remain,

Yours very truly,

JOHN A. KINNEE.

LONDON, 12th December, 1895.

The Honourable
The Postmaster General,
Ottawa.

DEAR SIR,—I should like you to give the carrying of the mails between Putnam and Avon post offices, to Mr. John Kinnee the present lessee or carrier. The amount is reasonable that he does it for, and I believe he has given every satisfaction. I have been asked by our friends along this route to intercede with you for him, he is getting up in years and has been a faithful servant as carrier; the thing is so small I am sure you will grant the request and I will assume the responsibility in that portion of my constituency. By so doing you will oblige,

Faithfully yours,

JOS. H. MARSHALL.

HARRIETSVILLE, 18th December, 1895.

The Honourable
The Postmaster General.

DEAR SIR,—I understand tenders are asked for, for carrying the mail from Avon to Putnam and return. If anything can be done in the interest of the present incumbent, J. Kinnee, I shall esteem it a great favour, as he has always been a firm supporter of the party of loyalty to the British Empire.

I remain, &c.,

RICHARD TOOLEY, ex-M.P.P.

OTTAWA, 30th December, 1895.

MY DEAR MR. MARSHALL,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 12th inst., I have authorized the renewal of Mr. J. A. Kinnee's contract for the mail service between Avon, Putnam and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

J. H. MARSHALL, Esq., M.P.,
Masonville, Ont.

OTTAWA, 30th December, 1895.

MY DEAR SIR JOHN,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 9th inst., I have authorized the renewal of Mr. J. A. Kinnee's contract for the mail service between Avon, Putnam and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. Sir JOHN CARLING, K.C.M.G.,
London, Ont.

Contracts for Mail Service.

Ayton and Railway Station.

This contract was let without tender at the rate of \$140.40 per annum, while there was in the Department a tender for \$100.94. The loss was \$39.46 per annum, or \$157.84 for the full term.

The service was let by tender from the 1st July, 1890, the contract having been awarded to the lowest tenderer, Mr. Andrew O'Farrell, at the rate of his tender, \$95 per annum. On the 24th November of the same year the amount was increased to \$140, in consequence of an increase in the frequency of the service, from two to three trips per day.

Prior to the termination of the contract on the 30th June, 1894, tenders were invited, due to be opened on the 13th April. The tenders received in response to the notices were not considered, as instructions for the renewal of Mr. O'Farrell's contract issued on the 21st April, the rate being 15 cents per trip or \$140.40 per annum.

Tenders received :—

W. Kenna	10½c per trip or \$100 94
H. Ringel	\$120 00 per annum.
A. O'Farrell	\$130 00 “

CORRESPONDENCE.

OTTAWA, 6th April, 1894.

The Honourable
The Postmaster General,
Ottawa.

SIR,—I have been requested by Mr. Henry Ringel of Ayton, to address you in his behalf, to bespeak your favourable consideration of his tender for carrying the mail between that village and the railway station.

Anything you may do in furtherance of his aim will be thankfully appreciated by

Yours truly,

T. S. SPROULE.

ORCHARD, 18th April, 1894.

Sir ADOLPHE CARON,
Postmaster General,
Ottawa.

DEAR SIR,—In reply to yours of some days ago regarding the carrying of the mail between the station and the P. O. in Ayton Village, I would recommend that the invitations for the tenders be *not* recalled but that the contract be re-let in the usual manner.

I remain, yours truly,

JOHN BLYTH.

OTTAWA, 21st April, 1894.

MY DEAR MR. BLYTH,—I am in receipt of your letter of the 18th inst. respecting the mail service between Ayton and railway station, and in reply beg to say, that not having received any reply from you in answer to my letter on the subject, I have renewed the contract with Mr. O'Farrell, the present contractor.

Yours faithfully,

ADOLPHE P. CARON.

J. BLYTH, Esq.,
Orchard, Ont.

Banda and Glencairn.

This contract was renewed without tender at \$210 a year, although the Department was in receipt of an application for an opportunity to tender, and of an intimation that the service would be obtained for a lower amount if tenders were invited. In view of this fact the present Postmaster General, Mr. Mulock, cancelled the contract and invited tenders, the result of which is that the service is now performed under a four years contract for \$98.76 per annum, less than half the amount paid under the former contract, and a saving effected which for the four years term amounts to \$444.96.

The service was let by tender from the 1st April, 1892, the contract having been awarded to the lowest tenderer, Mr. Wm. Bell, at the rate of his tender, \$175 per annum. On the 16th May of the same year, \$35 per annum was added to this amount in consideration of the contractor leaving Banda at such an hour as would ensure his reaching Glencairn in time to exchange mails with the train passing north at 11:11 a.m.

The following correspondence appears in connection with the letting of the contract which went into operation on the 1st April, 1896.

CORRESPONDENCE.

BANDA, 8th October, 1895.

To the Postmaster General,
Ottawa.

Would you kindly let me know when the carrying of the mail will be tendered for between Banda and Glencairn. As I am keeping the store I want to tender for it. Also when there is any change in the post office, I would like to get the appointment to keep it in the store.

Kindly let me hear from you, and oblige,
Yours,

A. M. ALLEN.

OTTAWA, 10th October, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 8th inst., inquiring as to when the Banda and Glencairn mail service will be put up to tender. In reply I am to say that your letter will be submitted to the Postmaster General for his consideration.

I am, &c.,
ARTHUR LINDSAY,
Superintendent.

Mr. A. M. ALLEN,
Banda, Ont.

BRADFORD, 11th November, 1895.

The Honourable
The Postmaster General.

MY DEAR SIR,—I beg to recommend that W. J. Bell's contract for carrying the mails between Glencairn and Banda be renewed for a further term at existing rates.

I have the honour, &c.,
R. TYRWHITT.

OTTAWA, 16th December, 1895.

MY DEAR COLONEL TYRWHITT,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 11th ulto., I have authorized the renewal of the contract for the mail service between Banda and Glencairn for a further period of four years.

Yours truly,
ADOLPHE P. CARON.

Lt.-Col. TYRWHITT, M.P.,
Bradford. Ont.

Contracts for Mail Service.

BANDA, 26th January, 1896.

To the Postmaster General,
Ottawa.

I wrote to you some time ago wanting to know if you could kindly let me know about what time the mail contract would be let between Glencairn and Banda, as I would like to have the chance of tendering for it. Kindly let me hear from you and oblige,

Yours,

A. M. ALLEN.

OTTAWA, 29th January, 1896.

SIR,—I have the honour to acknowledge the receipt of your letter of the 26th instant, inquiring as to when the mail service between Banda and Glencairn was to be put up to tender. In reply I am to say that as the Postmaster General has authorized the renewal of the existing contract for a further period of four years, tenders will not be invited.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. A. M. ALLEN,
Banda, Ont.

OTTAWA, 8th February, 1896.

DEAR SIR ADOLPHE,—A correspondent writes me that the contract for carrying the mail from Banda to the railway station expires on the 1st of April, that no tenders have been asked for the new contract, but that the existing contract has been renewed for another term in favour of the present contractor at a rate exceeding the allowance made to an earlier contractor, Mr. Carveth, and at a rate in excess of what could be arranged for were tenders invited. If not too late it would appear to me to be a proper case in which to invite tenders as from the tenor of my correspondent's letter he would be quite prepared to enter into a contract at much less than the present contract price.

Yours truly,

W. MULLOCK.

Sir ADOLPHE CARON,
Postmaster General,
Ottawa, Ont.

OTTAWA, 12th February, 1896.

MY DEAR MR. MULLOCK,—I am in receipt of your letter of the 8th inst., recommending that the mail service between Banda and railway station be put up to tender as you have been informed that a tender lower than the present rate would be made. In reply I regret very much that as the renewal of the existing contract has been authorized, I cannot accept your recommendation in the matter.

Yours faithfully,

ADOLPHE P. CARON.

W. MULLOCK, Esq., M. P.,
House of Commons,
Ottawa.

Barrie and Midhurst.

This contract was let without tender for \$160 per annum, while there was in the Department a tender for \$130 per annum. The loss was \$30 per annum or \$120 for the full term. The contract was cancelled by the present Postmaster General, Mr. Mulock, and tenders invited. A contract has been awarded to the lowest tenderer at the rate of his tender, \$120 per annum, making a saving of \$160 for the contract term.

The service was let by tender last, on the 1st January, 1892, the contract having been awarded to the lowest tenderer, Mr. J. W. Cook, at the rate of his tender, \$80 per annum. On the 17th April, 1893, the frequency of the service, which until that date had been tri-weekly, was made daily and the rate increased to the proportionate amount of \$160 per annum.

Prior to the termination of this contract, which took place on the 31st December, 1895, tenders were invited, due to be opened on the 1st November. The tenders received were not considered, as instructions issued on the 30th October to renew Mr. Cook's contract for a further term at the existing rate of \$160 per annum.

Tenders Received.

John Robinson	\$130
Joseph William Cook	160

CORRESPONDENCE.

MIDHURST, 25th August, 1895.

To Mr. JONES,
Post Office Inspector, Barrie.

DEAR SIR,—As my contract expires on December the 30th, 1895, from Barrie to Midhurst, I wish to inform you that I am willing to renew the said contract for another term of four years, at the rate of \$160 (dollars) per year, if this gives satisfaction.

Please inform your humble servant,

J. W. COOK.

(Private.)

OTTAWA, 8th September, 1895.

MY DEAR MR. WALLACE,—The Postmaster General wishes me to ask you whether you have any objection to the renewal of Mr. J. W. Cook's contract for the mail service between Barrie and Midhurst for a further period of four years.

Yours faithfully,

WM. WHITE.

The Honourable

N. CLARKE WALLACE,
Controller of Customs,
Ottawa.

(Confidential)

OTTAWA, 11th October, 1895.

Col. WM. WHITE,
Deputy Postmaster General,
Ottawa, Ont.

DEAR COL. WHITE,—In the matter of carrying mail from Barrie to Midhurst by Mr. J. W. Cook, I am making inquiries and will write you definitely in a few days. Mr. Cook is one of the men who could do a good deal of talking within a brief space of time, and I am inclined to think he has not been giving any great evidences of gratitude.

I am, faithfully yours,

N. CLARKE WALLACE.

Contracts for Mail Service.

(Private)
Col. W. M. WHITE,
Deputy Postmaster General,
Ottawa, Ont.

OTTAWA, 24th October, 1895.

DEAR COL. WHITE,—Referring to previous correspondence on the subject of the renewal to Mr. J. W. Cook of the contract for carrying mail between Barrie and Midhurst:

I have now made inquiries which satisfy me that Mr. Cook is a suitable person to be continued in the position, and will therefore be glad to hear that you have renewed the contract to him for the further period of four years.

I am, faithfully yours,
N. CLARKE WALLACE.

OTTAWA, 4th November, 1895.

MY DEAR MR. WALLACE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 24th ulto., I have authorized the renewal of Mr. J. W. Cook's contract for the mail service between Barrie and Midhurst for a further period of four years.

Yours faithfully,
ADOLPHE P. CARON.

The Honourable
N. C. WALLACE,
Controller of Customs,
Ottawa.

MIDHURST, 5th Nov., 1895.

To the Honourable
The Postmaster General.

SIR,—Kindly inform me for what reason my tender for carrying the mail between Midhurst and Barrie was not accepted, it being thirty dollars lower than was Mr. Cook's who has received the appointment. If it was a foregone conclusion that Mr. Cook would get the appointment, why ask others to tender and put them to the trouble of getting bondsmen.

* * * * *

I have the honour, &c.,
JOHN ROBINSON.

OTTAWA, 7th November, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 5th inst., inquiring as to why your tender for the mail service between Barrie and Midhurst was not accepted. In reply I am to say that as the Postmaster General considered that the interests of those concerned would be best served by continuing the present contract, he has authorized the renewal of that contract for a further term.

I have the honour, &c.,
ARTHUR LINDSAY,
Superintendent.

Mr. JOHN ROBINSON,
Midhurst, Ont.

Belleville and Tweed.

This contract was let without tender for \$666.70 per annum, while there was a tender in the Department for \$600 per annum. The loss is \$66.70 per annum or \$266.80 for the contract term. Before renewing the contract, the Department had notice from the Inspector that there was a strong desire in the district concerned that the service should be put up to tender.

The service has never been up for tender. It began on the 1st August, 1889, as the result of a re-arrangement of service between Belleville and Bridgewater, the price of which, \$800 per annum, was fixed by tender on the 1st July, 1886.

The discontinuance of the service over the section between Bridgewater and Tweed reduced the length of the route from 30 miles to 25 miles and the amount paid the contractor underwent a proportionate reduction, which made it \$666.70 per annum.

Prior to the termination of the contract on the 30th June, 1894, tenders for a new contract were invited, due to be opened on the 27th April. On the 21st April instructions issued for the withdrawal of the notices and the renewal of the contract with Mr. Joseph Jackson at the amount he had been receiving, \$666.70 per annum.

Tenders received but not considered :—

J. W. Hicks and J. Duffin.....	\$600 00
J. J. Hodgen.....	650 00
H. Goodwin.....	700 00

CORRESPONDENCE.

To the Honorable
The Postmaster General,
Ottawa.

SIR,—We the undersigned residents of East and West Hastings, and located along the mail route from Belleville to Tweed, knowing that the contract for said route expires on the first July next, and that Mr. Joseph Jackson has managed the line for the last year and given the travelling public good satisfaction. He has furnished first-class vehicles and horses; always on time and been very careful with the mails and everything in the shape of freight that he has handled.

He is a gentleman of first-class character, being sober, honest, and industrious, and in every way qualified for positions of trust.

We humbly pray that your honour will grant him the contract for carrying the said mail another four years and your petitioners will ever pray.

(394 names are appended to this petition.)

TWEED, 2nd April, 1894.

W. B. NORTHRUP, M. P.,

DEAR SIR,—At a meeting of the Tweed Liberal Conservative Association, held on March 30th, it was unanimously resolved that I should, through you, memorialize the Postmaster General to retain the services of Joseph Jackson the present mail carrier between the city of Belleville and Tweed. He is fully equipped for the business, and holds the confidence of the whole community. As there is a stage in connection, it is very desirable that whoever has the contract should be trustworthy. This we have proved Mr. Jackson to be.

Hoping the wishes of the Association will not be overlooked in this matter without good reason.

I have, &c.,

R. ROBINSON,
President of the Tweed L. C. A.

Contracts for Mail Service.

PLAINFIELD, 9th April 1894.

MR. ALLAN JONES,
Post Office Inspector.
Kingston.

DEAR SIR,—Rumours are circulating in this vicinity that there is no use of tendering for the mail route between Belleville and Tweed as there is a large petition sent in to the Postmaster General and it is rumoured around here that this petition will cause the Department to renew the present contract, in the face of all or any tenders. I visited you in the summer of 1893 and was informed by you that any contract over \$200 could not be given this way and that it must be tendered for.

Would you please advise me if this is a fact as I wish to tender if there is any use.

Yours faithfully,

JOSHUA DUFFIN.

OTTAWA, 21st April, 1894.

MY DEAR MR. NORTHRUP,—I have much pleasure in informing you that in accordance with your recommendation I have authorized the renewal of Mr. J. Jackson's contract for the mail service between Belleville and Tweed for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

W. B. NORTHRUP, Esq., M.P.,
House of Commons, Ottawa.

Bluevale and Railway Station.

This contract was let without tender at the rate of \$139 per annum, while there was a tender in the Department for \$93 90 per annum. The loss is \$45.10 per annum, or \$180.40 for the contract term. It will be observed that the Department was advised to allow the service to go to tender instead of renewing the former contract.

Tenders were invited, due to be opened on the 23rd August. On the 8th August the notices inviting tenders were withdrawn, and the contract renewed with Mr. Gardner, the contractor, for a further period of four years from the 1st October, at \$139 per annum.

The following tenders were received but not considered :—

G. Aitchison.....	\$ 93 90
J. McKinney.....	100 00
J. Gardner.....	139 00

CORRESPONDENCE.

BRUSSELS, 22nd July, 1895.

HON. SIR A. P. CARON, P.M.G.

DEAR CARON,—You are aware that I have for a quarter of a century and more tried to keep our Conservative party together, and I have always done it on honourable lines.

Our old and long-tried friend, James Gardner, who carries the mail from Bluevale village to the station, a distance of a full mile, asks that his contract be renewed again. It expires 1st October, I think.

Now, he has done the work for nearly twelve years, and in all that time has never missed a mail. This is a wonderful record. What he gets for doing the work is \$131. He has only about 21 cents a trip, twice a day. The round trip is two miles. In the mornings he has to be up shortly after 5 a.m.—a very early hour in the winter time—and the road is often blocked up with snow, and very hard to get through.

Seeing he has done the work so well and so cheaply, I am persuaded you will continue him.

I may say there is a large family of them, and before they had the mail they were always first and foremost in times when help was needed.

Trusting you will renew his contract,

Believe me, dear sir,

Yours faithfully,

THOMAS FARROW.

(Private.)

OTTAWA, 31st July, 1895.

MY DEAR MR. HOLMES,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Bluevale and Railway Station. The present contractor is Mr James Gardner, whose application the Inspector recommends.

Yours faithfully,

W. J. R. HOLMES, Esq.,
Goderich.

WM. WHITE.

GODERICH, 6th August, 1895.

The Honourable
The Postmaster General,
Ottawa.

DEAR SIR,—I have much pleasure in recommending the renewal of contract between Bluevale and station carrying the mails, to Gardner.

Yours truly,

WM. J. R. HOLMES.

OTTAWA, 8th August, 1895.

MY DEAR MR. HOLMES,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 6th inst., I have authorized the renewal of Mr. J. Gardner's contract for the mail service between Bluevale and railway station for a further period of four years.

Yours truly,

W. J. R. HOLMES, Esq.,
Goderich, Ont.

ADOLPHE P. CARON.

(Private.)

OTTAWA, 27th August, 1895.

MY DEAR SIR ADOLPHE,—I beg to inclose you a letter from Mr. J. J. Denman of Bluevale. Kindly read it and return to me. If his wishes can be met so far as Joseph McKenney is concerned, I shall be very glad. If it cannot be done without calling for public tenders, I would advise having that done as soon as the present contract terminates.

Yours faithfully,

The Hon. Sir A. P. CARON, K.C.M.G.,
Postmaster General,
Ottawa.

W. H. MONTAGUE.

Contracts for Mail Service.

Mail Transfer Service at Brockville.

This is a service for transferring the mails between the Grand Trunk and Canadian Pacific Railway trains at Brockville, the mail bags being trucked across the platform between the trains, and has been performed since the 1st April, 1882, by Mr. James E. Cavanagh, under contract renewed from time to time, the contract price being \$370 a year. On the 1st January, 1891, an increase of \$36 was provided by a contract of that date, the two services aggregating \$406 a year. Whilst these contracts were current, application was made by Contractor J. E. Cavanagh to the late Government to be appointed transfer agent in respect of the transfer service which he was required to perform under his contract, and in January, 1895, he was appointed such transfer agent at \$400 per year.

Mr. J. E. Cavanagh, after his appointment as agent, continued to do the work just as before, drawing pay therefor at the rate of \$400 a year as agent. In August of the same year (1895) the contractor, with the consent of the Government, was allowed to treat the contracts as still in force and transferred them to one P. G. Cavanagh, a locomotive engineer residing about fifty miles from Brockville, and the Government then paid to Mr. P. G. Cavanagh the contract price from the time Mr. J. E. Cavanagh had been appointed agent, and this double arrangement of one man as agent and another as contractor, each being paid to do the same work, continued until the defeat of the late Government, the late Government paying to J. E. Cavanagh, as agent, \$400 a year, and to P. G. Cavanagh, as transferee of the contract, \$406 a year, though the work throughout the whole time was done by J. E. Cavanagh, so that \$806 was being paid for a service originally contracted to be done for \$406.

On the 26th October, 1896, the present Government cancelled J. E. Cavanagh's appointment as such agent, since which time he has continued to do the service under his contract for \$406 a year.

CORRESPONDENCE.

OTTAWA, 24th August, 1894.

MY DEAR SIR ADOLPHE,—I write you on behalf of one of my constituents who transfers the mails from the trains at the C. P. R. and G. T. R. Station to the Brockville Post Office—Mr. James Cavanagh. I am very anxious that he should be appointed Transfer Clerk at that point, a position for which he is well fitted and which is much needed, as I gather from those who are in a position to know. I shall be very glad indeed if you can have this arranged for me, and oblige,

Yours faithfully,

JOHN F. WOOD.

The Honourable
Sir ADOLPHE P. CARON, K. C. M. G.
Postmaster General,
Ottawa.

OTTAWA, 27th August, 1894.

MY DEAR MR. WOOD,—I am in receipt of your letter of the 24th inst., recommending that Mr. James Cavanagh, who is engaged by contract by this Department for the transfer of the mails at the Canadian Pacific and Grand Trunk Railway Stations at Brockville be appointed Transfer Agent at that place.

In reply I am to say that before Mr. Cavanagh could become eligible for this appointment he would have to pass the Civil Service Examination, and having qualified himself in this way he would be obliged to relinquish his contract with the Department on receiving such an appointment.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable J. F. Wood,
Comptroller of Inland Revenue,
Ottawa.

That the Government Inspector assumed that the contract had been superseded by the contractor's appointment as transfer agent appears from the following report of that officer :—

FOR THE POSTMASTER GENERAL.

Ottawa Division.

MONTHLY Report of Variations in the Mail Service Expenditure.

DISCONTINUED.

	Cost of Service.	Contractor.	Date of Arrangement.	Frequency of Service.	Length of Route.
Brockville and Station Transfers.....	\$ 370 00	J. Cavanagh.	1895. Jan. 15.	As required.	20 yards.
Brockville and Station Transfers.....	36 00	J. Cavanagh.	Jan. 15.	As required.	20 yards.

Mr. Cavanagh has been appointed transfer agent from 16th January, 1895.

F. HAWKEN,
Post Office Inspector.

BROCKVILLE, Ont., 31st January, 1895.

To the Honourable J. F. Wood, Q.C., M.P.,
Comptroller of Inland Revenue,
Ottawa, Ont.

DEAR SIR,—I am informed that Mr. James Cavanagh, who is the present contractor for transferring the mails from the C.P.R. trains to the G.T.R. trains, at Brockville station, has been appointed transfer mail agent at said station.

Will you be good enough to use your influence in my behalf with the Postmaster General to have the said contracts transferred to me under the same conditions as now held by Mr. Cavanagh.

Hoping that my application may receive favourable consideration,

I am yours faithfully,

P. G. CAVANAGH.

OTTAWA, 18th April, 1895.

MY DEAR MR. WOOD,—I am in receipt of a letter addressed to you by Mr. P.G. Cavanagh, in which he asks that the contracts held by Mr. J. E. Cavanagh for the station mail service at Brockville be transferred to him.

In reply, I beg to say that the matter will have the attention of the Department.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable J. F. Wood, Q.C.,
Comptroller of Inland Revenue,
Ottawa.

Contracts for Mail Service.

OTTAWA, 25th April, 1895.

MY DEAR SIR ADOLPHE—I shall esteem it a favour if you will personally look into a matter as to which I have been corresponding with your Department for the past year, but I regret to say with little or no satisfaction.

Mr. James Cavanagh has for some years held the contracts—1st, for carrying the mails to and from the Brockville post office; 2nd, transferring the mails from the C. P. R. to the G. T. R. at the station; and 3rd, transferring between the Grand Trunk trains.

About a year ago, after more than one conversation with Mr. Hawken, Post Office Inspector, who agreed that Mr. Cavanagh had too much to do, having regard to the want of convenient arrangements at the station, that officer recommended, or agreed to do so, that Mr. Cavanagh should be made transfer clerk at the station, and that the contracts should be transferred to another person. Mr. Cavanagh's brother was ready to take the contracts so as to leave to the present holder more time to remain between the arrival of trains and watch them carefully as ought to be done. Although this was the arrangement it seems impossible to have same carried out, for what reason I know not.

I earnestly hope the matter may be settled without any further delay.

Yours faithfully,

JOHN F. WOOD.

Sir A. P. CARON, K. C. M. G.,
Postmaster General,
Ottawa.

OTTAWA, 26th April, 1895.

MY DEAR COL. WHITE,—I inclose herewith a letter from Mr. James E. Cavanagh, of Brockville, in relation to his position as mail clerk at the railway station. I am very anxious that this matter should be settled, and I think his letter fully explains the position of affairs. The idea of appointing him transfer agent was to benefit his condition, but not to deprive him of the benefit of his services previously rendered. Please give this matter your early attention and oblige.

Yours faithfully,

JOHN F. WOOD.

(Inclosure.)

BROCKVILLE, 25th April, 1895.

Hon. JOHN F. WOOD, M. P.,
Controller of Inland Revenue,
Ottawa.

DEAR MR. WOOD,—In reference to the subject of our conversation *re* transferring of contracts, I might say that it was always my contention that the enormous amount of mail matter transferred at this station was more than I could handle alone. I wrote to Mr. Hawken on March 13th, 1893, asking to be released from my contracts (as my letter of that date will show) stating that the mail matter had such an enormous increase of late, that I was obliged to employ an assistant. The amount paid per contract was in no way adequate to the amount of labour and time involved—hence my anxiety to have contracts cancelled at once and call for new tenders, so that I would have a fair opportunity to compete fairly for the work under the altered condition of affairs. Mr. Hawken advised me to retain the contracts until the time expired, when, he said, he would have me appointed transfer agent, and that the contracts would be given out. Then I would have the contractor to assist me. I have been appointed agent, but as you are aware, the contracts haven't been given out, and I am worse off now than ever.

Under the contract system I got through with the mail trains at 4.30 a. m. Under the present system I am obliged to wait until 6.50 a. m. to put mail matter on mixed train going west, making it almost impossible for me to get to bed before 8 a. m.; and as I am obliged to be at the station again at 1.30 p. m., you will readily see that it is impossible for me to get the amount of rest that nature requires one should have. When I had the contracts, the G. T. R. staff performed a portion of the service that my contracts didn't cover. Now that I am under the direct control of the Post Office Department, it seems as though Mr. Hawken has changed his mind about giving out the contracts, and not only expects me to perform the service which I did under the contract system with an assistant, but also expects me to perform service which had previously been performed by the G.T.R. staff. I can't do it, and there is not a man between Montreal and Toronto who can. It is simply ridiculous for Mr. Hawken to expect it. Ottawa has two agents; Toronto has two and three assistants; Montreal has one (there is no night service there) with two or three assistants. Now there is as much mail transferred at this point as there is at Toronto or Montreal, in fact more, as the output of the Printing and Supply Department is all transferred at this station. Why should I be expected to do this work alone, when there is such provision made for the places named?

Since I have been appointed agent I have been carrying the mails to and from the C. P. R. night trains and Brockville Post Office as under contract. My quarter ended March 31st. I received two cheques that were due me, but cheque for the performance of this service has been omitted. I wrote to Mr. Hawken calling his attention to the fact; up to the present I haven't received cheque, or a reply to my letter. I am very much in need of the amount due me, and if I wouldn't be asking too much of you, or infringing too much on your valuable time, I would ask you to lay my claim before the Postmaster General with a view of having my claim adjusted, and I will feel deeply obliged to you.

Yours faithfully,

J. E. CAVANAGH.

OTTAWA, 15th May, 1895.

MY DEAR COL. WHITE,—I beg to inclose herewith letter I have just received from Mr. J. E. Cavanagh, of Brockville, with enclosures *re* mail contracts at that place, and would request that you will try and have matters arranged, if possible, in accordance with his views.

Yours faithfully,

JOHN F. WOOD.

Col. W. WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 16th May, 1895.

MY DEAR MR. WOOD,—Referring to the letter you inclose me from Mr. J. E. Cavanagh, of Brockville, respecting the transfer of his contracts for service at Brockville station on account of his having been appointed mail transfer agent at that place, I beg to say that Mr. Cavanagh is evidently under a misapprehension in regard to these contracts. When the question of changing the character of his relations with this Department was under consideration, it was not for a moment supposed that the effect of the change was simply to increase the cost of the service at that point by \$400 per annum. The intention of the Department was to cancel the contract under which Mr. Cavanagh attended to the transfer duties, and to allow him to continue them as one of its officials. If Mr. Cavanagh with this explanation would prefer to revert to the original arrangement, his wishes in that

Contracts for Mail Service.

regard might be carried out, but the Department does not propose to allow two men's pay for the work to be done at Brockville station.

I regret exceedingly that it is impossible to carry your recommendation in this matter into effect.

Yours faithfully,

ADOLPHE P. CARON.

Transfer of Mail Contract.

POST OFFICE DEPARTMENT, CANADA,
MAIL SERVICE BRANCH,
OTTAWA, 5th July, 1895.

Memorandum for the Post Office Inspector at Ottawa.

The Postmaster General authorizes the transfer of the contract for the mail service of Brockville station, exchange of mails, Canadian Pacific Railway, and Grand Trunk Railway, the name of the present contractor being James E. Cavanagh, and that of the proposed contractor, Peter G. Cavanagh. The transfer to date from 1st January, 1895. Cost of service, \$370 per annum. Contract terminates, 31st December, 1897.

The Inspector will please be so good as to transfer this contract accordingly.

ARTHUR LINDSAY,
Superintendent.

Transfer of Mail Contract.

POST OFFICE DEPARTMENT, CANADA,
MAIL SERVICE BRANCH,
OTTAWA, 5th July, 1895.

Memorandum for the Post Office Inspector at Ottawa.

The Postmaster General authorizes the transfer of the contract for the mail service between transfer from train No. 4 to train No. 3 on Grand Trunk Railway at Brockville Junction, the name of the present contractor being James E. Cavanagh, and that of the proposed contractor, Peter G. Cavanagh. The transfer to date from the 1st January, 1895. Cost of service \$36 per annum. Contract terminates 31st December, 1897.

The Inspector will please be so good as to transfer the contract accordingly.

ARTHUR LINDSAY,
Superintendent.

[No. 933.]

POST OFFICE INSPECTOR'S OFFICE,
OTTAWA, 15th October, 1896.

SIR,—With reference to your letter of the 2nd inst., in regard to the transfer of mails at Brockville railway station, I beg leave to state that up to the 16th January, 1895, James E. Cavanagh was contractor for transferring mails between the Canadian Pacific and Grand Trunk Railway mail trains at Brockville, distance of 20 yards, for which he was paid the sum of \$406 per annum (two contracts, \$36 and \$370) and on that date he was appointed temporary transfer agent for the performance of the same work at a salary of \$400 per annum—Departmental letter No. 441, dated 16th January, 1895.—On the 5th July, 1895, the Postmaster General

authorized the transfer of the above mentioned contracts from James E. Cavanagh to P. G. Cavanagh, to date from the 1st January, 1895, it being understood that J. E. Cavanagh would transfer the night mails, and P. G. Cavanagh would attend to the day mails. Having learned previous to the 5th July that this transfer was to take place, I made an inquiry into the matter, and found that P. G. Cavanagh was a resident of Smith's Falls and would not in all probability take any part in the transfer of the mails at Brockville station, and that the whole thing was merely a scheme to supplement the salary paid to J. E. Cavanagh, and I accordingly brought the matter verbally to the notice of the Deputy Postmaster General.

James E. Cavanagh held another contract for the conveyance of mails between the Brockville post office and the Canadian Pacific Railway station four times a week, distance one mile, at 15 and 10 cents per trip, amounting to about \$106 per annum. This contract was also transferred to P. G. Cavanagh. William Curry, of Brockville, is also a contractor for the conveyance of mails between Brockville post office and the Canadian Pacific Railway, 12 single trips at 21½ cents per trip, amounting to about \$140 per annum. These two *bona fide* contracts might, I think, be advertised as one contract, as I believe the work could be done at less cost.

I might here state that J. E. Cavanagh has a contract with the Grand Trunk Railway for conveying the mails between the Brockville post office and the Grand Trunk mail trains, for which he receives the sum of \$450 per annum. He has been doing this work for more than 15 years.

I have the honour, &c.,

The Honourable
The Postmaster General.

F. HAWKEN,
Post Office Inspector.

Brooke and Wemyss.

For the contract which expired on the 31st March, 1896, a rate of payment was made without tender at \$70 per annum, while there was in the Department a tender at \$39 per annum, the loss for that period being \$124. As this contract was renewed for a further term of four years at the same rate, the loss would no doubt have been equally great, but the present Postmaster General, Mr. Mulock, cancelled the contract and put the service up to tender. As the tenders are not yet due to be opened, the exact result is not known.

The service was put in the hands of the present contractor, Mr. B. McKeracher, on the 1st April, 1888, by private arrangement, the rate of payment being \$50 per annum. On the 27th June 1890, the amount was increased to \$70 per annum, owing to an increase in the distance to be travelled, and the contract was renewed with Mr. McKeracher from the 1st April, 1892, at \$70 per annum. The contract was renewed on the 1st April, 1896, with Mr. McKeracher at the rate of \$70.

Prior to the awarding of the contract to Mr. McKeracher on the 1st April, 1892, tenders were invited, due to be opened on the 26th February of that year, but they were not considered, and authority for the renewal of Mr. McKeracher's contract at \$70 was issued on the 15th March, 1892.

The following tenders were received in reference to the notices in 1892:—

E. Donnelly.....	\$39 00
R. Tysack.....	39 00
J. Palmer.....	40 00
W. Warwick.....	40 00
J. Kirkham.....	44 00
R. Blair.....	44 50
B. McKeracher.....	49 00
J. O'Neil.....	52 00

CORRESPONDENCE RELATING TO CONTRACT EXPIRING 31ST MARCH, 1900.

BROOKE, 31st May, 1895.

Postmaster General.

SIR,—I humbly pray that you renew my term of carrying the mail from Brooke to Wemyss for another term, and oblige,

Your humble servant,

BENJAMIN MCKERACHER.

Contracts for Mail Service.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited?
10. Is the price a reasonable one?
11. Have the duties been performed satisfactorily by the contractor?
12. Is he willing to accept a renewal of this contract on the existing terms and conditions?
13. Would it be in the interest of the service to renew this contract?
14. Is there any other information which would help the Postmaster General in coming to a decision?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE.

OTTAWA, 3rd June, 1895.

1. Brooke and Wemyss.
2. B. McKeracher.
3. Semi-weekly.
4. 3 miles.
5. \$70 per annum.
6. 31st March, 1896.
7. Not yet under advertisement.
8. Arranged.
9. Arranged. Superseded Brooke and Manion.
10. No. Much above average price paid.
11. Yes.
12. Yes.
13.
14.

F. HAWKEN,
Post Office Inspector.

OTTAWA, 12th November, 1895.

MY DEAR MR. HAGGART,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Brooke and Wemyss.

The present contractor is Mr. B. McKeracher, whose application for renewal the Inspector recommends.

An early reply will greatly oblige,

Yours faithfully,

WM. WHITE.

The Hon. J. G. HAGGART,
Minister of Railways and Canals,
Ottawa.

OTTAWA, 21st November, 1895.

MY DEAR COL. WHITE,—I duly received your letter of the 12th inst., in reference to the contract for the mail service between Brooke and Wemyss, and as I have received favourable reports of Mr. B. McKeracher, I beg to recommend that his contract be extended for a further period of four years.

Yours faithfully,

JOHN HAGGART.

Lt.-Col. WM. WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 30th November, 1895.

MY DEAR MR. HAGGART,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 21st inst., I have authorized the renewal of Mr. B. McKeracher's contract for the mail service between Brooke and Wemyss for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable J. G. HAGGART,
Minister of Railways and Canals,
Ottawa.

Bruce Mines and Railway Station.

This contract was awarded without tender at the rate of \$313 per annum, notwithstanding the fact that the member of Parliament representing the riding had informed the Department a year before that the service could be obtained for \$150 per annum less. The Inspector, to whom the question of renewing the preceding contract was referred, declined to recommend it, stating that a lower rate might be had if tenders were invited.

When these facts were brought to the attention of the present Postmaster General, Mr. Mulock, he had the contract cancelled on the usual three months notice, and put up to tender. The consequence is that a contract has been obtained for precisely the same service at the rate of \$144 per annum, a saving of \$169 per annum or of \$676 for the four years term.

The service was let by tender from the 1st July, 1890, the contract having been awarded to the lowest tenderer, Mr. William Fleming, at the rate of his tender, fifty cents per trip, or \$313 per annum. This contract was renewed with Mr. Fleming for a further period of four years from the 1st July, 1894, on the same terms and conditions.

CORRESPONDENCE.

OTTAWA, 3rd March, 1893.

WM. WHITE, Esq.,
Deputy Postmaster General,
Ottawa.

DEAR SIR,—I understand that the contract for carrying the mail between Bruce Mines station and the post office is in the hands of a man named Fleming. I am told that you can get the work done for very much less than you are now paying him. In fact you can get the work done for \$150 less per year by a man named Miller who lives at Bruce Mines. This \$150 could be applied in some other part of the constituency, and I would recommend that you ask a report from your Inspector with regard to it.

I have the honour, &c.,

GEO. H. MACDONELL.

OTTAWA, 10th March, 1893.

MY DEAR MR. MACDONELL,—I am in receipt of your letter of the 3rd inst., with reference to the mail service between the post office and the railway station at Bruce Mines, in which you state that Mr. Miller, residing there, will undertake the service for \$150 per annum less than what is now paid. Regarding this matter I beg to say that as the present contractor secured the service after public competition, his being the lowest tender, it would be a most unusual thing for the Department to annul his contract simply because a better offer for the service had been obtained. The term of contract is four years, and although the Department reserves to itself the right to terminate the agreement at any time on three months' notice, it is understood that this right shall be exercised only when the interests of the service would suffer unless a change were made.

Contracts for Mail Service.

The matter came before the Department in another shape some time ago. Mr. Miller was one of Fleming's sureties, and he wrote in October last stating that the service was not being satisfactorily performed, and he asked to be relieved from his engagement as surety. His request was complied with, but on inquiry it was ascertained that no fault could be found with the manner in which the service had been performed, and that Mr. Miller's motive was to get the service out of Fleming's hands, and into the hands of a relative of his who drives a rival bus line over the same route.

Yours faithfully,

ADOLPHE P. CARON.

G. H. MACDONELL, Esq., M.P.,
House of Commons,
Ottawa.

OTTAWA, 5th April, 1894.

WM. WHITE, Esq.,
Deputy Postmaster General,
Ottawa.

SIR,—I understand that the mail contract between Bruce Mines and the railway station, held by one Fleming, will expire before long, and shall be glad if you can see your way clear to renew the contract without advertising.

I have, &c.,

GEO. H. MACDONELL.

OTTAWA, 19th April, 1894.

MY DEAR MR. MACDONELL,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 5th inst., I have authorized the renewal of Mr. W. Fleming's contract for the mail service between Bruce Mines and the railway station for a further period of four years.

ADOLPHE P. CARON.

G. H. MACDONELL, Esq., M.P.

OTTAWA, 26th April, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter* of the 25th inst., stating that notices have been posted in the Thessalon post office inviting tenders for the station service at Bruce Mines, but that no notices have been put up in that office.

In reply I am to say that the Postmaster General, having deemed it to be in the interest of the service to do so, has authorized the renewal of the contract for this service.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. A. MILLER,
Bruce Mines, Ont.

*This letter cannot be found.

OTTAWA, 8th June, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter* of the 2nd inst., asking that the Postmaster General reconsider the question of renewing the existing contract for the Bruce Mines and railway station mail service. In reply I am to say that the matter will be laid before the Postmaster General.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. A. MILLER,
Bruce Mines, Ont.

*This letter cannot be found.

BRUCE MINES, 10th June, 1894.

The Superintendent of the Mail Service Branch,
Ottawa.

SIR,—Your letter of the 8th inst. is to hand, stating that my request will be laid before the Postmaster General. Would say in reply I am pleased that this matter will have your attention and should you think well to take this matter up, there should be something done before the 26th of this month, as I feel confident that it will affect the election here very much if it is left as it is now.

I said in my last letter that I was prepared to carry this mail for thirty cents per trip and am still prepared to do so, but I do not ask any favours, I only ask that we have a chance to tender for it in the regular way, as in former years. Awaiting your reply,

I am, &c.,

A. MILLER.

OTTAWA, 16th June, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter of the 12th inst., with reference to the mail service between Bruce Mines and railway station. In reply I am to say that the Postmaster General, to whom your letter was referred, desires me to direct your attention to my letter of the 26th April last, in which you were informed that the existing contract had been renewed, and to express his regret that he cannot accept your suggestion as to advertising the service.

I am, &c.,

ARTHUR LINDSAY.

Mr. A. MILLER.

Burlington and Port Nelson.

This contract was made without tender for \$90 per annum, while there was in the Department a tender for \$70 per annum. The loss was therefore \$20 per annum, or \$80 for the full term. The Inspector declined to recommend the renewal, as he considered that a lower rate might be obtained if tenders were invited.

The service was let by tender on the 1st April, 1886, the contract having been awarded to the lowest tenderer, Mr. Wm. Bamford, at the rate of his tender \$90 per annum. This contract was renewed with Mr. Bamford from the 1st April, 1890, on the same terms and conditions.

Prior to the termination of the latter contract on the 31st March, 1894, tenders were invited, due to be opened on the 16th February. On the 14th February instructions were issued to withdraw the notices inviting tenders, and to renew Mr. Bamford's contract at the existing rate of \$90 per annum.

The following tenders were received but not considered:—

H. Bray.....	\$70 00
W. Bamford.....	90 00

Contracts for Mail Service.

CORRESPONDENCE.

TORONTO, 2nd February, 1894.

The Hon. Sir ADOLPHE CARON, K.C.M.G.,
Postmaster General,
Ottawa.

DEAR SIR,—Mr. Wm. Bamford has held the contract for carrying the mail from Burlington to Port Nelson, in the County of Halton, for some time past. It appears that his term has expired and tenders are out for a new contract, and as he has performed the contract well and faithfully and is anxious to have his contract renewed on the same terms, I now ask you if it be possible to renew it for another four years.

I regret the necessity of troubling you in this matter, but it is caused by his neglect to apply for a renewal at the proper time, or in other words, his ignorance of the proper course to pursue to obtain it.

The service cannot be performed for a less sum, neither can it be done more satisfactorily, and therefore I trust you will oblige me by having the papers for a renewal forwarded to him.

I have, &c.,

G. C. MCKINDSEY.

OTTAWA, 14th February, 1895.

MY DEAR SENATOR MCKINDSEY,—I have much pleasure in informing you that in accordance with your recommendation I have authorized the renewal of Mr. W. Bamford's contract for the mail service between Burlington and Port Nelson, for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. G. C. MCKINDSEY,
Senator,
Milton, Ont.

BURLINGTON, 21st February, 1894.

Postmaster General,
Ottawa.

HONOURABLE SIR,—Would you kindly explain the following facts and greatly oblige. Your tenders for mail service between Burlington and Port Nelson are specified to be entered up to and opened at twelve (12) o'clock on the 16th inst. Now I am aware that the contract was awarded and carrier notified on the 15th.

I have, &c.,

H. BRAY,
Mail Carrier.

OTTAWA, 22nd February, 1894.

SIR,—I have to acknowledge the receipt of your letter of the 21st inst., inquiring as to the arrangements for the mail service between Burlington and Port Nelson.

In reply I have to say that the Postmaster General having authorized the renewal of the existing contract for this service, will not deal with the tenders therefor.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. H. BRAY,
Burlington, Ont.

Caldwell and Caledon, and Caledon and Railway Station.

These contracts were awarded without tender, though the Inspector was of opinion that a lower rate might be obtained in each case if tenders were invited. As the correspondence shows the late Government representative in the riding was opposed to the renewals being granted in these cases. In confirmation of the views of those who considered the renewals impolitic, there was a tender in the Department for the Caldwell and Caledon service at the time the renewals were authorized (the other service not having been up for tender) for \$160 per annum, showing a loss to the Department of \$48 per annum, or \$192 for the full term for the single service.

With these facts before him the present Postmaster General, Mr. Mulock, cancelled the contracts and invited tenders for each service. The Caldwell and Caledon service, which under the former contract cost \$208 per annum, has been obtained for \$85 per annum; the Caledon and railway station service which under the former contract cost \$105, is now performed for \$38. The result is that on two services, which, if the contracts authorized by the late Government had been allowed to run on, would have cost \$1,352 for the four years term, a saving of \$720 has been effected.

These services were performed by Mr. Nathaniel Patterson, under separate contracts, the rates for which, \$208 per annum and \$105 per annum, were fixed by public competition in 1892, Mr. Patterson's tender being in each case the lowest received.

Prior to the termination of these contracts, the former on the 30th June, 1896, and the latter on the 30th September, 1896, tenders were invited for the former service, due to be opened on the 15th May. The tenders received were not considered as instructions issued on the 5th May for the withdrawal of the notices inviting tenders and the renewal of both contracts at the existing rates of \$208 and \$105 respectively.

Tenders received :—

Thomas McCort.....	\$160 00
Allan Vanwyck.....	170 00
Thomas Vanwyck.....	188 00
John A Rayburn.....	195 00
John Willoughby.....	200 00
N. Patterson.....	208 00

CORRESPONDENCE.

CALEDON, 31st March, 1896.

Postmaster General.

DEAR SIR,—As I have carried mail between C.P.R. station and Caledon post office, and Caledon post office and Caldwell post office for twelve years and wished to take it for another term of four years at the price now paid, so I wrote the Inspector to that effect, and in answer to my letter he referred me to you. So if it be suitable to you let me know and oblige,

Yours truly,

NATHANIEL PATTERSON,
Mail Carrier.

Memorandum from Department

The Post Office Inspector will be good enough to give the following information :—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE.

TORONTO, 10th April, 1896.

1. Caldwell and Caledon.
2. Nath. Patterson.
3. Six times per week.
4. Four and one-half miles.
5. \$208 per annum.
6. 30th June, 1896.
7. 6th May, 1892.
8. Tender.

Contracts for Mail Service.

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| <p>9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited?</p> <p>10. Is the price a reasonable one?</p> <p>11. Have the duties been performed satisfactorily by the contractor?</p> <p>12. Is he willing to accept a renewal of this contract on the existing terms and conditions?</p> <p>13. Would it be in the interest of the service to renew this contract?</p> <p>14. Is there any other information which would help the Postmaster General in coming to a decision?</p> | <p>9. After tenders were received.</p> <p>10.</p> <p>11. No complaints have been made.</p> <p>12. Yes.</p> <p>13. If tenders were invited for a new contract it might be obtained at a lower price.</p> <p>14. Notices inviting tenders for the contract referred to have been submitted for approval to the Postmaster General.</p> |
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R. W. BARKER,
Post Office Inspector.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited?
10. Is the price a reasonable one?
11. Have the duties been performed satisfactorily by the contractor?
12. Is he willing to accept a renewal of this contract on the existing terms and conditions?
13. Would it be in the interest of the service to renew this contract?
14. Is there any other information which would help the Postmaster General in coming to a decision?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE.

TORONTO, 10th April, 1896.

1. Caledon and railway station.
2. Nath. Patterson.
3. Eighteen times per week.
4. Half a mile.
5. \$105 per annum.
6. 30th September, 1896.
7. 19th August, 1892.
8. Tender.
9. After tenders were invited.
10. Fairly reasonable.
11. No complaints have been made.
12. Yes.
13. The contract may possibly be obtained at a little lower rate if tenders were invited.
14.

R. W. BARKER,
Post Office Inspector.

OTTAWA, 22nd April, 1896.

(Private.)

MY DEAR DR. MONTAGUE,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Caldwell and Caledon. The name of the present contractor is Mr. Nathaniel Patterson, whose application for renewal the Inspector recommends.

Yours faithfully,
WM. WHITE.

The Hon. W. H. MONTAGUE,
Minister of Agriculture,
Ottawa.

CALEDON, 2nd May, 1896.

The Honourable L. O. TAILLON,
Postmaster General,
Ottawa.

DEAR SIR,—By way of introducing myself to you as the new head of this Department, I may say that I am the defeated Conservative candidate in the recent bye-election in Cardwell. I am now in the county on matters political.

While warmly congratulating you on your accession to this important portfolio, I desire to express the great satisfaction the late Postmaster General gave in this county.

My object in writing is, however, to recommend the acceptance of the tender of Mr. John A. Willoughby, Caledon, P.O., for the mail contract for carrying the mail from here to Caldwell post office. The tender is not quite ready, I believe, but will be sent in in a few days, and I respectfully but firmly press its acceptance. A change here might advantage the service, and is certainly desirable on political grounds.

Yours truly,
W. B. WILLOUGHBY.

P.O. address, Equity Chambers, Toronto.

OTTAWA, 1st May, 1896.

DEAR COL. WHITE,—I beg to return herewith your letter to me of April 22nd respecting contracts for mail service between Caldwell and Caledon and railway station, and would say that there is no objection to the contract being renewed to Mr. Nathaniel Patterson.

Yours faithfully,
W. H. MONTAGUE.

Lt.-Col. WM. WHITE,
Deputy Postmaster General.

OTTAWA, 5th May, 1896.

MY DEAR DR. MONTAGUE,—I beg to inform you that in accordance with the recommendation contained in your letter of the 1st inst., the renewal of Mr. Nathaniel Patterson's contract for the mail service between Caldwell and Caledon has been authorized for a further term.

Yours faithfully,
WM. WHITE.

The Honourable W. H. MONTAGUE, M.D.,
Minister of Agriculture,
Ottawa.

Contracts for Mail Service.

TORONTO, 6th May, 1896.

The Postmaster General,
Ottawa.

DEAR SIR,—I wrote you a couple of days ago, saying a tender would be put in for carrying the mails from Caledon Station to Caledon P.O. and Caledon to Caldwell P.O. in a day or two. The tender will be forwarded to-morrow and reach you Friday a.m. the earliest possible moment.

I inquired from the Inspector here and found that you had authorized him to renew the old tender. The new tender is lower. The time for tendering has not expired, and in the interest of the service I ask that it be not renewed, but be cancelled, and that in place of it the tender of John Willoughby, jun., be accepted.

I will not trouble you with further reasons, believing in a matter of this kind my recommendation, under circumstances such as the above, should be and will be sufficient. The Inspector will hold his hand for a sufficiently long time to enable you to convey to him your further instructions in the matter.

If you could telegraph to him it would oblige me and ensure greater satisfaction all round.

I was greatly astonished to hear of a proposal to renew the contract without my knowledge.

Yours, &c.,

W. B. WILLOUGHBY.

OTTAWA, 16th May, 1896.

MY DEAR DR. MONTAGUE,—I am in receipt of your letter of the 14th inst., asking that your recommendation as to the renewal of Mr. N. Patterson's contract for the Caledon and Caledon railway station mail service be carried into effect.

In reply I beg to say that instructions have been issued in that sense.

Yours faithfully,

WM. WHITE.

OTTAWA, 16th May, 1896.

MY DEAR SIR,—I am in receipt of your letter of the 13th inst. respecting your recommendation that the mail service between Caledon and railway station, and Caldwell and Caledon may go to tender.

In reply I beg to express the regret of the Postmaster General that he is unable to accept your suggestion, the contract having already been renewed.

Yours faithfully,

WM. WHITE.

W. B. WILLOUGHBY, Esq.,
Barrister, &c., Toronto.

ORANGEVILLE, 16th May, 1896.

The Postmaster General.

MY DEAR SIR,—I am about to trouble you once more, and I trust for the last time, in regard to the mail contract from Caledon to Caldwell and from Caledon station to Caledon post office. Until the other day I was not aware on whose recommendation it was decided to recommend the renewal of this contract to Patterson. I saw Mr. Walsh to-day in Orangeville and learned he recommended it, not knowing there would be any application favoured by me. Mr. Walsh was lately selected the Conservative candidate for this county with my concurrence. We talked this matter over and he is quite agreeable to my recommendation being carried out.

Until his selection the patronage was mine and his selection was made subsequent to the dealing with this tender. He quite concurs, however, now the facts are known, with my wishes, which accord with the interests of the party and of the service.

I called on the Inspector at Toronto on Friday to see if you had forwarded any fresh instructions to him, and he said he was waiting and rather anxiously for them, but that owing to the expiry of the old contracts he would like fresh instructions at once.

I trust you will be good enough to advise him on receipt of this of your wishes in the matter, or at least to the effect that he do nothing further until you advise him as to the new tender.

Yours sincerely,

W. B. WILLOUGHBY,
Equity Chambers, Toronto.

TORONTO, 18th May, 1896.

The Postmaster General,
Ottawa.

DEAR SIR,—Before receiving your favour of May 16th, I had already posted my letter to you written at Orangeville in regard to the Caledon-Caldwell mail contract. I would not have troubled you with this letter had I heard from you first.

I was more concerned in the principle than the results of its non-application. I do think it a most unwarranted matter, speaking politically, that the contract should be renewed under such circumstances as the present, and though I acquiesce, I do so under protest.

Yours sincerely,

W. B. WILLOUGHBY.

OTTAWA, 19th May, 1896.

MY DEAR SIR,—I am in receipt of your letter of the 16th inst., with further reference to your request that the mail services between Caldwell and Caledon, and Caledon and railway station may go to tender.

In reply I beg to say that the Postmaster General regrets that he is unable to change the decision which was communicated to you in my letter of the 16th inst.

Yours faithfully,

WM. WHITE.

W. B. WILLOUGHBY, Esq.,
Equity Chambers, Toronto.

Castlemore and Kleinburg.

This contract was awarded without tender for the period ending 30th June, 1896, at the rate of \$250 per annum, while there was a tender in the Department for \$240; and a renewal was authorized likewise without tender for the period ending 30th June, 1900, at the same figure, with a tender in the Department for \$229 per annum. The total loss on this transaction for the two terms is \$124.

The service was let by tender from the 1st July, 1888, the contract having been awarded to the lowest tenderer, Mr. John Hugill, at the rate of his tender, \$250 per annum.

Prior to the termination of this contract on the 30th June, 1892, tenders were invited, due to be opened on the 6th May. The tenders received were not considered as instructions issued on the 11th May for the renewal of Mr. Hugill's contract at the former rate of \$250 per annum.

Tenders received :—

W. Hodgson.....	\$240 00
R. Watson.....	245 00
E. White.....	249 00
J. Cairns.....	250 00
J. Hugill, Jr.....	325 00
J. Coward.....	375 00

Contracts for Mail Service.

CORRESPONDENCE.

WILDFIELD, 11th March, 1892.

To the Postmaster General,
Ottawa.

SIR,—As our mail carrier, Mr. Hogle, is anxious to get the driving of the mail, I think you could not do better than employ him for another term. He is a very obliging man and attends to his business with great care, and for the length of his journey every day his salary is very small. Hoping to see him get the situation again,

I remain, &c.,

THOS. SPLAN, P.M.,

No. 805.

POST OFFICE INSPECTOR'S OFFICE,

TORONTO, 19th March, 1892.

SIR,—Referring to the accompanying communication from Mr. T. Splan, Postmaster at Wildfield, in the County of Peel, in which it is represented that Mr. Hugill, contractor for the conveyance of the daily mail between Castlemore and Kleinburg is desirous of renewing his contract for another term, referred to me on the 14th inst. for inquiry and report, I have the honour to state that the contract referred to was made with Mr. John Hugill, jun., on the 1st of July, 1888, for four years, and that consequently it will expire on the 30th June next. The distance travelled is fourteen miles the round trip, and the price paid is \$250 per annum.

Upon inquiry I find that most of the postmasters on the line of route are unanimous in the statement that Mr. Hugill has given pretty general satisfaction in the performance of his duty as mail contractor.

In view of the circumstances above mentioned, and that the price paid for the service is quite reasonable, I beg respectfully to recommend that the contract be renewed with Mr. Hugill for a further term of four years from the 1st July next.

I have, &c.,

F. D. BARWICK,

Post Office Inspector.

OTTAWA, 12th April, 1892.

MY DEAR COL. WHITE,—Would you kindly hold back for a few days the issuing of posters calling for tenders for renewal of the mail contract from Kleinburg Station to Castlemore, Tormore, Coleraine, &c.

I am, &c.,

N. C. WALLACE.

OTTAWA, 14th April, 1892.

MY DEAR WALLACE,—I am in receipt of your letter of the 12th inst., asking that the notices inviting tenders for the Castlemore and Kleinburg mail service be withheld for a few days.

I am sorry that it is now too late to do this, as the notices were issued before your letter was received.

If you desire the renewal of the present contract, the exhibition of the notices will not affect the matter.

Yours faithfully,

N. C. WALLACE, Esq., M.P.,
House of Commons,
Ottawa, Ont.

ADOLPHE P. CARON.

OTTAWA, 4th May, 1892.

The Honourable Sir A. P. CARON,
Postmaster General.

DEAR SIR,—I would be much obliged if you would renew the contract for John Hugill at \$250 a year, being the amount of last contract for carrying the mails between Kleinburg station, Castlemore, Tormore, &c.

I am, yours truly,
N. C. WALLACE.

WOODBRIDGE, ONT., 6th May, 1892.

MY DEAR COL. WHITE,—Tenders will be received at Ottawa to-day for that Kleinburg-Castlemore mail contract. Will you please hold it till my return to Ottawa on Monday next.

I am, yours truly,
N. C. WALLACE.

OTTAWA, 11th May, 1892.

MY DEAR MR. WALLACE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 4th inst., I have authorized the renewal of Mr. John Hugill's contract for the mail service between Castlemore and Kleinburg for a further term.

Yours faithfully,
N. C. WALLACE, Esq., M.P.,
House of Commons, Ottawa.

ADOLPHE P. CARON.

The contract made with Mr. Hugill expired on the 30th June, 1896. Tenders were invited due to be opened on the 15th May, 1896. The tenders received were not considered, as on the 21st May instructions issued for the transfer of the contract to Mr. Jacob Cairns, and its renewal with Mr. Cairns for four years from the 1st July, 1896, the rate of pay remaining \$250 per annum.

Tenders received:—

R. H. Graham	\$229 00
W. J. Cameron	240 00
T. McCluskie	249 00

CORRESPONDENCE.

HOUSE OF COMMONS,
OTTAWA, 20th February, 1896.

The Honourable Sir A. P. CARON,
Postmaster General.

MY DEAR SIR,—I would be much pleased if you would renew the contract for carrying the mail from Kleinburg station to Kleinburg post office to Jacob Cairns. The contract expires in April. I would also like you to renew the contract to Jacob Cairns for carrying the mail from Kleinburg station to Castlemore, Coleraine, Gribbin and Tormore. This last contract has been in the name of John Hugill, jun., but Cairns has been performing the work for the last three years and Hugill does not want it. Both to be done at the same prices.

Yours truly,
N. CLARKE WALLACE.

Contracts for Mail Service.

OTTAWA, 28th February, 1896.

MY DEAR WALLACE,—I am in receipt of your letter of the 20th inst., recommending that the contract for the Kleinburg and railway station mail service may be renewed for a further term, and that the contract of Mr. John Hugill, jun., for the Castlemore and Kleinburg mail service may be renewed in Mr. Cairns's name.

In reply, I beg to say that as the former contract does not expire until the 31st March, 1897, I fear that it is too soon to authorize a renewal. As to the other, would you be good enough to obtain from Mr. Hugill an application for the transfer of his contract to Mr. Cairns. This would simplify matters, as I have no power to renew a contract except with the person in whose name it stands.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable N. C. WALLACE, M.P.,
House of Commons, Ottawa, Ont.

WOODBIDGE, 1st May, 1896.

MY DEAR SIR ADOLPHE,—Jacob Cairns has carried the mail from Kleinburg station in my riding for 3 years and 3 months to Nashville, Gribbin, Coleraine, Tormore and Castlemore for \$250 a year. Four years ago John Hugill got this contract, but at the end of nine months he sold out to above named Jacob Cairns. Now I would be personally very much obliged if you would renew this contract at same price to Jacob Cairns. He has done the work satisfactorily and is a good man. Your Department has just now called for new tenders. I hope you will recall the advertisement and give him a renewal of the contract. The price, as you will see, is very low.

Yours truly,

N. CLARKE WALLACE.

OTTAWA, 4th May, 1896.

MY DEAR MR. WALLACE,—In reply to your letter of the 1st inst., recommending that the contract for the Castlemore and Kleinburg station mail service be renewed with Mr. Jacob Cairns, I beg to say that as the contract stands in the name of Mr. John Hugill the Postmaster General could not renew it with Mr. Cairns.

Yours faithfully,

W. WHITE.

The Honourable N. CLARKE WALLACE,
Woodbridge, Ont.

KLEINBURG, 7th May, 1896.

The Postmaster General,
Ottawa.

DEAR SIR,—I beg to ask you for renewal of my contract for carrying the mail from Kleinburg station to Nashville, Coleraine, Castlemore, Wildfield, Tormore and return to Kleinburg. My reasons for not asking for renewal before the tenders were asked is that I fully intended giving it up, but after considering the matter I decided to write you and let you know that I would continue contract at same price. I am positive good satisfaction has been given. Nothing has been left undone to please all connected with the Post Office Department. I understand that parties belonging to opposite politics have tendered. I trust after careful consideration you will grant me renewal.

Yours respectfully,

JOHN HUGILL, JR.

KLEINBURG, 11th May, 1896.

To the Deputy Postmaster General,
Ottawa.

MY DEAR SIR,—It is my desire to have my contract for carrying the mail from Kleinburg to Castlemore and Tormore, &c., transferred to Jacob Cairns. I think our party is entitled to every consideration, as I know most of those who will or have already tendered are opposite to our party. Hoping this will meet with your approval.

I remain, &c.,

JOHN HUGILL, JR.

NASHVILLE, 2nd June, 1896.

Postmaster General,
Ottawa.

DEAR SIR,—I presume my tender for mail service between Kleinburg station, Castlemore and intermediate points has been duly received, which left here early in May. My tender was low, viz., \$229, and I think below all competitors. I am in a good shape to do the service satisfactorily. My father, James Graham, is P. M. at Black's Corners. I am with the government, and hope to secure this service.

Yours truly,

R. H. GRAHAM.

OTTAWA, 3rd June, 1896.

SIR,—I have the honour to acknowledge the receipt of your letter of the 2nd inst., asking whether your tender for the Castlemore and Kleinburg mail service has been accepted.

In reply I am to say that as the Postmaster General has authorized the renewal of the present contract the tenders were not dealt with. He, therefore, directs me to express his regret that he was unable to consider your offer.

I have, &c.,

ARTHUR LINDSAY,

Superintendent.

Mr. R. H. GRAHAM,
Nashville, Ont.

Caledonia and Empire.

This service has not been up for tender. On the 1st February, 1891, a private arrangement was made with Mr. Samuel Arrell at the rate of \$420 per annum for a service daily between Caledonia and Sinclairville and tri-weekly between Sinclairville and Empire. The service of Empire was increased to daily on the 1st October following and the rate advanced to \$445, which has been paid ever since. On the 1st April, 1892, Wm. Arrell succeeded to the service, his father, Samuel Arrell, having died.

What this service could be obtained for if put up to tender has not been ascertained. At the time the contract was made for \$445 per annum the Department received an offer to do the work for \$375 per annum, or \$70 per annum less than the contract price.

CORRESPONDENCE.

5th January, 1891.

DEAR SIR,—I hear there is to be a daily mail from Caledonia to Seneca, Tyne-side, Blackheath, Empire, Sinclairville, which I will carry for \$375 per annum.

The distance is fourteen miles each way. Leave Sinclairville at 6.30 a.m. and arrive at Caledonia in time to meet 10 o'clock train, put mail off and arrive at Sinclairville at 3.30 p.m.

My sureties are good. Please let me know as soon as possible.

Yours truly,

THOMAS HARKINS,

Sinclairville P.O., Ont.

Contracts for Mail Service.

OTTAWA, 8th January, 1891.

SIR,—I am desired by the Postmaster General to acknowledge the receipt of your letter of the 5th inst., stating your willingness to undertake a daily mail service between Caledonia and Sinclairville via North Seneca, Tynesside, Blackheath and Empire for \$375 per annum, and in reply to inform you that the matter will receive the Postmaster General's consideration.

I have, &c.,

W. D. LESUEUR,
Secretary.

Mr. THOMAS HARKINS,
Sinclairville, Ont.

Re the Seneca Route.

MY DEAR CARON,—I agreed with the Department that as long as satisfactory, this was to be carried by Arrell. There were very special circumstances. I see it is advertised. Please recall advertisements now and I will discuss it with you when I come down. The route is well served. Please don't fail to recall, and wire me on receipt of this.

Yours faithfully,

W. H. MONTAGUE.

OTTAWA, 2nd February, 1894.

MY DEAR DR. MONTAGUE,—In accordance with your request, I have authorized that the notices advertising the Caledonia and Empire mail services be withdrawn and that the service be allowed to remain in the hands of Mr. Wm. Arrell.

Yours faithfully,

ADOLPHE P. CARON.

Dr. W. H. MONTAGUE, M.P.,
Dunnville, Ont.

Centreville and Tamworth.

This contract was let for \$207 per annum while there was a tender in the Department for \$175 per annum, showing a loss of \$32 per annum, or \$128 for the term. When the present Government took this service in hand it found, on inquiry, that it was not necessary at all. Centreville has a daily exchange with Camden East, on the line of the same railway as is Tamworth, the mails leaving Centreville at 11 a.m. and 11.30 a.m. for connection with the same mail train at two different stations. The route was accordingly abolished altogether, and a saving effected of \$207 per annum, or \$828 for the four years term.

The service has never been let by tender. It went into operation on the 7th March, 1889, on a private arrangement made with Mr. Samuel Fleming, at the rate of \$199 per annum. On the 1st of the following May the rate was increased to \$207 per annum to correspond with a slight increase in the distance to be travelled. The contract was renewed for a further term with Mr. Fleming, at the same rate, from the 1st January, 1893.

Prior to the awarding of the contract in 1893 tenders were invited, due to be opened on the 11th November, 1892. The notices inviting tenders were withdrawn on the 22nd October in connection with the renewal of Mr. Fleming's contract.

The following tenders were received but not considered :—

Edward Lyon.....	\$175 00
J. S. Lochhead.....	185 00

CORRESPONDENCE.

DESMOND, 12th October, 1892.

Hon. Sir A. P. CARON, P.M.G.

MY DEAR SIR,—Tenders are out for the Centreville and Tamworth route. I desire to say that in my opinion it is most desirable to renew the contract with the

present courier, Mr. Samuel Fleming. This is Centreville's principal mail. Mr. Fleming is a painstaking and careful man. He is a straightforward, sober, honest and faithful man. The business men of Centreville fear that some poor, worthless, careless, drinking man may tender a little lower and get the contract. It is a daily mail, the distance about eight miles, and the present contract only about \$200, which I think is very reasonable. I live within five miles of Centreville and know all the circumstances, and you need no better proof than that Dr. M. J. Beeman and James Reed, Esq., M.P.P., are Mr. Fleming's sureties and will continue, and are very anxious for the renewal of this contract, and these two men have a very large correspondence and are especially interested in having a good man.

I do, therefore, ask your most favourable consideration of this matter.

Obediently yours,

JOHN W. BELL,
Ex-M.P., Addington.

OTTAWA, 22nd October, 1892.

MY DEAR MR. BELL.—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 12th inst., I have authorized the renewal of Mr. S. Fleming's contract for the mail service between Centreville and Tamworth for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

J. W. BELL, Esq.,
Desmond, Ont.

Chaffey's Locks and Elgin.

This contract was let without tender at the rate of \$100 per annum, and at the same time there was in the Department a tender for \$80 per annum. The result is a loss to the Department of \$80 for the full term.

The service was let by tender from the 1st October, 1889, the contract being awarded to the lowest tenderer, Mr. Moses Doyle, at the rate of his tender, \$100 per annum.

Prior to the termination of this contract on the 30th September, 1893, tenders for a new contract were invited, due to be opened on the 8th September.

The renewal of Mr. Doyle's contract at the existing rate of \$100 was authorized on the 13th September, and the tenders received were not considered.

Tenders received but not considered :—

J. Stanton.....	\$80
J. Regan.....	80

CORRESPONDENCE.

ELGIN, 14th August, 1893.

GEORGE TAYLOR, Esq., M.P.,
Gananoque.

DEAR SIR,—I observe the P. O. Inspector of Kingston has advertised for tenders for the carrying of the mails between Chaffey's Locks and Elgin.

I understood when I took the contract that it would be renewed on same terms from time to time, provided I gave satisfaction as a carrier and I was willing to take it on same terms. I supposed those terms would be carried out, and I have been to the expense of renewing rigs, &c., and would like to have the contract renewed.

I feel sure that I have always done my duty, and believe there has been no charge made against me.

Contracts for Mail Service.

Would you kindly ask the Department to renew the contract for another term and oblige,

Your obedient servant,

MOSES DOYLE,
Mail Carrier.

I strongly recommend this contract being renewed, as he performs his duties satisfactorily.

Yours, &c.,

G. TAYLOR.

No. 766.

POST OFFICE INSPECTOR'S OFFICE,
KINGSTON, 6th September, 1893.

SIR,—Referring to an official memorandum from the Superintendent of the Mail Contract Branch, dated 23rd ult., stating that an application had been made for the renewal of Mr. Moses Doyle's contract for the mail service between Chaffey's Locks and Elgin, and requesting me to make inquiry and report accordingly, I have the honour to report as follows:—

After careful inquiry I find that the work has been performed by Mr. Doyle in a very satisfactory manner, and I have no doubt he will continue to do so should you be pleased to renew his contract. The service in question has been in the hands of Mr. Doyle for some years, and the present contract will expire on the 30th inst., is semi-weekly, and costs \$100 per annum; distance 6 miles.

Tenders are now being invited for this service, and I am informed that two responsible persons have tendered for the same as well as the present contractor, so that it is quite possible that a lower offer than \$100 may be made.

Awaiting your instructions,
I am, &c.,

ALLAN JONES,
P. O. Inspector.

The Honourable
The Postmaster General,
Ottawa.

OTTAWA, 13th September, 1893.

MY DEAR MR. TAYLOR,—I have much pleasure in informing you that in accordance with your recommendation I have authorized the renewal of Mr. M. Doyle's contract for the mail service between Chaffey's Locks and Elgin for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

G. TAYLOR, Esq., M.P.,
Gananoque.

Churchill and Lefroy Railway Station.

This contract was let without tender at \$220 per annum, notwithstanding the Inspector's report that if tenders were invited a lower offer would probably be obtained. The present Government did not feel at liberty to overlook the Inspector's statement, and cancelled the contract and invited tenders. The result is that a contract has been obtained for the same service at the rate of \$153.37 per annum, a saving of \$66.63 per annum, or of \$266.52 for the contract term.

The service was let by tender last from the 1st April, 1884, the contract being awarded to the lowest tenderer, Mr. James Sloan, at the rate of his tender, \$220 per annum. The terms and conditions of that contract have remained in force ever since by successive renewals. On the 1st January, 1895, the contract was transferred to Mrs. Prudence Sloan, and on the 1st July of the same year from Mrs. Sloan to Mr. E. H. Sloan.

In connection with the letting of the contract which went into operation on the 1st April, 1896, the following correspondence took place :

CORRESPONDENCE.

BRADFORD, 8th November, 1895.

MY DEAR SIR,—I inclose an application from E. H. Sloan for the renewal of his contract for carrying the mails between Churchill and Lefroy. I beg to recommend that the contract be renewed at existing rates.

I have, &c.,

R. TYRWHITT.

The Postmaster General.

(Inclosure.)

CHURCHILL, 1st November, 1895.

DEAR SIR,—As my mail contract between Churchill and Lefroy expires on 1st of April next, I would like very much if you would make application to the Postmaster General to have it renewed for another term. You might state that I have carried it for the last twelve years.

Thanking you, &c.,

E. H. SLOAN,
Postmaster.

Col. R. TYRWHITT.

Memorandum from Department.

Inspector's Reply.

The Post Office Inspector will be good enough to give the following information:—

POST OFFICE INSPECTOR'S OFFICE.

BARRIE, 25th November, 1895.

- | | |
|--|--|
| 1. Name of service. | 1. Churchill and Lefroy railway station. |
| 2. Name of contractor. | 2. E. H. Sloan, Postmaster. |
| 3. Frequency of service. | 3. Twelve times per week. |
| 4. Distance. | 4. Two and a half miles. |
| 5. Cost of service. | 5. \$220 per annum. |
| 6. Date of termination of contract. | 6. 31st March, 1896. |
| 7. Date of reception of tenders. | 7. Not under advertisement. |
| 8. Was this contract obtained by tender, renewal, transfer or otherwise? | 8. Transfer. |
| 9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited? | 9. By tender. |
| 10. Is the price a reasonable one? | 10. It is fairly reasonable. |

Contracts for Mail Service.

- | | |
|---|---|
| 11. Have the duties been performed satisfactorily by the contractor? | 11. They have. |
| 12. Is he willing to accept a renewal of this contract on the existing terms and conditions? | 12. He is. See letter herewith. |
| 13. Would it be in the interest of the service to renew this contract? | 13. If advertised, tenders at a lower rate would likely be sent in. |
| 14. Is there any other information which would help the Postmaster General in coming to a decision? | 14. There is not. |

ALLAN JONES,
Post Office Inspector.

OTTAWA, 29th November, 1895.

MY DEAR COL. TYRWHITT,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 8th inst., I have authorized the renewal of Mr. E. H. Sloan's contract for the mail service between Churchill and Lefroy station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

Lt.-Col. TYRWHITT, M.P.,
Bradford, Ont.

Clear Creek and Cultus.

This is a case in which a service was increased in frequency on the understanding that the cost of the increased service would not exceed \$150 per annum; and after a few months, when the people interested had become accustomed to the increased service, and would have objected strongly to a return to the former frequency, the rate was run up to a higher figure. On the 3rd July, 1891, the Honourable Mr. Tisdale recommended that the service which at that time was semi-weekly be made daily, stating that the present contractor would take the service for \$150 per annum until the end of that year, and on the 1st August following the service was made daily, the Inspector being instructed to make a four years' contract at \$150 per annum. The Inspector reported that the contractor would not take the service for a longer period than five months at \$150, and recommended that, as the contractor's object was clearly to run up the price, tenders should be invited before the service was put in operation. The matter was referred to Colonel Tisdale, who recommended that the contractor's terms be acceded to, engaging that no unreasonable amount would be asked after the temporary agreement ran out. When tenders were invited, the only tender that reached the Department was from the contractor, and it was at the rate of \$200 per annum. The Department demurred at paying this amount and the Inspector was instructed to obtain a lower rate if possible. At this point Colonel Tisdale again intervened, and, after some objection on the part of the Department on account of the large figure asked for the service, the Department yielded to Colonel Tisdale's wishes, and authorized a contract for four years at \$200 per annum.

Prior to the expiration of this contract, which took place on the 31st December, 1895, application was made by the contractor for the renewal of his contract at the same figure. A day or two later this application was supported by a recommendation from Colonel Tisdale, and the contract was renewed for a further period of four years at \$200 per annum. Shortly after the renewal was authorized, the Inspector, who was asked to report on the question of renewing the contract, made his report, which was to the effect that he had an offer of \$150 per annum. The whole question was then referred to Colonel Tisdale who replied that he was satisfied that \$200 was as low a price as should be asked for such a service, and therefore would take the responsibility of recommending the completion of the contract authorized at \$200 per annum.

This contract was cancelled by the present Government, and put up to tender. There were ten tenders received, ranging from \$100 per annum to \$175 per annum. A contract has been made at \$100 per annum and half the cost of the service saved.

CORRESPONDENCE.

OTTAWA, 3rd July, 1891.

MY DEAR HAGGART,—I wish to strongly recommend the establishment of a daily mail between Clear Creek and Cultus, in the South Riding of Norfolk.

They have at present a bi-weekly mail, for the carrying of which \$75 year is paid; the contractor offers to take it daily until the 1st January next at \$150 per annum.

This is one of the old settled parts of Ontario, and they have no means of communication but the mail. I think they are entitled to this privilege, and trust you will so far favour them as to establish this daily route at once.

Please oblige me with an early reply.

Yours faithfully,

D. TISDALE.

Hon. JOHN HAGGART,
Postmaster General.

OTTAWA, 6th July, 1891.

MY DEAR TISDALE,—Referring to your letter of the 3rd instant, recommending that the mail service between Clear Creek and Cultus be made daily, and stating that the service applied for can be had for \$150 per annum, I have had much pleasure in authorizing that your wishes regarding this matter be carried out.

Yours faithfully,

JOHN HAGGART.

Lt. Col. TISDALE, M.P.,
House of Commons, Ottawa.

OTTAWA, 21st July, 1891.

MY DEAR COL. TISDALE,—You will find inclosed a letter from the Inspector at London, from which it would appear that the contractor for the Clear Creek and Cultus mail service is not willing to enter into any but a very short arrangement for a daily service at the rate mentioned by you.

I would be glad if you would look into this matter, and let me have your views regarding it as soon as convenient.

Yours faithfully,

JOHN HAGGART.

Lt. Col. TISDALE,
House of Commons, Ottawa.

(Inclosure.)

POST OFFICE INSPECTOR'S OFFICE,

LONDON, 18th July, 1891.

MY DEAR MR. LINDSAY,—Adverting to your letter No. 159B of the 7th instant instructing me to arrange with Mr. Walter Buck for a daily mail service between Clear Creek and Cultus, at the rate of \$150 per annum, I beg to say that I am unable to get Mr. Buck to enter into a long term contract at that figure.

He will only carry it at that figure during the remainder of the year 1891, and I am of the opinion that his consent to take it at that rate is for the purpose of getting a daily mail established and then running up the rate at a later date. I would suggest that the new contract be put up to tender first, and it will then be ascertained what the service is really to cost. When that is learned, it may not be found desirable to increase the service for a time.

Yours very faithfully,

R. W. BARKER,

Post Office Inspector.

A. LINDSAY, Esq.,
Supt. Mail Contract Branch,
Post Office Department, Ottawa.

Contracts for Mail Service.

OTTAWA, 23rd July, 1891.

MY DEAR MR. HAGGART,—I have yours of the 21st inst., *re* Clear Creek and Cultus daily mail.

I return letter of the Inspector. Please establish the mail with the contract for \$150.00 annual rate until January, 1892, and then advertise for tenders. I am satisfied no unreasonable sum will be asked for its continuance after that date.

I shall be glad if you will close the matter at once.

Yours faithfully,

D. TISDALE.

Hon. JOHN HAGGART,
Postmaster General,
Ottawa.

OTTAWA, 28th July, 1891.

MY DEAR COL. TISDALE,—In accordance with your recommendation, I have authorized that an arrangement be made with Mr. W. N. Buck for a daily service between Clear Creek and Cultus, until the 31st December next, at the rate of \$150.00 per annum.

Yours faithfully,

JOHN HAGGART.

Lt. Col. TISDALE, M.P.,
House of Commons,
Ottawa.

APPROVAL OF NOTICES.

OTTAWA, 20th August, 1891.

Memorandum for the Post Office Inspector at London.

The Postmaster General having had under his consideration the Inspector's report No. 293, of the 14th August, has approved of the notices inclosed therein inviting tenders for the mail service hereafter mentioned.

Date of notices—21st August, 1891.

Date of reception of tenders—2nd October, 1891.

Date of commencement of new contract—1st January, 1892.

Name of service—Clear Creek and Cultus.

The Inspector will please be so good as to issue these notices accordingly.

ARTHUR LINDSAY,
Superintendent.

INCLOSING TENDERS.

OTTAWA, 8th October, 1891.

Memorandum for the Post Office Inspector at London.

The following tenders, being the lowest received for the respective services mentioned, have been accepted by the Postmaster General and are herewith enclosed. The contracts in each case are to date from 1st January, 1892.

* * * * *

The following tender, having been considered by the Postmaster General too high, the Inspector will please make the best arrangements in his power for this service, subject to the Postmaster General's approval.

Clear Creek and Cultus..... W. N. Buck.\$200.00

ARTHUR LINDSAY,
Superintendent.

SIMCOE, 1st December, 1891.

Re Clear Creek and Cultus Daily Mail.

MY DEAR COL. WHITE,—You will remember the Postmaster General gave orders to establish this service instead of tri-weekly or semi-weekly which it was.

It was also settled and decided that the present contractor should take it daily at \$150 for balance of this year only. This was positively settled, and I have no doubt you wrote the Inspector to that effect, but (as in other matters) he thinks he knows more than the Department, and has been trying to bulldoze Mr. Buck into taking it for four years by intimating that he (the Inspector) will otherwise get the Postmaster General to go back to the old service.

The matter having been settled when I was in Ottawa during the session, and so reported to me, it is very annoying and injures both the influence of the Department and of myself in the riding to have a different thing intimated by officials who are not at the seat of government.

Will you kindly oblige by having the Inspector positively directed to inform Mr. Buck that he is only to carry the daily mails at \$150 to the end of the year, and then tenders will be asked for.

This was what we distinctly settled upon during the session, and I had no doubt it had been so arranged, as I wrote Buck it had, until my return home to-day (after my long holiday) and found the inclosed letter from the Inspector to Buck and the note from Buck to me upon it.

Please also drop me a line in reply to this officially, so I can send to Buck to show him I had not been misleading him.

Yours faithfully,

D. TISDALE.

(Private.)

P.S.—Buck is one of my right hand men, and is one of the most straightforward chaps in the country.

Lt.-Col. WHITE,
Deputy Postmaster General,
Ottawa.

(Inclosure No. 1.)

POST OFFICE INSPECTOR'S OFFICE,

LONDON, 12th Oct., 1891.

DEAR SIR,—I beg to advise you that the Postmaster General has set aside your tender for the Clear Creek and Cultus contract on account of it being at too high a rate, namely \$200 per annum. When you first took the contract you were quite willing to do the duty at the rate of \$150 per annum, and nothing has intervened since to make the service cost more.

Please say if you are willing to reduce your tender to \$150. If I cannot arrange for the service at that figure, it is quite likely that I will have to ask the Postmaster General to go back to the semi-weekly service. I await an answer at an early date.

Yours truly,

R. W. BARKER,

Post Office Inspector.

Mr. W. N. BUCK, Cultus.

(Inclosure No. 2.)

DEAR SIR,—Ref. to within mail route, it is impossible to get the mail carried daily for \$150 per annum, and since it is started and the people appreciate it so much, we must not go back to the semi-weekly service. Kindly use your influence; inform them that I would not take it for four years at \$150, but only for balance of year.

D. TISDALE, M.P.,

W. N. BUCK.

Contracts for Mail Service.

OTTAWA, 5th December, 1891.

MY DEAR COL. TISDALE,—I am in receipt of your letter of the 1st inst., respecting the mail service between Clear Creek and Cultus.

I fancy you are under some misapprehension regarding this matter. In accordance with your wishes the arrangement made with Mr. Buck was a merely temporary one, terminable at the end of the present year, and the service has since been advertised. The lowest tender received was that of Mr. Buck, for \$200 per annum, which is certainly considerably more than the Postmaster General anticipated paying when the daily service was authorized. It was in conformity with our instructions to secure a lower rate if possible, that the Inspector wrote to Buck the letter you inclose.

I would now like to know your wishes in the matter. The Postmaster General still objects to paying the rate of Buck's tender, as the gross revenue of Cultus last year was only \$103, and if you desire to have the service re-advertised it may be done.

Yours faithfully,
WM. WHITE.

LT.-COL. TISDALE,
Simcoe, Ont.

SIMCOE, 12th December, 1891.

MY DEAR COL. WHITE,—I have yours of 5th inst. I cry "*Peccavi*" for going for the Inspector when I had no cause, as I did not understand the position.

I don't think anyone but Mr. Buck would take the contract as low as \$200, and he only to keep the mail going. It is about five miles each way, or ten miles every day but Sunday, for a little less than 70 cents per day. Surely no one should be asked to do it for less. He is one of the right sort, or he would not do it for that.

Even if Cultus only returns \$103 per year, still it is one of the oldest parts of Ontario, and has been and is paying for public works, &c., &c., all over the country, from which they get no direct benefit, and so, I think, the country should at all events help them to get their daily mail and newspaper, &c. They are over 20 miles from any railway or telegraph.

Please have the contract closed at once, as no use of re-advertising as the bid is less than it is worth. The daily mail cannot be taken away without great injustice to the locality, and also putting me into a very unpleasant position. Please let me hear.

Yours faithfully,
D. TISDALE.

LT.-COL. WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 22nd December, 1891.

MY DEAR COL. TISDALE,—In accordance with your recommendation, I have authorized that a contract be made with Mr. W. N. Buck, for the mail service between Clear Creek and Cultus at the rate of \$200 per annum.

Yours faithfully,
JOHN HAGGART.

LT.-COL. TISDALE, M.P.,
Simcoe, Ont.

CULTUS, July 5th, 1895.

DEAR SIR,—If you would let the mail contract between Clear Creek and Cultus for the same figures, that is \$200, I will accept it.

Your obedient servant,
W. N. BUCK,
Mail Contractor.

Honourable Postmaster General,
Ottawa.

OTTAWA, 8th July, 1895.

MY DEAR SIR ADOLPHE,—I understand that you will soon be again asking for tenders for mail service between Clear Creek and Cultus, in my riding.

I beg to recommend that instead of doing so you will re-let it to the present contractor, W. N. Buck, at the same price he has it now. I am satisfied this will be in the public interest.

Yours faithfully,

D. TISDALE.

Sir ADOLPHE CARON,
Postmaster General,
Ottawa.

OTTAWA, 10th July, 1895.

MY DEAR COL. TISDALE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 8th inst., I have authorized the renewal of Mr. W. N. Buck's contract for the mail service between Clear Creek and Cultus, for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

Lt.-Col. TISDALE, M.P.,
House of Commons, Ottawa.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information :—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise ?
9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited ?
10. Is the price a reasonable one ?
11. Have the duties been performed satisfactorily by the contractor ?
12. Is he willing to accept a renewal of this contract on the existing terms and conditions ?
13. Would it be in the interest of the service to renew this contract ?
14. Is there any other information which would help the Postmaster General in coming to a decision ?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE.
LONDON, 19th July, 1895.

1. Clear Creek and Cultus.
2. Walter N. Buck.
3. Daily.
4. 4½ miles.
5. \$200 per annum.
6. 31st December, 1894.
- 7.
8. By tender.
- 9.
10. I have an offer at \$150.
11. They have.
12. He is.
13. Contract renewed by your letter, No. 555 B, 10th inst.
14. None that I am aware of.

DANIEL SPRY,
Post Office Inspector.

Contracts for Mail Service.

SIMCOE, 8th August, 1895.

MY DEAR COL. WHITE,—I received yours of a few days ago in reference to renewal of mail contract of Wm. Buck, between Clear Creek and Cultus, stating that the Inspector had informed you he had found a party who would perform the work at \$150 a year. On the 10th of July the Postmaster General wrote me that in accordance with my recommendation of the 8th July he had authorized a renewal of Mr. Buck's contract. I also learned from Mr. Buck that he received a notice from the Inspector's office, dated 12th July, to the same effect, and that in accordance with such notice he had secured the proper security and executed the papers, and returned them to the Inspector. Now, the distance between Clear Creek and Cultus is five miles, as stated in the old contract, though for some reason or other it is four miles and a-half in the new contract, but I know the country well personally and it is five miles, and a good part of the year especially it is a very heavy road at that. That means ten miles a day. I am satisfied that no responsible party can do the work without losing money and I do not believe any one posted in the locality would be willing to become security for a contract at \$150, and further, if any one should undertake it at that price, I believe there would be difficulty and complaints about it, and it seems to me there must be something somewhere underhand in making any such proposition. It certainly is very cheap, as you will see there is no other traffic to speak of, to go ten miles a day for every week day in the year for a little less than 50 cents a day, as the \$150 would be. I know that Mr. Buck will perform the service faithfully and well. No man should, or can fairly, undertake to do it for less than \$200. I therefore, with a full sense of my responsibility in doing so, recommend that his contract should be renewed at \$200, and believe it in the public interest for efficiency of service that it should be renewed. I hope, therefore, the Postmaster General will without delay carry out my recommendation and renew the contract. Please advise me of result.

Yours truly,

D. TISDALE.

Lt.-Col. WHITE,
Deputy Postmaster General,
Ottawa.

Coldwater and Railway Station.

The contract in this case was let without tender, though the Department had notice from the Inspector, who was instructed to report on the question of renewing the former contract on the same terms and conditions, that the rate was a high one and would probably be reduced if tenders were invited. The Department was sufficiently impressed with the Inspector's report to decline at first to authorize the renewal, but yielded on further solicitation.

The service was let by tender from the 1st July, 1889, the contract having been awarded to the lowest tenderer, Mr. S. D. Elpett, at the rate of his tender, \$200 per annum.

The contract made on this occasion was renewed for a further period of four years from the 1st July, 1893.

CORRESPONDENCE.

OTTAWA, 28th January, 1893.

DEAR SIR ADOLPHE,—I would be obliged if you would be good enough to renew contract of Samuel Elpett for carrying service between station and office, Coldwater, at the present rate.

I am truly,

W. H. BENNETT.

Sir A. P. CARON,
Postmaster General, Canada.

No. 767.

POST OFFICE INSPECTOR'S OFFICE,
BARRIE, 11th February, 1893.

SIR,—Referring to the letter of the Superintendent of the Mail Contract Branch of the 30th ult., on the application for the renewal of Mr. S. D. Elpett's contract for the Coldwater and railway station service, County Simcoe, E.R., and requesting me to make inquiry and report thereon, I have the honour to report that the contract of Mr. Elpett is for carrying the mail 24 times per week between the places named, distance 1 mile, at the rate of \$200 per annum, until the 30th June next.

I find upon inquiry that the service has been satisfactorily performed, but that the price is considered slightly excessive. If the contract should be put up to public tender, there is a probability of the persons who run the busses between the town and railway station tendering for the service at a lower rate than is now paid.

I have, &c.,

DANIEL SPRY,
*P. O. Inspector.*The Honourable
The Postmaster General,
Ottawa.

OTTAWA, 27th February, 1893.

MY DEAR MR. BENNETT,—Referring to your letter of the 28th ultimo, recommending that the contract of Mr. S. D. Elpett for the station service at Coldwater may be renewed for a further term, I beg to say that having made inquiries regarding this matter, I find that the rate of payment is higher than would be paid if the service were put up to tender. I, therefore, regret that I shall not be able to follow your recommendation in this matter.

Yours faithfully,

ADOLPHE P. CARON.

W. H. BENNETT, Esq., M.P.,
House of Commons, Ottawa.

OTTAWA, 2nd March, 1893.

Coldwater and Post Office.

DEAR SIR ADOLPHE,—In reference to this service and in reply to your letter as to calling tenders thereon on the Inspector's report, I beg to say that the present figure is not out of the way or excessive to secure a continuance of a service in which the present holder has for many years past given the greatest possible satisfaction. My personal knowledge of the case warrants me in saying that compared with similar services and also considering the surroundings of this case, the amount is fair, and trust you will renew Mr. Elpett's contract.

Yours truly,

W. H. BENNETT.

Sir A. P. CARON,
Postmaster General, Canada.

OTTAWA, 4th March, 1893.

MY DEAR MR. BENNETT,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 2nd instant, I have authorized the renewal of Mr. S. D. Elpett's contract for the mail service between Coldwater and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

W. H. BENNETT, Esq., M.P.,
House of Commons, Ottawa.

Contracts for Mail Service.

Combermere and Maynooth.

This contract was let without tender at the rate of \$190 per annum, while there was in the Department a tender at \$148 per annum. The result of this action is the loss by the Department of \$42 per annum or \$168 for the contract term.

The service was let by tender from the 1st January, 1890, the contract having been awarded to the lowest tenderer, Mr. John Poff, at the rate of his tender, \$190 per annum.

Prior to the termination of this contract which took place on the 31st December, 1893, tenders were invited, due to be opened on the 13th October, 1893. The tenders received were not considered as Mr. Poff's contract was renewed for a further period of four years at the existing rate of \$190.

Tenders received--

W. J. Fitzgerald.....	\$148 00
J. H. Vennison.....	150 00
John Poff.....	170 00
M. Rouse.....	170 00

CORRESPONDENCE.

MARNORA, 9th October, 1893.

Mail contract Combermere to Maynooth.

DEAR SIR,—I beg herewith to inclose you a numerously signed petition declaring that the present contractor, John Poff, has performed the above service to the entire satisfaction of the public interested, and asking that you continue his service for a further term.

I have visited the section specially dependent upon this mail service and have no hesitation in saying from information received that it will be in the public interest that Mr. Poff should be continued. The route is a very rough and difficult one and I know of no one who will handle it as well as he.

Will you kindly grant the prayer of the petition as it contains the names of all the business men and others who are specially interested in the proper delivery of the mails.

I have the honour, &c.,

A. W. CARSCALLÉN.

Sir ADOLPHE CARON,
Postmaster General.

(*Inclosure.*)

To the Honourable the Postmaster General of Canada.

We the undersigned inhabitants interested in the proper performance and delivery of H. M. mail service between the villages of Combermere and Maynooth, wish to draw your attention to the fact that the time is about expiring, when, in all probability new tenders for the continuation of the service will be called for, and in view of the same would request that in view of the proper manner in which the present contractor, John Poff, has carried and delivered the mails between the above points to our entire satisfaction that you will continue his services another term.

And your petitioners will ever pray.

COMBERMERE, 12th September, 1893.

(Signed by sixty persons.)

OTTAWA, 9th October, 1893.

MY DEAR MR. WHITE,—I inclose herewith petition and letter to Sir Adolphe Caron in respect to the mail contract between Combermere and Maynooth.

Corby, Northrup and myself visited this section last week and find that every one is in favour of an extension of Mr. Poff's contract for another term, and we are all certain that it is in the public interest that it should be so extended. I have

also been informed that the tenders that are to be put in are likely to exceed the present price, so that it will be advisable to at once renew Poff's contract. Will you kindly do this for me?

Yours very truly,

Lt. Col. WM. WHITE,
Deputy Postmaster General,
Ottawa, Ont.

A. W. CARSCALLEN.

POST OFFICE INSPECTOR'S OFFICE,
KINGSTON, 25th October, 1893.

No. 802.

SIR,—Referring to the accompanying petition inclosed to you by A. W. Carscallen, Esq., asking that the existing contract for the mail service between Combermere and Maynooth may be renewed with the present contractor for a further term of four years from the 1st January next, I beg to report that the contract has been in the hands of Mr. John Poff for now nearly four years. The service has been performed by him in a satisfactory manner and I have heard of no complaints whatever. The price paid is at the rate of \$190 per annum, which is very reasonable, the service being weekly, the distance 21 miles, and the road an extremely bad one.

I, therefore, see no objection to the renewal of the contract with Mr. Poff for a further term of four years as requested.

I have, &c.,

ALLAN JONES,
P. O. Inspector.

The Hon. the Postmaster General,
&c., &c., &c.

OTTAWA, 28th October, 1893.

MY DEAR MR. CARSCALLEN,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 9th inst., I have authorized the renewal of Mr. J. Poff's contract for the mail service between Combermere and Maynooth for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

A. W. CARSCALLEN, Esq., M. P.,
Marmora, Ont.

Coulson and Orillia.

Shortly after this contract was authorized, which was done without asking for tenders, the Department received a protest against its action, but it declined to reconsider the matter. When the fact was brought to the attention of the present Government, they had the contract cancelled and put up to tender. The result is that a contract has been made for the same service for \$340 per annum, and a saving effected of \$110 per annum or \$440 for the contract term.

The service was let by tender last on the 1st January, 1890, the contract having been awarded to the lowest tenderer, Mr. William Edgerton, at the rate of his tender, \$450 per annum. The contract made on this occasion was renewed on the same terms and conditions from the 1st January, 1894.

CORRESPONDENCE.

MIDLAND, 17th August, 1893.

DEAR SIR ADOLPHE,—I wish you would give instructions that the mail contract between Orillia and Coulson and intermediate points be renewed to the present holder without tenders being called. Name is William Edgerton. Awaiting the favour of an early reply,

I am truly,

W. H. BENNETT.

Contracts for Mail Service.

MIDLAND, 22nd August, 1893.

MY DEAR SIR ADOLPHE,—I wrote you about contract between Orillia and Coulson as to renewal to present contractor, Edgerton. Please let me know your pleasure. I am anxious he should have a renewal.

I am truly,

W. H. BENNETT.

Sir A. P. CARON,
Postmaster General, Canada.

POST OFFICE INSPECTOR'S OFFICE,
BARRIE, 29th August, 1893.

No. 942.

SIR,—Referring to the letter of the Superintendent of the Mail Service Branch of the 24th instant, requesting me to make inquiry and report upon the application for the renewal of Mr. William Edgerton's contract for the Coulson and Orillia mail service, I have the honour to report that this contract is for carrying the mail six times per week, distance sixteen miles, at the rate of \$450 per annum, until the 31st December next. Mr. William Edgerton has performed this service in a highly satisfactory manner, and the rate is considered very low indeed.

As I am not aware of any person who desires to tender for this service, I respectfully recommend the application to your favourable consideration.

I have the honour, &c.,

DANIEL SPRY,
Post Office Inspector.

The Honourable
The Postmaster General,
Ottawa.

OTTAWA, 2nd September, 1893.

MY DEAR MR. BENNETT,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 22nd ulto., I have authorized the renewal of Mr. Wm. Edgerton's contract for the mail service between Coulson and Orillia for a further period of four years.

Yours faithfully,

W. H. BENNETT, Esq., M.P.,
Midland, Ont.

ADOLPHE P. CARON.

COULSON, 30th October, 1893.

To Your Right Honourable Body and Postmaster General in Her Majesty's Service:—

We humbly approach you in quest of information regarding the letting of tenders for the mail contract starting point, namely, from Coulson's by Jarrett's Corners, Creighton, Warminster, Price's Corners to Orillia returning by the same.

As we understand, there has been partiality shown to the present mail carrier. We, the people of Coulson, claim the right and privilege to tender for the above mentioned contract, by fair and open competition as there are a number of worthy and responsible men, who are anxious that it should be let by tender.

I, for one, can perform the same work for less pay than Mr. William Edgerton has done since 1889.

Hoping you will favour a reply by return mail.

Yours,

ANGUS LEITCH,
Coulson, Ont.

OTTAWA, 2nd November, 1893.

SIR,—I have the honour to acknowledge the receipt of your letter of the 30th ulto., asking that the mail service between Coulson and Orillia be put up to tender. In reply, I am to say that as the Postmaster General is of opinion that the public interests will be best served by renewing the existing contract he regrets that he cannot meet your wishes in this matter at present.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

MR. A. LEITCH,
Coulson, Ont.

Crossland and Phelpsston.

This contract was let without tender for \$275 per annum, while there was in the Department a tender for \$248 per annum, showing a loss of \$108 for the contract term.

In its present shape this service has not been put up for tender at any time. On the 1st of January, 1890, a contract was let for the service between Phelpsston and Vanvlack, the contract having been awarded to the lowest tenderer, Mr. Jeremiah Mahoney, at the rate of his tender, \$200 per annum. Before the contract went into operation, the rate was increased by \$75 per annum, owing to the route having been extended to Crossland. The contract then made expired on the 31st December, 1893.

For the contract which went into operation the 1st of January, 1894, tenders were invited which were due to be opened on the 27th October, 1893. These tenders were not considered, as the existing contract was renewed for a further term on the same terms and conditions, viz., \$275 per annum.

Tenders received:—

P. Ryther.....	\$248 00
G. Montgomery.....	249 00
J. Harvey.....	260 00
M. Lawson.....	260 00
G. Harbor.....	270 00
G. Montgomery.....	275 00
W. A. Platt (Conditional).....	250 00

Dacre and Griffith.

This contract was let without tender for \$200 per annum, while there was in the Department a tender for \$175. The result is a loss of \$100 for the contract term.

The service was let by tender from the 1st October, 1886, the contract having been given to the lowest tenderer, Mr. T. Holmes, at the rate of his tender, \$200 per annum. The contract has been in the hands of Mrs. Catherine Holmes, Mr. Michael Ryan and Mr. Thomas Joyce through successive transfers, but the rate of payment has remained the same. Prior to the awarding of the contract, which went into operation on the 1st October, 1894, tenders were invited due to be opened on the 17th August. The tenders received were not considered, and the contract was renewed for a further term by instructions issued the 20th August.

Tenders received:—

A. Legree.....	\$175 00
B. Hunter.....	175 00

CORRESPONDENCE.

ADMASTON, 2nd August, 1894.

MY DEAR SIR,—The contract for mail service between Dacre and Griffith is advertised for tenders for the 17th inst.

The present carrier, Mr. Michael Ryan, desires to continue the contract at same rate for another term, and I will take it as a favour if you will grant him a renewal.

Yours,
JOHN FERGUSON.

To the Honourable
The Postmaster General,
Ottawa.

Contracts for Mail Service.

OTTAWA, 21st August, 1894.

MY DEAR MR. FERGUSON,—I beg to inform you that in accordance with your recommendation, the Postmaster General has authorized the renewal of the contract for the mail service between Dacre and Griffith for a further period of four years.

Yours faithfully,

WM. WHITE.

J. FERGUSON, Esq., M.P.,
Admaston, Ont.

Dixon's Corners and Dundela.

This contract was let without tender for \$75 per annum, while there was a tender in the Department for \$48 per annum. The result is a loss of \$112 for the contract term.

The contract has been in the hands of the present contractor Mr. J. E. Tuttle since, at least, the 1st July, 1880, without tender. Until the 1st August, 1885, the rate of payment was \$50 per annum; since that date it has been \$75 per annum, the service having been increased from twice to three times a week at that time.

Tenders were invited due to be opened on the 8th May, 1892. The notices inviting tenders were withdrawn by instructions issued on the 27th April, the date on which the renewal of Mr. Tuttle's contract was authorized.

Tenders received :—

George Cooper	\$48
E. McIntosh.....	69
A. W. Cooper.....	70

CORRESPONDENCE RELATING TO CONTRACT COMMENCING 1ST JULY, 1896.

DUNDELA, 4th March, 1896.

HONOURABLE SIR,—I herewith make my application for a renewal of my contract for mail service from Dundela to Dixon's Corners, which I trust may meet your approval to grant me the same.

And believe me, I remain your willing servant,

Respectfully,

J. E. TUTTLE,
Postmaster and Contractor at Dundela.

Inspector of Post Offices.

Re Mail Route Dundela, Dixon's Corners.

HOUSE OF COMMONS,
26th March, 1896.

HONOURABLE SIR,—In reference to above contract, I would recommend renewal of Mr. Tuttle's contract, as I understand it has been satisfactory in the past.

Yours very truly,

H. H. ROSS.

Sir A. P. CARON,
Postmaster General.

(Private.)

OTTAWA, 1st April, 1896.

MY DEAR MR. ROSS,—The Postmaster General wishes me to ask you whether you have any objection to the renewal, for a further period of four years, of the contract for the mail service between Dixon's Corners and Dundela. The present contractor is Mr. J. E. Tuttle, whose application for renewal the Inspector recommends. An early reply will greatly oblige,

Yours faithfully,
WM. WHITE.

H. H. Ross, Esq., M.P.,
House of Commons, Ottawa.

The foregoing letter was returned with the following note :—

MY DEAR COLONEL,—I have already written Postmaster General recommending renewal.
H. H. ROSS.

Downeyville and Omemee.

This contract was let without tender for \$160 per annum, while there was in the Department a tender for \$140 per annum, showing a loss of \$80 for the contract term.

The service was let by tender from the 1st July, 1883, the contract having been awarded to the lowest tenderer, Mr. J. Morrisey, at the rate of his tender, \$160 per annum. On the 1st November, 1884, the contract was transferred to Mr. B. Downey at the same rate, and it has remained in Mr. Downey's hands since that time, by means of renewals at the same rate at intervals of four years.

Prior to the termination of the contract which expired on the 30th June, 1894, tenders were invited, due to be opened on the 27th April. On the 10th April instructions issued for the withdrawal of the notices inviting tenders, and the renewal of Mr. Downey's contract for a further term.

Tenders received but not considered :—

O. O'Connor.....	\$ 140 00
H. Tracey.....	150 00

CORRESPONDENCE.

Downeyville, 13th March, 1894.

DEAR SIR—Our present mail courier's contract expires on the 1st July, and I would like very much to get the carrying of the mail for the next four years. I can give good security on landed property if needed. I have kept the post office here for twenty years this fall and have never applied for the carrying of the mail but once, and then the present mail carrier had his papers all signed and settled upon two weeks before the time expired which was given down on the printed bills. So I thought I would write you this time, hoping you will tell me what step is to be taken in order to get the position. I will take it five dollars less than any one who may apply for it.

Please answer and oblige your humble servant,

HANNAH TRACEY.

Mr. ARTHUR LINDSAY,
Ottawa.

OTTAWA, 14th March, 1894.

MADAM,—I have the honour to acknowledge the receipt of your letter of the 13th inst., applying to have the mail service between Downeyville and Omemee, and stating your willingness to undertake the service for \$5 less than any other tender. In reply I am to say that the Postmaster General will be glad to consider any offer you may make if it be made on one of the printed forms, but he has no power to entertain an offer which merely states that the tenderer will accept a rate lower than that of any other bidder.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mrs. H. TRACEY,
Downeyville, Ont.

Contracts for Mail Service.

OTTAWA, 27th March, 1894.

Inclosed please find letter from Dr. Cornwall *re* Mr. Downey, mail contractor between Downeyville and Omemeé. I can confirm what the Doctor has said in the inclosed.

Please make renewal on my recommendation and oblige your old friend.

I am, yours most truly,

CHAS. FAIRBAIRN.

Hon. A. P. CARON,
Minister of Postal Department.

(Inclosure.)

OMEMEE, 27th March, 1894.

MY DEAR MR. FAIRBAIRN,—Mr. B. Downey, the present contractor for carrying the mail between Downeyville and Omemeé, wishes me to write requesting you to call personally upon the Postmaster-General and ask him to give instructions to renew the contract at the present rate—\$40 every three months.

I need hardly tell you that Downey is an intelligent man, and is one of the very few friends we have in that quarter. The contract price he says is too low, still he would rather have it renewed at that figure than run the risk of somebody under-bidding him. I cannot urge you too strongly to exert yourself on his behalf, not that he would get his back up if the contract was awarded to some one else, but because he has always been faithful and we should take care of such. Pray excuse this interruption and believe me

Faithfully yours,

VINCENT CORNWALL.

CHARLES FAIRBAIRN, Esq., M.P.,
Ottawa.

OTTAWA, 10th April, 1894.

MY DEAR MR. FAIRBAIRN,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 27th ulto., I have authorized the renewal of Mr. B. Downey's contract for the mail service between Downeyville and Omemeé for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

C. FAIRBAIRN, Esq., M.P.,
House of Commons, Ottawa.

Duncan and Heathcote.

This contract was let without tender at \$80 per annum, while there was a tender in the Department for \$62.40 per annum, showing a loss of \$70.40 for the contract term. The contract was cancelled by the present Government, and a new contract has been obtained after public tender at \$60 per annum, the result being a saving of \$80 for the contract term.

The service was let by tender on the 1st February, 1892, the contract having been awarded to the lowest tenderer, Mr. James McKnight, at the rate of his tender, \$80 per annum.

Prior to the termination of the contract, which took place on the 31st December, 1895, tenders were invited due to be opened on the 1st November. The tenders received were not considered, and on the 11th November instructions issued to renew Mr. McKnight's contract for a further period of four years at the rate of \$80 per annum.

The following tenders were received for this service:—

James Knox	\$62 40
George Emery	75 00
Alex. McKeown	75 00
James McKnight	79 00

CORRESPONDENCE.

HEATHCOTE, 30th September, 1895.

DEAR SIR,—I apply to you for the renewal of my contract for the mail service between Duncan and Heathcote.

I am, &c.,

JAS. McKNIGHT.

The Honourable
The Postmaster General.

(Private)

OTTAWA, 5th October, 1895.

MY DEAR DR. SPROULE,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Duncan and Heathcote. The present contractor is Mr. J. McKnight, whose application for renewal the Inspector recommends. An early reply will greatly oblige,

Yours truly,

WM. WHITE.

Dr. T. S. SPROULE, M.P.,
Markdale, Ont.

MARKDALE, 4th November, 1895.

DEAR SIR,—I have no objection to the renewal of Mr. McKnight's contract. He is a good man and doing the work for a reasonable figure.

Yours truly,

T. S. SPROULE.

OTTAWA, 11th November, 1895.

MY DEAR DR. SPROULE,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. J. McKnight's contract for the mail service between Duncan and Heathcote for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

Dr. T. S. SPROULE, M.P.,
Markdale, Ont.

Erin and Railway Station.

This contract was let without tender for \$50 per annum, while there was in the Department a tender for \$38 per annum. The result is a loss of \$48 for the contract term.

The service was last let by tender from the 1st January, 1887, the contract having been awarded to the lowest tenderer, Mr. R. Wood, at the rate of his tender, \$50 per annum. This service has remained in Mr. Wood's hands on the same terms and conditions since that date, by renewals of the said mail contract dating from the 1st January, 1891, and the 1st January, 1895.

Prior to the termination of the contract which expired on the 31st December, 1894, tenders were invited, due to be opened on the 12th October. On the 11th October authority issued for the withdrawal of these notices inviting tenders and the renewal of Mr. Wood's contract.

The following tenders were received at the Department but on account of the renewal of Mr. Wood's contract were not dealt with :—

M. Overland.....	\$38 00
T. Carbery.....	49 00
H. Turner.....	50 00
R. Wood.....	50 00

Contracts for Mail Service.

CORRESPONDENCE.

ERIN, 12th September, 1894.

DEAR SIR,—I have just received notices for tenders for carrying mail between Erin post office and C.P.R. station; would say that I am willing to renew contract on same terms as formerly.

Hoping to have your approval.

I am, &c.,

R. WOOD, P.M.

H. G. HOPKIRK, Esq.,
Post Office Inspector,
Stratford.

OTTAWA, 21st September, 1894.

MY DEAR MR. GOLDIE,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Erin and railway station.

The present contractor is Mr. R. Wood, whose application for renewal the Inspector recommends.

An early reply will greatly oblige,

Yours faithfully,

W. WHITE.

J. GOLDIE, Esq.,
Guelph, Ont.

GUELPH, 8th October, 1894.

DEAR SIR,—Absence from home prevented me from replying to your letters referring to the mail carrying at Erin Village.

In answer, I beg to say that I have no personal knowledge of the persons who are performing these duties, and presume it will be allright if they are again given the contract, if the department has not already done so.

Some of our friends spoke to me about the matter, but if the duties have been satisfactorily performed, I presume no tenders will be asked for or any change made.

Yours truly,

JAMES GOLDIE.

LT.-COL. WHITE,
Ottawa.

OTTAWA, 11th October, 1894.

MY DEAR MR. GOLDIE,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. W. Wood's contract for the mail service between Erin and Railway Station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

J. GOLDIE, Esq.,
Guelph, Ont.

Erinsville and Napanee.

This contract was let without tender for \$475 per annum, while there was in the Department a tender for \$400 per annum, the loss being \$75 per annum or \$300 for the contract term. When these facts were brought to the attention of the present Government the contract was cancelled, and tenders invited, and a contract has been obtained for \$340 per annum. The result is a saving of \$135 per annum or \$540 for the contract term.

The service was let by tender from the 1st October, 1887, the contract having been awarded to the lowest tenderer, Mr. John W. Grange, at the rate of his offer \$475 per annum. This contract was renewed with Mr. Grange on the same terms and conditions from the 1st October, 1891.

Prior to the termination of the latter contract on the 30th September, 1895, tenders were invited due to be opened on the 9th August of that year. The notices inviting these tenders were withdrawn by instructions issued on the 6th August, and Mr. Grange's contract was renewed for a further period of four years at \$475 per annum.

Tender received but not considered—

Wm. Burns \$400 00

CORRESPONDENCE.

NAPANEE, 25th July, 1895.

DEAR SIR,—Mr. J. W. Grange has asked me to write you to have his contract for carrying the mail from Erinsville to Napanee renewed at the same rate he is now getting. To this I have no objection, and if Mr. J. W. Bell, ex-M.P. for Addington, who is the present government candidate writes you asking to have Grange's contract renewed, I will endorse his action, but if not, the contract had better be let by tender. About one-half of route is in Lennox and the rest in Addington, so Mr. Bell and I are jointly interested.

Yours truly,

URIAH WILSON.

Sir A. P. CARON,
Postmaster General,
Ottawa.

DESMOND, 30th July, 1895.

DEAR SIR,—I beg to say as to the mail contract from Napanee to Erinsville I would advise the Department to renew the contract with Mr. Grange as he is a very trusty and honourable man, and the contract price is very low.

Obediently yours,

JNO. W. BELL.

Col. WM. WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 6th August, 1895.

MY DEAR MR. WILSON,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 25th ulto., I have authorized the renewal of Mr. Grange's contract for the mail service between Erinsville and Napanee for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

U. WILSON, Esq., M.P.
Napanee.

OTTAWA, 6th August, 1895.

MY DEAR MR. BELL,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 30th ulto., I have authorized the renewal of Mr. J. W. Grange's contract for the mail service between Erinsville and Napanee for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

J. W. BELL, Esq.,
Desmond.

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NAPANEE, 16th September, 1895.

DEAR SIR,—In reply to a postal advertisement asking for tenders for carrying Her Majesty's mail from Erinsville to Napanee, dated Kingston, June 29th, signed by H. Merrick, and tenders said to be opened August 9th, I filled out the usual "Proposal for Mail Contract," in proper form, signed by myself as tenderer, and by Mr. T. G. Carscallen, ex-mayor of town and ex-warden of county, and also Mr. John Carson, the present warden of the counties of Lennox and Addington, as my sureties for the faithful performance of work, and as I have been in business here for the last eleven years and capable of carrying said mails, and my tender being considerably lower and my sureties "gilt edged," and considering all things equal with both the present contractor and myself, but my tender being seventy-five dollars per year less.

Will you kindly grant me a reply and tell me why my tender was thrown out and given to Mr. Grange at said seventy-five dollars per year more than I agreed to carry it for.

Mr. Wilson, our present member for Lennox, says tenders were withdrawn and contract just renewed with previous contractor. Bills hung up around Napanee until after the date stated for opening tenders, and my tender was accepted at Napanee post office four days previous to opening date.

Kindly grant me an early reply.

Yours respectfully,

WM. BURNS,
Liveryman.

The Honourable Sir A. P. CARON,
Postmaster General.

POST OFFICE DEPARTMENT,
MAIL SERVICE BRANCH,
OTTAWA, 19th September, 1895.

SIR,—I am desired by the Postmaster General to acknowledge the receipt of your letter of the 16th inst., calling attention to the fact that you sent in a tender for the Erinsville and Napanee mail service at an amount considerably less than that paid to Mr. Grange and asking why it was thrown out.

In reply I am to say that the Postmaster General, exercising the right conferred on him by the statute, and deeming it in the interest of the service to do so, has renewed Mr. Grange's contract for a further term of four years, consequently no action was taken on the tenders received at the Department, the contract having been renewed before the date of their reception.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. WM. BURNS,
Napanee, Ont.

Gananoque and Seeley's Bay.

When the question of renewing this contract was submitted to the Department, it had before it a report from the Inspector to the effect that the service had not been performed in a satisfactory manner, that the contractor, instead of driving the mails himself, had been in the habit of utilizing such chances as occurred of having the mails carried over the route, and that he was irregular in the time of his arrival at his destinations. In spite of this fact, the contract was renewed with the same contractor without tender, while there was in the Department a tender \$21 less than the amount for which the contract was made. The financial result of the transaction was a loss of \$84 for the contract term.

The service was let by tender last, from the 1st October, 1885, the contract having been awarded to the lowest tenderer, Mr. Wesley Kenny, at the rate of his tender, \$145 per annum. This contract was renewed with Mr. Kenny on the same terms and conditions from the 1st October, 1889.

Prior to the termination of the latter contract on the 30th September, 1893, tenders for a new contract were invited, due to be opened on the 8th September. On the 30th August the notices inviting tenders were withdrawn, and the renewal of Mr. Kenny's contract authorized at the same rate, viz., \$145 per annum.

The following tenders were received but not considered :—

E. Coleman.....	\$124 00
E. Eaton.....	139 50

GANANOQUE, 1st August, 1896.

MY DEAR WHITE,—I inclose you a letter from the mail carrier between Gananoque and Seeley's Bay. He wanted me to try and get his contract price increased for another term. I told him I could not get any increase, but that I thought you would renew it for another term at same price; which please do. He is giving good satisfaction and the price is too low now, but as you will see he is willing to take it again, so please fix it for him. It expires 1st October, I think.

Yours faithfully,

GEO. TAYLOR.

(Inclosure.)

SEELEY'S BAY, 30th July, 1893.

Mr. GEORGE TAYLOR.

DEAR FRIEND,—If you can not do any better for me, you had better get the contract renewed for another term.

Yours truly,

WESLEY KENNY.

SEELEY'S BAY, 8th August, 1893.

Mr. GEORGE TAYLOR.

DEAR SIR,—As I wrote you on 30th July to secure the contract for the mail for another term, and now I see they have asked for tenders, please let me know what about it.

And oblige yours,

WESLEY KENNY.

MY DEAR WHITE,—I wrote you about this; as yet have not heard from you. Try and renew it and call off tenders.

Yours, &c.,

GEORGE TAYLOR.

POST OFFICE INSPECTOR'S OFFICE,
KINGSTON, 19th August, 1893.

No. 752.

SIR,—I have the honour to return the within application from Mr. W. Kenny for the renewal of his contract for the Gananoque and Seeley's Bay mail service inclosed to you by G. Taylor, Esq., M.P., and to report after due inquiry, as follows :—

From different communications I have received, it would seem that Mr. Kenny has not attended to his work in a satisfactory manner—it is said that after leaving the initial point of his route, he frequently makes use of "chance" conveyances to take the mail to Gananoque and return; it is even intimated that on some occasions the mail has changed hands twice before reaching Gananoque.

Whilst I have not had any previous decided statements on this point from persons who would have actual knowledge of the facts, I have known from the time bill

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on the route that during the past four years many irregularities have occurred, such as late arrivals, &c., and I have frequently had to write to the contractor in the matter.

I have, therefore, to recommend that the notice now posted up asking for new tenders for a new contract to commence on the 1st of October next be allowed to remain and that a new contract be made for the service in question.

I am, &c.,

ALLAN JONES,

Post Office Inspector.

OTTAWA, 23rd August, 1893.

MY DEAR MR. TAYLOR,—The inclosed papers are sent to you for perusal. Before renewing the Gananoque and Seeley's Bay contract, the Postmaster General would like to have some assurance that the service will be performed in a more satisfactory manner for the future.

Yours faithfully,

W. WHITE.

G. TAYLOR, Esq., M.P.,
Gananoque.

GANANOQUE, 30th August, 1893.

MY DEAR WHITE,—I heroin return the papers in *re* Kenny mail service between Seeley's Bay and Gananoque. I sent for Mr. Kenny and talked the matter over with him. I also inquired at the post office here, and the Postmaster here informs me that Mr. Kenny gives good satisfaction, is as regular as can be expected on a long route where roads are bad as they sometimes are. Mr. Kenny says he has to wait at Seeley's Bay till the arrival of Newborough stage, which is often late owing to bad roads; this throws him late, and he says it is impossible to drive it in 3 $\frac{1}{2}$ hours and serve South Lake when roads are bad; says that the only change in mail is by sending his brothers in his place, which he has sometimes done, but on the whole has tried to give good satisfaction, and promises, if renewed, and I think I can speak for him, to say you can depend that a good service will be rendered. So I hope you will renew it.

I am yours faithfully,

G. TAYLOR.

OTTAWA, 30th August, 1893.

MY DEAR MR. TAYLOR,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. Kenny's contract for the mail service between Gananoque and Seeley's Bay for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

G. TAYLOR, Esq., M.P.,
Gananoque.

Glen Millar and Trenton.

This contract was let without tender at \$125, while there was in the Department a tender for \$115 per annum, the result being a loss of \$40 for the contract term.

The service was let by tender from the 1st July, 1889, the contract having been awarded to the lowest tenderer, Mr. Oliver Weston, at the rate of his tender, \$125 per annum. This contract was renewed with Mr. Oliver Weston on the same terms from the 1st July, 1893, and by him transferred to Mr. Wesley Nelson from the 1st January, 1895.

Prior to the awarding of the contract to Mr. Weston on the 1st July, 1893, tenders were invited due to be opened on the 19th May, but the tenders received were not considered as the authority for renewing Mr. Weston's contract issued on the 19th May.

The following tenders were received but not considered :—

F. Spencer.....	\$115 00
O. Weston.....	125 00

CORRESPONDENCE.

TRENTON, 15th May, 1893.

SIR,—Mr. Oliver Weston who has carried Her Majesty's mail from Gordon's Mills to Trenton for the last twelve years with satisfaction to the Department (so far as known), has again put in his tender for the same service or contract, and he heard to-day that a rank Grit named Spencer is tendering for the contract. He hopes the Government will give the Grit the go-bye and award the contract to him, Weston. He wished me to write as I know him to be a staunch and faithful Conservative and a person who has done his work well. I cheerfully drop this line for him and hope the Department will see its way clearly to give the contract to Mr. Weston.

Yours, &c.,

G. W. OSTROM.

The Hon. Postmaster General, Ottawa.

OTTAWA, 16th May, 1893.

SIR,—I have the honour to acknowledge the receipt of your letter of the 15th inst., recommending the tender of Mr. O. Weston for the Glen Millar and Trenton mail service. In reply I am to say that when the tenders for this service are dealt with, that made by Mr. Weston will have every consideration.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

G. W. OSTROM, Esq.,
Trenton.

BELLEVILLE, 16th May, 1893.

MY DEAR SIR ADOLPHE,—Mr. Oliver Weston has had the contract for carrying the mail from Glen Millar to Trenton and return for the last four years, and as his time is just up you will oblige me if you will renew his contract for four years longer at the same price as paid him before, viz.:—\$125 per year.

The service has been satisfactorily performed and I think at a very reasonable figure, viz.:—40c. per diem. His present contract expires on the 30th June next.

I remain, yours sincerely,

H. CORBY.

Hon. SIR A. P. CARON,
Postmaster General,
Ottawa.

OTTAWA, 19th May, 1893.

MY DEAR MR. CORBY,—Referring to your letter of the 16th instant, I beg to inform you that the Postmaster General has had much pleasure in authorizing that your recommendation respecting the renewal of the existing contract for the Glen Millar and Trenton mail service be carried into effect.

Yours faithfully,

W. WHITE.

H. CORBY, Esq., M.P.,
Belleville.

Contracts for Mail Service.

Gravenhurst and Uffington.

This contract was let without tender at \$138 per annum, while there was in the Department a tender for \$118 per annum, the loss being \$80 for the contract term.

The service was let by tender from the 1st July, 1890, the contract having been awarded to the lowest tenderer, Mr. Robert Fielding, at the rate of his tender \$138 per annum.

Prior to the termination of the contract which expired on the 30th June, 1894, tenders were invited, due to be opened on the 27th April. On the 20th April instructions issued to withdraw the notices inviting tenders and to renew Mr. Fielding's contract for a further term at the same rate.

The following tenders were received, but not considered :—

J. Foster.....	\$118 00
J. Hale.....	125 00

CORRESPONDENCE.

UFFINGTON, 8th March, 1894.

DEAR SIR,—I apply to you for a renewal of my contract for carrying "The Royal Mail" between Gravenhurst and Uffington for a further term of four years.

If I have given satisfaction to all concerned will you kindly favour me again.

Yours respectfully,

R. FIELDING,
Mail Contractor.

The Postmaster General,
Ottawa.

(Private)

OTTAWA, 21st March, 1894.

MY DEAR MR. MADILL,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Gravenhurst and Uffington. The present contractor is Mr. R. Fielding, whose application for renewal the Inspector recommends.

Yours faithfully,

WM. WHITE.

F. MADILL, Esq., M.P.,
House of Commons,
Ottawa.

OTTAWA, 20th April, 1894.

MY DEAR MR. MADILL,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. R. Fielding's contract for the mail service between Gravenhurst and Uffington for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

F. MADILL, Esq., M.P.,
House of Commons,
Ottawa.

Guelph and Street Letter Boxes.

This contract was made without tender at \$250 per annum, notwithstanding the fact that there was in the Department a tender for \$195 per annum, the loss being \$55 per annum, or \$220 for the contract term. The present Government had the service put up to tender, and a contract is now in operation for the same service at the rate of \$109 per annum, showing a saving of \$564 for the contract term.

The service has not been let by tender at any time, the contract having been awarded to Mr. Jas. D. Johnstone by private agreement from the 1st September, 1882, at the rate of \$250 per annum. This agreement has been in operation since that time, by a series of renewals.

Prior to the making of the contract which went into force on the 1st April, 1893, tenders were invited, due to be opened on the 27th January of that year.

The following tender was received but [was not considered, as authority issued on the day the tenders were to have been dealt with, for the renewal of Mr. Johnstone's contract at the existing rate, viz., \$250 per annum.

J. Hodgson..... \$195 per annum.

CORRESPONDENCE.

GUELPH, 16th January, 1893.

DEAR SIR,—I learn that tenders are asked for carrying the mail from the street boxes to the post office in this city. I would like to ask if any fault has been found with Mr. J. D. Johnstone, the present carrier. I have always recommended him to the Department as a very energetic, honest and worthy man, and will be sorry if he loses the position. I imagined that the position would be a permanent one.

Yours truly,

JAMES GOLDIE.

H. G. HOPKIRK, Esq.,
Stratford.

OTTAWA, 27th January, 1893.

MY DEAR MR. GOLDIE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 16th inst., I have authorized the renewal of Mr. J. D. Johnstone's contract for the mail service between Guelph and street letter boxes for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

J. GOLDIE, Esq.,
Guelph, Ont.

Gunter and Railway Station.

This contract was let without tender at \$80 per annum, notwithstanding the fact that the Department was aware that there was a tender for \$55 per annum, the loss being \$25 per annum, or \$100 for the contract term.

The service was let by tender from the 1st January, 1887, the contract having been awarded to the lowest tenderer, Mr. John H. Gunter, at the rate of his tender, \$80 per annum. The contract made on this occasion was renewed from 1st January, 1891.

Prior to the termination of the latter contract on the 31st December, 1894, tenders were invited, due to be opened on the 2nd November. The following tenders were received:—

L. Trumble.....	\$55 00
J. Hinchcliff.....	61 00
J. H. Gunter.....	65 00
T. Hinchcliffe.....	65 00

and the lowest tender accepted and sent to the Inspector on the 6th November, with the usual instructions to prepare a contract on the terms of the tender. On the 24th November the instructions regarding the lowest tenderer were withdrawn and the contract of Mr. Gunter at \$80 renewed for a further term.

CORRESPONDENCE.

CASHEL, 1894.

DEAR SIR,—I hope you will excuse the liberty I am taking in addressing you, but having carried the mail for the last years without having any complaint made against me and tenders having been called for to commence another term, and having reasons to believe others are applying for carrying it, I ask as a favour from you that you use your influence in my behalf in consideration of past services.

Contracts for Mail Service.

Although the price I offer to do the journey is considerably too small, yet I would like to keep it.

Trusting you will pardon my intrusion on your time,

I am, faithfully yours,

JOHN H. GUNTER.

The Hon. Sir M. BOWELL,
Ottawa, Ont.

DEAR WHITE,—This is a very good man, and if not contrary to law and practice I should like his contract renewed.

M. BOWELL.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise was original contract or agreement made after tenders were invited?
10. Is the price a reasonable one?
11. Have the duties been performed satisfactorily by the contractor?
12. Is he willing to accept a renewal of this contract on the existing terms and conditions?
13. Would it be in the interest of the service to renew this contract?
14. Is there any other information which would help the Postmaster General in coming to a decision?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE,
KINGSTON, 19th Nov., 1894.

1. Gunter and railway station.
2. John H. Gunter.
3. Semi-weekly.
4. Six miles.
5. \$80 per annum.
6. 31st December, 1894.
7. 2nd November, 1894.
8. Renewal.
9. Tenders originally invited. There is a tender in for \$55 for the work.
10. It is a full figure.
11. They have.
12. He is.
13. This contract was duly advertised and the lowest tender sent me at \$55, but it had not yet been acted upon.
14. No.

P. H. MACAROW,
For Post Office Inspector.

OTTAWA, 23rd November, 1894.

MY DEAR MR. BOWELL,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. J. H. Gunter's contract for the mail service between Gunter and railway station, for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable
MACKENZIE BOWELL,
Minister of Trade and Commerce,
Ottawa.

Hamilton and Lowville.

In dealing with the question as to whether this contract should be renewed without tenders or not, the Department had before it the Inspector's report to the effect that a reduction in the rate would be the probable result of inviting tenders for the service, and a statement from the Postmaster at Lowville that the renewal without tender would be the cause of much dissatisfaction in the district concerned.

The service was let by tender from 1st April, 1887, Daniel Harris being the successful tenderer, the rate being \$403 per annum. On the 1st April, 1889, this contract was transferred on the application of Mr. Wm. Harris to Thomas Langton, in whose hands the service has remained since that time. The amount was increased to \$424 on the 1st October, 1890, owing to an increase of one mile in the distance to be travelled, and on the 1st July, 1892, it was reduced to \$392 owing to a lessening of the distance by one and one-half mile.

Prior to the termination of the contract which expired on the 31st March, 1895, the following correspondence took place:—

CORRESPONDENCE.

TORONTO, 7th December, 1894.

DEAR SIR,—I beg to inclose the application of Thomas Langton for a renewal of his contract for carrying the mail between Lowville and Hamilton. I believe he has discharged his duties heretofore well, and, therefore, is, according to the rule, entitled to a renewal if there is no good reason for putting it under contract again.

I, therefore, hope you will give him another four years extension and oblige.

I have, &c.,

G. C. McKINDSEY.

The Hon. Sir ADOLPHE P. CARON,
Postmaster General.

(Inclosure.)

LOWVILLE, 5th December, 1894.

DEAR SIR,—I think it is about time I was getting my mail contract renewed, as my time expires 1st of April, so I wish you would see the Inspector, Mr. Barker, and then I will apply to have the contract renewed and have the business finished. By so doing you will greatly oblige.

Yours, &c.,

THOS. LANGTON

Mr. McKINDSEY.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise was original contract or agreement made after tenders were invited?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE.

TORONTO, 26th December, 1894.

1. Hamilton and Lowville.
2. Thos. Langton.
3. Six times per week.
4. Eighteen and a half miles.
5. \$392 per annum.
6. 31st March, 1895.
7. Tenders not invited.
8. Renewal.
9. After renewal was authorized.

Contracts for Mail Service.

- | | |
|---|--|
| 10. Is the price a reasonable one? | 10. Tolerably so, but I am credibly informed that it could be obtained by tender for less. |
| 11. Have the duties been performed satisfactorily by the contractor? | 11. No complaints have been made. |
| 12. Is he willing to accept a renewal of this contract on the existing terms and conditions? | 12. Yes. |
| 13. Would it be in the interest of the service to renew this contract? | 13. It is probable that if tenders were invited the contract may be obtained at a lower price. |
| 14. Is there any other information which would help the Postmaster General in coming to a decision? | 14. Letter from Postmaster at Lowville herewith. |

R. W. BARKER,
Post Office Inspector.

LOWVILLE, 22nd December, 1894.

P. O. Inspector, Toronto.

SIR,—In reply to your inquiry of 15th inst. There are times when mail service might be more satisfactory. A contract could be obtained for a lower price than that which is now paid. As I previously stated, there has been considerable kicking about contract being continued without tenders (by parties who have supported the Government). If the practice be continued I think some of them need not be counted on.

Yours, &c.,
S. NIXON.

OTTAWA, 28th December, 1894.

MY DEAR SENATOR,—Referring to your letter of the 7th inst., recommending the renewal of the existing contract for the Hamilton and Lowville mail service, I beg to say that the Postmaster at Lowville, Mr. S. Nixon, represents that the renewal of this contract would cause much dissatisfaction in that district. Will you kindly let me know whether, in view of this fact, you still consider it advisable to renew this contract.

Yours faithfully,
WM. WHITE.

The Hon. G. C. MCKINDSEY, Senator,
Milton, Ont.

ACTON, January 3rd, 1895.

DEAR SIR,—I have yours of 28th inst. with reference to renewal of contract for mail service between Hamilton and Lowville, which Senator McKindsey had recommended to be continued.

This route is chiefly through the county of Wentworth, only extending a few miles into Halton, and as Senator McKindsey is more familiar with the matter than I am, I would approve of his recommendation being carried out. Opening these contracts is often a source of trouble.

Faithfully yours,
D. HENDERSON.

COL. WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 5th January, 1895.

MY DEAR SENATOR MCKINDSEY,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 7th ult., I have authorized the renewal of Mr. T. Langton's contract for the mail service between Hamilton and Lowville for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. G. C. MCKINDSEY, Senator,
Milton, Ont.

OTTAWA, 5th January, 1895.

MY DEAR MR. HENDERSON,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 3rd inst., I have authorized the renewal of Mr. T. Langton's contract for the mail service between Hamilton and Lowville for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

D. HENDERSON, Esq., M.P.,
Acton, Ont.

THE ARLINGTON HOTEL,
TORONTO, 5th January, 1895.

MY DEAR COLONEL,—I am in receipt of yours of the 28th December, *in re* Hamilton and Lowville mail contract, and in reply beg to say that as I now reside in Toronto I am not in a position to investigate the charges made by Nixon against Langton, but have forwarded papers with instructions to Mr. Henderson, M.P., asking him to inquire into the matter and report to you, which I hope he will do. I am not aware of anything against Langton which would disentitle him to a renewal of his contract, although there may be; but I fancy it is only some local or personal matter.

This route is principally in county of Wentworth and city of Hamilton, only about five miles lying in county of Halton, so that the members for Hamilton and Wentworth might think it necessary, or it might be the proper thing to do, to let Mr. Burnham, Deputy Inspector, inquire into the charges, if specifically made, and be governed in accordance therewith. However, it may be that Mr. Henderson will take the matter in hand.

I regret that I cannot do anything further at present.

Yours faithfully,

G. C. MCKINDSEY.

Col. WM. WHITE,
Deputy Postmaster General,
Ottawa.

Hockley and Mono Centre.

In renewing this contract without tender, the Department had before it the statement of the Inspector that the service could be obtained at a rate from \$90 to \$100 lower than the contract rate. As a matter of fact, there was a tender in the Department at the time the renewal was authorized, which was \$121 per annum lower than the contract rate, the loss on the contract being \$484.

When the facts were brought to the attention of the present Government it had the contract cancelled, and tenders invited. The result has been that a contract is in operation for the same service at the rate of \$234 per annum, and a saving effected of \$136 per annum or \$544 for the contract term.

Contracts for Mail Service.

The service was let by tender last, from the 1st April, 1886, the contract having been awarded to Mr. Robert Colwell at \$370 per annum. The circumstances relating to the letting of this contract in 1886, are as follows: There are three offices on this route, Hockley, Lorraine and Relessey, and until the contract for the Hockley and Mono Centre daily service went into operation, they were all served from Mono Mills, the service being known as the Mono Mills and Relessey service, the trips made being three times weekly. It might be observed that the practice of the Department, is to designate a service by the name of its terminal points.

There was an application for an increase in the frequency of the trips made, coupled with suggestions as to changes in the point with which they were to have connection with the general postal system, and it was decided to put the schemes proposed up to tender, leaving the decision as to distributing point and frequency of trips to depend on the amounts asked for the several services.

The services put up to tender under this arrangement were:

Mono Mills and Relessey (without change.)

Orangeville and Relessey—daily.

Hockley and Mono Centre—daily.

the tenders being due to be opened on the 26th February, 1886.

In dealing with the tenders, those for the Orangeville and Relessey service were set aside presumably as too high, but some confusion crept in between the tenders for the other two services. The Department sent to the Inspector at Barrie a tender from Mr. Robert Colwell for the Mono Mills and Relessey service at \$400 with the information that it was too high, and with instructions to have it reduced. The Inspector reported that on examining the tender he found it was not the Mono Mills and Relessey service, but for the Hockley and Mono Centre service, but that Mr. Colwell was prepared to take either of the services daily for \$370 per annum. The error having been brought to the notice of the Department, Mr. Colwell's tender was placed with the others for the Hockley and Mono Centre service. The tenders for that service were as follows:—

Robert Deadman.....	\$300 00
Samuel Fleming.....	348 00
Robert Moffitt.....	350 00
Nelson Montgomery.....	388 00
Robert Colwell.....	400 00
James Stenson.....	420 00
W. J. Hunter.....	448 00
R. Turnbull.....	448 00
Robert Colwell.....	370 00 (late)

On the 31st March, Mr. Samuel Fleming's tender at \$348 was accepted, as Mr. Deadman withdrew his offer on the ground that it was too low. The following letter was received in that connection.

(Private.)

(Inclosure.)

OTTAWA, 30th March, 1886.

MY DEAR WHITE,—The second lowest tenderer for that Hockley mail matter is Fleming. He is an excellent man, and I am very anxious that he should get the contract. As Deadman, the lowest tenderer, has withdrawn, would you kindly close the matter, and oblige? Fleming's sureties are good men.

I return you all the papers herewith.

Yours truly,

THOS. WHITE.

Col. WHITE,
P. O. Dept.

The Inspector reported on the 3rd April that as he had closed an agreement with Colwell before he discovered the error in the designation of the service, he considered it only just to allow him to perform the service for three months at \$370, and that he had arranged the matter in that way, notifying Mr. Fleming that his contract at \$348 would go into force on the 1st July, 1886. This arrangement was approved by the Postmaster General.

Thereafter ensued the following correspondence:—

HOCKLEY, 16th April, 1886.

DEAR SIR—Having placed a tender with you for a mail contract from Hockley to Mono Centre daily, I want you to withdraw the same from competition in this contract, as circumstances have arisen which would make it very inconvenient should it possibly be awarded to me.

Yours respectfully,

SAMUEL FLEMING.

To the Honourable
The Postmaster General,
Ottawa.

(Private.)

OTTAWA, 17th April, 1886.

MY DEAR WHITE,—You will remember our conversation with Sir Alexander about the Hockley mail contract, and the agreement that in the event of my arranging the withdrawal of Fleming the contract would go to Colwell. I inclose you a letter which I received this morning from Fleming, from which you will see that he has withdrawn. I wish now that the contract should, in accordance with our arrangement, be made permanent for the full term to Robert Colwell.

Yours truly,

THOS. WHITE.

Col. WM. WHITE,
Post Office Department,
Ottawa.

(Inclosure.)

17 Ross St.,

TORONTO, 16th April, 1896.

DEAR MR. WHITE,—I received your letter and wrote at once to find out as to whether our folks were willing to withdraw, as I heard nothing about it, and did not like to take the responsibility of saying they were willing. They are quite willing to withdraw in favour of Robert Colwell.

I was totally unaware that the contract had been given to R. Colwell for three months or I think the matter would have been settled before this. I am glad it is in the state it is as it is better that some of the neighbours should get it than some outsider who has been in the States for the last fifteen years.

I did not wish to deprive any of the neighbours of it if the P.O. people wished to give it to them, but I understood only the lowest tenderer would get it. I know that none of the neighbours would put in a tender at as low a figure as those outside parties, and thought that some person being there had a better right to it than what they had.

I am glad that Robert Colwell will get it, but am very sorry indeed that you have had so much trouble over the matter.

The whole affair is not worth half the trouble.

Yours very truly,

J. F. FLEMING.

Hon. THOS. WHITE,
Minister of the Interior,
Ottawa.

Telegram.

23rd June, 1886.

Hockley and Mono Centre service to be left for the present in hands of Colwell. Fleming's tender withdrawn.

WM. WHITE.

To DANIEL SPRY, Esq.,
Post Office Inspector,
Barrie.

The arrangement authorized with Mr. Colwell at \$370 per annum, instead of remaining in force for three months only, was made a four years' contract, and the other tenders lower than \$370 were not dealt with.

The terms and conditions of this contract have been maintained by two renewals at intervals of four years.

Before the last contract was let, which went into operation on the 1st April, 1894, tenders were asked, due to be opened on the 26th January, 1894.

Contracts for Mail Service.

The following tenders were received but not considered :—

Louis Gunn	\$249 00
Robinson Holland	250 00
Robert Mills	279 00
S. R. Fleming	295 00
John Lee	300 00
James Fleming	325 00
R. J. Hackett	345 00
Thomas Hackett	349 00
Robert Colwell	370 00

CORRESPONDENCE.

LORRAINE, 3rd January, 1894.

DEAR SIR,—Having tendered for carrying the mail between Hockley and Mono Centre for the sum of two hundred and seventy-nine dollars—\$279—per annum, I ask one favour from you to do what you can in regard of getting it for me, and I am sure I will try and give good satisfaction and also carry according to the rule which has not been done in the past, and also state that the old contractor is getting far too much salary for carrying it, and if the laws and rules were posted up in every post office so the public could see them the mail carrier would not be imposed on so much.

ROBERT J. MILLS.

Some times assistant in Lorraine post office,
Ont.

Postmaster General.

4th January, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter of the 3rd inst., calling attention to your tender for the Hockley and Mono Centre mail service. In reply I am to say that when the tenders for this service are opened yours will have every consideration.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. R. J. MILLS,
Lorraine, Ont.

MONTREAL, 4th January, 1894.

MY DEAR SIR ADOLPHE,—I understand that tenders have been called for the carriage of the mails between Hockley and Mono Centre, in Cardwell County. The contract has been held for many years by Robert Colwell, who has faithfully performed the work, and I am very anxious indeed that his contract should be renewed for a further term at the present price. Cannot you do this for me and have the notices calling for new tenders removed? I believe the present contract expires on 1st April. Please try and oblige me in this matter.

Yours sincerely,

R. S. WHITE.

Sir A. P. CARON,
Ottawa.

LORRAINE, 11th January, 1894.

P. O. INSPECTOR,
Barrie.

In answer to your letter of the 9th inst., in regard to mail service between Hockley and Mono Centre, I will say if an advice from me will be accepted of to let the mail into the hands of another party, as there is just as good men and as well to do in every respect as Mr. Caldwell, and I will guarantee to carry the mail according to rules as it has not been done so of late. And as to price paid, it is far too high. The present mail carrier, Mr. Colwell, has it sublet for \$280, which is \$90 in his own pocket. My brother, Robert J. Mills, has proffered to carry for \$279 a year, and will give good satisfaction.

I remain yours,
POSTMASTER,
Lorraine.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise was original contract or agreement made after tenders were invited?
10. Is the price a reasonable one?
11. Have the duties been performed satisfactorily by the contractor?
12. Is he willing to accept a renewal of this contract on the existing terms and conditions?
13. Would it be in the interest of the service to renew this contract?
14. Is there any other information which would help the Postmaster General in coming to a decision?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE,
BARRIE, 15th January, 1894.

1. Hockley and Mono Centre.
2. Robert Colwell.
3. Six times per week.
4. Eleven miles.
5. \$370 per annum.
6. 31st March, 1894.
7. 26th January, 1894.
8. Renewal.
9. After tenders were invited.
10. I considered the price very low until I heard of lower offers.
11. Yes, and no complaints made until the contract was advertised.
12. Yes.
13. There is opposition to the renewal from Hockley and Lorraine who claim the work can be done for \$90 to \$100 less.
- 14.

DANIEL SPRY,
Post Office Inspector.

COUNTY OF CARDWELL, RELESSEY, 24th Jan., 1894.

To the Honourable
The Postmaster General,
Ottawa.

DEAR SIR,—As the contract for carrying the mails between Hockley and Mono Centre post offices, County of Cardwell, will be given in a few days, I beg to say

Contracts for Mail Service.

that James Fleming, of Hockley post office, who is an applicant for the position is a man of good character, and is able to give the best of security for the fulfilment of his duties, if he is the lowest tenderer you cannot get a better man for the position.

I am yours, very respectfully,

VALENTINE DYNES, J.P.,
Relessey, P.O.

OTTAWA, 27th January, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter of the 24th inst., recommending Mr. James Fleming, who is tendering for the mail service between Hockley and Mono Centre.

In reply, I am to say that, as the Postmaster General has authorized the renewal of the existing contract for this service, he will be unable to consider Mr. Fleming's offer therefor.

I am,

ARTHUR LINDSAY,
Superintendent.

MR. V. DYNES,
Relessey, Ont.

OTTAWA, 25th January, 1894.

DEAR SIR ADOLPHE,—I inclose you a communication that has been addressed to me by our warm friend who resides in Orangeville, Ont., Mr. J. S. Leighton. You will observe what he says about the contract for carrying the mail between Hockley and Mono Centre, that is again being tendered for by Mr. Caldwell. If you can renew this contract to Mr. Caldwell at the old figure I shall be very much obliged. Kindly drop me a line saying what you can do, and return the inclosed letter.

I am,
Faithfully yours,

Hon. SIR A. P. CARON,
Postmaster General,
Ottawa.

N. CLARKE WALLACE.

(*Inclosure.*)

Box 104, ORANGEVILLE, 22nd January, 1894.

DEAR SIR,—Mr. R. Caldwell has sent with this mail a tender for renewal of contract for carrying the mails from Hockley to Mono Centre. This tender is the same as the contract he already had.

I understand the parties who are tendering against him are McCarthyites and they deserve nothing at the hands of the Dominion government. Mr. R. Caldwell is and always was a thorough Conservative.

Yours very respectfully,

N. C. WALLACE, M.P.,
Comptroller of Customs.

J. S. LEIGHTON.

OTTAWA, 27th January, 1894.

MY DEAR MR. WALLACE,—I am in receipt of your letter of the 25th inst., inclosing a letter from Mr. J. S. Leighton, recommending the renewal of the contract of Mr. R. Caldwell for the mail service between Hockley and Mono Centre.

In reply, I beg to say that, in accordance with your recommendation, I have authorized that this contract may be renewed for a further term.

Yours faithfully,

N. C. WALLACE, Esq., M.P.,
Controller of Customs,
Ottawa.

ADOLPHE P. CARON.

Humber and Weston.

This contract was let without tender at \$300 per annum, while the Department had before it a tender for \$240 per annum, the transaction showing a loss of \$240 for the contract term.

The service was let by tender from 1st July, 1890, the contract having been awarded to Messrs. M. and J. Harris, the lowest tenderers, at the rate of their tender, \$300 per annum.

Prior to the termination of their contract, which took place on the 30th June, 1894, tenders were invited, due to be opened on the 11th May. The tenders received were not considered. Owing to some inquiries having been made as to a proposal to change the distributing point of the offices on the route from Weston to Woodbridge, temporary arrangements were made until the 31st December, 1894, when the renewal of the contract with Messrs. Harris was authorized at the same rate, viz., \$300 per annum.

List of tenders received in response to call for 11th May, 1894:—

M. & J. Harris.....	\$240 00
J. Irwin.....	274 00
N. Power.....	275 00
S. Fleming.....	374 00

CORRESPONDENCE.

OTTAWA, 17th May, 1894.

DEAR SIR ADOLPHE,—With reference to the contract for carrying the mail from Weston and Thisleton and Humber—you will recollect I wrote you sometime ago on this subject and you referred my proposal to your Inspector. Please take no action towards awarding the contract until I can have an opportunity of talking the matter over with you.

I am, faithfully yours,

N. CLARKE WALLACE.

The Hon. Sir A. P. CARON,
Postmaster General,
Ottawa.

OTTAWA, 11th September, 1894.

MY DEAR MR. WALLACE,—Allow me to draw your attention to the papers you have regarding the Humber and Weston mail service, and to say that the temporary arrangement which was made to afford you an opportunity to consider the proposed change expires on the 30th inst., and it becomes necessary to make further arrangements for the service.

I would be glad to hear from you at your earliest convenience.

Yours faithfully,

WM. WHITE.

The Honourable
N. C. WALLACE,
Controller of Customs,
Ottawa.

(Note from Mr. Wallace in reply.) Please renew the old route.

N. C. W.

Contracts for Mail Service.

OTTAWA, 15th December, 1894.

DEAR COL. WHITE,—With reference to your letter of the 11th September last respecting the Humber and Weston mail service, I would be glad if you could renew the contract over the old route. I return your file No. 284 J, covering the correspondence on this subject.

I am, faithfully yours,

N. CLARKE WALLACE.

Lt. Col. WM. WHITE,
Deputy Postmaster General,
Ottawa, Ont.

OTTAWA, 22nd December, 1894.

MY DEAR MR. WALLACE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 15th inst., I have authorized the renewal of the mail service between Humber and Weston for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable
N. C. WALLACE,
Controller of Customs,
Ottawa.

Janetville and Pontypool.

This contract was let without tender for \$440 per annum, the amount of the highest tender, there being nine lower tenders, while there was in the Department a tender for \$348 per annum. The loss has been \$92 per annum or \$368 for the contract term.

Tenders were invited, due to be opened on the 18th August. On the 10th August instructions issued to withdraw the notices inviting tenders, and to renew the existing contract to Mr. Chambers at \$440 a year (the price of the then expiring contract.)

Tenders received but not considered :—

W. Bowens	\$348 00
W. Forsyth	367 00
R. H. Hovey	369 00
W. McRobert	370 00
T. Bradley	374 00
J. T. Goheen	385 00
J. J. McGill	390 90
T. Pollard	400 00
R. C. Virtue	400 00
J. Chambers	440 00

CORRESPONDENCE.

PORT HOPE, ONT., 19th July, 1893.

MY DEAR SIR ADOLPHE,—Mr. James Chambers, sen., who has the contract for carrying the mails between Pontypool and Janetville and intermediate points, wishes to have his contract renewed for the same period and on the same terms.

He informs me that his present contract will expire shortly. I would recommend that his contract be renewed as he requests.

Yours sincerely,

T. DIXON CRAIG.

Sir A. P. CARON,
Postmaster General,
Ottawa.

PONTYPOOL, 31st July, 1893.

DEAR SIR,—I will carry the mail the same route as Mr. Chambers has for the last four years, from Pontypool back to Pontypool; I will do it for \$400. I can get you good recommend and two good bailsmen that is worth thousands. I will give you my bailsmen's names, Mr. John Aldread and Mr. Thomas Beggs. Mr. Beggs' post office is Port Hope and Mr. Aldread is Pontypool.

Yours truly,

JAMES T. GOHEN.

Please excuse me if I have not applied in the right way.

OTTAWA, 2nd August, 1893.

SIR,—I have the honour to acknowledge the receipt of your letter of the 31st ult., offering to carry the mails over the mail route between Janetville and Pontypool in accordance with the terms of the advertisements for \$400 per annum.

In reply, I am to say that all tenders for mail service should be sent on the printed forms prepared for that purpose, two of which I inclose herewith.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. J. T. GOHEEN,
Pontypool, Ont.

LIFFORD, 5th August, 1893.

DEAR SIR,—As the time has again arrived which calls for the appointment of a fit person to carry the mails between Pontypool, Lifford and other points in our township of Manvers, I beg to refer you to Thos. Virtue, a neighbour of mine, who has made application for the above position.

Mr. Virtue is a strong, active man, and in his dealings honest and conscientious. He and his people have been staunch supporters of the Conservative government, and I believe him to be a fit person to fill this important office of trust.

I hope you will kindly consider this application of Mr. Virtue's as good, and that you may see your way clear to grant him the appointment.

Respectfully yours,

JAS. DEAN.

To the Postmaster General,
Ottawa.

LIFFORD, 7th August, 1893.

DEAR SIR,—I sent in a tender for carrying our Majesty's mails between Pontypool and Janetville, dated 27th July, amount of tender \$400. Some parties have found out what I tendered for and underbid me. I will carry the mail on the said route for \$380.

Hoping you see fit to grant me this position.

I remain, yours,

ROBERT C. VIRTUE.

To Postmaster General.

Contracts for Mail Service.

OTTAWA, 9th August, 1893.

SIR,—I have the honour to acknowledge the receipt of your letter of the 7th inst., amending your tender for the Janetville and Pontypool mail service by reducing the amount to \$380 per annum.

In reply, I am to say that the matter will be laid before the Postmaster General.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. R. C. VIRTUE,
Lifford, Ont.

OTTAWA, 10th August, 1893.

MY DEAR MR. CRAIG,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. James Chambers' contract for the mail service between Janetville and Pontypool for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

T. D. CRAIG, Esq., M.P.
Port Hope, Ont.

LIFFORD, 16th August, 1893.

DEAR SIR,—I have been informed that there are several tenders sent in for the carrying of the mail in the township of Manvers, and as my neighbour, Robert Virtue, is one of the number, I take much pleasure in sending you a few lines of recommendation of him, not simply because I believe him to be a good honest man, a man of good character that is trying to make a living for his wife and family, also a man that I believe will suit the occupation, as he is strong and healthy, not afraid of a storm or bad roads which mail carriers have to contend with.

Yours truly,

ROBERT MAGILL,
Blacksmith.

LIFFORD, 22nd August, 1893.

SIR,—I received a letter some time ago saying my tender for Pontypool and Janetville would receive due consideration, and at the same time I understood from Mr. Chambers that he had been awarded the contract for a much higher tender than I had sent in for. Now, I believe in British fair play; if that is the way we are going to be used by public men, you may hear from us at the next general election.

I am, truly,

R. C. VIRTUE,

To Postmaster General,
Ottawa.

Jefferson and King Station.

This contract was renewed without tender for the term ending 30th June, 1895, at \$353.68, while there was a tender in the Department for \$310 per annum. The loss for that term was \$174.72. As the renewal on the same terms and conditions was authorized for the term ending 30th June, 1899, the loss for that term would have been at least equally great. The real amount of the loss may be inferred from the rate at which the present Government has secured the contract after advertising the service. This rate is \$244, a saving having been effected of \$109.68 per annum, or \$438.72 for the contract term.

The service was let by tender from the 1st July, 1887, the contract having been awarded to the lowest tenderer, Mr. George Harper, at the rate of his tender, \$320 per annum. On the 1st December, 1889, the amount was increased to \$353.68, owing to the travel having been lengthened from 9½ miles to 10½ miles. The contract was renewed with Mr. Harper on the 1st July, 1891, and again on the 1st July, 1895, the rate of pay remaining the same, viz., \$353.68.

Prior to the termination of the contract in 1891, tenders were invited, due to be opened on the 8th May of that year. The following tender was received on the 9th April but was not dealt with at that time.

George J. Jefferson..... \$310 00

CORRESPONDENCE.

JEFFERSON, 18th May, 1891.

DEAR SIR,—There was advertisements put up asking for tenders for mail service between Jefferson and King railway station. I sent a tender offering to carry the mail for three hundred and ten dollars, I hear the contract has been renewed to the present contractor. Will you be kind enough to let me know if you received my tender if there will be any notice taken of it.

Yours truly,

G. J. JEFFERSON.

Postmaster General.

OTTAWA, 20th May, 1891.

SIR,—I am desired by the Postmaster General to acknowledge the receipt of your letter of the 18th inst., stating that when tenders were asked for the mail service between Jefferson and King station you made an offer, and inquiring as to whether it was received here.

In reply, I am to say that as the Postmaster General was of the opinion that the public interest would be best served by renewing the arrangement with the present contractor, he regrets that he will not be able to take your offer into consideration at present.

I have, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. G. J. JEFFERSON,
Jefferson, Ont.

OTTAWA, 25th February, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 22nd inst., asking to be informed as to the intentions of the Department regarding the arrangements for the next contract for the mail service between Jefferson and King railway station.

In reply, I am to say that the Department is considering the matter.

I am, sir,

Your obedient servant,

ARTHUR LINDSAY,
Superintendent.

Mr. G. J. JEFFERSON,
Jefferson, Ont.

BRADFORD, 5th March, 1895.

MY DEAR SIR,—I beg to recommend the renewal of Mr. George Harper's contract for the conveyance of the mail from Jefferson post office to King station.

I am making this recommendation with the knowledge and approval of Dr. Strange and a full knowledge of all the circumstances.

I have the honour, &c.,

R. TYRWHITT.

The Honourable
The Postmaster General.

Contracts for Mail Service.

(*Inclosure.*)

OAK RIDGES, 4th March.

MR. TYRWHITT, DEAR SIR,—I wish you would try and get me the mail contract renewed again from Jefferson post office to King station. My contract expires on the last of June, I wish you would be kind enough to write about it, as they may get tenders out very soon.

Yours truly,
G. HARPER.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited?
10. Is the price a reasonable one?
11. Have the duties been performed satisfactorily by the contractor?
12. Is he willing to accept a renewal of this contract on the existing terms and conditions?
13. Would it be in the interest of the service to renew this contract?
14. Is there any other information which would help the Postmaster General in coming to a decision?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE.

TORONTO, 21st March, 1895.

1. Jefferson and King railway station.
2. George Harper.
3. Six times per week.
4. Ten and one-half miles.
5. \$353.68.
6. 30th June, 1895.
7. No tenders invited.
8. Renewal.
9. After renewal was authorized.
10. The price is moderate.
11. Yes.
12. Yes.
13. The contract may possibly be obtained at a lower price if tenders were invited.
14. No.

R. W. BARKER,
Post Office Inspector.

OTTAWA, 23rd March, 1895.

MY DEAR COL. TYRWHITT,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 5th inst., I have authorized the renewal of Mr. G. Harper's contract for the mail service between Jefferson and King station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

Lt.-Col. TYRWHITT, M.P.,
Bradford, Ont.

Kemptonville and Millar's Corners.

This contract was renewed without tender at \$173 per annum, the Department having cancelled the acceptance of a tender at \$150 per annum for the same service. When this fact was brought to the attention of the present Government, it directed that the existing contract be cancelled on three months' notice, and that a contract be made with the lowest tenderer at the rate of his tender. The loss checked by this action would have amounted to \$92 for the contract term.

The service was let by tender from the 1st July, 1887, the contract having been awarded to the lowest tenderer, Mr. A. W. Tompkins, at the rate of his tender, \$173 per annum. This contract was renewed with Mr. Tompkins from the 1st January, 1891, at the same rate, and was transferred to Mrs. Mary Tompkins until the expiration of the contract.

Prior to the termination of the contract on the 31st December, 1894, tenders were invited due to be opened on the 16th November. The following tenders were received :—

J. Bennett.....	\$150 00
W. H. Norton.....	157 00
S. Doyle.....	169 00

and the lowest accepted. On the 22nd December, instructions issued to withdraw the acceptance of Mr. Bennett's tender, and renew Mrs. Tompkins contract for a further term at \$173 per annum.

The following letters were received by Mr. Bennett shortly after the tenders were opened.

CORRESPONDENCE.

POST OFFICE INSPECTOR'S OFFICE,
OTTAWA, 21st November, 1894.

SIR,—I beg to notify you that the Postmaster General has accepted your tender for the conveyance of Her Majesty's mails three times per week between Kemptonville and Millar's Corners at the rate of \$150 per annum.

You will please, therefore, commence the service on the 1st January.

A contract and bond will be forwarded to the Postmaster of South Gower for execution by yourself and sureties as soon as possible.

I inclose some blank declarations, one of which should be signed by yourself and each of the couriers employed by you before a magistrate.

I am, &c.,

F. HAWKEN,
Post Office Inspector.

MR. J. BENNETT,
North Gower, Ont.

POST OFFICE INSPECTOR'S OFFICE,
OTTAWA, 21st November, 1894.

SIR,—I have to request that you will furnish me at your earliest convenience with the information necessary for drawing up the contract bond for \$400, which you are required to give in consequence of tender at \$150.

Mail Service—Kemptonville and Millar's Corners.

The information needed is indicated in the headings of the within form, which, when duly filled up, is to be returned to me with the least possible delay.

I am, &c.,

F. HAWKEN,
Post Office Inspector.

MR. J. BENNETT,
North Gower, Ont.

Memorandum.

POST OFFICE INSPECTOR'S OFFICE,

OTTAWA, 22nd December, 1894.

DEAR SIR,—Referring to your letter of last month *re* the performance mail service between Kemptonville and Millar's Corners.

Contracts for Mail Service.

I beg to say that, as the documents sent you have not been returned, I take it that you have decided in giving it up, owing to the mistake in the matter explained to you by one of my assistants, if, however, you still adhere to performing said service, then, I hereby notify you that you will perform same for three months only, that is to say, during the months of January, February and March.

Be good enough to let me hear from you by return mail.

Yours truly,

F. HAWKEN,
P. O. Inspector.

Correspondence relating to the renewal of the contract.

MILLAR'S CORNERS, 2nd October, 1894.

DEAR SIR,—Could I get the carrying of mail between this office and Kemptville, if I took it at the same salary as I got last term without tendering for it.

Situated as I am here, it will make quite a difference to me if any one else gets the contract. Will take it at the same and furnish good bail if it would be possible for me to get it. I thought it no harm to write asking your advice about what I should do in the matter.

Please write and advise me what is best.

Yours truly,

MARY TOMPKINS,
Postmistress, Millar's Corners.

Mr. HAWKEN.

Private.

OTTAWA, 12th October, 1894.

MY DEAR MR. FERGUSON,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Kemptville and Millar's Corners. The present contractor is Mrs. Mary Tompkins, whose application for renewal the Inspector recommends.

An early reply will greatly oblige.

Yours faithfully,

WM. WHITE.

C. F. FERGUSON, Esq., M.P.,
Kemptonville, Ont.

KEMPTVILLE, 24th October, 1894.

DEAR SIR,—In reference to yours of the 12th inst., *re* Mrs. Mary Tompkins and mail contract between Kemptonville and Millar's Corners. Hickston and I would ask that the contract be renewed to Mrs. Tompkins as usual.

Yours very truly,

C. F. FERGUSON.

WM. WHITE, Esq.,
Deputy Postmaster General,
Ottawa.

OTTAWA, 24th December, 1894.

MY DEAR MR. FERGUSON,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 24th ulto., I have authorized the renewal of Mrs. Mary Tompkins contract for the mail service between Kemptonville and Millar's Corners for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

C. F. FERGUSON, Esq., M.P.,
Kemptonville, Ont.

Kingsmill and Mapleton.

This contract was let for the term ending 31st December, 1895, at \$170, while there was an offer in the Department for \$140 per annum. The loss was \$120 for the contract term. A renewal of the same contract was authorized on the same terms and conditions, for the term ending 31st December, 1899, while there was in the Department a tender for \$130 per annum. The present Government, when made aware of the facts, cancelled the contract at \$170, and made a contract with the lowest tenderer at the rate of his tender, thus checking a loss which would have amounted to \$160 for the contract term.

The service was up to tender prior to the termination of the contract which expired on the 31st December, 1891, tenders being due to be opened on the 2nd October.

The following correspondence took place in connection with the letting of the contract.

Extract from Departmental Letter No. 686B, of the 8th October, 1891.

“Memorandum for the Post Office Inspector at London.

“The following tender having been considered by the Postmaster General too high, the Inspector will please make the best arrangement in his power for the service subject to the approval of the Postmaster General.

KINGSMILL AND MAPLETON.

“L. Johnston..... \$190 00.”

CORRESPONDENCE.

MAPLETON, 14th October, 1891.

DEAR SIR,—Yours of the 13th to hand. As to the mail matter between Mapleton and Kingsmill, I wish you to consider that all the reimbursement I get is from the Government, there are no passengers or luggage, and also that before I put the price down you were paying \$180 per annum.

I will carry it for the \$180, but cannot possibly carry it for the \$163.

Yours truly,

L. JOHNSON.

Mr. BARKER.

YARMOUTH CENTRE, 26th October, 1891.

SIR,—Is the Mapleton and Kingsmill mail contract let yet? If not, I would like to tender for it. I heard Mr. Johnson's tender was too high. How is it let, from Mapleton to Kingsmill office?

If you want me to tender for it, send me a blank to fill out. I don't know how much Mr. Johnson tendered for. I will carry it for \$160. Answer soon.

JAMES A. LEARN,
Yarmouth Centre.

Mr. BARKER.

YARMOUTH CENTRE, 30th October, 1891.

SIR,—In answer to your letter in regards the mail service from Mapleton to Kingsmill office and to railway, I will meet the mail train in the afternoon for \$172 that is, \$12 for meeting mail train.

I send you the names of my sureties: John Close, farmer, New Sarum, Yarmouth; Edward Learn, farmer, Mapleton, Dorchester.

JAMES A. LEARN,
Yarmouth Centre.

Mr. BARKER.

Contracts for Mail Service.

YARMOUTH CENTRE, 30th October, 1891.

DEAR SIR,—At the request of Mr. James A. Learn, I write you that I am acquainted with said James A. Learn, and consider him a responsible person to carry the mail.

Your obedient servant,

WM. NEWCOMBE,
Postmaster, Yarmouth.

Post Office Inspector.

ST. THOMAS, ONT., 4th November, 1891.

DEAR SIR,—Mr. Lansing Johnson has carried the mail from Mapleton to Kingsmill, E. Elgin, for the sum of \$163 per annum, and has again tendered for the contract for the sum of \$190 per annum. Inspector Barker thinks the amount excessive, in consequence of which Mr. Johnson would be willing to take \$180 per annum, a reasonable and fair price for carrying the mail for a distance of four miles daily. Surely less than 58 cents a trip is not asking too much.

I trust you will give Mr. Johnson the slight increase asked for and oblige.

Yours sincerely,

A. B. INGRAM.

JOHN G. HAGGART,
Postmaster General,
Ottawa.

OTTAWA, 11th November, 1891.

MY DEAR MR. INGRAM,—Referring to your letter of the 4th inst., stating that Mr. Lansing Johnson has consented to reduce his tender for the Kingsmill and Mapleton mail service from \$190 to \$180 per annum, I am afraid he will have to make a further reduction still if he is to secure the contract. We have an offer from a reputable person to undertake this service for \$160 per annum, and while we cannot pass this over, we may, under the statute, offer the service to Mr. Johnson at this rate. If he will not accept it, it will have to go to the person who made the offer.

Yours faithfully,

JOHN HAGGART.

A. B. INGRAM, Esq., M.P.,
St. Thomas, Ont.

ST. THOMAS, 19th November, 1891.

DEAR SIR,—Referring to yours of the 11th inst. respecting the mail contract of Mr. Lansing Johnson between Kingsmill and Mapleton, I desire to say that Mr. Johnson cannot see his way clear to accept it at \$160 per annum. Four years ago \$180 was paid for this same service, and he, having reduced it to \$163 for the last four years, finds that he cannot make it pay. However, he would be willing to compromise if he were given \$170, which would only mean an increase of \$7 a year. He has given satisfaction in the past, and should be allowed this slight increase.

Yours faithfully,

A. B. INGRAM.

Hon. J. G. HAGGART,
Postmaster General.

Private.

ST. THOMAS, ONT., 19th November, 1891.

DEAR MR. HAGGART,—I trust you will allow Mr. Johnson at least the slight increase of seven dollars for this mail contract. He is a good supporter, and the amount is not excessive; besides it is unfair to Mr. Johnson to reject his tender, his being the only tender in at the expiration of time for tendering. If Mr. Learn is the man who is willing to do it for \$160, he is a rank Grit and would cause me no end of trouble. This is important to me just now.

Kindly give it to Johnson, and oblige.

Yours sincerely,
A. B. I.

OTTAWA, 20th November, 1891.

MY DEAR INGRAM,—Referring to your letter of the 19th inst., stating that Mr. L. Johnson is unable to reduce his offer for the Kingsmill and Mapleton mail service below \$170, I beg to say that as that appears to me to be a reasonable rate I have accepted it.

Yours faithfully,
JOHN HAGGART.

A. B. INGRAM, Esq., M.P.,
St. Thomas, Ont.

AYLMER, ONT., 21st November, 1891.

DEAR SIR,—In reply to yours of the 4th inst., I would say that your letter was sent to Aylmer instead of Kingsmill, hence the delay in its reaching me.

I will undertake to carry the mail between Mapleton and King-smill for (\$140) one hundred and forty dollars a year.

If the route is not let, and you accept my offer, write me at once to Kingsmill P.O.

Yours truly,
LAWRENCE HAMMOND,
Per W. A. GLOVER.

Prior to the termination of Mr. Johnson's contract on the 31st December, 1895, tenders were invited due to be opened on the 4th October. The tenders received were not considered, as instructions were issued for the renewal of Mr. Johnson's contract for a further term at \$170 per annum.

Tenders received:—

Lawrence Hammond.....	\$130 00
Lansing Johnson.....	170 00

ST. THOMAS, 1st October, 1895.

MY DEAR SIR ADOLPHE,—I would like very much if you could see your way clear to grant the contract for carrying the mail between Kingsmill and Mapleton, East Elgin, to Mr. L. Johnson. He has had the contract for a number of years and has always given good satisfaction. I may also add the last time he tendered for it he was the only one who did so, and the Department thought his tender a little too high, and requested him to lower the amount, which he did. Now, should there be another party tender lower than his by a few dollars, I think in all fairness to him he should get it again.

Yours faithfully,
A. B. INGRAM.

The Hon. Sir A. P. CARON, K.C.M.G.,
Postmaster General,
Ottawa.

Contracts for Mail Service.

OTTAWA, 3rd October, 1895.

MY DEAR MR. INGRAM,—I am in receipt of your letter of the 1st inst., asking me to award the contract for the Kingsmill and Mapleton service to Mr. L. Johnson, but I must remind you that whenever the tenders received at the Department for a mail service are opened, I have no option in the matter and must award the contract to the lowest bidder offering good security. If you wish the contract with Mr. Johnson renewed, it can only be done at the present figure and must be settled before the tenders are opened. I will, therefore, hold them for a few days.

Yours faithfully,

ADOLPHE P. CARON.

A. B. INGRAM, Esq., M.P.,
St. Thomas, Ont.

St. THOMAS, 7th October, 1895.

MY DEAR SIR ADOLPHE,—I would like very much if you would renew the contract of Mr. L. Johnson for carrying the mail between Kingsmill and Mapleton at the same figure. He has given good satisfaction and is doing the work at very reasonable terms.

Yours faithfully,

A. B. INGRAM.

The Hon. Sir A. P. CARON, K.C.M.G.,
Postmaster General,
Ottawa.

OTTAWA, 14th October, 1895.

MY DEAR MR. INGRAM,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 7th inst., I have authorized the renewal of Mr. L. Johnson's contract for the mail service between Kingsmill and Mapleton for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

A. B. INGRAM, Esq., M.P.,
St. Thomas, Ont.

Leaskdale and Sunderland Station.

This contract was let without tender at \$271 per annum, while there was in the Department a tender for \$249 per annum. The loss was \$88 for the contract term.

The service was let by tender from the 1st April, 1891, the contract having been awarded to the lowest tenderer, Mr. W. H. Oliver, at the rate of his tender, \$271 per annum. Prior to the termination of this contract on the 31st March, 1895, tenders were invited, due to be opened on the 22nd February. The tenders received were not considered, as instructions issued on the 20th February for the renewal of Mr. Oliver's contract for a further term at the same rate, viz., \$271 per annum.

Tenders received:—

F. Reynolds.....	\$249 00
A. J. Wakely.....	260 00
W. H. Oliver.....	271 00
A. St. John.....	300 00
H. Lowes.....	329 00
J. H. Wegg.....	356 00

CORRESPONDENCE.

BEAVERTON, 1st February, 1895.

DEAR SIR ADOLPHE,—William H. Oliver, who has had the contract for carrying the mail between Sunderland and Leaskdale has asked me to write you and ascertain whether he could not have a renewal of the contract for another term. He has been doing it for too small a figure, he says, but that now that he has all arrangements would not like to lose it. I see the advertisement is out since. If you cannot allow a renewal of the contract, he will have to run his chances; but he has been a good courier, and I cannot help putting in a good word for him.

Yours faithfully,

FRANK MADILL.

The Honourable
The Postmaster General,
Ottawa.

OTTAWA, 20th February, 1895.

MY DEAR MR. MADILL,—I have much pleasure in informing you that, in accordance with the recommendation contained in your letter of the 1st inst., I have authorized the renewal of Mr. W. H. Oliver's contract for the mail service between Leaskdale and Sunderland station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

F. MADILL, Esq., M.P.,
Beaverton, Ont.

Lindsay and Railway Station.

When the contract was renewed without tender, the Department had before it the Inspector's report that the performance of the service had been so unsatisfactory, that he had in serious contemplation the recommendation that the contract be cancelled. The rate at which the contract was renewed was \$300 per annum, and as there was a tender in the Department at the time for \$225.36 per annum, the loss was \$298.56 for the contract term.

This service was let by tender on 1st October, 1889, the contract being awarded to the lowest tenderers, Messrs. H. Workman & Son, for \$300 per annum. The contract made on this occasion was renewed on the same terms and conditions from the 1st October, 1893.

Prior to the letting of the contract on the 1st October, 1893, tenders were invited, due to be opened on the 28th July of the same year. The tenders received were not considered, as instructions issued on the 26th July for the renewal of the contract for a further term.

Tenders received :—

Joseph Carlin.....	\$225 36
Isaac Deyell.....	249 00
Thomas Woods, jun.....	250 00
Thomas Graham.....	294 22
William Germyn.....	300 00
Hamilton Murphy.....	425 00
Samuel Bullick.....	435 00

CORRESPONDENCE.

LINDSAY, 6th March, 1893.

SIR,—We beg leave to apply for the renewal of our contract for carrying the mails from the Lindsay post office to the station and *vice versa*, which we believe expires in October next, upon the present terms and with the present sureties. We also beg leave to refer you to the Hon. John Dobson and Messrs. Charles Fairbairn and Samuel Hughes, M.P.'s, for the purpose of having the contract renewed.

We remain, &c.,

H. WORKMAN & SON.

The Honourable
The Postmaster General,
Ottawa.

Contracts for Mail Service.

POST OFFICE INSPECTOR'S OFFICE,
BARRIE, 17th March, 1893.

No. 799.

SIR,—Referring to the inclosed application from Messrs. W. H. Workman & Son, for the renewal of their contract for the mail service between Lindsay and railway station, County Victoria, S.R., referred to me on the 7th inst. for inquiry and report, I have the honour to state that the contract in question is for carrying the mails 48 times per week, distance $\frac{1}{2}$ mile, at the rate of \$300 per annum, until the 30th September next.

The price paid for this service is considered reasonable, but it has not been performed in a satisfactory manner, as the courier has frequently missed taking the mails in time for despatch by the trains. The contractor was fined on the 26th January \$1, on the 6th September \$1, on the 24th September, 1892, \$2, on the 6th January \$2, on the 10th February, 1893, \$1, for missing the mails. On other occasions the mails were missed, but as some excuses were made that were accepted as being fairly reasonable, no fine was imposed.

Mr. W. W. Workman, the senior member of the firm, is a steady and reliable man, and, when he is about Lindsay, there is no difficulty in having the mails properly delivered; but when he is absent, which is frequently the case, attending to other business, his son or the courier employed are negligent and have given considerable trouble. I have repeatedly called the attention of the contractors to the unsatisfactory manner in which the service has been performed, and have always had promises of more attention, but I regret these promises have not been fulfilled.

I should have called attention to this matter before, and recommended that the contract be terminated, but have endeavoured to get along with the contractors until the expiration of their term, in the expectation that a new contractor would then be secured.

I have the honour, &c.,

DANIEL SPRY,
Post Office Inspector.

The Honourable
The Postmaster General,
Ottawa.

LINDSAY, 9th June, 1893.

SIR,—Kindly let me hear from you in regard to renewal of mail contract from post office at Lindsay to station about which you were written to about some time ago. We would like to hear from your Department at an early date so that we could make arrangements with our couriers. Please give this your attention and oblige.

Your obedient servant,

H. WORKMAN & SON.

The Honourable
The Postmaster General,
Ottawa.

OTTAWA, 15th June, 1893.

GENTLEMEN,—I have the honour to acknowledge the receipt of your letter of the 9th inst., inquiring as to what has been decided regarding your application for the renewal of your contract for the station service at Lindsay.

In reply I am to say that the service is now up for tender, and the Postmaster General can see no special reason for deviating in this case from the practice of the Department, of awarding the contract to the lowest tenderer.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Messrs. H. WORKMAN & SON,
Lindsay, Ont.

VERULAM, 5th July, 1893.

HON. AND DEAR SIR,—As the mail service in Lindsay to the station under the old contract is about expired, if it is possible to favour the present contractor Hugh Workman please do so as he is one of the best men for all purposes we have got.

I am, dear sir,
Yours truly,

CHAS. FAIRBAIRN.

Hon. The Postmaster General.

LINDSAY, 21st July, 1893.

MY DEAR SIR ADOLPHE,—I am requested to ask you to continue the contract with Mr. Workman of Lindsay for the carrying of the mail from Lindsay post office to Lindsay station. He is a fine fellow and I believe the price is very low.

Hoping you will accede to the request.

I am, my dear Sir Adolphe,
Sincerely yours,

SAM. HUGHES.

OTTAWA, 22nd July, 1893.

MY DEAR HUGHES,—Referring to your letter of the 21st inst., recommending the renewal of the contract of Messrs. H. Workman & Son for the station service at Lindsay, I beg to say that if the manner in which this service has been performed had been satisfactory, I should have had much pleasure in complying with your request, but I am sorry to say that in this most important respect Mr. Workman left very much to be desired. Since the beginning of the year, he has been fined five different times for failure to attend to his duties, and on several other occasions the mails were missed through his omission to deliver them. In fact matters had reached that acute stage in which it was only the early expiration of the contract that prevented the consideration of the question of cancelling it.

The Inspector reported that the senior member of the firm is entirely reliable, but that he has been unfortunate in his choice of couriers.

I would be glad to hear from you further before any steps are taken in the matter.

Yours faithfully,

ADOLPHE P. CARON.

S. HUGHES, Esq., M.P.,
Lindsay, Ont.

VERULAM, 24th July, 1893.

MY DEAR SIR,—Inclosed please find letter from Mr. Workman *re* the mail service from the post office in Lindsay. I am aware that the young man has gone wrong and the work has not been well done in the absence of the father, but the writer of the inclosure is a most trustworthy man and I know he will perform his work well and not to give it to him will be almost a political calamity in Lindsay as he is a great favourite and an energetic worker in our good cause. Please favour him if possible and oblige your most humble friend.

CHAS. FAIRBAIRN.

Hon. Postmaster General

Contracts for Mail Service.

[Inclosure.]

LINDSAY, 19th July.

DEAR SIR,—I wrote to Mr. Spry in time telling him I would take the mail again in my own name before it was advertised. I will look after it myself and want it made put in my own name. I suppose the mail has been neglected owing to me being in Minden this last 8 or 9 months, but as I will not be away from home any more it will have my best attention. And if they give it to me I want the papers made out in my own name.

* * * * *

And anything you can do for me I will try and return the compliment to you at some other time.

Yours truly,

H. WORKMAN.

CHAS. FAIRBAIRN.

OTTAWA, 26th July, 1893.

MY DEAR MR. FAIRBAIRN,—Referring to your letter of the 24th inst., recommending that the contract for the Lindsay and station mail service may be renewed with Mr. H. Workman, I beg to inform you that instructions to that effect have been issued by the Department.

Yours faithfully,

ADOLPHE P. CARON.

C. FAIRBAIRN, Esq., M.P.,
Bobcaygeon, Ont.

OTTAWA, 26th July, 1893.

MY DEAR MR. HUGHES,—With reference to your recommendation that the existing contract for the station mail service at Lindsay be renewed for a further term, I beg to say that as it has been represented to the Department that all trouble will be avoided if the contract were put in the name of Mr. H. Workman, who is stated to be a reliable person, I have authorized that the new contract be made with him only.

Yours faithfully,

ADOLPHE P. CARON.

S. HUGHES, Esq., M.P.,
Lindsay, Ont.

LINDSAY, 28th July, 1893.

DEAR SIR,—Please notify me if you decide to accept my tender for carrying the mail between Lindsay post office and Lindsay station. Please let me know as soon as possible, so I may get ready for the job and oblige me, my address is

ISAAC DEYELL,
Mount Horeb P.O.,
Ontario.

To the Postmaster General,
Ottawa, Ont.

OTTAWA, 29th July, 1893.

SIR,—I have the honour to acknowledge the receipt of your post card of the 28th inst., asking to be notified at an early date if your tender for the mail service between the post office and railway station at Lindsay is accepted.

In reply, I am to say that as the Postmaster General has, under the sanction of the statute, authorized the renewal of the existing contract for that service, the tenders received therefor will not be considered.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. J. DEYELL,
Mount Horeb, Ont.

Loch Garry and Maxville, Maxville and Railway Station.

This service was let without tender for the term ending 30th September, 1892, at \$494 per annum, while there was in the Department a tender for \$300. The loss for this term was \$776. The contract was renewed without tender on the same terms and conditions for the succeeding term, and the extent of the loss may be inferred from the fact that the present Government has been able to secure a contract as the result of tendering, at the rate of \$250 per annum, and thus effect a saving of \$244 per annum, or \$967 for the contract term.

The service was let by tender from the 1st October, 1884, the contract having been awarded to the lowest tenderer, Mr. A. J. Kennedy, at the rate of his tender, \$494 per annum. The contract made on this occasion was renewed from the 1st October, 1888, and from the 1st October, 1892.

Prior to awarding of the contract from the 1st October, 1888, tenders therefor were invited due to be opened on the 7th September. The tenders received were not considered, as instructions issued on the 7th September for the renewal of Mr. A. J. Kennedy's contract at the rate then paid, viz., \$494 per annum.

Tenders received :—

P. J. McEwan.....	\$300 00
D. J. Campbell.....	340 00
C. B. Campbell.....	344 00
J. D. Robertson.....	388 00
J. S. McDougall.....	400 00
D. J. Kennedy.....	450 00
Finlay Robertson.....	468 00

CORRESPONDENCE.

No. 839.

POST OFFICE INSPECTOR'S OFFICE,

OTTAWA, 5th September, 1888.

SIR,—Referring to the inclosed letter of 30th ult., addressed to you by Mr. J. A. Kennedy, of Maxville, asking that his contract for mail service between Maxville station, Maxville, Dominionville, Apple Hill and Loch Garry, be renewed for another period of four years, I beg to state that this contract will expire on the 30th inst., and that advertisements inviting tenders for the service have been issued some time since. Friday, the 7th inst., is the day upon which tenders are to be opened.

The service is daily and the distance travelled each trip is 22 miles. Mr. Kennedy has had this service since 1st October, 1884, and as he has always proved himself an efficient contractor, I think the interests of the Department will not suffer by complying with his request for renewal of his contract for another term, especially as the sum paid cannot be considered excessive.

I have, &c.,

T. P. FRENCH,
Post Office Inspector.

Contracts for Mail Service.

Inclosure No. 1.

MAXVILLE, 30th August, 1888.

DEAR SIR,—If it be your pleasure I will continue my contract carrying mail from Maxville to Loch Garry as I have all the requirements on hand. I have written Mr. French, P. O. Inspector, and he answered me stating it would be necessary to write to you. Hoping you may find my wants satisfactory to you. Awaiting your reply.

Yours faithfully,

A. J. KENNEDY,
Mail Contractor.

The Honourable
Postmaster General.

Inclosure No. 2.

(Telegram.)

MONTREAL, 1st September, 1888.

If Kennedy discharged duties satisfactorily, think contract should be renewed if it meets with your own good judgment.

DONALD McMASTER.

To T. P. FRENCH.

OTTAWA, 7th September, 1888.

SIR,—I am desired by the Postmaster General to acknowledge the receipt of your telegram of the 1st inst., addressed to Mr. T. P. French, applying for the renewal of the Loch Garry and railway station mail contract, and in reply to say that he has had very much pleasure in complying with your wishes, instructions having been sent to the P. O. Inspector, at Ottawa, to arrange accordingly.

I am, &c.,

W. D. LESUEUR,
Secretary.

D. McMASTER, Esq.,
Montreal, Que.

Lockton and Centreville Station.

In renewing this contract without tender at \$85 per annum, the Department had before it a report from the Inspector that a lower rate would probably be obtained if tenders were asked. As there was a tender in the Department for \$69 per annum at the time the contract was made, there was a loss of \$64 for the contract term. The service having been put up to tender by the present Government, a contract has been obtained at \$54 per annum, and a saving effected which will amount to \$124 for the contract term.

The service was let by tender from the 1st October, 1891, the contract having been awarded to the lowest tenderer, Mr. Samuel Squier, at the rate of his tender, \$85 per annum.

Prior to the termination of this contract which took place on the 30th September, 1895, tenders were invited, due to be opened on the 19th July. On the 10th July instructions issued to withdraw the notices inviting tenders and to renew Mr. Squier's contract for a further term.

The following tenders were received but not considered :—

D. Horan, Jr.	\$69 00
J. J. Downs.	70 00

CORRESPONDENCE.

25th June.

MY DEAR SIR ADOLPHE,—I beg to recommend the renewal of the contract of Mr. Samuel Squier for carrying the mail between the railway station and Lockton post office.

Sincerely yours,
R. S. WHITE.

Sir A. P. CARON,
Postmaster General, Ottawa

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited?
10. Is the price a reasonable one?
11. Have the duties been performed satisfactorily by the contractor?
12. Is he willing to accept a renewal of this contract on the existing terms and conditions?
13. Would it be in the interest of the service to renew this contract?
14. Is there any other information which would help the Postmaster General in coming to a decision?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE.

TORONTO, 3rd July, 1895.

1. Lockton and Centreville railway station.
2. Samuel Squier.
3. Six times per week.
4. One and three-quarter miles.
5. \$85.
6. 30th Sept., 1895.
7. 21st August, 1891, 19th July, 1895.
8. Tender.
9. Contract made after tender was accepted.
10. Tolerably reasonable.
11. Yes.
12. Yes.
13. It is probable that the contract would be obtained at a lower price by tender.
14. Tenders have already been invited for the contract in question.

R. W. BARKER,

Post Office Inspector.

OTTAWA, 10th July, 1895.

MY DEAR MR. WHITE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 25th ulto., I have authorized the renewal of Mr. S. Squier's contract for the mail service between Lockton and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

R. S. WHITE, Esq., M.P.,
House of Commons,
Ottawa.

Contracts for Mail Service.

Madoc and Queensborough.

This contract was made without tender for \$190 per annum, while there was in the Department a tender for \$150 per annum, the loss resulting being \$160 for the contract term.

The service was let by tender on the 1st August, 1891, the contract having been awarded to the lowest tenderer, Mr. W. H. Diamond, at the rate of his tender, \$190 per annum. Mr. W. H. Diamond retained the service under the terms fixed in 1891 by a renewal from 1st July, 1895.

Prior to awarding the contract to Mr. W. H. Diamond from 1st July, 1895, tenders were invited for the contract, due to be opened on the 17th of May. These contracts were not considered, as the renewal was authorized on the 27th of May.

Tenders Received.

James McCaw	\$150 00
W. Wiggins	160 00
W. H. Diamond	190 00
Wm. Martin.....	190 00

CORRESPONDENCE.

QUEENSBORO', 13th May, 1895.

DEAR SIR,—I write you *re* our mail route from Queensboro' to Madoc, the tenders for which are to be decided on the 15th or 17th inst. We have had a first rate man carrying the mail for the last four years, and he has given us accommodations which we never had before, and on the whole could not be much better rigged for the public service, in the person of Wm. H. Diamond; and further, he is one of our best workers. If you can conscientiously do anything for him in a renewal of his contract I shall take it as a personal favour, and at the same time assure you the public will be pleased.

Sincerely yours,

ABRAM DIAMOND.

Sir MACKENZIE BOWELL,
Ottawa, Ont.

DEAR SIR ADOLPHE,—What can you do in this case? Diamond is a good man.

M. BOWELL.

OTTAWA, 27th May, 1895.

MY DEAR SIR MACKENZIE,—I have much pleasure in informing you that, in accordance with your recommendation, I have authorized the renewal of Mr. W. H. Diamond's contract for the mail service between Madoc and Queensboro' for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable
Sir MACKENZIE BOWELL, K.C.M.G.,
President of the Privy Council,
Ottawa.

23rd July, 1895.

SIR,—Two or three days ago I heard that Mr. W. Diamond got the mail contract from Queensboro' to Madoc for \$190 when there were two other tenders lower, one for \$160 and one for \$150, as good as Diamond's, if not better. I am going to give a statement to our member and let him investigate the matter. I will let the public know whether that was right or not.

Yours,

JAMES McCAW,
Queensboro'.

The Postmaster General.
Ottawa.

OTTAWA, 25th July, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 23rd inst., expressing an opinion that the action of the Department in renewing the existing contract for the Madoc and Queensboro' mail service was open to objection.

In reply I am to say that the matter will have the attention of the Postmaster General.

I am, &c.,

ARTHUR LINDSAY.

Mr. JAMES McCaw,
Queensboro', Ont.

PRIVY COUNCIL OFFICE,
OTTAWA, 23rd December, 1895.

MY DEAR SIR ADOLPHE,—What may I say in reply to the inclosed letter from Mr. James McCaw?

Sincerely yours,

M. BOWELL.

Hon. Sir ADOLPHE CARON.

(Inclosure.)

QUEENSBORO', 21st December, 1895.

SIR MACKENZIE BOWELL,—Some time ago I wrote to the Postmaster General. His reply was that he would give the matter his attention. What I have to state is the unfair deal on the late mail contract between Madoc and Queensboro'.

Mr. Wm. Wiggins sent in a tender for \$160. I made one at \$150, equally as good.

Either was as good if not better than Diamond's. Mr. Diamond got the tender at \$190. I wish to hear your opinion of the matter in private.

Yours respectfully,

JAMES McCAW.

JAMES McCaw, Esq.,
Queensboro', Ont.

OTTAWA, 30th December, 1895.

MY DEAR SIR MACKENZIE,—I am in receipt of your letter of the 23rd inst., inclosing a letter from Mr. James McCaw, protesting against the renewal of Mr. W. H. Diamond's contract for the mail service between Madoc and Queensboro'.

In reply I beg to say, that on the 16th of May last you sent with your recommendation an application from Mr. Diamond for the renewal of this contract, and the Department renewed the contract on the strength of your recommendation.

Yours faithfully,

ADOLPHE P. CARON.

Sir MACKENZIE BOWELL,
President of the Privy Council,
Ottawa.

Contracts for Mail Service.

Marsville and Hillsburg Station.

This contract was let without tender at \$325 per annum, while there was in the Department a tender for \$218 per annum. The loss in this case was \$107 per annum or \$428 for the contract term.

The service was let by tender from the 1st July, 1890, the contract having been awarded to the lowest tenderer, Mr. James Hanna, at the rate of his tender, \$325 per annum.

Prior to the termination of this contract which took place on the 30th June, 1894, tenders were invited due to be opened on the 13th April. On the 3rd April the notices inviting tenders were withdrawn and the contract of Mr. Hanna renewed for a further term from the 1st July at the same rate.

The following tenders were received but not considered:—

N. Cooper	\$218 00
R. Beals	274 00
J. Hanna	325 00

CORRESPONDENCE.

ORANGEVILLE, 9th June, 1894.

MY DEAR SIR,—*Re* mail service between Marsville and Hillsburg, so far as I know the present contractor gives satisfaction. I don't think you can do better than renew if figures suit.

I am, &c.,

W. H. HUNTER.

P.S.—James Hanna is the present contractor, I think, and should have preference.

W. WHITE, Esq.,
Dep. P. M. G.,
Ottawa.

OTTAWA, 13th June, 1894.

MY DEAR MR. HUNTER,—I have much pleasure in informing you that in accordance with recommendation contained in your letter of the 9th inst., I have authorized the renewal of Mr. J. Hanna's contract for the mail service between Marsville and Hillsburg station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

W. H. HUNTER, Esq.,
Orangeville, Ont.

Metcalf and Ottawa.

The service which was the subject of this contract was a new one at the time the contract was made, and intended to replace the connections which Metcalfe had until that time by means of Osgoode station. After the contract was made, however, it was decided to retain the Osgoode station connection as well, and about nine months later the contractor for the Metcalfe and Ottawa service represented to the Department that the retention of the service to Osgoode station was a serious detriment to his passenger business, and asked that he be indemnified against the losses he had sustained and would sustain in future. The Department, believing itself precluded from entertaining this claim by the statutory clause to the effect that no contract rate can be increased unless the contractor has been called upon to perform services not provided for in the contract, referred the matter to the Department of Justice. That Department gave it as its opinion that the contractor should be paid what the service was worth up to that date, and a new contract advertised for. Instead of acting on this advice, the Department decided to allow an additional \$300 per annum for the period between the 1st April, 1890, and the end of the same year. Nothing additional was to be paid by way of compensation after that date. An application was made, however, to have the extra \$300 paid for the year 1891, and on the 30th September of that year this application was granted, and

again the Department declared that this sum should not be paid beyond the 31st December, 1891. Further solicitation took place in March, 1892, and this time the extra \$300 was allowed until the end of the contract term, which was the 30th June, 1893. When the contract expired, the \$300, which had been paid with so much halting and misgiving at first, had grown to be part and parcel of the contract rate, and when the contract was renewed without tender for four years from the 1st July, 1893, the \$300 was combined with the original rate of \$345, and the rate was made \$645 per annum. This contract being due to expire on the 30th June, 1897, new tenders have been invited.

The result is that a contract has been obtained for \$312 a year, and a saving effected which will amount to \$1,332 for the term.

CORRESPONDENCE.

OTTAWA, 7th April, 1890.

SIR,—I find that since I have received the contract for conveying the mails between here and Metcalfe, I have lost in the neighbourhood of \$300. The cause of my loss is as follows.

You are aware that when tenders were asked for the above service, it was the intention of the Post Office Department to discontinue the service between Metcalfe and Osgoode station; in fact the contractor was notified of this intention. Instead of which the Post Office Department renewed this contract between Metcalfe and Osgoode station about four or five days after I had signed the contract for the service between Metcalfe and Ottawa.

It is reasonable to suppose that if there was not a mail service between Metcalfe and Osgoode, there would not be any public conveyance on that road. So any passengers going south or north on the St. Lawrence and Ottawa Railway would have to come to Ottawa by my stage.

Of course, you understand that if I cannot get the passengers it is impossible to carry the mails about 50 miles per day for \$345 per annum, and that if by any action of the Post Office Department I have lost a portion of my revenue, I think it is only just that the said Post Office Department should refund my loss, and also add sufficient to my contract price to cover the probability of a loss in future.

I have made careful inquiries and investigations, and I find that the contractor between Metcalfe and Osgoode makes about \$400 per annum from passengers, all of which money would be mine if the contract had been discontinued as intended.

Hoping you will give this matter your intention.

I remain, &c.,

R. L. HORNIDGE.

OTTAWA, 9th April, 1890.

SIR,—I have the honour to submit for your opinion a letter from Mr. R. L. Hornidge, contractor for the Ottawa and Metcalfe mail service, representing that when he made the tender which subsequently became the basis of the contract for this service, he was under the impression that the mail service over the route between Metcalfe and Osgoode station was to be abolished, thereby throwing the passenger traffic to and from Metcalfe into his hands. Owing to his anticipations not having been realized, he states that he has been obliged to carry on the service at a loss, and asks that this loss be made up to him, and that a sufficient amount be added to his contract rate to cover future losses.

Will you kindly look into the matter and let me know whether in your opinion the contractor's claim is a valid one.

I am, &c.,

WM. WHITE,

Deputy Postmaster General.

R. SEDGWICK, Esq.,
Deputy Minister of Justice,
Ottawa.

Contracts for Mail Service.

OTTAWA, 21st April, 1890.

DEAR SIR,—In answer to your inquiry, I would state that the contractor for conveying the mails between Metcalfe and Osgoode station was notified by the Post Office Department of their intention to discontinue that service on the 1st July, 1889. Also there were advertisements in the post office at Metcalfe and other places calling for tender for a proposed contract between Russell and North Bend via Marvelville and Kenmore, thereby showing the intention of the Post Office Department to carry the mails of these last mentioned post offices to South Indian on the Canada Atlantic Railway instead of as now via Metcalfe to Osgoode on the Canadian Pacific.

About the 3rd or 4th July, 1889, the contract was renewed between Russell, Kenmore, Marvelville, Metcalfe and Osgoode, and the proposed contract between North Bend and Russell was never entered into. For the truth of all these statements, I would refer you to P. Lavia, mail contractor, Metcalfe, and T. P. French, Post Office Inspector, Ottawa.

I remain, &c.,

R. L. HORNIDGE.

Col. WM. WHITE,
Deputy Postmaster General.

No. 543.

POST OFFICE INSPECTOR'S OFFICE,
OTTAWA, 30th April, 1890.

SIR,—In a memorandum dated the 24th inst., from the Secretary, I am informed that Mr. R. L. Hornidge, contractor for the mail service between Metcalfe and Ottawa, has made a claim against the Department for compensation for alleged loss sustained by him, owing to your having decided to continue the original service between Russell and Osgoode station, which it was intended to supersede by the Metcalfe and Ottawa service at the time the tenders were asked for that service and in response to which Mr. Hornidge tendered and was awarded the contract. The Secretary further directing me to make full inquiry into the facts and to report result to you.

In compliance with these instructions I beg to refer you to my report No. 329 of the 30th April, 1887, on a petition for a change of service. In that report I discussed the question fully, and, I think, gave you all the information necessary to enable you to judge correctly of the merits or demerits of the question put before you. No action, however, was taken on the matter until the 21st March, 1889, when in Secretary's letter No. 284B, I was informed that "having had under consideration the question of establishing a stage mail route between Ottawa and Metcalfe you authorized the following arrangement, viz., the issue of notices inviting tenders for daily mail service between Metcalfe and Ottawa via Leitrim, Greeley, South Gloucester and Billing's Bridge, and between Kenmore and Russell via Marvelville and North Branch, and for a tri-weekly service between Dawson and West Osgoode, to supersede Russell and Osgoode station, Leitrim and railway station, Billing's Bridge and Ottawa, Kenmore and North Branch, and to submit notices for your approval."

From this letter of the Secretary's it would appear that your decision as to the change of service was based upon representations other than those contained in my report, inasmuch as the printed portion of the letter stating that the change was ordered "after having had under consideration the Inspector's Report, No. of " was struck out.

The notices as ordered were duly prepared and submitted in my report No. 86, of 21st March, in which I further informed you that the usual three months' notice of the termination on 30th June following had been given to each of the contractors for the services to be superseded, &c.

These notices having received your sanction, were issued, and on the 3rd June, under No. 622B, you informed me that the following were the successful tenderers, viz. :—

Dawson and West Osgoode.....	Jno. P. McEvoy.....	\$ 30 per annum.
Metcalf and Ottawa	R. L. Hornidge	345 “
North Branch and Russell.....	P. Lerier.....	185 “

Immediately upon receipt of this information forms of contract were prepared and sent to these parties, and were being completed, when on 23rd of same month (June, 1889) I was informed by Secretary's letter No. 764B that "having had under consideration the question of resuming the Russell and Osgoode railway station and Kenmore and North Branch railway station services, you authorized the continuance of the existing services between Russell and Osgoode station and Kenmore and North Branch, and desired that I should take no further proceedings on the tenders sent me for the Russell and North Branch and Dawson and West Osgoode services."

In consequence of the shortness of the period between that date (23rd) and 30th, within which the arrangements then made had to be entirely altered, I need scarcely say that the matter was a difficult one to arrange satisfactorily. However, I succeeded in arranging it within the given time, and on the 1st July, while the old service was continued, the new one between Metcalfe and Ottawa was begun.

These, then, are the facts of the case as regards the circumstances attending the establishment of the new service, and I do not know any other point in connection with them on which I can give you reliable information to enable you to decide upon Mr. Hornidge's claim for compensation for the injustice which he alleges has been done him. Of course any claim which he makes must be based upon the actual amount of business done since the 1st July last upon the old route, which, had that route been discontinued, might have been diverted to his stage line. The convenience, however, to passengers of both routes and the prices charged for conveyance over each of them forming important factors in the calculation.

I have, &c.,

T. P. FRENCH,
P. O. Inspector.

OTTAWA, 8th May, 1890.

SIR,—In reply to your letter of the 21st inst., asking to be furnished with further information respecting the grounds of the claim preferred against this Department by Mr. R. L. Hornidge, I beg to inform you that I had the P. O. Inspector make inquiry as to the facts of the case, and am just in receipt of his report. It is herewith inclosed to you with the hope that it may contain all that is necessary to enable you to form an opinion regarding the matter.

I am, &c.,

WM. WHITE,
Deputy Postmaster General.

R. SEDGEWICK, Esq.,
Deputy Minister of Justice,
Ottawa

OTTAWA, 19th May, 1890.

SIR,—Referring to your communication in respect to the claim preferred against your Department by Mr. R. L. Hornidge and to the report of Mr. French, Post Office Inspector, I have now by direction to state as follows:

I understand the facts to be as follows:—

(1.) Your Department in calling for tenders for a postal service between Russell and Osgoode Station, intimated that upon the establishment of such service, the service between Metcalfe and Ottawa would be discontinued.

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(2.) The passenger traffic on the Russell and Osgoode route, would be materially increased in the event of the Metcalfe and Ottawa service being discontinued.

(3.) Mr. Hornidge tendered for the former service upon the assumption that the latter service would be discontinued.

(4.) His tender was accepted, but no formal contract was ever entered into between him and the Department.

(5.) After the tenders above mentioned were called for, your Department decided to continue the Metcalfe and Ottawa service, and it has since been continued, thereby seriously prejudicing the contractor for the other service. He now asks for compensation. From these facts it would appear that Mr. Hornidge is under no obligation to act upon his tender, the circumstances upon which it was based having changed, nor could your Department compel him to continue the service at the amount tendered for. He is, therefore, entitled to be paid for his services so far at their true value, irrespective of the tender, and a new contract should be called for. I return the Inspector's report.

I have, &c.,

R. SEDGEWICK,
D.M.J.

OTTAWA, 22nd May, 1890.

SIR,—I have the honour to acknowledge the receipt of your letter of the 19th inst., containing a statement of your opinion respecting the claim of Mr. R. L. Hornidge against this Department, and to thank you for the same.

But, I observe two errors in your review of the facts and to these I would like to draw your attention. The first arises from having confounded the names of the two mail services concerned. Throughout your letter you mention the Russell and Osgoode Station service as the one in the hands of Mr. Hornidge, and the Metcalfe and Ottawa service as competing for the passenger traffic. The reverse is the case.

You also infer from the statements in the Post Office Inspector's report, that Mr. Hornidge did not execute the contract for the Metcalfe and Ottawa service. This is not the fact. The contract was executed on the 13th June last, and Mr. Hornidge entered upon the performance of his contract on the 1st July, in accordance with the terms of his tender.

I should like to know to what extent, if any, your opinion as to the merits of the claim will be modified by the new facts regarding it.

I am, &c.,

WM. WHITE,
Deputy Postmaster General.

R. SEDGEWICK, Esq.,
Deputy Minister of Justice,
Ottawa.

OTTAWA, 2nd June, 1890.

SIR,—Referring to your letter of the 22nd May, calling my attention to two mistakes made in my report upon its matter of the 19th May, I have to state that the mistake in the names of the two services does not affect the question, and further, if the determination to continue the old service was come to after the execution of the contract by Mr. Hornidge, I can make no change in the advice already given to your Department. If, however, Mr. Hornidge executed the contract after he knew of the determination of the Department to maintain both services, the case will be altogether different.

I may also say that when I wrote my last letter, I understood from one of your officers that no actual contract had been signed by Mr. Hornidge.

I have, &c.,

ROBT. SEDGEWICK,
D.M.J.

Lieut.-Colonel WHITE,
Dep. Postmaster General,
Ottawa.

OTTAWA, 6th October, 1890.

SIR,—Referring to your report No. 543 of the 30th April last, on a claim made by Mr. R. L. Hornidge, contractor for the Metcalfe and Ottawa mail service on the ground that he was induced to undertake this service at a low rate, believing that the service between Russell and Osgoode station was to be done away with, and that the retention of the latter service deprived him of a large portion of the passenger traffic between that section of the country and Ottawa, I am to say that the Postmaster General has decided to allow Mr. Hornidge compensation at the rate of \$300 per annum between the 1st April last and the 31st December next. Mr. Hornidge has been paid \$75 for the June quarter, and is being paid a similar amount for the quarter just ended. You will please be good enough to estimate for the balance of the sum due on your December contractors' pay list.

After the 31st December next, the rate of remuneration fixed by the contract will be reverted to.

I am, &c.,

W. D. LESUEUR,
Secretary.

T. P. FRENCH, Esq.,
P. O. Inspector,
Ottawa.

OTTAWA, 2nd July, 1891.

SIR,—I take the liberty of addressing you to remind you of a conversation which we had concerning an increased allowance for conveying the mails between Metcalfe and Ottawa. I would respectfully request that you will not forget to give my case an early consideration as I have been led to believe by Messrs. McIntosh and Isbester that the Department of the Post Office is not unfavourably disposed toward me.

I simply write this letter fearing that in the press of more important business my small matter may be overlooked.

I remain, &c.,

R. L. HORNIDGE.

Col. WM. WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 11th August, 1891.

SIR,—For the 9 months previous to January, 1891, you were kind enough to allow me \$25 per month extra on my contract for conveying mails between Metcalfe and Ottawa, since which time I have received nothing.

I was led to believe by promises from Messrs. McIntosh, James Isbester, John Wood (Brockville) and Col. White (Deputy P. M. G.) that you were willing to continue the same allowance subsequent to 1st January, 1891, that you generously gave me previously to that date.

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I would respectfully ask you to give this matter your early consideration as I am a poor man and badly in want of money, and nobody can run that mail between here and Metcalfe for the present contract price.

Hoping I will soon get a favourable answer from you,

I remain, &c.,

R. L. HORNIDGE.

HON. JOHN HAGGART,
Postmaster General.

OTTAWA, 30th September, 1891.

SIR,—I am desired by the Postmaster General to inform you that he has decided to allow Mr. Hornidge, contractor for the Metcalfe and Ottawa mail service compensation at the rate of \$300 per annum for the current year. You will please be good enough to estimate accordingly in your contractor's pay list.

After the 31st December next the rate of remuneration fixed by the contract will be reverted to.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

F. HAWKEN, Esq.,
Post Office Inspector,
Ottawa.

OTTAWA, 22nd December, 1891.

SIR,—Having sustained an accident through which I lost the use of two horses, I am unable to carry on my contract with the Government for the carriage of mails between Ottawa and Metcalfe, for want of pecuniary means to secure another team.

I am much obliged to you and the Deputy Postmaster General for your former favours, but this accident has left me in a bad position, and if you can relieve me of the contract at your earliest convenience, you will greatly oblige.

Your obedient servant,

R. L. HORNIDGE.

HON. J. G. HAGGART,
Postmaster General,
Ottawa.

OTTAWA, 29th December, 1891.

SIR,—I have the honour to acknowledge the receipt of your letter of the 22nd instant, applying to be relieved of your contract for the mail service between Metcalfe and Ottawa. In reply I am to state that the Postmaster General has instructed that your wishes in this matter be carried out.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. R. L. HORNIDGE, Ottawa.

Authorizing Arrangement for Mail Service.

No. 133 B.

POST OFFICE DEPARTMENT, CANADA,
MAIL SERVICE BRANCH,
OTTAWA, 29th December, 1891.

(Memorandum for the Post Office Inspector at Ottawa.)

The Postmaster General having had under consideration the question of releasing the contractor for the Metcalfe and Ottawa mail service from his contract, authorizes the following arrangement:

The termination of the present contract for the mail service between Metcalfe and Ottawa, and the issuing of notices inviting tenders for a new contract for the above service.

The Inspector will please be so good as to arrange accordingly.

ARTHUR LINDSAY,
Superintendent.

Authorizing Arrangement for Mail Service.

No. 299 B.

POST OFFICE DEPARTMENT, CANADA,
MAIL SERVICE BRANCH,
OTTAWA, 30th January, 1892.

(Memorandum for the Post Office Inspector at Ottawa.)

The Postmaster General, having had under consideration the instructions issued for the Metcalfe and Ottawa service, authorizes the following arrangement:

That no action be taken on Departmental letter No. 133B, of the 29th ultimo, respecting the Metcalfe and Ottawa mail service.

The Inspector will please be so good as to arrange accordingly.

WILLIAM SMITH,
for Superintendent.

OTTAWA, 14th March, 1892.

DEAR SIR,—On 1st July, 1889, I was awarded a contract for four years for the conveyance of mails between Ottawa and Metcalfe, which contract I am still carrying on. The original contract price was \$345 per year; but in consequence of some alterations being made in other contracts running into the road which we pass over, thereby reducing my revenue from passengers, the Honourable John G. Haggart, late Postmaster General, was kind enough to grant me an additional \$300 per year.

I would ask you if you would be kind enough to see Sir Adolphe Caron, Postmaster General, as soon as possible, and see if he would oblige me by continuing this extra allowance of \$300 per year. I would state that Col. White, Deputy Postmaster General, knows all about the circumstances, and if you would see him and get his co-operation I think he would greatly assist you.

I remain, &c.,

R. L. HORNIDGE.

HONORÉ ROBILLARD, Esq., M. P.,
Ottawa.

Contracts for Mail Service.

OTTAWA, 24th March, 1892.

MY DEAR MR. ROBILLARD,—Referring to the letter addressed to you by Mr. R. L. Hornidge, which you inclosed to me, applying to have the \$300 per annum gratuity granted to him, in consideration of the detriment to his passenger traffic by the retention of the service between Russell and Osgoode station, be continued until the expiration of the present contract, I beg to say that I have much pleasure in authorizing that this arrangement be continued.

Yours faithfully,

A D O L P H E P. C A R O N.

The contract which was the subject of this correspondence, expiring on the 30th June, 1893, tenders were invited for a new contract, due to be opened on the 19th May, 1893; but on the 10th April the notices inviting tenders were withdrawn, and instructions issued for the renewal of Mr. Hornidge's contract for a further term of four years, the instructions regarding the rate of payment being as follows: "\$345 per annum, with additional \$300 per annum on account of competition."

Mountain and Vancamp.

This contract was let without tender at \$140 per annum, while there was in the Department a tender for \$99 per annum, the loss involved being \$164 for the contract term.

This service was let by tender from the 1st July, 1892, the contract having been awarded to the lowest tenderer, Mr. Reuben Shaver, at the rate of his tender, \$140 per annum. This contract was renewed with Mr. Shaver on the same terms and conditions from the 1st July, 1896.

Prior to the awarding of the contract in 1896, tenders were invited, due to be opened on the 8th May. The notices inviting tenders were withdrawn by direction of the Postmaster General issued on the 5th May, the day on which the renewal with Mr. Shaver was authorized.

Tenders received:—

Henry E. Carson	\$ 99 00
S. W. VanAllen	118 00
James Richardson	120 00
Reuben Shaver	140 00

CORRESPONDENCE.

MOUNTAIN, 18th April, 1896.

DEAR SIR,—The notices asking for tenders for the conveyance of Her Majesty's mails from Mountain to Vancamp arrived on the 16th inst., and have been exposed to view as requested. I have had the privilege of conveying the mails on the said route for nearly two terms, and as I have conveyances necessary, I would just say that I am willing to accept the contract at the same rate as at present, one hundred and forty dollars per annum, and my bail the same as at present, both responsible.

Yours obediently,

F. HAWKEN, Esq.,
P. O. Inspector,
Ottawa.

R. SHAVER, P.M.

(Private.)

OTTAWA, 24th April, 1896.

MY DEAR MR. ROSS,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Mountain and Vancamp. The name of the present contractor is Mr. R. Shaver, whose application for renewal the Inspector recommends.

Yours faithfully,

W M. WHITE.

H. H. ROSS, M.P.,
Iroquois, Ont.

(Private.)

IROQUOIS, 27th April, 1896.

MY DEAR COL. WHITE,—In reply to your favour of the 24th inst., I beg to recommend the renewal of contract for the mail service between Mountain and Vancamp.

Yours very truly,
H. H. ROSS.

Lt.-Col. WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 5th May, 1896.

MY DEAR MR. ROSS,—I beg to inform you that in accordance with the recommendation contained in your letter of the 27th ulto., the renewal of Mr. R. Shaver's contract for the mail service between Mountain and Vancamp has been authorized for a further term.

Yours faithfully,
WM. WHITE.

H. H. Ross, Esq.,
Iroquois, Ont.

Murray and Railway Station.

This contract was let without tender at \$180 per annum, while there was in the Department a tender for \$149.76 per annum, the transaction involving a loss of \$120.96 for the contract term.

The service was let by tender from the 1st January, 1890, the contract having been awarded to the lowest tenderer, Mr. S. Homan, at the rate of his tender, \$90 per annum. The frequency of the service which at the time the contract was let was semi-daily, was increased to four times daily on the 17th May, 1893, the compensation being advanced in correspondence therewith to \$180 per annum, and about the same time the contract was transferred to Mr. Homan's sureties, Messrs. H. W. Hayes and George D. Wells. On the 1st January, 1894, a contract was made with Mr. George D. Wells at the rate of \$180 per annum, as a renewal of the former contract.

Prior to the awarding of this contract to Mr. Wells, tenders were invited, due to be opened on the 13th October, 1893.

The following tenders were received, but not considered :—

Peter Quackenbush.....	12c. or \$149.76 per annum.
Charles Davis.....	\$149.76

CORRESPONDENCE.

DUNDONALD, 12th October, 1893.

MY DEAR WHITE,—Mr. George Wells wants the contract again to carry the mail from Murray post office to the town of Trenton. I inclose his letter. I will be pleased for him to have it renewed.

Yours faithfully,
E. COCHRANE.

Inclosure.

MURRAY, 26th September, 1893.

DEAR SIR,—Yours of the 21st came to hand last Saturday. You say you can get the contract for me at the same price as now paid, 14½ cents per trip. Now I will take it for that if you cannot get me any higher, but I think it really should be more, but if you cannot do so we will have to be satisfied. But try at least for the 15 cents per trip, that is if you can, if not we will take it at the old price. Thanking you very much for your kindness.

I remain, &c.,
GEORGE WELLS.

P.S.—If anything should occur that you cannot get it, please let me know. If I do not hear from you I will take it for granted that I have it.

G. W.

Contracts for Mail Service.

OTTAWA, 16th October, 1893.

MY DEAR MR. COCHRANE,—I have much pleasure in informing you that, in accordance with recommendation contained in your letter of the 12th inst., I have authorized the renewal of Messrs. G. D. Wells' and H. W. Hayes' contract for the mail service between Murray and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

E. COCHRANE, Esq., M.P.,
Dundonald, Ont.

North Keppel and Owen Sound.

This contract was let without tender at \$275 per annum, while there was a tender in the Department for \$229 per annum, the loss involved being \$184 for the contract term.

The service was let by tender from the 1st July, 1890, the contract having been awarded to the lowest tenderer, Mr. Wm. Johnstone, at the rate of his tender, \$275 per annum.

Prior to the termination of this contract which took place on the 30th June, 1894, tenders were invited, due to be opened on the 13th April. The tenders received were not considered, and on the 16th April instructions issued for the renewal of Mr. Johnstone's contract for a further term.

Tenders received:—

W. Flarity.....	\$229 00
G. T. Graham.....	267 00
W. Shier.....	274 00
W. Johnstone.....	275 00
W. Gladstone.....	350 00

CORRESPONDENCE.

OTTAWA, 7th April, 1894.

DEAR SIR,—William Johnstone, mail carrier between North Keppel and Owen Sound, wishes to renew his contract at the same price and terms as at present. As the price is low and Mr. Johnstone has faithfully performed the service, is there any objection to doing so?

Yours truly,

JAMES MASSON.

Lt.-Col. WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 16th April, 1894.

MY DEAR MR. MASSON,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 7th inst., I have authorized the renewal of Mr. W. Johnstone's contract for the mail service between North Keppel and Owen Sound for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

J. MASSON, Esq., M.P.,
House of Commons,
Ottawa.

Oakville and Trafalgar.

This service was let by tender on the 1st October, 1882, Edward Hillmer securing the contract as lowest tenderer. The rate was \$225 per annum. This rate has been paid since that time, the original price having been maintained by a series of renewals of four year terms.

The present Government having put this service up to tender, a contract has been obtained at \$60 per annum, and a saving effected of \$660 for the term.

CORRESPONDENCE.

OTTAWA, 21st June, 1894.

DEAR SIR,—Mr. Edward Hillmer's contract for carrying the mail between Oakville and Postville or Trafalgar post office will expire on or about 30th September next. Will you do me the favour of renewing his contract for another four years on the same terms as heretofore and greatly oblige. Please advise me on the matter at your earliest convenience.

I am, &c.,

G. C. McKINDSEY.

Hon. Sir A. P. CARON, K.C.M.G.,
Postmaster General.

OTTAWA, 5th July, 1894.

DEAR SIR,—I understand the contract for mail service between Oakville and Trafalgar, in the County of Halton, will expire on 30th September of this year. I shall be pleased if you can extend the present contract with Mr. E. Hillmer for a further term at the same price.

I am truly yours,

D. HENDERSON.

Col. WHITE,
Deputy Postmaster General,
Ottawa.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited?
10. Is the price a reasonable one?
11. Have the duties been performed satisfactorily by the contractor?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE,
TORONTO, 30th June, 1894.

1. Oakville and Trafalgar.
2. E. Hillmer.
3. Six times per week.
4. Four miles.
5. \$225.
6. 30th September, 1894.
7.
8. Renewal.
9. After renewal was authorized.
10. Fairly reasonable.
11. Yes.

Contracts for Mail Service.

12. Is he willing to accept a renewal of this contract on the existing terms and conditions ? 12. Yes.
13. Would it be in the interest of the service to renew this contract ? 13. If tenders were invited it is probable that the contract may be obtained at a less price than is now paid for it.
14. Is there any other information which would help the Postmaster General in coming to a decision ? 14. No.

R. W. BARKER,
Post Office Inspector.

OTTAWA, 6th July, 1894.

MY DEAR MR. HENDERSON,—I have much pleasure in informing you that, in accordance with your recommendation, I have authorized the renewal of Mr. E. Hillmer's contract for the mail service between Oakville and Trafalgar for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

D. HENDERSON, Esq., M. P.,
House of Commons, Ottawa.

OTTAWA, 6th July, 1894.

MY DEAR SENATOR MCKINDSEY,—I have much pleasure in informing you that, in accordance with the recommendation contained in your letter of the 21st ultimo, I have authorized the renewal of Mr. E. Hillmer's contract for the mail service between Oakville and Trafalgar for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable
G. C. MCKINDSEY, Senator,
The Senate, Ottawa.

Orillia and Rugby.

Shortly after this contract was let, a renewal having been authorized without tender at \$225.36 per annum, an offer was received for the service at \$200 per annum, a loss taking place of \$101.44 for the contract term.

With these facts before it, the present Government cancelled the contract on three months' notice, and, having invited tenders, obtained a contract at \$160 per annum, thus effecting a saving of \$261.44 for the contract term.

The service was let by tender last from the 1st April, 1891, the contract having been awarded to the lowest tenderer, Mr. James Millard, at the rate of his tender, 72 cents per trip, or \$225.36 per annum. The contract made at that time was renewed on the same terms and conditions, from the 1st April, 1895.

The following correspondence took place regarding the letting of the latter contract.

CORRESPONDENCE.

MIDLAND, 21st August, 1894.

DEAR SIR ADOLPHE,—Will you be good enough to renew mail contract of James Millard between Orillia and Rugby for four year term at old figure, and oblige.

Yours faithfully,

WILLIAM H. BENNETT.

Sir A. P. CARON,
Postmaster General,
Canada.

OTTAWA, 19th September, 1894.

MY DEAR MR. BENNETT,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 21st ulto., the Postmaster General has authorized the renewal of Mr. J. Millard's contract for the mail service between Orillia and Rugby for a further period of four years.

Yours faithfully,

WM. WHITE.

W. H. BENNETT, Esq., M.P.,
Midland, Ont.

RUGBY, 6th March, 1895.

DEAR SIR,—I do not know whether you have asked for tenders for the next term of mail carrying between Rugby and Orillia or no, as I have not seen any advertisements yet, but I drop you this to let you know that I am willing to do the work for the sum of two hundred dollars per year.

I would take the mail from Rugby to Orillia first, as I live at Rugby, to meet the train going north, so that it would go that day, and it would be there also for the train in the evening going south, so that the mail going north and the mail going south could both go the same day.

Yours truly,

WILLIAM M. HORNE.

OTTAWA, 8th March, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 6th inst., offering to perform the mail service between Orillia and Rugby for \$200 per annum. In reply I am to say that the Postmaster General regrets that he cannot entertain your offer, as he has authorized the renewal of the contract for a further period of four years, deeming it in the interest of the service to do so.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. W. M. HORNE,
Rugby, Ont.

Penville and Tottenham.

This contract was let without tender at \$269 per annum. As there was in the Department a tender for \$239 per annum, the case involved a loss of \$120 for the contract term.

The present Government, on becoming aware of these facts, cancelled the contract on three months' notice, and having invited tenders, secured a contract at the rate of \$189 per annum, and effected a saving of \$80 per annum or \$320 for the contract term.

The service was let by tender from the 1st of April, 1889, the contract having been awarded to the lowest tenderer, Mr. Wm. Armstrong, at the rate of his tender, \$269 per annum. On the 1st of October, 1892, the contract was transferred to Mr. D. N. Williams, and with him renewed on the same terms from the 1st April, 1893.

For the contract which went into operation on the 1st April, 1893, tenders were invited, due to be opened on the 24th of January, 1893. The following tenders were received but not considered the authority for the renewal of Mr. Williams' contract having issued on the 6th of February.

M. J. Casserly.....	\$239 00
Thomas Bruce.....	250 00
Walter Henry.....	250 00
Bart. Carroll.....	255 00
James Roe.....	258 00

Contracts for Mail Service.

CORRESPONDENCE.

BRADFORD, 12th January, 1893.

MY DEAR SIR,—I have the honour to report that the contractor for the mail service between Tottenham, Penville, Dunkerron and Tuam, is anxious to renew his present contract for a further term, and I beg to recommend that his contract be renewed.

I have the honour, &c.,

R. TYRWHITT.

The Honourable
The Postmaster General.

OTTAWA, 16th January, 1893.

MY DEAR COL. TYRWHITT,—I am in receipt of your letter of the 12th inst., recommending that the present contract for the mail service between Penville and Tottenham be renewed for a further term. In reply, I beg to say that the matter will have the attention of the Department.

Yours faithfully,

ADOLPHE P. CARON.

Lt.-Col. TYRWHITT, M.P.,
Bradford, Ont.

BRADFORD, 16th January, 1893.

MY DEAR SIR,—I inclose a communication which appears to be intended for a tender for a mail contract.

I have written my correspondent to communicate directly with the Department, and simply forward the inclosed in the event of his being unable to get a proper form in time.

Should this man's tender be the lowest, he will, I think, perform the work satisfactorily.

I have, &c.,

R. TYRWHITT.

The Honourable
The Postmaster General.

(Inclosure.)

TUAM, 2nd January, 1893.

SIR,—The tenders for the carrying of the mails between Tottenham and Penville are now open for tender, and I want to know if you would try to help me for to get the conveying of it.

* * * * *

Yours truly,

JAS. ROE,

Postmaster, Tuam.

Col. TYRWHITT, M.P.

OTTAWA, 17th January, 1893.

MY DEAR COL. TYRWHITT,—I am in receipt of your letter of the 16th inst., recommending the tender of Mr. James Roe for the mail service between Penville and Tottenham. In reply I beg to say that when the tenders for this service are dealt with that made by Mr. Roe will have every consideration.

Yours faithfully,

ADOLPHE P. CARON.

Lt.-Col. TYRWHITT, M.P.,
Bradford, Ont.

TOTTENHAM, 28th January, 1893.

DEAR FRIEND,—I thought I would drop you a few lines as you are at Ottawa, respecting that mail contract as the tenders close to-day, and you might if you think it necessary, call on the Postmaster General, as I am a little more anxious than when I saw you last, as there are a few Grits sent in tenders, and have been sounding their trumpet that I am left. You remember the route, Penville, Dunkerron, Tuam and Tottenham contract. This is sufficient; same contract as before.

Wishing you success as ever, your friend,

D. M. WILLIAMS,
Tottenham, Ont.

Col. R. TYRWHITT, M.P.

OTTAWA, 2nd February, 1893.

MY DEAR COL. WHITE,—Referring to your letter of yesterday on the subject of the Penville and Tottenham service, I had indeed forgotten that I had forwarded James Roe's letter accompanied by a recommendation, but as both men are friends of mine and the case being open to a satisfactory explanation, that there is no guarantee that Roe's tender, if opened, is the lowest, I beg to recommend that Mr. D. Williams be allowed to continue his contract at the old rate.

I am, yours truly,

R. TYRWHITT.

OTTAWA, 7th February, 1893.

MY DEAR COL. TYRWHITT,—In reply to your letter of the 2nd inst., I beg to inform you that in accordance with your recommendation I have authorized that the contract of Mr. D. M. Williams for the Penville and Tottenham service may be renewed.

Yours faithfully,

ADOLPHE P. CARON.

Lt.-Col. TYRWHITT, M.P.
House of Commons,
Ottawa.

Port Hope and Street Letter Boxes.

This contract was let without tender at \$200 per annum, while there was a tender in the Department for \$149 per annum. The loss resulting is \$204 for the contract term.

The service, which went into operation on the 1st October, 1881, has never been let by tender. A contract was made with Mr. John Caldwell for the service at the time it began, at the rate of \$150 per annum, which was increased to \$200 per annum on the 1st of June, 1885, and the service has remained in Mr. Caldwell's hands at this rate until the 30th September, 1895, when it was transferred to Mr. Robert Elliott, and with him renewed for a period of four years at that rate.

Prior to the awarding of the contract from the 1st October, 1895, tenders were invited for it, due to be opened on the 19th July, 1895. The tenders received in response to these notices were not considered as the authority to renew the contract and withdraw the notices, issued on the 15th July.

The following tenders were received:—

C. R. Adamson.....	\$149 00
H. Trusdal.....	250 00
G. Laverty.....	350 00

Contracts for Mail Service.

CORRESPONDENCE.

HOUSE OF COMMONS, OTTAWA, 5th July, 1895.

MY DEAR COL. WHITE,—I intended calling on you but am leaving this morning for home. I am going to suggest that, as I intended to recommend the renewal of the contract for collecting mail matter from the letter boxes at Port Hope, it might be better to withdraw the advertisement asking for tenders.

I am sincerely,

T. DIXON CRAIG.

LT.-COL. WHITE,
Deputy Postmaster General,
Ottawa.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited?
10. Is the price a reasonable one?
11. Have the duties been performed satisfactorily by the contractor?
12. Is he willing to accept a renewal of this contract on the existing terms and conditions?
13. Would it be in the interest of the service to renew this contract?
14. Is there any other information which would help the Postmaster General in coming to a decision?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE,
TORONTO, 11th July, 1895.

1. Port Hope and street letter boxes.
2. John Caldwell.
3. Twelve times per week.
4. Four miles per round trip.
5. \$200 per annum.
6. 30th September, 1895.
7. 21st August, 1891.
8. Renewal.
9. Yes.
10. Fairly reasonable.
11. Yes.
12. Yes.
13. It is believed that the contract in question can be obtained at a lower price than is at present paid for it.
14. Tenders have already been invited by advertisement for the contract.

R. W. BARKER,
Post Office Inspector.

OTTAWA, 15th July, 1895.

MY DEAR MR. CRAIG,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 5th inst., I have authorized the renewal of Mr. J. Caldwell's contract for the mail service between Port Hope and street letter boxes for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

T. D. CRAIG, Esq., M.P.,
House of Commons,
Ottawa.

Riverview and Corbetton.

At the time this contract was let without tender, the Department had before it a report from the Inspector, who was instructed to make inquiries as to the advisability of a renewal of the former contract, to the effect that the rate was an excessive one. The contract was made for \$93.60 per annum, while there was a tender in the Department for \$76 per annum, the loss being \$70.40 for the contract term. The contractor, who was allowed \$93.60 per annum, himself tendered at \$78 per annum.

The service was let by tender last on the 1st July, 1889, the contract being awarded to the lowest tenderer, Mr. Hugh Jordan, at the rate of his tender, \$62.40 per annum. On the 1st July, 1891, this was raised to \$93.60 on the service being increased from semi-weekly to tri-weekly. The contract was renewed for four years at \$93.60 with Mr. Jordan from the 1st July, 1893.

Prior to the letting of the contract which went into operation on the 1st July, 1893, tenders were invited for the contract, due to be opened on the 28th April. The tenders received were not considered and instructions issued on the 2nd May for the renewal of Mr. Jordan's contract.

Tenders received :—

J. W. Thompson.....	\$76 00
Hugh Jordan.....	78 00
Edward Vance.....	78 00
David Martin.....	99 00

CORRESPONDENCE.

MARKDALE, 15th April, 1895.

DEAR SIR,—Mr. Hugh Jordan of Riverview, who has the contract for mail carrying between that office and Corbetton, desires to get his contract renewed for another term. As I understand that the work has been performed satisfactorily in the past, and that it is for a moderate figure, therefore, I respectfully recommend its renewal for another term.

Yours truly,

T. S. SPROULE.

The Honourable
The Postmaster General,
Ottawa.

POST OFFICE INSPECTOR'S OFFICE,

BARRIE, 25th April, 1893.

No. 836.

SIR,—Referring to the letter of the Superintendent of the Mail Contract Branch, of the 18th inst., requesting me to report upon the application for the renewal of Mr. Hugh Jordan's contract for the mail service between Riverview and Corbetton and railway station, County Grey, east riding, I have the honour to report that the contract is for carrying the mail three times per week, distance $3\frac{3}{4}$ miles, at the rate of \$93.60 per annum, until the 30th June next.

Mr. Jordan has performed the service with the utmost regularity, and has given general satisfaction. The price, however, is considered a little excessive. I have not heard of any other person intending to tender for the contract.

I have, &c.,

DANIEL SPRY,

Post Office Inspector.

The Honourable
The Postmaster General,
Ottawa.

OTTAWA, 2nd May, 1893.

MY DEAR DR. SPROULE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 15th ulto., I have authorized the renewal of Mr. Hugh Jordan's contract for the mail service between Riverview and Corbetton railway station for a further term of four years.

Yours faithfully,

ADOLPHE P. CARON.

Dr. T. S. SPROULE, M.P.,
Markdale, Ont.

Contracts for Mail Service.

Rockford and Railway Station.

This contract was let without tender at \$145 per annum, while there was in the Department a tender for \$110 per annum. When these facts were brought to the attention of the present Government, it directed that the contract be cancelled on three months' notice, and that a contract be made with the lowest tenderer, at the rate of his tender, thus checking a loss of \$140 for the contract term.

The service was let by tender from the 1st April, 1892, the contract having been awarded to the lowest tenderer, Mr. Martin Cook, jun., at the rate of his tender, \$145 per annum.

Prior to the termination of this contract, which took place on the 31st March, 1896, tenders were invited, due to be opened on the 3rd January, 1896. The tenders received were not considered, and on the 15th January instructions issued for the renewal of Mr. Cook's contract for a further term of four years at the same rate, viz.: \$145 per annum.

Tenders received:—

W. Richard	\$110 00
Annie Russell.....	115 00
Martin Cook, jun.....	118 94

CORRESPONDENCE.

ROCKFORD, 18th July, 1895.

DEAR SIR,—As my term will soon expire on this mail contract, I thought I would write you, and if all parties are satisfied I would take it for another term at the same rate, \$145.

If convenient please write soon.

Your obedient servant,

MARTIN COOK, JUN.,
Mail Contractor.

To the Postmaster General,
Ottawa, Canada.

OTTAWA, 31st July, 1895.

MY DEAR DR. SINCLAIR,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Rockford and railway station. The present contractor is Mr. Martin Cook, jun., whose application for renewal the Inspector recommends.

Yours faithfully,
W. WHITE.

L. C. SINCLAIR, Esq.,
Tilsonburg, Ont.

VILLA NOVA, 31st October, 1895.

DEAR SIR,—I understand that Mr. Martin Cook, mail carrier between Rockford and the M. C. Ry. and Villa Nova and the M. C. Ry., is willing to re-engage the service of mail carrier between the above named points for another term at the same salary, and if satisfactory to yourself to re-appoint him for another term. Please allow me to say that he has done this work in a very satisfactory manner during the whole of the past term, and I take this opportunity now to recommend him for a new appointment to the same office, and thus save the trouble of taking new tenders and the chance of getting a less competent man. I also think his present salary low enough to do the work as it should be.

Yours, &c.,

W. R. SHEARER,
Postmaster, Villa Nova.

Postmaster General,
Ottawa, Ont.

OTTAWA, 14th November, 1895.

MY DEAR DR. SINCLAIR,—On the 31st July last I wrote asking whether you would recommend the renewal of Mr. Martin Cook's contract for the mail service between Rockford and railway station, but so far have not heard from you.

Will you kindly let me have your reply as soon as convenient.

Yours faithfully,

W. WHITE.

Dr. L. C. SINCLAIR,
Tilsonburg, Ont.

OTTAWA, 17th December, 1895.

MY DEAR DR. SINCLAIR,—On the 14th November last I wrote asking whether you had any objection to the renewal for a further period of four years of Mr. Cook's contract for the mail service between Rockford and railway station, but so far have not received your reply. Will you kindly let me hear from you as soon as possible.

Yours faithfully,

W. WHITE.

Dr. L. C. SINCLAIR,
Tilsonburg, Ont.

OTTAWA, 8th January, 1896.

MY DEAR DR. SINCLAIR,—I beg to again draw your attention to the recommendations for the renewal of the contracts of Mr. Martin Cook for the Rockford and railway station service, and of Mr. William Blanchard for the Renton and Tyrrell service, about each of which I have already written to you twice.

As it is now absolutely necessary to arrange at once for the new contracts, the Postmaster General would be glad to hear from you with as little delay as possible as to the advisability of renewing these contracts.

Yours faithfully,

W. WHITE.

L. C. SINCLAIR, Esq., M. D.,
Tilsonburg, Ont.

TILSONBURG, 10th January, 1896.

DEAR SIR,—*Re* the contract Rockford to railway station, I would be pleased if you would renew the contract to Mr. Cook; also Renton to Tyrrell, would be pleased to have the contract renewed to the present contractor.

I have the honour, &c.,

L. C. SINCLAIR.

Sir ADOLPHE CARON,
Postmaster General,
Ottawa.

OTTAWA, 18th January, 1896.

MY DEAR MR. SINCLAIR,—I have much pleasure in informing you that, in accordance with the recommendation contained in your letter of the 10th inst., I have authorized the renewal of Mr. Cook's contract for the mail service between Rockford and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

Dr. L. C. SINCLAIR,
Tilsonburg, Ont.

Contracts for Mail Service.

OTTAWA, 4th February, 1896.

SIR,—I have the honour to acknowledge the receipt of your letter of the 2nd inst., recommending the tender of Mrs. Annie Russell for the mail service between Rockford and railway station. In reply, I am to say that, when dealing with the tenders for this service, that of Mrs. Russell will receive every consideration.

I have the honour to be, sir,
Your obedient servant,

ARTHUR LINDSAY,
Superintendent.

Mr. W. R. SHEARER, Postmaster,
Villa Nova, Ont.

Rosemont and Shelburne.

At the time this contract was let without tender at \$520 per annum, there was in the Department an offer to do the same service for \$475 per annum. When this fact was brought to the attention of the present Government, it had the contract cancelled on three months' notice, and tenders invited. The result is that a contract has been obtained at the rate of \$295 per annum, and a saving effected of \$225 per annum, or \$900 for the contract term.

The service was let by tender last on the 1st November, 1882, the contract having been awarded to the lowest tenderer, Mr. Richard Atkinson, at the rate of his tender, \$520 per annum. The terms and conditions of this contract have been preserved until the present, by a series of renewals at intervals of four years, though the service has passed from the original holder into the hands of Thos. Henderson, jr., George Barber and George Moffat, by successive transfers.

In connection with the awarding of the contract which went into operation on the 1st October, 1894, the following correspondence appears:—

CORRESPONDENCE.

ROSEMONT, 3rd March, 1894.

SIR,—Please to renew the contract for four years more from the time mine expires, and on the same terms and conditions as my last one, and oblige.

Yours respectfully,

GEORGE MOFFAT,
Mail Carrier.

DANIEL SPRY, Esq.,
Post Office Inspector,
Barrie, Ont.

OTTAWA, 20th March, 1894.

MY DEAR SIR,—I have been advised that the contract between your Department and George Moffat for carrying the mails between Rosemont and Shelburne expires in October next. He is willing to renew the contract for a further term at existing rates, and would like to be advised at an early date of the prospects of a renewal.

I have, &c.,

R. TYRWHITT.

The Hon. Postmaster General.

(Inclosure.)

ROSEMONT, 17th March, 1894.

MY DEAR SIR,—As Mr. George Moffat's contract for carrying the mail from Rosemont to Shelburne expires in October of this year, and as you are in Ottawa now, please go to the Department and get it renewed for him for four years, and oblige your old friend as ever.

J. E. HANNA.

Col. TYRWHITT, M.P., Ottawa.

VIOLET HILL, 3rd April, 1894.

DEAR SIR,—It is rumoured that the mail contract between Rosemont and Shelburne is to be retained by the present mail carrier without any tenders, being received for the same. Now I hold that the contract would pay at \$475 (four hundred and seventy-five dollars). I am in a position to know, and throw out this suggestion, hoping that you will give it due consideration. It is a line that carries quite a number of passengers and parcels, therefore, it adds a considerable sum to his remuneration. Farmers are burdened enough without paying exorbitant salaries.

Please give what I have stated due weight and give the people fair play.
Allow me the honour to be your obedient servant,

RICHARD ALLEN.

OTTAWA, 7th April, 1894.

MY DEAR COL. TYRWHITT,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 20th ultimo, I have authorized the renewal of Mr. G. Moffatt's contract for the mail service between Rosemont and Shelburne for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

Lt.-Col. TYRWHITT, M.P.,
House of Commons, Ottawa.

St. Catharines and Street Letter Boxes.

This contract is a renewal without tender of a preceding contract at \$313 per annum, which was itself an agreement made without tender, in violation of the clause in the statutes forbidding the making of any contract for an amount exceeding \$200 per annum without first inviting tenders. When the present Government became aware of this fact it directed the cancellation of the contract on three months' notice, and had tenders invited. A regular contract has been made at \$235 per annum, and a saving effected of \$102 per annum or \$408 for the contract term.

The service was given to Mr. Jocelyn J. Richardson, by private agreement, on the 1st January, 1889, the rate being \$313 per annum. On the 1st July, 1889, this agreement was replaced by a four years' contract at the same rate. The rate increased to \$337 per annum, in consequence of some additional travel.

CORRESPONDENCE.

ST. CATHARINES, 24th November, 1888.

(Private.)

MY DEAR HAGGART,—I understand the letter collector of this city (M. P. Shields), intends to resign or has resigned. I would like to have the naming of his successor. He was a mean Grit as are all the officials in the post office here. I really wish you could see your way to taking over this post office and cancelling the officials.

Faithfully,

J. C. RYKERT.

POST OFFICE INSPECTOR'S OFFICE,
TORONTO, 30th November, 1888.

No. 797.

SIR,—I am informed by Mr. R. Lawrie, postmaster at St. Catharines, in the county of Lincoln, that Mr. Patrick Shields, collector of street letter boxes, in that city, who is a very old man, and who has been a most faithful and excellent box collector for a great many years is completely broken down in health, and that he desires to be released from his occupation on the 31st proximo.

Contracts for Mail Service.

In view of Mr. Shields's condition, I shall be pleased to receive your authority to employ a temporary box collector, for say three months, so that tenders may be invited for clearing the street letter boxes at St. Catharines, the new contract to take effect from 1st April next.

I have, &c.

M. SWEETNAM.

Post Office Inspector.

The Honourable
The Postmaster General,
Ottawa.

ST. CATHARINES, 5th December, 1888.

HONOURABLE SIR,—Mr. Shields having sent in his resignation as letter carrier at St. Catharines, I take the liberty of asking you for the appointment. I have been carrying the mail from the post office to the Welland railway eight years and have the contract for four years more, and the gathering of the letters would find me enough to do as I have to keep a horse.

I remain, &c.,

MATTHEW IRESON,

St. Catharines, Ont.

To the Postmaster General,
Ottawa.

ST. CATHARINES, 5th December, 1888.

MY DEAR WHITE,—I understand the messenger who collects the letters in this city has resigned, and the Inspector Sweetnam thought I had better send in the name of a good reliable man. Mr. Jocelyn J. Richardson has been very highly recommended and was the first applicant. Will you kindly submit his name to the Postmaster General.

Faithfully,

J. C. RYKERT.

OTTAWA, 7th December, 1888.

MY DEAR RYKERT,—In reply to your letter of the 5th inst., recommending that the contract for the service of the street letter boxes in St. Catharines be given to Mr. Joseph J. Richardson. I beg to inform you that I have had much pleasure in meeting your wishes in this matter.

Yours faithfully,

JOHN HAGGART.

J. C. RYKERT, Esq., M.P.,
St. Catharines, Ont.

(Private.)

ST. CATHARINES, ONT., 27th May, 1889.

MY DEAR WHITE,—I would like to see Richardson get the contract for four years if possible. I return the letter of Inspector.

Faithfully,

J. C. RYKERT.

(Inclosure.)

POST OFFICE INSPECTOR'S OFFICE,
TORONTO, Ont., 14th May, 1889.

Referring to your letter No. 819 B., dated the 1st December last, in which I am notified that a temporary arrangement from the 1st January, 1889, be made with Mr. Jocelyn Richardson for the collection of the street letter boxes at St. Catharines, and that the question of advertising the service will receive the Postmaster General's attention in a short time—will you kindly let me know whether a four years' contract is to be made with Mr. Richardson or whether the service is to be advertised, or the case disposed of in some other way.

M. SWEETNAM,
P. O. Inspector.

W. D. LESUEUR, Esq.,
Secretary, P. O. Department,
Ottawa.

OTTAWA, 31st May, 1889.

MY DEAR RYKERT,—Referring to your letter of the 27th inst., stating that it is your desire that a regular contract be made with Mr. Jocelyn Richardson for the street letter box service in St. Catharines, I would say that I have had much pleasure in giving effect to your wishes in this matter.

Yours faithfully,
JOHN HAGGART.

J. C. RYKERT, Esq., M.P.,
St. Catharines, Ont.

The rate of pay was increased to \$337 per annum owing to an additional letter box. The contract made at that time expired on the 30th June, 1893.

(Private.)

ST. CATHARINES, Ont.

MY DEAR WHITE,—What is the reason for advertising for tenders for collecting the mail in this city? Richardson has had it for years and has given entire satisfaction. He is really very needy and a much deserving good man. I am sure the postmaster (although Grit) will certify to this. I would really like him to keep the place. I gave it to him some years ago.

See if you cannot let him keep the job.

Faithfully,
J. C. RYKERT.

He is a true Conservative.

OTTAWA, 9th March, 1893.

MY DEAR MR. RYKERT,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. J. J. Richardson's contract for the mail service between St. Catharines and street letter boxes for a further period of four years.

Yours faithfully,
ADOLPHE P. CARON.

J. C. RYKERT, Esq.,
St. Catharines, Ont.

Contracts for Mail Service.

Seaforth and Railway Station.

This contract was let without tender at \$187.80 per annum, while there was in the Department a tender for \$125.20 per annum. The loss has been \$250.40 for the contract term.

The service was let by tender from the 1st July, 1884, the contract having been awarded to the lowest tenderer, Mr. Samuel Dickson, at the rate of his tender, fifteen cents per trip, or, as there were four trips daily, \$187.80 per annum. These terms have been preserved by a series of renewals at intervals of four years.

Prior to the letting of this contract which went into operation on the 1st July, 1892, tenders were invited due to be opened on the 22nd April. The tenders received were not considered.

TENDERS RECEIVED.

Thomas Thomson.....	10 cts. per trip or \$125.20 per annum.
Samuel Dickson.....	15 cts. per trip or \$187.80 do

CORRESPONDENCE.

OTTAWA, 4th April, 1892.

DEAR SIR,—Mr. Samuel Dickson, Postmaster, Seaforth, sent me a communication stating that he had carried the mail from the post office to the railway station, and that his contract expires on the 1st July next. Mr. Dickson requested me to call on you and ascertain if the contract will be renewed on the same terms as the contract about to expire.

Mr. Dickson I think has performed the duties of his contract in a very satisfactory manner. No person can fill this contract as satisfactorily as the postmaster.

Hoping you may see your way to renew the contract with Mr. Dickson, and awaiting your answer.

I am yours respectfully,

JOHN McMILLAN, M.P.

Hon. Sir ADOLPHE CARON,
Postmaster General.

OTTAWA, 13th April, 1892.

MY DEAR SIR,—I am in receipt of your letter of the 4th inst., recommending the renewal of Mr. Samuel Dickson's contract for the mail service between the post office and station at Seaforth. In reply I beg to say that the matter will have the attention of the Department, but it would be advisable for Mr. Dickson to forward a regular tender in case the decision should be adverse to the renewal of the present contract.

Yours faithfully,

ADOLPHE P. CARON.

J. McMILLAN, Esq., M.P.,
House of Commons, Ottawa.

OTTAWA, 10th May, 1892.

MY DEAR SIR,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Seaforth and Railway Station. The present contractor is Mr. S. Dickson whose application the Inspector recommends. An early reply will oblige,

Yours faithfully,

WM. WHITE.

The Honourable,
J. C. PATTERSON,
Secretary of State.

NOTE.—“Mr. Patterson has no objection.”

E. F. JARVIS,
Private Secretary.

OTTAWA, 17th June, 1892.

MY DEAR MR. PATTERSON,—I have much pleasure in informing you that I have authorized the renewal of Mr. Samuel Dickson's contract for the mail service between Seaforth and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable

J. C. PATTERSON,
Secretary of State,
Ottawa.

The following correspondence appears in connection with the letting of this contract for the period commencing the 1st July, 1896:—

SEAFORTH, 11th February, 1896.

SIR,—The present contract for the carrying of the mail between the railway station and the post office will expire on the 30th June, and if agreeable to you would be pleased to have renewal of same.

Your obedient servant,

S. DICKSON.

Hon. Postmaster General,
Ottawa.

OTTAWA, 18th February, 1896.

MY DEAR MR. WEISMILLER,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Seaforth and railway station. The present contractor is Mr. S. Dickson, whose application for renewal the Inspector recommends.

An early reply will greatly oblige,

Yours truly,

WM. WHITE.

D. WEISMILLER, Esq.,
Hensall, Ont.

HENSALL, 4th April, 1896.

MY DEAR MR. WHITE,—The contracts for carrying the mails between Bayfield and Seaforth and Seaforth to station I would recommend to be given to the present contractors, as everything in connection with both contracts is satisfactory.

Yours truly,

D. WEISMILLER.

WM. WHITE, Esq.,
Deputy P. M. General,
Ottawa.

OTTAWA, 15th April, 1896.

MY DEAR MR. WEISMILLER,—In accordance with your recommendation of the 4th inst., I have authorized the renewal of the contract for the mail service between Seaforth and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

D. WEISMILLER, Esq.,
Hensall, Ont.

Contracts for Mail Service.

Snyder and Railway Station.

This contract was made without tender at \$125 per annum, the Department cancelling the acceptance of a tender for \$105 per annum. The transaction involved a loss of \$80 for the contract term.

With these facts before him, the present Government cancelled the contract on three months' notice. Tenders having been invited, a contract has been secured at \$88 per annum, and a saving effected which will amount to \$148 for the contract term.

The service has not been let by tender at any time. An agreement was made with Mr. T. Snyder for this service on the 1st November, 1886, the date on which the post office at Snyder was opened, and on its termination on the 31st December, 1887, it was converted into a four years contract, which, expiring on the 31st December, 1891, was renewed for a further period of four years.

On the approach of the expiration of the contract, due to terminate on the 31st December, 1895, tenders for a new contract from the 1st of January, 1896, were invited, the tenders being receivable until the 1st of November, 1895. On the 5th of November these tenders were opened, the following being the list:—

Joseph Bauer.....	\$105 00
Joseph Critz.....	120 00
John Morningstar.....	124 00
Thomas Snyder.....	125 00

The lowest tender was accepted and sent to the Inspector in Toronto as the basis of a contract if the successful tenderer and his sureties were satisfactory.

CORRESPONDENCE.

OTTAWA, 28th October, 1895.

MY DEAR SIR ADOLPHE,—The Rev. Dr. Snyder holds the mail carrying contract between Snyder post office and Stevensville, and I understand it expires in December. Dr. Snyder is very anxious for it to be renewed, and I shall be very glad indeed if you will arrange if possible to have it renewed.

Yours faithfully,

W. H. MONTAGUE.

The Hon. Sir A. P. CARON, K.C.M.G.,
Postmaster General,
Ottawa.

OTTAWA, 18th November, 1895.

MY DEAR DR. MONTAGUE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 28th ulto., I have authorized the renewal of Mr. T. Snyder's contract for the mail service between Snyder and Stevensville station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON,

The Hon. W. H. MONTAGUE,
Secretary of State,
Ottawa.

The accepted tender was returned to the Department on the 9th November by instruction, and the renewal at \$125 per annum was carried into effect.

South Bay Mouth and Tehkummah.

In this case the contract which terminated on the 31st December, 1895, was made without tender at \$102 per annum, while there was in the Department a tender of \$73 per annum. During that term the loss was, therefore, \$116. When the question of renewing the contract for the next term, was under consideration, the Department had before it a report that the rate which had been increased to \$150 per annum on account of additional travel, would probably be lowered if tenders were invited. The contract was renewed, however, though there was at the time a tender in the Department for \$120 for the contract term.

With these facts before him, the present Government cancelled the contract on three months' notice, and invited tenders. A contract has now been obtained at \$96 per annum, and a saving effected of \$216 for the contract term.

The service has not been let by tender. It came into existence on the 1st January, 1891, a private arrangement having been made with Mr. Samuel Sloan, at \$102 per annum. That arrangement was for one year only, and tenders which were due to be opened on the 1st November of that year, were asked for a new contract from 1st January, 1892.

The following tenders were received :—

R. Bowerman.....	\$ 73 00
T. Quackenbush.....	90 00
S. Sloan.....	102 00

These were not dealt with at the time as Mr. Sloan's contract at \$102 was renewed for four years on the same terms and conditions.

On the 1st July, 1892, the rate was increased from \$102 per annum to \$150 per annum, owing to the distance he had to travel being increased from eight miles to 19 miles by the addition to Michael's Bay to the route.

As the contract which would expire on the 31st December, 1895, was nearing its completion, tenders were invited, due to be opened on the 1st November, 1895.

Tender received.

Thomas A. Quackenbush.....\$120 00

CORRESPONDENCE.

PORT ARTHUR, 6th September, 1895.

MY DEAR SIR,—I beg to recommend for the favourable consideration of your Department the extension of the contract for carrying the mail between South Bay Mouth and Tehkummah.

Yours, &c.,

GEO. H. MACDONELL.

WILLIAM WHITE, Esq.,
Deputy Postmaster General,
Ottawa, Ont.

TEHKUMMAH, 20th September, 1895.

DEAR SIR,—Referring to renewal of mail contract between Tehkummah and South Bay Mouth, I am willing to carry the mail at Michael's Bay and The Slash, both going and returning from South Bay Mouth.

I remain, &c.,

SAMUEL SLOAN.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information :—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.

Inspector's reply.

POST OFFICE INSPECTOR'S OFFICE.

TORONTO, 3rd Oct., 1895.

1. South Bay Mouth and Tehkummah.
2. Samuel Sloan.
3. One time per week.
4. 19 miles.

Contracts for Mail Service.

- | | |
|--|--|
| <p>5. Cost of service.</p> <p>6. Date of termination of contract.</p> <p>7. Date of reception of tenders.</p> <p>8. Was this contract obtained by tender, renewal, transfer or otherwise?</p> <p>9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited?</p> <p>10. Is the price a reasonable one?</p> <p>11. Have the duties been performed satisfactorily by the contractor?</p> <p>12. Is he willing to accept a renewal of this contract on the existing terms and conditions?</p> <p>13. Would it be in the interest of the service to renew this contract?</p> <p>14. Is there any other information which would help the Postmaster General in coming to a decision?</p> | <p>5. \$150 per annum.</p> <p>6. 31st December, 1895.</p> <p>7. 1st November.</p> <p>8. Renewal.</p> <p>9. Notices inviting tenders were withdrawn.</p> <p>10. Fairly so.</p> <p>11. No complaints have been made</p> <p>12. Yes.</p> <p>13. It is very probable that the contract may be obtained at a lower price if tenders were received.</p> <p>14. Notices inviting tenders for the contract have been issued and distributed.</p> |
|--|--|

R. W. BARKER,
Post Office Inspector.

OTTAWA, 14th October, 1895.

MY DEAR MR. MACDONELL,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 6th ulto., I have authorized the renewal of Mr. S. Sloan's contract for the mail service between South Bay Mouth and Tehkummah for the further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

G. H. MACDONNELL, Esq., M.P.,
Port Arthur, Ont.

Sowerby and Dayton Station.

When this contract was renewed without tender, the Department had before it a report from the Inspector that a lower rate might be obtained if tenders were invited, and there was at that time a tender in the Department \$43.83 lower than the rate at which the contract was made. When the present Government became aware of the facts, it cancelled the contract and made a contract with the lowest tenderer at the rate of his tender, and thus checked a loss which would have amounted to \$175.32 for the contract term.

The service was let by tender from the 1st July, 1891, the contract having been awarded to Mr. A. H. Hagan at \$140 per annum. On the 1st December, 1892, this amount was increased to \$145.83 in consequence of an addition of $\frac{1}{4}$ mile to the length of the route.

Prior to the termination of the contract on the 30th June, 1895, tenders were invited for a new contract, due to be opened on the 10th May. The tenders received were not considered, as instructions were issued to renew Mr. Hagan's contract at the existing rate of \$145.83 per annum.

Tenders received:—

E. Harris.....	\$102 00
H. McCormick.....	120 00
A. D. Hagan.....	120 00

CORRESPONDENCE.

SOWERBY, 27th April, 1895.

DEAR SIR,—I send you my tender for carrying of mail from Dayton to Sowerby by this mail. I have carried it for nearly four years now, and I think I have given entire satisfaction to the public in general.

The roads have been improved since I got my last contract, and I have lowered my contract this time about twenty-five dollars. If you see fit to give it to me again I will endeavour, as I have done in the past, to do my best for the Department and public.

Your humble servant,

A. H. HAGAN,
Mail Contractor, Sowerby.

To the Postmaster General.

POST OFFICE DEPARTMENT,
MAIL SERVICE BRANCH,
2nd May, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 27th ulto., calling attention to your tender for the mail service between Dayton and Sowerby.

In reply I am to say that when tenders for this service are dealt with yours will have every consideration.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. A. H. HAGAN,
Sowerby, Ont.

OTTAWA, 2nd May, 1895.

SIR,—I beg to recommend that the mail contract between Sowerby and Dayton, performed by Mr. Hagan, be extended for another four years, as he has given entire satisfaction both to your Department and the people in my constituency in which the work is performed.

I have, &c.,

GEO. H. MACDONELL.

The Honourable
The Postmaster General,
Ottawa, Ont.

OTTAWA, 3rd May, 1895.

MY DEAR MR. MACDONELL,—I am in receipt of your letter of the 2nd inst., recommending the renewal of Mr. A. H. Hagan's contract for the mail service between Dayton and Sowerby.

In reply I beg to say that the matter will have the attention of the Department.

Yours faithfully,

ADOLPHE P. CARON.

G. H. MACDONELL, Esq., M.P.,
House of Commons, Ottawa.

Contracts for Mail Service.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited?
10. Is the price a reasonable one?
11. Have the duties been performed satisfactorily by the contractor?
12. Is he willing to accept a renewal of this contract on the existing terms and conditions?
13. Would it be in the interest of the service to renew this contract?
14. Is there any other information which would help the Postmaster General in coming to a decision?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE,
TORONTO, 3rd May, 1895.

1. Sowerby and Dayton Ry. Station.
2. A. H. Hagan.
3. Two times per week.
4. Six miles.
5. \$145.83.
6. 30th June, 1895.
7. 8th May, 1891.
8. Tender.
9. Contract made after tenders were invited.
10. Fairly reasonable.
11. No complaints have reached me.
12. Yes.
13. If tenders were invited it is possible that the contract may be obtained at a lower price than is now paid.
14.

R. W. BARKER,
Post Office Inspector.

OTTAWA, 21st May, 1895.

MY DEAR MR. MACDONELL,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 2nd inst., I have authorized the renewal of Mr. A. H. Hagan's contract for the mail service between Sowerby and Dayton railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

G. H. MACDONELL, Esq., M.P.,
House of Commons, Ottawa.

Waverley and Elmvale Station.

This contract was let without tender at \$260 per annum, while there was a tender in the Department of \$241.01 per annum. When this fact was brought to the attention of the present Government it cancelled the existing contract, and invited tenders. As a result a contract has been obtained for \$172.15 per annum, and a saving effected of \$87.85 per annum, or \$351.40 for the contract term.

The service was let by tender from the 1st January, 1892, the contract having been awarded to the lowest tenderer, Mr. William Waugh, at the rate of the tender, \$260 per annum.

Prior to the termination of this contract which took place on the 31st December, 1895, tenders were invited due to be opened on the 1st November. The notices inviting tenders were withdrawn by instructions issued on the 8th October, and the contract of Mr. Waugh was renewed for a further term at the same rate, viz., \$260 per annum.

The following tender was received in response to the notices:—

A. McMahon..... 77 cts. per trip, or \$241.01 per annum.

CORRESPONDENCE.

HILLSDALE, 13th Sept., 1895.

DEAR SIR,—I beg leave to apply to you for renewal of my mail contract between Waverley, Orr Lake and Elmvale. I will do my very best to give satisfaction. I have carried mails over seventeen years. I am anxious to have contract renewed, if recommendations are required I can furnish the best. Please answer as soon as convenient, and very much oblige,

Your obedient servant,

WILLIAM WAUGH.

ALLAN JONES, Esq.

MIDLAND, 30th September, 1895.

DEAR SIR ADOLPHE,—Mr. William Waugh applies for renewal of contract, Waverley and Railway Station. Please renew above and oblige,

Yours truly,

W. H. BENNETT.

OTTAWA, 14th October, 1895.

MY DEAR MR. BENNETT,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 30th ulto., I have authorized the renewal of Mr. Waugh's contract for the mail service between Waverley and Railway Station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

W. H. BENNETT, Esq., M.P.,
Midland, Ont.

WAVERLEY, 24th October, 1895.

Postmaster General, Ottawa.

On the 10th inst., in accordance with the public notice posted in the post office, Waverley, calling for tenders for carrying the mail between Waverley and Elmvale Railway Station, I forwarded a tender for contract in accordance with said notice. I have not yet heard anything from the Department. Will you be so good as to say if my tender has been considered and when I will have a reply as to its acceptance.

Your obedient servant,

ALEX. McMAHON.

OTTAWA, 26th October, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 24th inst., inquiring as to when the tenders for the mail service between Waverley and railway station will be dealt with.

In reply I am to say that your letter will be submitted to the Postmaster General for his consideration.

I am, &c.,

WM. SMITH,
For Superintendent.

Mr. A. McMAHON,
Waverley, Ont.

Contracts for Mail Service.

WAVERLEY, 2nd December, 1895.

SIR,—Under date of 26th October, I received a letter from the Department, in reply to my letter of the 24th inst., *re* mail contract between Waverley and Railway Station, saying that my letter would be submitted to Postmaster General for consideration.

As ample time has elapsed for consideration I would suggest that my letter be replied to without further delay.

Your obedient servant,

ALEX. McMAHON.

The Postmaster General,
Ottawa.

POST OFFICE DEPT., CANADA,
MAIL SERVICE BRANCH,
OTTAWA, 3rd December, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 2nd inst., with reference to the asking of tenders for the mail service between Waverley and Elmvale Railway Station. In reply, I am to say that as the Postmaster General decided that the interests of the service would be best served by renewing the existing contract, tenders will not be invited.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. A. McMAHON,
Waverley, Ont.

Belfast and Lanes.

This contract was let without tender at \$100 per annum, in spite of the report that the rate was an excessive one. The present Government having cancelled the contract and invited tenders, a contract has been obtained at \$70 per annum, and a saving effected which will amount to \$120 for the contract term.

CORRESPONDENCE.

BELFAST, 16th July, 1895.

SIR,—*Re* Belfast and Lanes mail route. I would be willing to renew this contract upon the same terms as the existing one. Can you arrange same for me?
Your reply will much oblige.

Yours, &c.,

JAMES MULLIN.

H. G. HOPKIRK, Esq.,
Post Office Inspector,
Stratford.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE.

STRATFORD, 19th July, 1895.

1. Belfast and Lanes.
2. James Mullin.
3. Tri-weekly.
4. Four miles.
5. \$100 per annum.

- | | |
|--|--|
| 6. Date of termination of contract. | 6. 30th September, 1895. |
| 7. Date of reception of tenders. | 7. 23rd August, 1895. |
| 8. Was this contract obtained by tender, renewal, transfer or otherwise? | 8. By renewal. |
| 9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited? | 9. By renewal. |
| 10. Is the price a reasonable one? | 10. The price is somewhat high. |
| 11. Have the duties been performed satisfactorily by the contractor? | 11. No complaints since 1890. |
| 12. Is he willing to accept a renewal of this contract on the existing terms and conditions? | 12. Yes. |
| 13. Would it be in the interest of the service to renew this contract? | 13. The service ought not to cost as much as it does. It is a very short four miles. |
| 14. Is there any other information which would help the Postmaster General in coming to a decision? | 14. |

H. G. HOPKIRK,
Post Office Inspector.

SALTFORD, 20th August, 1895.

MY DEAR SIR,—Mr. James Mullin, the old stage driver, called on me to-day and asked me to write you and get you to renew this route for him. I send you the notice from Belfast to Lanes. The tenders are to be in by Friday.

Yours, &c.,
JOSEPH BECK.

Hon. J. C. PATTERSON,
Ottawa.

OTTAWA, 29th August, 1895.

MY DEAR MR. PATTERSON,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. J. Mullin's contract for the mail service between Belfast and Lanes for a further period of four years.

Yours faithfully,
ADOLPHE P. CARON.

Hon. J. C. PATTERSON,
Ottawa.

Goderich and Railway Station

The contract was renewed without tender at \$200.32 per annum, although there was in the Department a tender at \$175 per annum, a loss resulting which amounted to \$101.28 for the term. With these facts before the present Government, the contract was cancelled and tenders invited, and a contract has been obtained at \$96 per annum. The saving effected will amount to \$417.28 for the contract term.

The tenders received in response to the advertisements issued on the 1st March, 1894, were as follows:—

W. J. Ervine.....	\$175 00
Jonathan Miller.....	200 00
James Mullin.....	200 32
William Potts.....	235 00

Contracts for Mail Service.

CORRESPONDENCE.

GODERICH, 4th April, 1894.

SIR,—I want the contract of carrying the mail from the station at Goderich to the post office at Goderich renewed. Please to have the same done, and oblige.

Yours truly,

JAMES MULLIN.

Sir A. P. CARON,
Postmaster General,
Ottawa.

OTTAWA, 10th April, 1894.

MY DEAR MR. PATTERSON,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Goderich and railway station. The present contractor is Mr. J. Mullin, whose application for renewal the Inspector recommends.

An early reply will greatly oblige.

Yours faithfully,

W. WHITE.

The Hon. J. C. PATTERSON,
Minister of Militia and Defence,
Ottawa.

Private.

OTTAWA, 26th April, 1894.

DEAR COLONEL WHITE,—I am directed by the Hon. Mr. Patterson to say, in answer to your letter of the 10th inst., that he has no objection to the renewal for a further period of four years of Mullin's contract for the carrying of the mails between Goderich post office and railway station.

Your obedient servant,

E. F. JARVIS,
Private Secretary.

Lieut.-Colonel WHITE,
Deputy Postmaster General.

OTTAWA, 1st May, 1894.

MY DEAR MR. PATTERSON,—I have much pleasure in informing you that, in accordance with the recommendation contained in your letter of the 26th ultimo, I have authorized the renewal of Mr. J. Mullin's contract for the mail service between Goderich and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. J. C. PATTERSON,
Minister of Militia and Defence,
Ottawa.

Kincardine and Port Elgin.

This contract was renewed without tender at \$617 per annum, notwithstanding the statement of the Inspector, who was instructed to report on the question of renewal, that there were others who desired to tender for the service.

In view of the facts the present Government cancelled the contract and invited tenders, the result being that a contract has been obtained at the rate of \$398 per annum, and a saving effected of \$219 per annum, or \$876 for the contract term.

CORRESPONDENCE.

KINCARDINE, 16th July, 1895.

DEAR MR. CARGILL,—I have the contract for carrying the mails between Kincardine and Port Elgin, and the same will expire in the course of a few months. I am anxious to have it renewed for another term before the Department takes any steps to ask for new tenders. A word from you now to the Postmaster General will secure this renewal. I would be much obliged if you will see him at once on receipt of this and have the matter arranged for me and let me know.

* * * * *

Yours very truly,

JOHN GENTLES.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information:—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.
5. Cost of service.
6. Date of termination of contract.
7. Date of reception of tenders.
8. Was this contract obtained by tender, renewal, transfer or otherwise?
9. If by renewal, transfer or otherwise, was original contract or agreement made after tenders were invited?
10. Is the price a reasonable one?
11. Have the duties been performed satisfactorily by the contractor?
12. Is he willing to accept a renewal of this contract on the existing terms and conditions?
13. Would it be in the interest of the service to renew this contract?
14. Is there any other information which would help the Postmaster General in coming to a decision?

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE,
STRATFORD, 28th June, 1895.

1. Kincardine and Port Elgin.
2. John Gentles.
3. Six times per week.
4. 24 miles.
5. \$617 per annum.
6. 31st December, 1895.
7. Not advertised.
8. Renewal.
9. By tender, January, 1888.
10. A fair price.
11. Yes.
12. Yes.
13. The contractor is very reliable and satisfactory in every way and I can recommend him.
14. Inclosed is a letter from Reeve J. A. Chapman saying others are anxious to tender.

H. G. HOPKIRK,
Post Office Inspector.

Contracts for Mail Service.

(Inclosure.)

PORT ELGIN, 7th May, 1895.

DEAR SIR,—Replying to yours of the 26th inst., *re* Port Elgin and Kincardine mail contract expiring on the 31st of next December.

There are parties here who are desiring to tender for the service, and would like to know if it will be put up for tender as they were told that if no applications were put in for the work four months before any existing contract expires, that it would be re-let to the present contractor. Would you kindly reply and give me the above information, and oblige.

Yours faithfully,

J. A. CHAPMAN.

H. G. HOPKIRK, Esq.,
Post Office Inspector,
Stratford, Ont.

Personal.

KINCARDINE, 24th June, 1895.

MY DEAR SIR ADOLPHE,—The contract of Mr. John Gentles, of this town, for the carriage of the mails between Kincardine and Port Elgin, expires, I understand, in a few months, and in order that posters need not be issued, I beg most heartily to recommend its renewal. Mr. Gentles is a veteran mail contractor, and has always proved very satisfactory. He is a most responsible man, one of our friends, and I hope that you will at once, or as soon as necessary, renew his contract for another term.

Yours sincerely,

J. H. SCOTT.

Hon. Sir ADOLPHE P. CARON, M.P.,
Postmaster General,
Ottawa.

Private.

OTTAWA, 3rd July, 1895.

MY DEAR MR. MORRISON,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Kincardine and Port Elgin. The present contractor is Mr. J. Gentles, whose application for renewal the Inspector recommends. An early reply will greatly oblige.

Yours faithfully,

W. WHITE.

H. MORRISON, Esq.,
Lucknow, Ont.

LUCKNOW, 8th July, 1895.

Sir ADOLPHE CARON,
Postmaster General,
Ottawa, Ont.

MY DEAR SIR,—Your favour of the 3rd July regarding the contract for mail service between Kincardine and Port Elgin, duly to hand; and in reply am pleased to state that I can heartily recommend a renewal of it to Mr. J. Gentles of Kincardine, who is a very reliable man.

Yours faithfully,

H. MORRISON

OTTAWA, 15th July, 1895.

MY DEAR MR. MORRISON,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 8th instant, I have authorized the renewal of Mr. J. Gentles' contract for the mail service between Kincardine and Port Elgin for a period of four years.

Yours faithfully,

ADOLPHE P. CARON.

H. MORRISON, Esq.,
Lucknow, Ont.

PORT ELGIN, 26th July, 1895.

DEAR SIR,—*Re* Kincardine and Port Elgin mail contract, I believe the present contract expires with this year, viz. : 31st December next, and I would like to have the opportunity of tendering for the contract.

I formerly had the contract, but was compelled through failing health to give it up during the month of August, 1889, as you will see by referring to your letter to me bearing date 5th August, 1889.

My health is now fully restored, and I would like to have an opportunity of again tendering for the service from here to Kincardine. Would you kindly let me know when the route will be advertised.

Yours truly,

ALEX. McDOUGALL.

Contracts for Mail Service.

QUEBEC.

Bersimis and Moisie.

Esquimaux Point and Moisie.

Esquimaux Point and Natashquan.

These contracts were made without tender, though in the case of the service between Bersimis and Moisie, the Department had received an offer \$110 lower than the amount it had been paying. In the other two cases, the Department had an offer of \$339 per annum for the service for which it was paying \$475; and another of \$175 for the service for which \$200 was being paid.

The Department made no difficulty about renewing the first of the three contracts, but in view of the number of tenders coming in, it determined to let the other two services go to the lowest tenderers. In this, however, it was overborne by the solicitations of a friend of the contractors.

These three services supply the mails for the north shore of the St. Lawrence from Bersimis eastward during the winter season. Six trips are made each season and the distances to be travelled are as follows: From Bersimis to Moisie, 232 miles, from Moisie to Esquimaux Point, 121 miles, from Esquimaux Point to Natashquan, 100 miles. The closing of Bersimis post office made Notre Dame de Betsiamits the starting point, and reduced the length of the first route by 3 miles. The names of the contractors and the rates of pay are:—

Moisie and Notre Dame de Betsiamits, R. H. Montgomery, contractor, \$1,160 per season.

Esquimaux Point and Moisie, P. Dupuis, contractor, \$475 per season.

Esquimaux Point and Natashquan, P. Préverreau, contractor, \$200 per season.

The services are arranged for from season to season, and in none of the cases have the rates been fixed by tender. In preparing for the services for the winter of 1895-96, there was some intention on the part of the Department to have the services go to tender. The course of the proceedings will be shown by the following correspondence.

CORRESPONDENCE.

No. 355.

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 30th May, 1895.

SIR,—I have the honour to request authority to arrange for the winter services along the north shore of the Gulf of St. Lawrence, from Bersimis to Natashquan, divided into three sections: Bersimis and Moisie, Esquimaux Point and Moisie, Esquimaux Point and Natashquan, performed last season by R. H. Montgomery at the rate of \$1,160; P. Dupuis, \$475; and P. Préverreau, \$200 respectively.

The distance between Bersimis and Moisie is 232 miles, Esquimaux Point and Moisie 121 miles, and Esquimaux Point and Natashquan 100 miles. The frequency of the service being six times per season.

The contractors in each case have performed the services satisfactorily and the prices paid are reasonable; but in case you deem it advisable to issue notices inviting tenders for these services, I inclose herewith for your approval copies of notices on the subject.

In regard to the Bersimis and Moisie section it will doubtless be remembered that last season an offer was received too late to be acted upon from a Mr. L. H. Boucher \$110 lower than Mr. Montgomery's, which I was directed to bring to your notice when reporting this service this year, and I am inclined to believe that by the issue of notices inviting tenders for all these services more favourable terms might be secured.

Should my recommendation in this respect be acted upon, it would be well that the authorization be given me at an early date, owing to the distance at which the region interested is situated.

I have, &c.,

A. BOLDUC,
Post Office Inspector.

The Honourable
The Postmaster General.

OTTAWA, le 11 juin 1895.

MON CHER M. BELLEY,—L'Inspecteur des postes à Québec recommande que les services pour le transport des malles entre Bersimis et Moisie, Esquimaux Point et Moisie, et entre Esquimaux Point et Natashquan soient soumis à la compétition publique. Le Ministre des Postes désire savoir si vous avez quelques objections à cette recommandation.

Bien à vous,

WM. WHITE.

L. G. BELLEY, Ecr, M.P.,
Chambre des Communes, Ottawa.

(Translation.)

OTTAWA, 11th June, 1895.

MY DEAR MR. BELLEY,—The Post Office Inspector at Quebec recommends that the mail services between Bersimis and Moisie, Esquimaux Point and Moisie, and Esquimaux Point and Natashquan be put up to tender. The Postmaster General wishes to know whether you have any objection to this recommendation.

Yours faithfully,

W. WHITE.

L. G. BELLEY, Esq., M.P.,
House of Commons, Ottawa.

CHICOUTIMI, 9 août 1895.

CHER SIR ADOLPHE,—Serait-il possible de renouveler le contrat de transport des malles en hiver que tient en ce moment M. Montgomery de Bersimis, pour le trajet entre Bersimis et Moisie? Je voudrais que vous accorderiez le même contrat à la même personne et aux mêmes conditions. En ce faisant vous obligerez.

Votre tout dévoué,

L. G. BELLEY.

L'hon. Sir A. P. CARON,
Ottawa.

(Translation.)

CHICOUTIMI, 9th August, 1895.

DEAR SIR ADOLPHE,—Would it be possible to renew the contract for the winter mail service, held at present by Mr. Montgomery of Bersimis, for the trips between Bersimis and Moisie.

I would like you to grant the same contract to the same person and on the same conditions. By so doing you will oblige.

Yours sincerely,

L. G. BELLEY.

Hon. Sir A. P. CARON,
Ottawa.

Contracts for Mail Service.

BERSIMIS MILLS, 9th August, 1895.

SIR,—During the past six years I have had a contract from your Department for the conveyance of mails during the winter between Bersimis and Moisie. I can attest by a letter received recently from the P. O. Inspector Bolduc, that the service has been performed satisfactorily. Now without any cause they have taken the contract away from me and have asked for tenders. I do not consider this fair. If my friend, the late Senator Burns, was alive he would intercede with you on my behalf, but now it devolves on the writer to communicate with you direct.

I have always worked hard for your party, and Mr. Belley, M.P., for this county, can tell you during the last election I secured every vote here for him. However, for this I do not want any compensation, I only want fair play, and I trust you will grant me this.

Thanking you in advance, and trusting you will excuse the liberty I have taken.

I am, &c.,

R. H. MONTGOMERY.

Sir A. P. CARON,
Postmaster General,
Ottawa.

CARAQUET, 9th August, 1895.

DEAR SIR,—As you are aware Mr. Robert H. Montgomery, of Bersimis, P.Q., has the contract for the past six years for the conveyance of the mails during the winter, between Bersimis and Moisie on the north side of the St. Lawrence, the distance being about 232 miles, for the sum of \$1,160. I understand that tenders were never called for this service, but the contract simply sent to Mr. Montgomery for him to sign. It appears that tenders are now asked for this service. As Mr. Montgomery has performed that service satisfactorily to all concerned, as I understand it can be shown by the report of the Post Office Inspector of Quebec, and as the amount of his contract is low enough to enable him to perform his duties without any loss to himself, and to the satisfaction of the Department and the general public, it would be only just and fair. I should think that his contract should be renewed on the same condition if he is prepared to accept it. I would be therefore very much pleased if you can see your way clear to renew Mr. Montgomery's contract for the same amount as he is receiving now i.e. \$1,160, or to accept his tender, if he sends in a tender. In both cases I would be under an obligation to you if Mr. Montgomery secures the contract.

I have, &c.,

THEO. BLANCHARD.

OTTAWA, 13th August, 1895.

MY DEAR MR. BLANCHARD,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 9th inst., I have authorized the renewal of Mr. R. H. Montgomery's contract for the mail service between Bersimis and Moisie for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

T. BLANCHARD, Esq., M.P.,
Caraquet, N.B.

OTTAWA, le 13 août 1895.

MON CHER M. BELLEY,—Je suis en possession de votre lettre du 9 courant, recommandant que le contrat de M. R. H. Montgomery pour le transport des malles entre Bersimis et Moisie soit renouvelé. En réponse je dois vous informer que je me ferai un plaisir de faire droit à votre recommandation.

Bien à vous,

ADOLPHE P. CARON.

L. G. BELLEY, Ecr, M.P.,
Chicoutimi, Qué.

(Translation.)

OTTAWA, 13th August, 1895.

MY DEAR MR. BELLEY,—I am in receipt of your letter of the 9th inst., recommending that the contract of Mr. R. H. Montgomery for the mail service between Bersimis and Moisie be renewed. In reply I beg to inform you that I shall do myself the pleasure of giving effect to your recommendation.

Yours faithfully,

ADOLPHE P. CARON.

MAGPIE, 7th August, 1895.

Should Mr. George Molloy's tender for carrying mail between Moisie and Esquimaux Point be accepted, we consider him a trustworthy man.

THE BOUTILLIER BROTHERS (Limited).
L. BOUCHARD, *Prêtre*.
CHAS. ROBIN, COLLAS & CO. (Limited).
AUGUST JEAN.
W. LEB. FAUVEL, M.P.

POINTE AUX ESQUIMAUX, 9 août 1895.

MONSIEUR LE MINISTRE,—L'entrepreneur de la malle de Pointe aux Esquimaux à Moisie, Philippe Dupuis, est venu ce matin faire remplir un blanc de soumission pour le transport des malles entre les endroits plus haut mentionnés. M. Philippe Dupuis transporte les malles depuis douze ans et a toujours rempli ses fonctions à la satisfaction du public. Dupuis quatre ans il est à la fois entrepreneur et courrier des malles avec son frère François.

Le prix du contrat a été jusqu'à l'année dernière de \$475.00 mais comme il est très difficile de se procurer de la nourriture pour les chiens, je lui ai fait faire sa soumission pour \$500.00 au lieu de \$475.00.

Il est probable qu'il y aura d'autres soumissionnaires, même plus bas que Dupuis, mais dans l'intérêt de tous les habitants de la côte en général et au point de vue de la bonne administration du service des postes sur la côte, il faudrait de toute nécessité que le contrat fût donné de nouveau à P. Dupuis. Car ce sont lui et son frère, les seules hommes qualifiés sous tous les rapports pour remplir ces fonctions. Pour ma part je serais bien fâché d'apprendre que le contrat a été donné à d'autres qu'à eux, car je suis certain que le service en souffrira.

J'espère que vous prendrez ces choses en considération et que vous accorderez à nos amis ce qu'ils ont bien mérités.

Quelques mots de vous à ce sujet me ferait grand plaisir.

J'ai l'honneur, &c.,

DR. J. E. TREMBLAY.

Contracts for Mail Service.

(Translation.)

ESQUIMAUX POINT, 9th August, 1895.

SIR,—The contractor for the mail service between Esquimaux Point and Moisie, Philippe Dupuis, is here this morning preparing a tender for the mail service between these places. Mr. Dupuis has carried the mails for twelve years past, and has always performed his duties to the satisfaction of the public. For the last four years he has been contractor as well as courier, with his brother Francois.

The contract has until last year been \$475, but as it is very difficult to procure food for his dogs, I have had him make his offer at the rate of \$500 instead of \$475.

It is probable there will be other tenderers even lower than Dupuis, but in the interest of those living all along the shore, and having in view the proper administration of the postal service in that district, it is absolutely necessary that the contract be again awarded to P. Dupuis, for he and his brother are the only men qualified in all respects to fulfil these duties. For my part I would be sorry to learn that the contract had been given to any other person, for I am sure that the service would suffer.

I hope that you will take these matters into consideration, and that you will grant to our friends what they have well deserved. A few words from you on the subject would give me pleasure.

I have, &c.,

DR. J. E. TREMBLAY.

Sir A. P. CARON,
Ottawa.

OTTAWA, le 14 août 1895.

MONSIEUR,—J'ai l'honneur d'accuser réception de votre lettre du 9 courant, recommandant que la soumission de M. P. Dupuis, pour le transport des malles entre Moisie et la Pointe aux Esquimaux moyennant le prix de \$500 par saison soit acceptée. En réponse je dois vous informer que le Ministre des Postes ne peut accepter cette soumission à moins qu'elle ne soit la plus basse, mais si M. Dupuis consentait au renouvellement de son contrat pour le même prix qu'il reçoit actuellement, le Ministre des Postes serait bien aise de considérer son offre à cet effet.

J'ai l'honneur, etc.,

ARTHUR LINDSAY,
Surintendant.

(Translation.)

OTTAWA, 14th August, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 9th inst., recommending that the tender of Mr. P. Dupuis for the mail service between Moisie and Esquimaux Point at the rate of \$500 per annum, be accepted.

In reply, I am to inform you that the Postmaster General cannot accept this offer unless it should happen to be the lowest, but if Mr. Dupuis will consent to the renewal of his contract for the same amount as he now receives, the Postmaster General would be glad to consider his offer to that effect.

I have, &c.,

ARTHUR LINDSAY,
Superintendent.

DR. J. E. TREMBLAY,
Esquimaux Point,
Que.

QUEBEC, 15 août 1895.

SIR A. P. CARON,
Maitre général des Postes,
Ottawa.

MON CHER MONSIEUR,—Je vous inclus une lettre de M. Carpenter, l'agent de la Petroleum Oil Trust Company de Gaspé, qui demande que le contrat pour le transport des malles de la Pointe aux Esquimaux au Labrador soit donné à MM. Pierre Préverreau et Philippe Dupuis. J'unis ma recommandation à la sienne et vous me feriez bien plaisir s'il vous était possible de faire droit à cette demande.

J'ai l'honneur, etc.,

L. Z. JONCAS.

(Translation.)

QUEBEC, 15th August, 1895.

MY DEAR SIR,—I inclose herewith a letter from Mr. Carpenter, agent for the Petroleum Oil Trust Company, in which he asks that the contract for the conveyance of mails from Esquimaux Point to Labrador be given to Messrs. Pierre Préverreau and Phillipe Dupuis. I join my recommendation to his, and you will please me greatly if you can possibly accede to this request.

I have, &c.,

L. Z. JONCAS.

Sir A. P. CARON,
Postmaster General,
Ottawa.

(Inclosure.)

GASPÉ BASIN, 9th August, 1895.

DEAR SIR,—Would you be kind enough to use your influence with Sir Adolphe Caron in recommending Pierre Préverreau and Phillipe Dupuis for the mail contract Esquimaux Point Labrador. The tenders are now out, consequently the matter requires immediate attention.

I would say that the position requires men of good reputation, responsible and honest, as in the winter the mail often contains considerable sums of money.

Yours truly,

PETROLEUM OIL TRUST LIMITED.
Per C. B. R. CARPENTER, Manager.

POINTE AUX ESQUIMAUX, août 22, 1895.

MONSIEUR,—Je m'offre pour faire le service de charroyer les malles entre Pointe aux Esquimaux et Moisie, six voyages, aller et revenir, l'hiver prochain, pour la somme de \$300.00, et je promets de faire le service tel qu'il est expliqué sur le contrat. Reference, Monsieur le Vicaire Gendron de cette paroisse.

Respectueusement, &c.,

EDOUARD SIRE.

A. BOLDUC, Ecr.,
Inspecteur des Postes, Quebec.

Contracts for Mail Service.

(Translation.)

ESQUIMAUX POINT, 22nd August, 1895.

SIR,—I hereby offer to perform the mail service between Esquimaux Point and Moisie, six trips, going and coming, during the following winter, for \$300.00, and I undertake to do the service as it is described in the contract. Reference, Monsieur le Vicar Gendron, of this parish.

Yours respectfully,

EDOUARD SIRE.

A. BOLDUC, Esq.,
Post Office Inspector.

POINTE AUX ESQUIMAUX, 22 août, 1895.

MONSIEUR,—Je prends la liberté de vous recommander Philippe Dupuis comme conducteur de malle le même que les années passées, ainsi que Pierre Préverreau aussi ancien conducteur. Ces conducteurs ont très bien compli leur devoir et en les changeant, vous seriez exposé à nous donner de mauvais postillons, ce qui serait pour nous un grave dommage. Dans ce pays de plaines et montagnes, les bons guides sont très rares.

Espérant que vous prendrez en considération cette recommandation.

J'ai l'honneur, &c.,

F. GENDRON, PRÊTRE,
Curé.

Sir A. P. CARON,
Maître Général des Postes.

(Translation.)

ESQUIMAUX POINT, 22nd August, 1895.

SIR,—I take the liberty of recommending to you Philippe Dupuis for mail courier, as in past years, and Pierre Preverreau, also a former courier. These couriers have performed the services satisfactorily, and in changing them you would run the risk of giving us unsatisfactory couriers, which would be a serious injury to us. In this country of plains and mountains good guides are rare.

Hoping that you will take this recommendation into your consideration.

I have, &c.,

F. GENDRON,
Ptre., Curé.

Sir A. P. CARON,
Postmaster General.

MINGAN, le 23 août 1895.

MONSIEUR,—En réponse à la lettre de votre surintendant concernant les soumissions pour les malles de Moisie à Pointe aux Esquimaux je dois vous dire que M. P. Dupuis acceptera le contrat aux mêmes conditions que l'année dernière.

Il faut de toute nécessité qu'il conserve son contrat, car c'est un de nos plus forts supports ici pour les prochaines élections, et les seules, lui et son frere capables de faire le service sans reproches.

J'espère vous voir avant le 6 septembre à ce sujet.

Votre dévoué serviteur,

DR. J. E. TREMBLAY.

Sir A. P. CARON,
Ministre des Postes.

(Translation.)

MINGAN, 23rd August, 1895.

SIR,—In reply to the letter from your Superintendent respecting the tenders for the mail service from Moisie to Esquimaux Point, I beg to say that Mr. P. Dupuis will accept the contract on the same conditions as last year.

It is absolutely necessary that he should retain his contract, as he is one of our strongest supporters here for the approaching elections, and he and his brother are the only persons capable of performing the service perfectly.

I hope to see you before the 6th September on this matter.

Yours, &c.,

Dr. J. E. TREMBLAY.

Sir A. P. CARON,
Postmaster General.

OTTAWA, le 28 août 1895.

MONSIEUR,—J'ai l'honneur d'accuser réception de votre lettre du 23 courant, informant le Ministre des Postes que Mr. P. Dupuis consentira à entreprendre le transport des malles entre la Pointe aux Esquimaux et Moisie aux mêmes termes et conditions. En réponse je dois vous informer que depuis l'envoi de ma lettre du 9 courant, le Ministre des Postes a reçu quelques demandes de personnes qui désirent soumissionner pour ce service, et il regrette donc de ne pouvoir mettre de côté les offres de ces personnes pour renouveler le contrat de Mr. Dupuis.

J'ai l'honneur, etc.,

WM. SMITH,

pour le Surintendant.

J. E. TREMBLAY, ecr.
Mingan, Que.

(Translation.)

OTTAWA, 28th August, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 23rd inst., informing the Postmaster General that Mr. P. Dupuis will consent to undertake the mail service between Esquimaux Point and Moisie on the same terms and conditions.

In reply I beg to inform you that since the despatch of my letter of the 9th inst., the Postmaster General has received several requests from persons wishing to tender for this service, and he therefore regrets that he cannot set aside the offers of these persons in order that he might renew Mr. Dupuis's contract.

I have, &c.,

WM. SMITH,

For Superintendent.

J. E. TREMBLAY, Esq.,
Mingan, Que.

OTTAWA, 31 août 1895.

MON CHER COLLÈGUE,—Mr. Fidèle Cormier a soumissionné pour le transport des malles entre la Pointe aux Esquimaux, Moisie et Natashquan. Je sera bien content si vous pouvez lui donner ce contrat. C'est un brave homme qui j'en suis sûr vous donnera entière satisfaction.

Bien à vous,

J. ALD. OUMET.

L'hon. Sir A. P. CARON,
Maitre General des Postes,
Ottawa.

Contracts for Mail Service.

(Translation.)

OTTAWA, 31st August, 1895.

MY DEAR COLLEAGUE,—Mr. Fidèle Cormier has tendered for the mail service between Esquimaux Point, Moisie and Natashquan. I would be glad if you could give him the contract. He is an honest man, who, I am sure, will give you entire satisfaction.

Yours faithfully,

J. ALD. OUMET.

Hon. Sir A. P. CARON,
Postmaster General,
Ottawa.

(Telegram.)

ESQUIMAUX POINT, 9th October, 1895.

I suppose mail contracts given according to understanding. Must be so. Answer immediately.

DR. J. E. TREMBLAY.

POINTE AUX ESQUIMAUX, 10 octobre 1895.

MONSIEUR LE MINISTRE,—Je trouve très étrange que vous n'ayiez pas répondu aux deux dernières dépêches que je vous ai envoyées. J'aime à croire que vous étiez absent lorsqu'elles sont parvenues à votre bureau. De fait je ne puis expliquer votre silence autrement. Nous n'avons encore aucune nouvelles des contrats des malles. Comme vous me l'aviez formellement dit que les contrats seraient renouvelés pour les mêmes personnes que les années dernières, j'ai donné ma parole à ces mêmes individus que leur contrat leur serait continué, mais ils commencent à croire que je les ai blagué et de mon côté j'ai des inquiétudes.

S'il n'y a encore rien de fait, veuillez donner les ordres immédiatement, que leur contrat leur soit envoyé. Il faut de toute nécessité que les contrats soient accordés tels que vous me l'avez promis.

J'ai l'honneur, etc.,

DR. J. E. TREMBLAY.

Sir A. P. CARON, Ottawa.

(Translation.)

ESQUIMAUX POINT, 10th October, 1895.

SIR,—It seems to me very strange that you have not replied to the last two communications which I have sent you. I would be glad to believe that you were away when they reached your office. In fact I cannot explain your silence in any other way.

We have no information yet regarding the mail contracts. As you have formally stated to me that the contracts would be renewed with the same persons as in previous years, I have given my word to these persons that their contracts would be continued, but they are beginning to think that I was trifling with them, and I myself am uneasy.

If there has been nothing done so far, please issue instructions immediately that their contract may be sent to them. It is absolutely necessary that the contracts may be awarded in accordance with your promise to me.

I have, &c.,

DR. J. E. TREMBLAY.

Sir A. P. CARON.
Ottawa.

POINTE AUX ESQUIMAUX, 13 octobre 1895.

MONSIEUR LE MINISTRE.—Enfin je viens de recevoir votre dépêche, mais elle n'est pas bien rassurante. Vous vous rappelez sans doute que vous m'avez promis d'accorder les contrats tels que je le demandais. Mes protégés sont maintenant préparés et ont fait beaucoup de dépenses pour cela. Ça fera certainement un tort considérable pour la prochaine lutte, car je dois vous dire que je tiens au moins 300 voteurs, mais si ma parole est manquée ça sera différent.

Ne pouvez-vous pas faire dans ce cas-ci comme vous avez fait pour Montgomery à Bersimis ? Je le crois.

Si les contrats ne sont pas accordés tels que convenus, je dois vous dire que je ne pourrais me mêler à la prochaine lutte.

Espérant que vous ferez droit à ma juste demande.

J'ai l'honneur, etc.,

DR. J. E. TREMBLAY.

Sir A. P. CARON, Ottawa.

(Translation.)

ESQUIMAUX POINT, 13th October, 1895.

SIR,—I have just received your communication at last, but it is not very assuring. You remember no doubt that you promised me to award the contracts in accordance with my request. My protégés are now prepared, and have gone to considerable expense for the service. That will certainly do a great deal of harm in the approaching struggle, for I can tell you that I have at least 300 voters, but if I fail in my word, it will be different.

Can you not do in this case what you did for Montgomery at Bersimis? I think so.

If the contracts are not awarded as agreed upon, I may tell you that I cannot take part in the approaching struggle.

Hoping that you will accede to my just demand.

I have, &c.,

DR. J. E. TREMBLAY.

Sir A. P. CARON,
Ottawa.

Telegram.

ESQUIMAUX POINT, 14th October, 1895.

SIR A. P. CARON,—My protégés relied on my word and what you promised me, therefore made expenses. Cannot you do as for Montgomery, Bersimis. Please answer immediately.

DR. J. E. TREMBLAY.

OTTAWA, le 30 octobre 1895.

MON CHER DOCTEUR,—J'ai reçu votre lettre du 10 courant, au sujet du renouvellement des contrats actuels pour le transport des malles entre la Pointe aux Esquimaux et Moisie et la Pointe aux Esquimaux et Natashquan.

En réponse, je dois vous informer que j'ai décidé de laisser ces services entre les mains des entrepreneurs actuels.

Bien à vous,

ADOLPHE P. CARON.

Dr. J. E. TREMBLAY,
Pointe aux Esquimaux, Que.

Contracts fo Mail Service.

(Translation.)

OTTAWA, 30th October, 1895.

MY DEAR DOCTOR,—I have your letter of the 10th inst., with reference to the renewal of the present contracts for the mail services between Esquimaux Point and Moisie and Esquimaux Point and Natashquan.

In reply, I beg to inform you that I have decided to leave these services in the hands of the present contractors.

Yours faithfully,

ADOLPHE P. CARON.

Dr. J. E. TREMBLAY,
Esquimaux Point, Que.

The notices inviting tenders were dated the 3rd August, and the tenders due to be opened on the 6th September. In the case of Bersimis and Moisie service, the notices were withdrawn by instructions, dated 13th August. The only tender received was from Mr. L. F. Boucher at the rate of \$1,200 per annum.

For the other two services the notices were exposed during the whole period until the 6th September. The following tenders were received :—

ESQUIMAUX POINT AND MOISIE.

C. Collin.....	\$339
G. Molloy.....	348
A. St. Louis.....	380
C. Baudins.....	400
F. Cormier.....	420
J. Cormier.....	450
P. Dupuis.....	500

ESQUIMAUX POINT AND NATASHQUAN.

F. Cormier.....	\$175
C. Vigneault.....	180
P. Préverreau.....	200

For the combined services between Moisie and Natashquan, a tender was received from D-Cormier at \$600 per annum.

The three contracts were renewed for the season of 1896-97 by instructions which issued on the 3rd July, 1896.

Chantelle and Rawdon.

This contract was let without tender at \$200 per annum, while there was in the Department a tender for \$180 per annum, the loss being \$80 for the contract term.

The service was let by tender last from the 1st January, 1890, the contract having been awarded to the lowest tenderer, Mr. M. Crépeault, at the rate of his tender \$200 per annum. This contract was renewed with Mr. Crépeault from the 1st January, 1894, on the same terms.

Prior to the awarding of the contract to Mr. Crépeault from the 1st January, 1894, tenders were invited for it, due to be opened on the 17th November, 1893. The tenders received were not considered as authority for the renewal of Mr. Crépeault's contract issued on the 18th November.

Tenders received :—

J. Morin.....	\$180 00
M. Crépeault.....	195 00

CORRESPONDENCE.

Au Maître Général des Postes,
du Canada.

MONSIEUR,—Depuis six ans que je suis courrier de la malle de Chantelle à Rawdon, via St. Théodore, Beau Lac, Mount Royal, dans le comté de Montcalm, Province de Québec, j'espère avoir mené les malles à la satisfaction de tous. Dans les montagnes comme je suis j'espère que mon devoir est reconnu ici, et il doit être reconnu dans votre bureau aussi.

Je compte sur vous pour l'avenir. Je vous informe que je suis prêt à signer un nouveau contrat pour quatre ans sous les mêmes obligations et les mêmes jours au prix des années dernières, 'c'est-à-dire \$200 (deux cents piastres.)

Si vous n'acceptez pas je vous prie de m'en informer au plutôt afin de faire ma soumission.

J'ai l'honneur, etc.,

MAGLOIRE CREPEAULT.

(Translation.)

SIR,—For six years past I have been mail courier between Chantelle, Rawdon, via St. Théodore, Beau Lac, Mount Royal, in the county of Montcalm, province of Quebec, and I hope I have carried the mails to the satisfaction of all. In the mountains as I am, I hope my work is recognized here, and it should be recognized in your office also.

I count on you for the future. I inform you that I am ready to sign a new contract for four years on the same conditions and the same days, at the price paid in former years, that is \$200.

If you do not accept I beg that you will inform me at least, in order that I may make a tender.

I have, &c.,

MAGLOIRE CREPEAULT.

To the Postmaster General of Canada.

OTTAWA, 8th November, 1893.

MY DEAR MR. DUGAS,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Chantelle and Rawdon. The present contractor is Mr. M. Crepeault, whose application for renewal the Inspector recommends. An early reply will greatly oblige.

Yours faithfully,

WM. WHITE.

L. G. DUGAS, Esq., M.P.,
Montcalm, Que.

MONTCALM, 12th November, 1893.

SIR,—I have no objection whatever to the renewal for a further period of four years of the contract for the mail service between Chantelle and Rawdon, and moreover the present contractor, Mr. M. Crépeault, should be continued in his office.

Yours truly,

L. G. DUGAS.

Lt.-Col. WHITE,
Deputy Postmaster General.

OTTAWA, 18th November, 1893.

MY DEAR MR. DUGAS,—I have much pleasure in informing you that in accordance with your recommendation I have authorized the renewal of Mr. Crepeault's contract for the mail service between Chantelle and Rawdon for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

L. G. DUGAS, Esq., M.P.,
Montcalm, Que.

Contracts for Mail Service.

Danville and South Ham.

This contract was let without tender at \$370 per annum, while there was in the Department a tender for \$295 per annum, the result being a loss of \$75 per annum, or \$300 for the term.

With these facts before them, the present Government cancelled the contract, and as it was represented by the Post Office Inspector that the service over the section between Ste. Camille and South Ham was not required, the service was advertised as between Danville and Ste. Camille. A contract was obtained for this service at the rate of \$179 per annum, and a saving effected of \$191 per annum, or \$764 for the term.

The service was let by tender last from the 1st January, 1887, the contract having been awarded to the lowest tenderer, Mr. L. A. Turcotte, at the rate of his tender, \$370 per annum. This contract was renewed with Mr. Turcotte on the same terms from the 1st January, 1891.

Prior to the termination of this contract, on the 31st December, 1894, tenders for a new contract were invited, due to be opened on the 30th November, 1894. The tenders received were not considered, as the authority for the renewal of Mr. Turcotte's contract issued on the 30th November.

Tenders received :—

M. Lepine.....	\$295 00
A. Lavallée.....	300 00
E. J. Connolly.....	340 00
J. Mathieu.....	349 00
L. A. Turcotte.....	370 00
L. P. A. Darche.....	500 00

CORRESPONDENCE.

DANVILLE, 24th November, 1894.

SIR,—*In re* tenders for mail service, Danville and South Ham, I would like this continued to present contractor.

* * * * *

Your obedient servant,

C. C. CLEVELAND.

Sir A. P. CARON,
Postmaster General,
Ottawa.

OTTAWA, 30th November, 1894.

MY DEAR MR. CLEVELAND,—I have much pleasure in informing you that, in accordance with the recommendation contained in your letter of the 24th inst., I have authorized the renewal of Mr. L. A. Turcotte's contract for the mail service between Danville and South Ham for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

C. C. CLEVELAND, Esq., M.P.,
Danville, Que.

Father Point and Railway Station.

In renewing this contract without tender, the Department had before it a report from the Inspector that the rate of payment was an excessive one. When the present Government was made aware of this fact, they cancelled the contract and invited tenders. As a result the service is now under contract at the rate of \$130 per annum, and a saving effected of \$280 for the term.

This service was let by tender on the 1st January, 1894, the contract having been awarded to the lowest tenderer, Mr. Jean Heppel, at the rate of his tender, \$200 per annum. As the amount paid was considered excessive, the contract was let for one year only.

Prior to the termination of the contract the following correspondence took place :—

STE ANNE DE LA POINTE AU PÈRE, 17 mars 1894.

A l'Honorable Sir A. P. CARON,
Maître Général des Postes,
Ottawa.

MONSIEUR LE MINISTRE,—M. Jean Heppel de cette paroisse ayant le contrat pour le transport de la malle du bureau de poste à la station du chemin de fer, pour l'espace d'un an à raison de deux cents piastres, \$200 pour l'année, s'est appliqué à remplir ses devoirs suivant les instructions reçues.

Ce n'est pas une distance de deux milles mais deux milles et demi qu'il doit parcourir quatre fois par jour, aller et retour. De plus, dans la saison de l'hiver ces voyages se font en grande partie durant la nuit, voyages pénibles par conséquent. Et cependant, il n'y a pas de plaintes à ma connaissance; on est satisfait.

C'est pourquoi je vous demande, Monsieur le Ministre, de lui continuer le contrat sans demander de soumissions et vous me ferez grandement plaisir.

Veuillez bien me croire avec considération.

Votre humble serviteur,

O. J. SAUCIER, *Ptre.*

STE. ANNE DE LA POINTE AU PÈRE, 17th March, 1894.

SIR,—Mr. Jean Heppel, of this parish, having the contract for the mail service from the post office to the railway station for a period of one year, at the rate of \$200 per annum, has applied himself to perform his duties according to instructions.

It is not a distance of 2 miles, but 2½ miles, which he is obliged to travel four times a day, going and coming. Besides, in the winter these trips are mostly made in the night, and are hard to perform. Still there have been no complaints to my knowledge; the people are satisfied.

That is why I ask you, sir, to continue his contract without asking tenders, and you will give me much pleasure.

Believe me, &c.,

O. J. SAUCIER, *Prêtre.*

Hon. Sir A. P. CARON,
Postmaster General.

Memorandum from Department.

The Post Office Inspector will be good enough to give the following information :—

1. Name of service.
2. Name of contractor.
3. Frequency of service.
4. Distance.

Inspector's Reply.

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 26th May, 1894.

1. Father Point and railway station.
2. J. Heppel.
3. Semi-daily.
4. Two miles.

Contracts for Mail Service.

- | | |
|--|-------------------------|
| 5. Cost of service. | 5. \$200 yearly. |
| 6. Date of termination of contract. | 6. 31st December, 1894. |
| 7. Date of reception of tenders. | 7. Nil. |
| 8. Was this contract obtained by tender, renewal, transfer or otherwise ? | 8 By tender. |
| 9. If by renewal, transfer or otherwise was original contract or agreement made after tenders were invited ? | 9. Yes. |
| 10. Is the price a reasonable one ? | 10. Excessive. |
| 11. Have the duties been performed satisfactorily by the contractor ? | 11. Yes. |
| 12. Is he willing to accept a renewal of this contract on the existing terms and conditions ? | 12. Yes. |
| 13. Would it be in the interest of the service to renew this contract ? | 13. No. |
| 14. Is there any other information which would help the Postmaster General in coming to a decision ? | 14. Nil. |

A. BOLDUC,
Post Office Inspector.

Fox River and Grand Grève.

This contract was let without tender at \$285 per annum, while there was in the Department a tender for \$254 per annum, the loss being \$124 for the contract term. When this fact was brought to the attention of the present Government, they cancelled the contract and put the service up to tender. The result is that the service is now under contract at the rate of \$224 per annum, and a saving effected of \$244 for the term.

The service was let by tender from the 1st of August, 1887, the contract having been awarded to the lowest tenderer, Mr. E. Tapp, at the rate of his tender, \$285 per annum. The contract made on this occasion was renewed for three years and eleven months from the 1st August, 1891.

Prior to the termination of the latter contract on the 30th June, 1895, tenders were invited due to be opened on the 15th March. On the 9th March instructions were issued for the withdrawal of the notices inviting tenders and the renewal of Mr. Tapp's contract for a further term.

The following tenders were received but not considered :—

William Tapp.....	\$ 254 00
Alfred Paradis.....	259 00
Zepherin Bernier.....	260 00
Zepherin Bernier, jr.....	280 00

RIVIÈRE AU RENARD, 28 janvier 1895.

Sir A. P. CARON,
Ministre des Postes,
Ottawa.

QU'IL PLAISE À VOTRE HONNEUR,—Mon contrat de malle expire le premier août prochain et j'ai pris la liberté de vous demander permission de continuer pour un autre terme de quatre ans au même prix.

Je puis fournir une requête signée par le prêtre, maire, marchands, et tous les principaux citoyens de la paroisse.

Votre humble serviteur,

EMESSIE TAPP.

(Translation.)

FOX RIVER, 28th January, 1895.

MAY IT PLEASE YOUR HONOUR,—My mail contract expires on the 1st August next. I have taken the liberty of asking of you permission to continue for another term of four years at the same price.

I can furnish a petition signed by the priest, the mayor, and all the principal residents of the parish.

Your humble servant,

EMESSIE TAPP.

Sir A. P. CARON,
Postmaster General,
Ottawa.

RIVIÈRE AU RENARD, 22 février 1895.

L'honorable sir ADOLPHE CARON,
Maître général des Postes.

Je prends la liberté de vous envoyer ci-incluse une requête signée par les principaux citoyens favorisant le renouvellement de mon contrat pour le transport des malles.

En espérant qu'il me sera accordé.

Je suis, etc.,

EMESSIE TAPP.

(Translation.)

FOX RIVER, 22nd February, 1895.

SIR,—I take the liberty of sending to you herewith a petition signed by the principal residents favouring the renewal of my contract for the conveyance of the mails.

Hoping that it will be granted.

I am, sir, &c.,

EMESSIE TAPP.

Hon. Sir ADOLPHE CARON,
Postmaster General.

L'honorable sir A. P. CARON,
Maître Général des Postes.

L'humble requête des principaux citoyens de cette localité expose respectueusement :

1. Qu'il y a maintenant près de huit ans que Monsieur Messie Tapp conduit les malles de sa Majesté entre Fox River et la Grande Grève, et pendant ce long espace de temps nous sommes heureux de le dire M. Tapp s'est acquitté de son important devoir avec beaucoup d'exactitude et à l'entière satisfaction du public en général.

2. Qu'à l'expiration de son dernier contrat nous avons soumis à votre Département les memes motifs que nous voulons soumettre aujourd'hui à votre considération pour le renouvellement du contrat de M. Tapp pour le transport de malles entre Fox River et la Grande Grève et qu'alors vous avez jugé à propos d'acquiescer à notre désir. Nous sollicitons humblement au nom de tous les intéressés de vouloir bien renouveler son contrat pour un autre terme au même prix qu'il a actuellement, et vos requérants ne cesseront de prier.

(Signed by forty names.)

Contracts fo Mail Service.

(Translation.)

Honourable Sir A. P. Caron,
Postmaster General :

The humble petition of the principal residents of this locality respectfully shows :

That it is now nearly eight years since Mr. Messie Tapp began to carry Her Majesty's mails between Fox River and Grande Grève, and we are happy to state that during this long period, Mr. Tapp has acquitted himself of this important duty with great promptitude and to the entire satisfaction of the public in general.

That at the expiration of his last contract we submitted to the Department the same reasons we wish to submit to your consideration to-day, for the renewal of Mr. Tapp's contract for the mail service between Fox River and Grande Grève, and at that time you thought fit to acquiesce in our request. We humbly beg in the name of all those concerned that you will be good enough to renew his contract for a further term at the same price as he is now receiving.

And your petitioners will ever pray.

(Signed by forty persons.)

(Private.)

OTTAWA, 23rd February, 1895.

MY DEAR MR. JONCAS,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Fox River and Grande Grève. The present contractor is Mr. E. Tapp, whose application the Inspector recommends.

Yours faithfully,
WM. WHITE.

L. Z. JONCAS, Esq., M.P.,
Quebec.

I have no objection whatever to the renewal of this contract.

L. Z. JONCAS.

FOX RIVER, GASPÉ, 6th March, 1895.

SIR,—Having forwarded a tender for the carrying of the mail from this place to Grande Grève, I hope my tender will be taken into consideration, but notwithstanding I am informed that the present courier had a petition signed by a number of people which has been done unknown to any one wishing to tender. I have decided to tender at a very low figure, can give good bondsmen to prove that I will perform my duty as well as the present contractor. Hoping you will take my tender into consideration and award same to the lowest tenderer, which I think mine is. If required I can get the principal people of this neighbourhood to sign in my favour.

I remain, &c.,
Z. BERNIE, Sr.

The Postmaster General,
Ottawa.

OTTAWA, 13th March, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 6th instant, respecting your tender for the Fox River and Grande Grève mail service. In reply I am to say that, as the Postmaster General has authorized the renewal of the existing contract, he regrets he is unable to consider your offer.

I am, sir, &c.,
ARTHUR LINDSAY,
Superintendent.

Mr. Z. BERNIE, Sr.,
Fox River, Quebec.

Frampton and Springbrook.

This contract was renewed without tender for \$60, although the Department was in receipt of information that there were persons who desired to tender for the contract.

The present Government having cancelled the contract and invited tenders, a contract has been obtained for \$48 per annum, and a saving of \$48 effected for the term.

The service was let by tender from the 1st July, 1887, the contract having been awarded to the lowest tenderer, Mr. James Clark, at the rate of his tender, \$60 per annum. The contract made on this occasion was renewed for a further term from the 1st July, 1891.

Prior to the termination of the latter contract on the 30th June, 1895, the following correspondence took place:--

CORRESPONDENCE.

(Privée.)

QUÉBEC, 10 décembre 1894.

MON CHER SIR ADOLPHE,—Je vous transmets sous ce pli une lettre de James Clark, contracteur pour la malle à Frampton. Ce monsieur désire renouveler son contrat; j'espère que vous n'y verrez pas d'objection. La chose est très importante au point de vue du parti, et je voudrais bien qu'il pourrait compter sur son contrat pour un nouveau terme.

Votre bien dévoué,

LOUIS PELLETIER.

L'hon. sir A. P. CARON,
Ottawa.

(Translation.)

QUEBEC, 10th December, 1894.

MY DEAR SIR ADOLPHE,—I send you herewith a letter from Mr. James Clark, contractor for the mail service at Frampton. This gentleman wishes to renew his contract. I hope you will see no objection thereto. The matter is very important from a party standpoint, and I would be glad if he could count on his contract for a further term.

Yours faithfully,

LOUIS PELLETIER.

(Inclosure.)

WEST FRAMPTON, 4th December, 1894.

HONOURABLE SIR,—I take the liberty of writing to you to ask you as a favour to use your influence with the Postmaster General to have my contract renewed that will terminate in July, 1895, of which the tenders will be out in a few days.

Dr. Lesage always got it for me and he approved of applying for it before the tenders were out and he always obtained it.

Hoping that you will obtain it and we will meet again.

Yours truly,

JAMES CLARK.

OTTAWA, le 29 décembre 1894.

MON CHER M. PELLETIER,—J'ai le plaisir de vous informer que conformément à votre recommandation, j'ai donné les ordres nécessaires à l'effet de pourvoir au renouvellement du contrat pour le transport des malles entre Frampton et Springbrook.

Bien à vous,

ADOLPHE P. CARON.

L'hon. L. P. PELLETIER,
Secrétaire Provincial, &c.,
Québec.

Contracts for Mail Service.

(Translation.)

OTTAWA, 29th December, 1894.

MY DEAR MR. PELLETIER,—I have the pleasure of informing you that in accordance with your recommendation, I have issued the instructions necessary to provide for the renewal of the contract for the mail service between Frampton and Springbrook.

Yours faithfully,

ADOLPHE P. CARON.

HON. L. P. PELLETIER,
Provincial Secretary, &c.,
Quebec.

SPRINGBROOK, 19th April, 1895.

To the Honourable Postmaster General,—

HONOURABLE SIR,—I take the liberty to address a few lines to you to ask you if the carrying of the Springbrook mail is given to the former carrier, Mr. James Clark, or if there will be tenders calling for carrying it for the ensuing term, as I am in a position to carry it cheaper than is paid at the present time. If it is not given to him already please drop me a line and let me know at your earliest opportunity, and you will greatly oblige.

Your humble servant,

HUGH HURLEY.

OTTAWA, 22nd April, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 19th inst., inquiring as to whether the mail service between Frampton and Springbrook is to be put up for tender. In reply, I am to say, that as the Postmaster General has renewed the existing contract from the 1st July next, tenders will not be invited at present.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. HUGH HURLEY,
Springbrook, Que.

SPRINGBROOK P.O., DORCHESTER Co., P.Q.

SIR.—I take the liberty of addressing you in regard to the contract for carrying the mail between here and Frampton.

I understand that the contract has been given to Mr. James Clark. I must, therefore, say that it has caused a good deal of threats concerning the coming elections. I have been informed by several voters that they think it is not fair that a public contract should be given to one individual year after year without tenders.

* * *
And your humble servant will ever pray.

WILLIAM GORDON, P.M.,
Springbrook, Dorchester Co., P.Q., Canada.

To the Honourable
The Postmaster General.

OTTAWA, 1st June, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter stating that objection had been made in your vicinity to the renewal of the existing contract for the mail service between Frampton and Springbrook. In reply I am to say that the Postmaster General after full consideration has decided that the public interest would be best served by renewing the contract in question and has therefore issued the requisite authority.

I am, &c.,

ARTHUR LINDSAY,

Superintendent.

Mr. W. GORDON,
Springbrook, Que.

SPRINGBROOK, 22nd June, 1895.

SIR,—Permit me again to address a few lines to you in regard to your letter of the 1st inst. You then gave me to understand that the interests of the public would be best served by renewing the existing contract for mail service between Springbrook and Frampton.

I beg to say that the tenders have not arrived here yet, and as the said contract is to expire on the 30th inst., there is not much time to lose; you may have forgotten the same owing perhaps to too much business. Now, as several of the would-be applicants are getting uneasy and are anxious for tenders to come, I thought I might venture to call your attention to the same by this note.

If tenders are coming kindly forward them as soon as convenient and oblige.

Yours, &c.,

WM. GORDON, P.M.

To the Honourable
The Postmaster General.

OTTAWA, 25th June, 1895.

SIR,—I have to acknowledge the receipt of your letter of the 22nd inst., calling attention to a letter from yourself in which you recommend that the mail service between Frampton and Springbrook be put up to tender. In reply I am to say that as the existing contract has been renewed, the Postmaster General regrets that he cannot follow your recommendation in the matter.

I am, &c.,

ARTHUR LINDSAY,

Superintendent.

Mr. W. GORDON,
Springbrook, Que.

Grand Cascapedia and New Richmond.

This contract was let without tender at \$80 per annum, while there was in the Department tender for \$54 per annum, the loss being \$104 for the contract term.

The service has been in the hands of the present contractor, Mr. Wm. Robertson, since the 1st July, 1883, during which time it has not been let by tender. The rate paid is \$80 per annum.

Prior to the termination of the contract which expired on the 30th June, 1895, tenders were invited due to be opened on the 15th March. The tenders received were not considered, as instructions were issued on the 1st April to renew Mr. Robertson's contract at the same rate, viz.: \$80 per annum.

Tenders received:—

L. Barter.....	\$54 00
A. Barter.....	70 00
W. Robertson.....	80 00

Contracts for Mail Service

CORRESPONDENCE.

QUÉBEC, 1er mars 1895.

CHER SIR ADOLPHE,—Je suis chargé de la part de M. William Robertson de Grand Cascapedia, de vous prier de vouloir bien renouveler son contrat pour le transport des malles entre Grand Cascapedia P. O. et New Richmond P. O., aux termes de son contrat actuel. Le prix en est modéré, le service a toujours été effectué d'une manière satisfaisante.

M. Robertson est recommandable sous tous les rapports.

C'est pourquoi j'espère, avec M. Robertson, qu'il vous plaira renouveler son petit contrat.

Il vous en sera très reconnaissant.

Je demeure, etc.,

L. J. RIOPEL.

L'honorable Sir A. P. CARON, K.C.M.G.,
Maître général des Postes, Ottawa.

(Translation.)

QUEBEC, 1st March, 1895.

DEAR SIR ADOLPHE,—I am requested by Mr. William Robertson, of Cascapedia, to ask you to be good enough to renew his contract for the mail service between Grand Cascapedia and New Richmond, on the terms of his present contract. The price is moderate. The service has always been performed in a satisfactory manner. Mr. Robertson may be recommended in every regard.

That is why I hope, with Mr. Robertson, that you will please renew his small contract. He will be very thankful.

I remain, &c.,

L. J. RIOPEL.

Hon. Sir ADOLPHE CARON, K.C.M.G.,
Postmaster General,
Ottawa.

OTTAWA, 1er avril 1895.

MON CHER M. RIOPEL,—J'ai le plaisir de vous informer que conformément à votre recommandation, j'ai donné les ordres nécessaires à l'effet de pourvoir au renouvellement du contrat pour le transport des malles entre Grand Cascapedia et New Richmond.

Bien à vous,

ADOLPHE P. CARON.

L. J. RIOPEL, écrivain,
Québec.

(Translation.)

OTTAWA, 1st April, 1895.

MY DEAR MR. RIOPEL,—It gives me pleasure to inform you that, in accordance with your recommendation, I have issued instructions necessary to provide for the renewal of the contract for the mail service between Grand Cascapedia and New Richmond.

Yours faithfully,

ADOLPHE P. CARON.

L. J. RIOPEL, Esq.,
Quebec.

Grenville and Railway Station.

This contract was let without tender at \$96 per annum, while there was in the Department a tender for \$45 per annum, the loss being \$204 for the contract term.

This service was put in the hands of the present contractor, Mr. Thomas Cummings, on the 1st January, 1890, by a private agreement at the rate of \$48 per annum. On the 1st of April, 1892, the service was increased from daily to semi-daily and the rate raised to \$96 per annum.

Prior to the termination of the contract on the 31st December, 1893, tenders were invited due to be opened on the 17th November. On the 14th November instructions issued for the withdrawal of the notices inviting tenders, and renewal of Mr. Cummings's contracts at \$96 per annum.

The following tenders were received but not considered:—

J. R. Sherwood	\$45 00
O. Leroy	73 00
L. Champagne	75 00
T. Cummings.....	96 00

CORRESPONDENCE.

LACHUTE, QUE., 9th Nov., 1893.

MY DEAR SIR ADOLPHE,—I have just received a letter from Grenville from Thos. Cummings, the man who has the mail contract between the Canadian Pacific Railway station Grenville, and the village of Grenville. He states that your Department has called for tenders for this mail service, no doubt at the recommendation of your new Inspector. He is at a loss to know why this is, as heretofore you have always renewed the contract with him at the same price.

I would like, if it is possible, that Mr. Thos. Cummings should be kept on in the same position. I think the price is a low one, and if another man gets the position, it will simply be to farm it out. Please arrange matters so that Mr. Cummings may have the contract continued without any further competition or tender, and you will greatly oblige.

Yours very sincerely,

J. C. WILSON.

Sir ADOLPHE CARON,
Postmaster General, Ottawa.

P. S.—You know I never recommend what I do not think right. In the matter of many of the contracts that your Inspector recommended, after examination I agreed with him. In this case I would like him to agree with me, as well as your honourable self.

OTTAWA, 10th November, 1893.

MY DEAR COLLEAGUE,—The contract for carrying the mail between Grenville station on the Canadian Pacific Railway and Grenville post office held by Thomas Cummings at \$98 a year, expires the last of December, and tenders have been called for, to be sent in by the 17th of this month.

I inclose a line from the Postmaster, D. Williamson, stating that the service has been satisfactorily performed. I have no doubt that it has been done as cheaply as any one can afford to do it, and I would recommend to you the renewal of the contract with Cummings, and the withdrawal of the notices for tenders.

Besides the letter from the Postmaster, I inclose a letter also from Mr. Owens, the late local member for the county.

Faithfully yours,

W. B. IVES.

The Hon. Sir A. P. CARON,
Postmaster General.

Contracts for Mail Service.

(*Inclosure No. 1.*)

COTE ST. ANTOINE, MONTREAL, November 3rd, 1893.

DEAR SIR,—Inclosed is a letter of Thos. Cummings, of Grenville, mail courier between Grenville and Lost River post offices in Argenteuil.

As the present contract price is very low, and Mr. Cummings is a straight supporter of our party, I hope you will induce the Postmaster General to renew contract at old price and not call for tenders, as in that case a Grit hotel keeper would carry it almost for nothing, simply to revenge himself upon Cummings and our party. I have instructed Cummings to apply through Wilson so as to set matters right with him.

Yours sincerely,

W. OWENS.

Honourable W. B. IVES.

(*Inclosure No. 2.*)

GRENVILLE, 31st October, 1893.

DZAR SIR,—I beg to certify that Thos. Cummings, mail contractor, has always been prompt and faithful in the discharge of his duties in carrying the mails in connection with this office.

If a renewal of his contract could be effected, I think the service would be benefited by it.

Your obedient servant,

D. WILLIAMSON,
Postmaster, Grenville.

E. F. KING, Esq.,
Post Office Inspector,
Montreal.

OTTAWA, 14th November, 1893.

MY DEAR MR. IVES,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 10th inst., I have authorized the renewal of Mr. T. Cummings's contract for the mail service between Grenville and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable
W. B. IVES,
President of the Privy Council,
Ottawa.

OTTAWA, 17th November, 1893.

MY DEAR MR. WILSON,—I am in receipt of your letter of the 9th inst., recommending the renewal of the existing contract for the mail service between the post office and railway station at Grenville. In reply I beg to inform you that I have had much pleasure in authorizing that your wishes in this matter be complied with.

Yours faithfully,

ADOLPHE P. CARON.

J. C. WILSON, Esq.,
Lachute.

Hunterstown and Louiseville.

This contract was let without tender at \$299 per annum while there was in the Department a tender for \$249.50 per annum, the loss being \$198 for the contract term.

The service was let by tender from the 1st April, 1890, the contract having been awarded to the lowest tenderer, Mr. Honoré Durand, at the rate of his tender, \$299 per annum.

Prior to the termination of this contract on the 31st March, 1894, tenders were invited due to be opened on the 9th February. On the 29th January instructions were issued to withdraw the notices inviting tenders, and to renew Mr. Durand's contract with him for a further term at the same rate.

The following tenders were received but not considered :—

T. Bellemare.....	\$249 50
O. Marineault.....	269 00
J. McGuire.....	278 00

CORRESPONDENCE.

St. JUSTIN, 18 janvier 1894.

HON. MINISTRE,—M. Durand de Louiseville, Co. Maskinongé, courrier des malles entre Louiseville et Saint-Paulin, désirerait que son contrat de transport des malles expirant en mars prochain lui soit renouvelé aux mêmes conditions sans être obligé de passer par le creuset de nouvelles soumissions. Le prix du contrat n'est pas élevé et M. Durand est un bon conservateur, contre lequel il n'y a pas de plainte; c'est pourquoi je recommande fortement le renouvellement de son contrat.

De plus, c'est un ami dévoué de notre cause, et en ce faisant vous obligerez beaucoup tous vos amis politiques.

Je demeure avec beaucoup de respect,

Votre serviteur dévoué,

DR. C. J. COULOMBE, *ex-M.P.*

Hon. Sir A. P. CARON,
Ministre des Postes,
Ottawa.

(Translation.)

HON. SIR,—Mr. Durand of Louiseville, county of Maskinongé, mail courier between Louiseville and St. Paulin, desires that his mail contract, which expires in March next, may be renewed with him on the same conditions, without his being obliged to pass through the test of new tenders. The contract price is not high, and Mr. Durand is a good Conservative, against whom there is no complaint; that is why I strongly recommend the renewal of his contract.

Besides, he is a faithful friend of our cause, and in doing this you will oblige all your political friends.

I remain with much respect, &c.,

DR. C. J. COULOMBE, *ex-M.P.*

OTTAWA, 29 janvier 1894.

MON CHER DR COULOMBE,—J'ai le plaisir de vous informer que conformément à votre recommandation, j'ai donné les ordres nécessaires à l'effet de pourvoir au renouvellement du contrat pour le transport des malles entre Hunterstown et Louiseville.

Bien à vous,

ADOLPHE P. CARON.

Dr C. J. COULOMBE,
Saint-Justin, Qué.

Contracts for Mail Service.

(Translation.)

OTTAWA, 29th January, 1894.

MY DEAR DR. COULOMBE,—It gives me pleasure to inform you that in accordance with your recommendation, I have given the necessary instructions to provide for the renewal of the contract for the mail service between Hunterstown and Louiseville.

Yours faithfully,

ADOLPHE P. CARON.

Dr. C. J. COULOMBE,
St. Justin, Que.

Kingsey Falls and Lorne.

This contract was let without tender at \$230 per annum, while there was in the Department a tender for \$200 per annum, the loss being \$120 for the contract term. The contract terminating on the 31st March, 1897, tenders were invited and a new contract has been made at \$200 per annum.

The service was let by tender from the 1st April, 1885, the contract having been awarded to the lowest tenderer, Mr. Michel Morin, at the rate of his tender, \$230 per annum. The contract made on this occasion was renewed from the 1st April, 1889, on the same terms and conditions.

Prior to the termination of the latter contract on the 31st March, 1893, tenders were invited due to be opened on the 2nd December, 1892. The tenders received were not considered, as instructions issued on the 1st December to withdraw the notices and to renew Mr. Morin's contract for a further term of four years at the same rate, viz., \$230.

Tenders received:—

J. A. Cassidy	\$200 00
J. W. Haddock	225 00
H. Fowler	225 00
H. A. Magoon	250 00

CORRESPONDENCE.

KINGSEY FALLS, 5 Novembre, 1892.

MONSIEUR,—Comme voilà bientôt 8 ans le 31 mars prochain que je suis votre serviteur pour mener la malle, s'il vous plaît je désirerais l'être encore pour un autre terme à vos conditions, comme j'ai toujours fait, 6 voyages le matin de Lorne à Kingsey, et 6 le soir de Kingsey à Lorne. Le matin à Lorne la malle nous est livrée à 7 heures et nous la livrons à 8 heures à Kingsey Falls; le soir la malle de Kingsey nous est livrée à 6 heures et je la livre à 7 heures à Lorne. Si vous acceptez ma soumission je vous donnerai mes mêmes cautions que j'ai toujours fournies et je m'oblige d'être toujours fidèle comme j'ai été dans votre service. Si vous m'acceptez daignez envoyer le blanc avec les signatures et rempli tel qu'il doit être.

Je suis votre obligé serviteur,

MICHEL MORIN,
Postillon.

OTTAWA, 16th November, 1892.

MY DEAR MR. CLEVELAND,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Kingsey Falls and Lorne. The present contractor is Mr. Michel Morin whose renewal the inspector recommends.

Yours faithfully,

WM. WHITE.

C. C. CLEVELAND, Esq., M.P.,
Danville, P.Q.

DANVILLE, 26th November, 1892.

DEAR SIR,—Yours of 16th *re* renewal mail contract Kingsey Falls and Lorne to hand, and would have been answered before but have been from home.

I should favour the renewal of contract with Mr. M. Morin for a further term.

I am, &c.,

C. C. CLEVELAND.

COL. WM. WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 1st December, 1892.

MY DEAR MR. CLEVELAND,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 26th inst., I have authorized the renewal of Mr. Michel Morin's contract for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

C. C. CLEVELAND, Esq., M.P.,
Danville, P.Q.

La Baie and Nicolet.

This contract was let without tender at \$249 per annum, while there was in the Department a tender for \$180 a loss resulting of \$276 for the term. With these facts before it the present Government cancelled the contract on three months' notice and invited tenders. A contract has been obtained at \$178 per annum, and a saving effected which amounts to \$284 for the term.

The service was let by tender from the 1st October, 1886, the contract having been awarded to the lowest tenderer, Mr. R. Larivière at the rate of his tender \$249 per annum. On the 1st April, 1888, the contract was transferred to Mr. F. Vigneau, and with him renewed from the 1st October, 1890.

Prior to the termination of this contract on the 30th September, 1894, tenders for a new contract were invited, due to be opened on the 10th August of that year. The tender received was not considered as Mr. Vigneau's contract was renewed at \$249.

Tender received:—

P. Bourgeois.....\$180 00

MONTREAL, 6 juillet 1894.

MONSIEUR LE MINISTRE.—Votre Département demande des sousmissions pour le transport de la malle entre La Baie et Nicolet. Le contrat pour ce service a été rempli depuis nombre d'années par M. Téléphore Vigneau de La Baie, à la satisfaction du public et du Département je crois. Monsieur est prêt à le continuer aux mêmes conditions, et je crois que vous ne pouvez faire mieux que de le lui laisser.

Le Département lui a toujours renouvelé ce contrat à chaque échéance sans soumissions.

J'ai l'honneur, etc.,

F. VANASSE.

(Translation.)

MONTREAL, 6th July, 1894.

SIR,—Your Department is asking for tenders for the mail service between La Baie and Nicolet. The contract for this service has been performed for a number of years by Mr. Téléphore Vigneau, of La Baie, to the satisfaction of the public and of the Department, I believe. The gentleman is prepared to continue it on the same conditions, and, I believe, you cannot do better than to leave it with him. The Department has always renewed this contract as it expires without tenders.

I have, &c.

F. VANASSE.

Contracts for Mail Service.

OTTAWA, le 12 juillet 1894.

MON CHER M. BEAUBIEN,—Le Maître Général des Postes me prie de vous demander si vous n'avez aucune objection au renouvellement du contrat de M. Vigneau pour le transport des malles entre La Baie et Nicolet, recommandé par l'Inspecteur lui-même. Vous m'obligerez beaucoup en me faisant connaître vos intentions à cet effet aussitôt qu'il vous sera possible.

Bien à vous,

WM. WHITE.

L'honorable L. BEAUBIEN,
Commissaire de l'Agriculture et de la Colonisation,
Québec.

(Translation.)

OTTAWA, 12th July, 1894.

MY DEAR MR. BEAUBIEN,—The Postmaster General wishes me to ask if you have any objection to the renewal of Mr. Vigneau's contract for the mail service between La Baie and Nicolet, which is recommended by the Inspector. You will oblige me greatly by informing me of your wishes in the matter as soon as possible.

Yours faithfully,

WM. WHITE.

The Hon. L. BEAUBIEN,
Commissioner of Agriculture, &c.,
Quebec.

HONOURABLE MINISTRE,—L'humble requête du soussignés, résidant dans le village de la Paroisse St-Antoine de la Baie du Febvre expose respectueusement :—

Qu'ils voient que des soumissions sont demandées pour accorder le contrat de la malle entre La Baie et Nicolet.

Que le contracteur actuel Monsieur Téléphore Vigneau a toujours depuis au delà de cinquante ans obtenu ce contrat presque sans interruption.

Que le public réclame et vos soussignés en particulier, que son contrat lui soit continué suivant sa demande présentée par l'entremise de F. Vanasse, écuyer, et non par soumissions.

Que ce changement pourrait entraîner le Gouvernement à accepter une plus basse soumission et laisser le public dans la position qu'il s'est trouvé, il y a cinq à six ans, avoir un courrier incapable de remplir les conditions de son contrat.

Qu'ils concluent en demandant instamment à Votre Honneur d'accorder au dit Téléphore Vigneau la continuation de son contrat entre La Baie et Yamaska à partir du premier octobre prochain.

Et les soussignés ne cesseront de prier. St-Antoine de la Baie du Febvre ce vingt-septième jour du juillet mil huit cent quatre-vingt-quatorze.

J. N. DUGUAY.
J. L. BELCOURT.
A. J. MACDONALD.
DR. LATTAYE.

L'honorable Sir A. P. CARON,
Maître Général des Postes,
Ottawa.

(Translation.)

SIR,—The humble petition of the undersigned residents in the village of the parish of St. Antoine de La Baie du Febvre respectfully shows:—

That they observe that tenders are being invited for the awarding of the mail contract between La Baie and Nicolet.

That the present contractor, Mr. Téléphore Vigneau, has for over fifty years held this contract almost without interruption.

That the public, and your petitioners in particular, ask that his contract be continued in accordance with his application, forwarded by F. Vanasse, Esq., and not by tender.

That this change might lead the Government to accept the lowest tender, and leave the public in the position it was in five or six years ago, of having a courier incapable of carrying out the conditions of his contract.

That in conclusion they beg urgently that Your Honour may grant to the said Téléphore Vigneau the continuance of his contract between La Baie and Yamaska from the 1st October next.

And the undersigned, &c.

J. N. DUGUAY.
J. L. BELCOURT.
A. J. MACDONALD.
DR. LATTAYE.

Hon. Sir A. P. CARON,
Postmaster General,
Ottawa.

LA BAIE, 26 juillet 1894.

M. LE MINISTRE,—Permettez-moi d'attirer votre attention sur le contrat de T. Vigneau, conducteur de malles de La Baie à Nicolet, lequel contrat expire le 10 août prochain.

M. T. Vigneau est un conducteur modèle. Il est dans le service depuis cinquante ans, et plus, ce qui ne souffre pas de commentaires.

Il y a huit ans on lui a enlevé ce contrat; son successeur après quelques mois seulement de service a dû céder le pas au Père Vigneau. Déjà quelques soumissions sont faites par des gens qui certainement ne donneront pas satisfaction. Pour quelques piastres de différence nous aurions, probablement, un mauvais service. \$250 pour voyager 9 milles à tous les jours, avoir les frais d'un pont (sur la rivière Nicolet) à payer \$40 par année, c'est bien minime n'est-ce pas? Ce qui explique le désir de continuer ce contrat c'est que déjà M. Vigneau a le contrat de La Baie à Yamaska. Les deux ensemble rendent la chose assez payant pour lui. Votre bienveillante considération sur ce qui précède nous rendra à tous les contribuables de La Baie et Nicolet, un service bien appréciable, de même que le Département comptera pour quatre ans encore le Père Vigneau au nombre de ses plus fidèles employés.

J'ai l'honneur, etc.,

L. H. DUGUAY.

L'Hon. A. P. CARON,
Ministre des postes,
Ottawa.

(Translation.)

LA BAIE, 26th July, 1894.

SIR,—Allow me to ask your attention to the contract of Mr. Vigneau mail courier from La Baie to Nicolet which expires on the 10th August next. Mr. T. Vigneau is a model courier. He has been in the service 50 years or more which requires no commentary.

Contracts for Mail Service.

Eight years ago the contract was taken away from him but his successor after some months only was obliged to give way to old Mr. Vigneau. Already tenders have been made by persons who certainly will not give satisfaction. For a few dollars difference we would probably have a poor service. \$250.00 to travel nine miles every day with bridge tolls amounting to \$40.00 per annum is very little, is it not? What explains the desire to continue the contract is that Mr. Vigneau also has the contract from La Baie to Yamaska. Both together make the service sufficiently remunerative for him.

Your kind consideration of the foregoing will be much appreciated by all the ratepayers of La Baie and Nicolet, and at the same time the Department will be able to count for four years more Mr. Vigneau among its most faithful employees.

I have, &c.,

L. H. DUGUAY.

Hon. A. P. CARON,
Postmaster General,
Ottawa.

OTTAWA, 2 août 1894.

MON CHER MONSIEUR,—Le 12 du mois dernier je vous ai écrit pour m'informer si vous avez quelques objections au renouvellement du contrat de M. T. Vigneau pour le transport des malles entre La Baie et Nicolet, mais jusqu'à présent je n'ai pas reçu une réponse. Veuillez bien m'écrire sur ce sujet quand cela vous sera possible.

Bien à vous,

WM. WHITE.

L'Honorable L. BEAUBIEN,
Commissaire de l'Agriculture, etc.,
Québec.

(Translation.)

OTTAWA, 2nd August, 1894.

MY DEAR SIR,—On the 12th ultimo I wrote to ascertain from you if you had any objection to the renewal of Mr. T. Vigneau's contract for the mail service between La Baie and Nicolet, but so far I have not received an answer. Will you please be good enough to write me on this matter as soon as possible?

Yours faithfully,

WM. WHITE.

Hon. L. BEAUBIEN,
Commissioner of Agriculture, &c.
Quebec.

QUÉBEC, 3 août 1894.

MON CHER MONSIEUR.—L'honorable M. Beaubien me charge de vous informer qu'il n'a pas d'objection au renouvellement du contrat de M. T. Vigneau pour le transport des malles entre La Baie et Nicolet.

Veuillez agréer mes remerciements pour l'attention que vous lui témoignez, et me croire.

Votre très humble serviteur,

S. DUFAULT,
Secrétaire.

WM. WHITE, Ecr.,
Assistant Maître Général des Postes,
Ottawa.

(Translation.)

QUEBEC, 3rd August, 1894.

SIR,—The Honorable Mr. Beaubien directs me to inform you that he has no objection to the renewal of Mr. Vigneau's contract for the mail service between La Baie and Nicolet.

Please accept my thanks for the attention you have given the matter, and believe me, &c.

S. DUFAULT,
Secretary.

WM. WHITE, Esq.,
Deputy Postmaster General.

OTTAWA, le 9 août 1894.

MON CHER M. VANASSE,—J'ai le plaisir de vous informer que conformément à votre recommandation, le Ministre des Postes a donné les ordres nécessaires à l'effet de pourvoir au renouvellement du contrat pour le transport des malles entre La Baie et Nicolet.

Bien à vous,
WM. WHITE.

F. VANASSE, Ecr.,
Montréal, Qué.

(Translation.)

OTTAWA, 9th August, 1894.

MY DEAR MR. VANASSE,—It gives me pleasure to inform you that in accordance with your recommendation, the Postmaster General has issued the instructions necessary to provide for the renewal of the contract for the mail service between La Baie and Nicolet.

Yours faithfully,
WM. WHITE.

F. VANASSE, Esq.,
Montreal, Que.

OTTAWA, le 22 août 1894.

MON CHER MONSIEUR BEAUBIEN,—Je dois vous informer que conformément à votre recommandation, le Maître Général des Postes a autorisé le renouvellement du contrat de M. T. Vigneau pour le transport des malles entre La Baie et Nicolet.

Bien à vous,
WM. WHITE.

Hon. L. BEAUBIEN,
Hochelaga, Qué.

(Translation.)

OTTAWA, 22nd August, 1894.

MY DEAR MR. BEAUBIEN,—I beg to inform you that in accordance with your recommendation the Postmaster General has authorized the renewal of the contract of Mr. T. Vigneau for the mail service between La Baie and Nicolet.

Yours faithfully,
WM. WHITE.

Hon. L. BEAUBIEN,
Hochelaga, Que.

Contracts for Mail Service.

Lake Etchemin and Standon.

This contract was let without tender at \$270.00 per annum, notwithstanding the fact that representations were made to the Department by people living in the locality concerned, that the service could be obtained at a lower rate if tenders were invited.

The present Government having been made aware of these facts, cancelled the contract on three months notice and invited tenders. The result is that a contract has been obtained for \$148 per annum, and a saving effected which amounts to \$122 per annum or \$488 for the term.

The service was let by tender from the 1st April, 1884, the contract having been awarded to the lowest tenderer, Mr. J. Fortin, at the rate of his tender, \$90.00 per annum. The rate was increased to \$135.00 per annum on the 1st May, 1884, and to \$270.00 per annum on the 1st September, 1886, in consequence of the increase in the frequency of the service from semi-weekly to tri-weekly, and afterwards to daily. The service remained in Mr. Fortin's hands through renewals of expiring contracts, until the 1st April, 1893, when it was transferred to Mr. F. Gosselin for the balance of Mr. Fortin's term, which expired on the 31st March, 1896.

CORRESPONDENCE.

ST-LÉON DE STANDON, 29 août 1895.

HONORABLE MONSIEUR,—Nous entendons parler que le postillon de Standon au Lac Etchemin désire garder la course de la malle sans soumission. Je dois vous dire que nous désirons que la course de cette malle soit donnée par soumission parce qu'elle peut être menée meilleur marché qu'elle est aujourd'hui, c'est la partie la plus favorable de la ligne; nous connaissons plusieurs personnes qui désirent mettre des soumissions. Ça serait que juste que vous donneriez des soumissions pour donner satisfaction aux gens de Standon.

J'espère que vous prendrez notre lettre en considération et que vous nous enverrez des blancs de soumissions pour donner satisfaction aux gens de Standon.

Nous demeurons vos serviteurs,

ONÉS. GAGNON,
FRANÇOIS GOSSÉLIN,
AIMÉ GAGNON,
LOUIS TERRIEN,
T. GAGNON.

Au Maître Général des Postes,
Ottawa.

(Translation.)

ST. LÉON DE STANDON, August 29, 1895.

HONOURABLE SIR,—We understand that the courier from Standon to Lake Etchemin wishes to keep the running of the mail without tender. I am to say that we desire the running of that mail to be given by tender, as it can be taken cheaper than it is to-day.

It is the most favourable part of the line. We know several persons who wish to make offers. It would be only just for you to ask tenders, in order to give satisfaction to the people of Standon.

I hope you will take our letter into consideration, and that you will send blank tender forms to satisfy the people of Standon.

We remain, &c.,

To the Postmaster General,
Ottawa.

(Privée.)

QUEBEC, 31 août 1895.

MON CHER SIR ADOLPHE,—Je vous envoie sous ce pli une liasse de certificats qui démontrent que M. François Gosselin le contracteur actuel de la malle entre Standon et le lac Etchemin a toujours donné satisfaction dans l'exercice de son contrat. M. Gosselin m'informe que ce contrat expire le 31 mars prochain, et me prie de vous en demander le renouvellement aux mêmes conditions.

M. Gosselin est un de mes partisans, et je voudrais bien que vous me feriez le plaisir de ne pas demander de soumissions à l'expiration de son contrat qui est déjà très bas. Je compte sur vous pour cela, et espère que vous me donnerez une réponse favorable.

Votre bien dévoué,

LOUIS P. PELLETIER.

L'Hon. Sir A. P. CARON,
Ottawa.*(Inclosures.)*

STE-GERMAINE, 27 août 1895.

Je, soussigné, curé de Ste-Germaine, certifie par les présentes que M. François Gosselin nous a donné satisfaction depuis qu'il est postillon entre St-Léon de Standon et Ste-Germaine.

THOS. LAUZÉ,
Ptre.

LAC ETCHEMIN, 28 août 1895.

Je, soussigné, me déclare satisfait des services de M. François Gosselin comme postillon entre Standon et ici.

N. G. CANTIN, M.D.

27 août 1895.

Je, soussigné, maître de poste de St-Léon de Standon déclare que M. François Gosselin, postillon de Standon à Ste-Germaine, m'a jusqu'à ce jour donné pleine satisfaction, et je crois devoir le recommander à l'Honorable le Ministre des Postes pour le renouvellement d'un nouveau contrat en sa faveur.

TURIBE GAGNON,

ST-LÉON DE STANDON, 29 août 1895.

Je, soussigné, déclare que M. François Gosselin, postillon entre St-Léon de Standon et Ste-Germaine, a toujours donné satisfaction dans l'accomplissement de son contrat.

J. A. GOUIN,
Ptre.*(Translation.)*

(Private.)

QUEBEC, 31st August, 1895.

MY DEAR SIR ADOLPHE,—I inclose herewith a package of testimonials which show that Mr. François Gosselin, the present mail contractor between Standon and Lake Etchemin, has always given satisfaction in the performance of his contract. Mr. Gosselin informs me that this contract expires on the 31st March next, and asks me to apply for the renewal of it on the same conditions.

Contracts fo Mail Service.

Mr. Gosselin is one of my political friends, and I would be glad if you would do me the favour not to ask for tenders at the expiration of the contract, which is already very low.

I count on you for that, and I hope you will give me a favourable answer.

Yours very faithfully,

LOUIS P. PELLETIER.

Hon. Sir A. P. CARON,
Ottawa.

St. GERMAINE, 27th August, 1895.

I, the undersigned, curé of St. Germaine, hereby certify that Mr. François Gosselin has given satisfaction to us since he has been courier between St. Léon de Standon and Ste. Germaine.

THOMAS LAUZÉ, Priest.

LAKE ETCHEMIN, 28th August, 1895.

I, the undersigned, declare myself satisfied with the services of Mr. François Gosselin as courier between Standon and here.

N. G. CANTIN, M.D.

27th August, 1895.

I, the undersigned, postmaster of St. Léon de Standon, declare that Mr. François Gosselin, courier from Standon to Ste. Germaine, has until now given me full satisfaction, and I consider that I ought to recommend to the Honourable Postmaster General, the renewal of a new contract in his favour.

TURIBE GAGNON.

St. LEON DE STANDON, 29th August, 1895.

I, the undersigned, declare that Mr. François Gosselin, courier between St. Léon de Standon and Ste. Germaine has always given satisfaction in the performance of his contract.

J. A. GOUIN, Priest.

STE-GERMAINE DU LAC ETCHEMIN.

MONSIEUR.—Un mot à l'égard de M. Gosselin, entrepreneur de malle entre Standon et Lac Etchemin. Pour moi je n'ai pas de reproche à faire à M. Gosselin pour le moment. Il y a eu quelques petits reproches à lui faire au commencement de son service, mais aujourd'hui M. Gosselin paraît donner satisfaction; pour moi je n'ai pas d'objection à ce que vous lui renouveliez son contrat pourvu que M. Gosselin continue à bien faire le service. Dans tous les cas il y a encore un peu de temps avant de lui renouveler son contrat. Aujourd'hui M. Gosselin me paraît bien disposé. S'il continue dans la bonne voie, il méritera qu'on lui en tienne compte.

Je suis votre obéissant serviteur,

JOSEPH BÉGIN,
Maître de Poste de Lac Etchemin.

Monsieur BOLDOC,
Inspecteur des Postes,
Québec.

(Translation.)

ST. GERMAIN DU LAC ETCHEMIN.

SIR,—A word with reference to Mr. Gosselin, mail contractor between Standon and Lake Etchemin. For me, I have no fault to find with Mr. Gosselin at present. Some little fault was to be found at the beginning of his service, but to-day Mr. Gosselin appears to give satisfaction. For my part, I have no objection to your renewing his contract, provided that Mr. Gosselin continues to perform the service well. In any case, there is still some time before renewing his contract. At present, Mr. Gosselin seems to be well disposed. If he continues to give satisfaction, he will deserve to have the credit of it.

I am, &c.,

JOSEPH BÉGIN,
Postmaster.

Mr. BOLDOC,
Post Office Inspector.

QUEBEC, 7th Sept., 1895.

DEAR COL. WHITE,—Mr. François Gosselin, mail carrier between St. Léon of Standon and Lake Etchemin, in the county of Dorchester, writes to me requesting that I may communicate with the Post Office Department, in order that his contract for carrying the above mentioned mail may be continued on the same conditions. Though I do not know the conditions, &c., I am acquainted with the Gosselin family, and know them to be reliable.

Yours very truly,

HECTOR L. LANGEVIN.

Colonel WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 9th September, 1895.

MY DEAR SIR HECTOR,—I am in receipt of your letter of the 7th inst. recommending the renewal of the contract for the mail service between Lake Etchemin and Standon.

In reply I beg to say that the matter will receive the attention of the Department.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable
Sir HECTOR L. LANGEVIN, G.C.M.G.,
Quebec.

OTTAWA, le 18 septembre, 1895.

MON CHER M. PELLETIER,—J'ai le plaisir de vous informer que, conformément à votre recommandation j'ai donné les ordres nécessaires à l'effet de pourvoir au renouvellement du contrat pour le transport des malles entre le Lac Etchemin et Standon.

Bien à vous,

ADOLPHE P. CARON.

L'Honorable
L. P. PELLETIER,
Secrétaire Provincial, &c.,
Québec.

Contracts for Mail Service.

(*Translation.*)

OTTAWA, 18th September, 1895.

MY DEAR Mr. PELLETIER,—It gives me pleasure to inform you that in accordance with your recommendation I have issued instructions for the renewal of the contract for the conveyance of mails between Lake Etchemin and Standon.

Yours faithfully,

ADOLPHE P. CARON.

Murray Bay and St. Paul's Bay.

In arranging for the four years' contract for this service which terminated on the 31st December, 1896, the service was put up to tender. Before the day fixed for opening the tenders the contract was renewed without tender at \$1,170.00 per annum. This renewal was cancelled, however, and the tenders opened; and the lowest at \$930.00 per annum accepted. A warm protest having been made by the friends of the former contractor, the decision cancelling the renewal and accepting the lowest tender was reconsidered, and the contract was renewed with the old contractor at \$1,170.00 per annum, on the understanding that the lowest tenderer should have part of the contract. In order to anticipate any objection on the part of the lowest tenderer to this arrangement, the Inspector was instructed to inform him that, unless he was prepared to accept the terms offered, he would lose the contract altogether. The loss to the Department for this term was \$960.

While this contract had still nearly a year to run it was renewed for a further term of four years, but when the present Government took office, it cancelled the contract and invited tenders. The result is that it was able to obtain a contract at the rate of \$849.00 per annum, and thus effect a saving of \$321.00 per annum or \$1,284.00 for the contract term.

The service was let by tender from 1st October, 1885, the contract having been awarded to the lowest tenderer, Mr. Alexis Bouchard, at the rate of his tender, \$1,170 per annum. The contract made on this occasion was renewed with Mr. Bouchard for a further term of four years from the 1st October, 1888.

Prior to the termination of this contract on the 30th September, 1892, the Inspector at Quebec was instructed to issue notices inviting tenders, which were due to be opened on the 10th June, 1892. The following correspondence regarding the letting of this contract took place.

CORRESPONDENCE.

QUÉBEC, 16 avril 1892.

L'honorable Sir A. P. CARON, K.C.M.G.,
Maître Général des Postes,
Ottawa.

MONSIEUR,—J'ai l'honneur de solliciter le renouvellement du contrat de M. Alexis Bouchard pour le transport de la malle entre Baie St-Paul et Murray Baie.

J'ai, &c.

P. D'AUTEUIL.

(*Translation.*)

QUEBEC, 16th April, 1892.

SIR,—I have the honour to apply for the renewal of Mr. Alexis Bouchard's contract for the mail service between Murray Bay and St. Paul's Bay.

I have the honour, &c.,

P. D'AUTEUIL,

Hon. Sir A. P. CARON,
Postmaster General,
Ottawa.

KAMOURASKA, 4 mai 1892.

L'honorable Sir A. P. CARON, K.C.M.G.,
Ottawa.

MONSIEUR LE MINISTRE,—Je reçois de nombreuses lettres depuis quelques semaines d'amis du parti conservateur dans le comté de Charlevoix me priant de vous écrire au sujet du renouvellement du contrat des malles entre Murray Bay et Baie St-Paul et de ce dernier endroit à St-Tite des Caps. Je vous dirai franchement qu'il serait dans l'intérêt du parti conservateur de renouveler le contrat de Alexis Bouchard, entre Murray Bay et Baie St-Paul et donner l'autre, entre Baie St. Paul et St. Tite des Caps, au plus bas soumissionnaire. Naturellement, cela ne fera pas l'affaire des libéraux, et votre nouveau converti, M. Henri Simard, n'approuvera pas cet arrangement, car les premiers sont des conservateurs et les autres des libéraux.

Votre très humble,

SIMON CIMON.

(Translation.)

KAMOURASKA, 4th May, 1892.

SIR,—I have been receiving a number of letters during the last few weeks from friends of the Conservative party asking me to write to you regarding the renewal of the contract for the mail service between Murray Bay and St. Paul's Bay, and from the latter place to St. Tite des Caps. I will tell you frankly that it would be in the interest of the Conservative party to renew the contract of Alexis Bouchard, between Murray Bay and St. Paul's Bay, and to give the other between St. Paul's Bay and St. Tite des Caps, to the lowest tenderer. That, of course, will not suit the Liberals, and your new convert, Mr. Henri Simard, will not approve of the arrangement, for the former are Conservatives, and the latter Liberals.

Yours, &c.,

SIMON CIMON.

Hon. Sir A. P. CARON, K.C.M.G.,
Ottawa.

OTTAWA, 6 mai 1892.

MON CHER M. CIMON,—Je suis en possession de votre lettre du 4 courant, demandant le renouvellement du contrat pour le transport des malles entre Malbaie et la Baie Saint-Paul, et dois, en réponse, vous informer que le sujet auquel vous référez va être transmis à l'inspecteur pour en obtenir les informations voulues.

Bien à vous,

ADOLPHE P. CARON.

SIMON CIMON, Ecr.,
Kamouraska, Qué.*(Translation.)*

OTTAWA, 6th May, 1892.

MY DEAR MR. CIMON,—I am in receipt of your letter of the 4th instant applying for the renewal of the contract for the mail service between Murray Bay and St. Paul's Bay, and in reply beg to say that the matter you refer to will be sent to the Inspector to obtain certain information which is desired regarding it.

Yours, &c.,

ADOLPHE P. CARON.

Contracts for Mail Service.

KAMOURASKA, 10 mai 1892.

Sir ADOLPHE P. CARON, K.C.M.G.,
Ottawa.

MONSIEUR LE MINISTRE,—Je reviens à la charge au sujet du transport des malles à Charlevoix. Il est important de renouveler le contrat d'Alexis Bouchard pour le transport des malles entre Malbaie et Baie Saint-Paul au point de vue des intérêts conservateurs et voici pourquoi. En le renouvelant il expirerait le 1er octobre 1896. L'entrepreneur actuel a avec lui cinq associés tous conservateurs. Durant une lutte électorale un d'eux traverse la partie la plus importante du comté, Baie Saint-Paul à la Malbaie, deux fois le même jour, aller et retour, et cela tous les jours, à tour de rôle. Ces hommes peuvent faire beaucoup de bien à un candidat ou lui nuire. Cela vous fera comprendre facilement pourquoi les amis conservateurs du comté insistent sur le renouvellement de ce contrat.

Dans l'autre cas, de la Baie Saint-Paul à Saint-Tite des Caps, il y a la même organisation, un entrepreneur, Flavien Bouchard, qui a cinq associés tous libéraux, qui nuisent considérablement en temps de lutte. Ces gens vont aussi tous les jours à Saint-Tite des Caps, dans le comté de Montmorency, où ils peuvent aussi faire tort au parti conservateur.

Maintenant la raison à donner pour renouveler le premier contrat et demander de nouvelles soumissions pour l'autre est toute trouvée. De Murray Bay à St. Paul's Bay, la distance est de trente milles, il y a quatre bureaux d'échange sur le parcours, les chemins sont très montagneux, beaucoup plus désavantageux que sur la deuxième partie (Baie Saint-Paul à Saint-Tite) et le prix est moins élevé d'une centaine de piastres par année. De la Baie Saint-Paul à Saint-Tite la distance n'est que de vingt-sept milles, il n'y que deux bureaux d'échange, alors moins de retards, et des chemins beaucoup plus avantageux.

Votre très humble,

SIMON CIMON.

(Translation.)

KAMOURASKA, 10th May, 1892.

SIR,—I return to the attack respecting the mail service in Charlevoix. It is important to renew Mr. Alexis Bouchard's contract for the mail service between Murray Bay and St. Paul's Bay, from the standpoint of the Conservative interests, and this is why. In renewing it, it will expire on the 1st October, 1896. The present contractor has five partners, all Conservatives. During the election struggle one of them travels over the most important part of the county, St. Paul's Bay to Murray Bay, twice daily, going and coming, and that every day, each in his turn. These men may do either much good or much harm to a candidate. That will make you understand easily why our Conservative friends in the county insist on the renewal of this contract.

In the other case, from St. Paul's Bay to St. Tite des Caps, there is the same organization, a contractor, Flavien Bouchard, who has five partners, all Liberals, who do considerable harm in the time of the struggle. These men go every day to St. Tite des Caps, in the county of Montmorency, where they may also injure the Conservative party.

Now for the reason for renewing the former contract, and asking for tenders for the other. From Murray Bay to St. Paul's Bay is 30 miles, there are four exchange offices on the route, the roads are very mountainous, much more difficult than over the second part (St. Paul's Bay to St. Tite) and the price is lower by \$100 per annum. From St. Paul's Bay to St. Tite the distance is only 27 miles, there are only two exchanges, therefore fewer delays, and the roads are much easier.

Yours, &c.,

SIMON CIMON.

Sir A. P. CARON, K.C.M.G.,
Ottawa.

OTTAWA, 13 mai 1892.

MON CHER M. CIMON,—Je suis en possession de votre lettre du 10 courant relativement au renouvellement du contrat pour le transport des malles entre Malbaie et la Baie Saint Paul, et dois, en réponse, vous informer que le sujet auquel vous référez occupe actuellement l'attention de ce Département.

Bien à vous,

ADOLPHE P. CARON.

(*Translation.*)

OTTAWA, 13th May, 1892.

MY DEAR MR. CIMON,—I am in receipt of your letter of the 10th inst., respecting the renewal of the mail service between Murray Bay and St. Paul's Bay, and in reply beg to say that the matter is engaging the attention of this Department.

Yours faithfully,

ADOLPHE P. CARON.

(*Personnelle.*)

QUEBEC, 21 mai 1892.

L'HONORABLE SIR ADOLPHE CARON, K.C.M.G.,
Maître Général des Postes,
Ottawa.

CHER SIR ADOLPHE,—Mon ami D'Auteuil m'écrit qu'un contrat d'Alexis Bouchard pour le transport de la malle entre la Baie Saint-Paul et la Malbaie, est à veille d'expirer, et il recommande fortement de nommer Bouchard. Je connais du reste personnellement ce Monsieur et je vous demanderais de renouveler son contrat s'il y a moyen.

Votre tout dévoué,

TH. CHASE-CASGRAIN.

(*Translation.*)

(*Personal.*)

QUEBEC, 21st May, 1892.

DEAR SIR ADOLPHE,—My friend D'Auteuil writes me that a contract of Alexis Bouchard's for the mail service between St. Paul's Bay and Murray Bay, is about to expire, and he recommends Bouchard strongly. For that matter, I know this gentleman personally, and I would recommend the renewal of his contract, if possible.

Yours, &c.,

TH. CHASE-CASGRAIN.

Hon. Sir ADOLPHE CARON, K.C.M.G.,
Postmaster General,
Ottawa.

(*Inclosure.*)

MURRAY BAY, 18th May, 1892.

SIR,—Will you do Mr. Alexis Bouchard the favour of renewing his contract for the mail service between St. Paul's Bay and Murray Bay. Mr. Bouchard is the steadiest support of the Conservative party in Charlevoix. His opponents have been persecuting him with law suits extending over two years, and that out of party malice.

He is disinterested and faithful in the extreme, and I consider the safety of a party rests upon such men.

I have, &c.,

P. D'AUTEUIL.

Hon. Sir ADOLPHE CARON, K.C.M.G.,
Postmaster General,
Ottawa.

Contracts for Mail Service.

MALBAIE, 30 mai 1892.

A l'honorable sir ADOLPHE P. CARON, K.C.M.G.,
Maître Général des Postes,
Ottawa.

La requête des soussignés expose respectueusement :

Que la valeur du transport de la malle entre la Baie Sainte-Paul et la Malbaie est d'au moins trois piastres et soixante-quinze par voyage, et qu'il serait difficile d'effectuer ce service d'une manière efficace pour un prix moindre.

Que le gouvernement, en demandant des soumissions pour le dit transport, s'expose à recevoir des soumissions dans lesquelles serait offert un prix moindre, et doit craindre, par conséquent, de se mettre dans l'obligation d'accorder le contrat à des personnes incapables de l'exécuter.

Qu'Alexis Bouchard, des Eboulements, fait ce service depuis plusieurs années à la satisfaction du gouvernement et du public.

Que vous feriez acte de bonne administration en renouvelant votre contrat avec le dit Alexis Bouchard.

C'est pourquoi nous vous prions de vouloir bien en conséquence renouveler le dit contrat avec le dit A. Bouchard.

Et fera justice,

B. E. LECLERC, V.G., Curé de Malbaie.
A. M. TREMBLAY, Curé de Sainte-Irénée.
J. L. E. LORiot, Prêtre, Curé des Eboulements.
J. F. R. GAUTHIER, Prêtre.
ROGER BOILY, Prêtre.
RAYMOND BOIVIN, Rentier.
JULES CLEMENT.

(Translation.)

MURRAY BAY, 30th May, 1892.

The petition of the undersigned respectfully shows: That the value of the mail service between St. Paul Bay and Murray Bay is at least \$3.75 per trip, and that it would be very difficult to perform the service efficiently at a lower rate.

That the Government in inviting tenders for the said service runs the risk of receiving tenders in which a lower rate would be offered, and it is consequently feared that it would put itself under obligations to award the contract to persons incapable of carrying it out.

That you will do an act of good administration in renewing your contract with the said Alexis Bouchard.

That is why we beg you to be good enough to renew the said contract with the said A. Bouchard.

And do justice.

Hon. Sir A. P. CARON, K.C.M.G.,
Postmaster General, Ottawa.

OTTAWA, 30 mai 1892.

MON CHER M. CASGRAIN,—Je suis en possession de votre lettre du 21 courant en renfermant une autre de M. P. D'Auteuil demandant le renouvellement du contrat pour le transport des malles entre Murray Bay et St. Paul's Bay, et dois, en réponse, vous informer que je me suis fait un plaisir d'émettre les ordres voulus à l'effet de pourvoir au renouvellement demandé.

Bien à vous,
ADOLPHE P. CARON.

L'honorable T. C. CASGRAIN,
Procureur Général, Québec.

(Translation.)

OTTAWA, 30th May, 1892.

MY DEAR MR. CASGRAIN,—I am in receipt of your letter of the 21st inst., inclosing a letter from Mr. P. D'Auteuil, asking for the renewal of the contract for the mail service between Murray Bay and St. Paul's Bay, and in reply beg to inform you that it has given me pleasure to issue the instructions necessary to give effect to the renewal applied for.

Yours faithfully,

ADOLPHE P. CARON.

Telegram.

OTTAWA, 8th June, 1892.

Stay proceedings respecting renewal of Bouchard's contract. Answer.

WM. WHITE.

Post Office Inspector,
Quebec.

QUEBEC, 8th June, 1892.

Will stay proceedings respecting renewal of Bouchard's contract.

A. BOLDOC.

COL. WM. WHITE,
D. P. M. G., Ottawa.

No. 276B.

INCLOSING TENDERS.

POST OFFICE DEPARTMENT, CANADA.

MAIL SERVICE BRANCH, OTTAWA, 21st June, 1892.

Memorandum for the Post Office Inspector at Quebec.

The following tenders, being the lowest received for the respective services mentioned, have been accepted by the Postmaster General and are herewith inclosed. The contracts in each case are to date from:

Name of Service.	Name of Party Tendering.	Rate of Tenders.	Remarks.
Murray Bay and St. Paul's Bay.	Jean Bouchard.	\$ cts. 930 00	Letter No. 84B. of the 30th ulto, renewing the contract for this service is hereby cancelled.

ARTHUR LINDSAY,
*Superintendent.**Telegram.*

QUEBEC, 28th June, 1892.

You wrote that mail contract between Murray Bay and Baie St. Paul was given our friend, Alexis Bouchard. He was notified to that effect and now Jean Bouchard a Liberal gets the contract. Our friends indignant. Please change this.

TH. CHASE CASGRAIN.

Sir A. P. CARON, K.C.M.G.,
Ottawa.

Contracts for Mail Service.

Telegram.

QUÉBEC, juin 28th, 1892.

Vous avez promis de renouveler le contrat de malle de Alexis Bouchard entre Baie Saint-Paul et Malbaie. Il importe que ce contrat soit renouvelé tel que promis. Nos vrais amis insistent tous sur ce point et je vous prie instamment de donner des ordres à cet effet.

THOMAS CHAPAIS.

Sir A. P. CARON.

[*Translation.*]

QUEBEC, 28th June, 1292.

You promised to renew Mr. Alexis Bouchard's mail contract between St. Paul's Bay and Murray Bay. It is important that this contract be renewed as promised. Our true friends all insist on this point, and I beg respectfully that you give orders to that effect.

THOMAS CHAPAIS.

To Sir ADOLPE P. CARON.

POST OFFICE DEPARTMENT,
OTTAWA, 8th July, 1892.

No. 365B.

SIR,—With reference to the mail service between Murray Bay and St. Paul's Bay, will you please state what steps have so far been taken in the matter, and whether you have made full inquiries as to the sufficiency of the sureties of the successful tenderer.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

A. BOLDUC, Esq.,
Post Office Inspector,
Quebec.

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 16th July, 1892.

No. 121.

SIR,—With reference to Departmental letter No. 276B of the 21st ulto., notifying me of the acceptance of Mr. Jean Bouchard's tender at \$930 per annum, for the Murray Bay and St. Paul's Bay mail service, and to Departmental letter No. 365B. of the 8th instant, asking whether full inquiries as to the sufficiency of the sureties of the successful tenderer had been made, I beg to say that I am informed by the Postmaster of Les Eboullements that Mr. Abel Audet, one of the sureties proposed by Mr. Jean Bouchard in his tender, is competent to act as such to the amount of \$600 which is required of the contractor for this service, but that the other Mr. Evariste Bouchard, is not good for that amount.

Mr. Jean Bouchard has therefore submitted the name of Mr. Laurent Boivin, who possesses the necessary qualification, in place of Mr. Evariste Bouchard.

I, therefore, await your further instructions in the matter.

I have, &c.,

S. TANNER GREEN,
for Post Office Inspector.

The Honourable
The Postmaster General,
Ottawa.

POST OFFICE INSPECTOR'S OFFICE.

QUEBEC, 26th July, 1892.

No. 134.

SIR,—In further reference to my report No. 121 of the 16th inst., on the subject of the sufficiency of the sureties offered by Mr. Jean Bouchard, the successful tenderer for the Murray Bay and St. Paul's Bay mail service, and to my memorandum to the Superintendent of the Mail Contract Branch of the 19th instant, stating that the solvability of one of the sureties was contested and that I would have to make further inquiries into the matter, I now beg to inform you that my assistant visited Les Eboulements and the Registry Office at St. Paul's Bay on the 23rd instant when it was ascertained that Messrs. Abel Audet and Evariste Bouchard, the sureties proposed by Mr. Jean Bouchard in his tender, own property valued at \$3,000 and \$800 respectively, clear of encumbrances of any kind, and also that Mr. Laurent Boivin, whose name had been offered to replace Mr. Evariste Bouchard, appears on the municipal roll for \$3,000, with only a mortgage of \$300 thereon, and therefore each and all of these gentlemen are sufficient for the amount required of them, viz., \$600 as sureties for the carrying on of the service in question.

I, therefore, await your further instructions in the matter.

I have, &c.,

S. TANNER GREEN,
for Post Office Inspector.

The Honourable
The Postmaster General,
Ottawa.

(Telegram.)

QUEBEC, 1st Sept., 1892.

Honourable Sir A. P. CARON,—Writing you very important letter *re* Alexis Bouchard. You have given him contract.

TH. CHASE-CASGRAIN.

QUEBEC, 1er septembre 1892.

L'hon. Sir ADOLPHE P. CARON, K.C.M.G.,
Maître Général des Postes,
Ottawa.

MON CHER MINISTRE,—Je suis maintenant en possession de tous les documents par lesquels vous avez renouvelé en faveur de Alexis Bouchard le contrat pour le transport des malles entre la Malbaie et la Baie St-Paul pour quatre années, à compter du premier octobre prochain. D'abord voici la lettre que vous m'avez écrite le trente mai dernier: "Mon cher M. Casgrain—Je suis en possession de votre lettre du 21 courant en renfermant une autre de M. Pierre D'Auteuil, demandant le renouvellement du contrat pour le transport des malles entre Murray Bay et St. Paul's Bay. Je dois en réponse vous informer que je me suis fait un plaisir d'émettre les ordres voulus à l'effet de pourvoir au renouvellement demandé.—Adolphe P. Caron."

Sur les entrefaites, le 3 juin dernier, M. Alexis Bouchard recevait de l'Inspecteur des Postes ceci "le contrat pour les malles entre Murray Bay et St. Paul's Bay est renouvelé pour un autre terme avec M. Alexis Bouchard et en conséquence veuillez enlever et détruire les avis demandant des soumissions.—A. Bolduc, Inspecteur des Postes."

Je vous demande maintenant comment en face de ces documents vous pouvez donner le contrat à un autre qu'à M. Bouchard. Vous voyez que cet homme a parfaitement droit et vous ne pouvez pas maintenant lui enlever un droit acquis. D'ailleurs, comme je vous l'ai dit, veuillez donc ne pas commettre pour M. Simard,

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qui en fin de compte n'a d'autre mérite que d'avoir changé de parti, une injustice des mieux caractérisées envers un partisan aussi fidèle que Bouchard. Votre excuse auprès de Simard est toute trouvée. Vous n'avez qu'à lui dire qu'avant qu'il vous en eût parlé, vous aviez donné le contrat à Bouchard.

Je n'aime pas à intervenir dans les affaires de votre département, mais d'un autre côté, je crois que j'ai le droit de protéger nos partisans et notre parti.

Votre tout dévoué,

TH. CHASE-CASGRAIN.

(Translation.)

QUEBEC, 1st Sept. 1892.

MY DEAR MINISTER.—I am now in possession of all the documents by which you renewed in Alexis Bouchard's favour, the contract for the mail service between Murray Bay and St. Paul's Bay, for four years from 1st October next. To begin with, here is the letter you wrote to me on the 30th May last, "My dear Mr. Casgrain,—I am in receipt of your letter of the 21st inst., inclosing a letter from Mr. Pierre D'Auteuil, applying for the renewal of the contract for the mail service between Murray Bay and St. Paul's Bay. In reply I beg to inform you that it gives me much pleasure to issue the instructions necessary to provide for the renewal asked for. Adolphe P. Caron."

During these proceedings, on the 3rd June Mr. Alexis Bouchard received from the Post Office Inspector, the following: "The contract for the mail service between Murray Bay and St. Paul's Bay has been renewed for another term with Mr. Alexis Bouchard and in consequence please remove and destroy the notices inviting tenders. A. Bolduc, Post Office Inspector."

I ask how in face of these documents you can give the contract to any one except Mr. Bouchard. You see that this man has full right on his side and you cannot now take away an acquired right. Besides, as I have said, please do not for the sake of Mr. Simard, who after all has no other merit than that of having changed his party, commit one of the grossest injustices to so faithful a partisan as Bouchard. You can easily make your excuses to Simard. You have only to say that before he had spoken to you about the matter you had given the contract to Bouchard.

I do not like to interfere in the affairs of your Department, but on the other hand, I think I have a right to protect our partisans and our party.

Yours, &c.,

TH. CHASE-CASGRAIN.

Hon. Sir A. P. CARON,
Postmaster General,
Ottawa.

No. 233.

POST OFFICE INSPECTOR'S OFFICE.

QUEBEC, 5th October, 1892.

SIR,—With reference to my reports Nos. 121 and 134 of the 16th and 26th July last respectively, on the subject of the Murray Bay and St. Paul's Bay mail service, the contract for which with Mr. A. Bouchard, expired on the 30th ulto., I beg to say that not having received any instructions as to whom the new contract was to be awarded, I have asked Mr. A. Bouchard to continue the service on the same terms as heretofore until further orders, which he has consented to do.

I have, &c.,

A. BOLDUC,
Post Office Inspector.

The Honourable
The Postmaster General,
Ottawa.

MALBAIE, 13 octobre 1895.

MON CHER MINISTRE,—Un mot au sujet du contrat du transport de la malle de Malbaie à Baie St-Paul. Je n'ai pas d'objection à ce que l'ancien contracteur Bouchard ait le contrat de la malle, mais je voudrais qu'il prit le plus bas soumissionnaire avec lui, et ce règlement satisferait aux deux partis et moi aussi.

Le Procureur Général Casgrain serait en faveur d'un tel règlement, m'a-t-on dit en passant à Québec. Vous voudriez m'écrire à ce sujet.

Avec beaucoup de considération, etc.,

HENRI SIMARD, M.P.

Sir A. P. CARON, Maître Général des Postes,
Ottawa.

(Translation.)

MURRAY BAY, 13th October, 1892.

MY DEAR MINISTER,—A word with reference to the contract for mail service from Malbaie to St. Paul's Bay. I have no objection to the former contractor Bouchard having the mail contract, but I would like him to take the lowest tenderer in with him, and this arrangement would satisfy both parties, and myself as well.

Procurer-General Casgrain would be in favour of such an arrangement, as I was told incidentally at Quebec.

You might write to me on the matter.

With much consideration, &c.,

HENRI SIMARD, M.P.

Sir A. P. CARON, Postmaster General,
Ottawa.

QUÉBEC, 19 octobre 1892.

CHER SIR ADOLPHE,—Je vous retourne incluse la lettre de M. H. Simard, en date du 13 de ce mois. Je puis vous dire que le règlement de l'affaire du contrat de la malle à la Baie St. Paul pourrait se faire suivant les suggestions de M. Simard.

Votre tout dévoué,

TH. CHASE-CASGRAIN.

L'honorable Sir ADOLPHE CARON, K.C.M.G.,
Maître Général des Postes,
Ottawa.

(Translation.)

QUEBEC, 19th Oct., 1892.

DEAR SIR ADOLPHE,—I return to you herewith Mr. Simard's letter of the 13th inst.

I may say that the settlement of the arrangements for the contract for the mail service at St. Paul's Bay may be made in the line of Mr. Simard's suggestions.

Yours faithfully,

TH. CHASE-CASGRAIN.

Hon. Sir A. P. CARON,
Postmaster General,
Ottawa.

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OTTAWA, le 2 novembre 1892.

MON CHER M. CASGRAIN,—J'ai reçu votre lettre du 19 octobre, et je dois vous dire en réponse que ce sera avec plaisir que je me rendrai au désir de M. Simard en donnant le contrat pour le transport des malles entre la Malbaie et la Baie Saint-Paul à MM. J. et A. Bouchard, conjointement, si cela peut se faire sans nuire à l'efficacité du service.

Votre bien dévoué,

ADOLPHE P. CARON.

L'honorable TH. CHASE-CASGRAIN,
Procureur Général,
Québec.

(Translation.)

OTTAWA, 2nd November, 1892.

MY DEAR MR. CASGRAIN,—I have your letter of the 19th October, and in reply beg to say that it will be with pleasure that I shall comply with the wish of Mr. Simard, by giving the contract for the mail service between Murray Bay and St. Paul's Bay to Messrs. J. and A. Bouchard, jointly, if it is possible to do so without detriment to the service.

Yours faithfully,

ADOLPHE P. CARON.

Sir ADOLPHE CARON,
Maître Général des Postes.
Ottawa.

MALBAIE, 5 novembre 1892.

MON CHER MINISTRE,—Votre lettre en date du 22 octobre dernier, concernant le contrat de la malle me disant de m'entendre avec lui, ou bien que vous communiqueriez directement avec lui. En réponse je puis vous dire que je préfère que vous lui écriviez pour le forcer à prendre le plus bas soumissionnaire avec lui, et vous serais du plus obligé.

Croyez-moi, etc.,

HENRI SIMARD, M.P.

(Translation.)

MURRAY BAY, 5th November, 1892.

MY DEAR MINISTER,—Your letter of the 22nd October last, respecting the mail contract telling me to arrange matters with him, or that you will communicate with him directly. In reply I may say that I would prefer that you should write to him and oblige him to take the lowest tenderer in with him, and you will oblige me greatly.

Believe me, &c.,

HENRI SIMARD, M.P.

Sir ADOLPHE CARON,
Postmaster General,
Ottawa.

MALBAIE, 9 nov. 1892.

A. BOLDUC, Ecr.,
Inspecteur des Postes,
Québec.

MONSIEUR,—Votre lettre en date du 4 courant m'est parvenue, et en réponse j'ai à vous dire que j'ai vu MM. A. Bouchard et Jean Bouchard au sujet du transport de la malle de Malbaie à Baie St-Paul.

A. Bouchard serait bien disposé à accorder deux parts, c-à-d un tiers du contrat, mais Jean Bouchard désire avoir trois parts, c-à-d la moitié, et avec cela, il se désisterait de la soumission filée au département. A. Bouchard me dit s'il est forcé à donner la moitié de son contrat, qu'il voudrait avoir deux contrats, c-à-d chacun un contrat, vu qu'il n'accepterait pas deux des associés de Jean Bouchard.

Voilà la position des deux partis; vous voudriez bien me dire ce que vous pensez de tout cela.

Avec considération, etc.,

HENRI SIMARD.

(Translation.)

MURRAY BAY, 9th November, 1892.

SIR,—Your letter of the 4th inst. has reached me, and in reply I have to say that I have seen Messrs. A. Bouchard and Jean Bouchard regarding the mail service from Murray Bay to St. Paul's Bay.

Alexis Bouchard would be disposed to allow two parts, that is one-third of the contract, but Jean Bouchard wishes to have three parts or one-half, and with that he would withdraw from his tender on file in the Department. A. Bouchard tells me that if he is obliged to give half of the contract, he would prefer to have two contracts, one for each, as he would not accept two of the partners of Jean Bouchard.

That is the position of the parties, and I would be glad to know what you think of it all.

With consideration, &c.,

HENRI SIMARD.

A. BOLDUC, Esq.,
P. O. Inspector, Quebec.

POST OFFICE DEPARTMENT,
OTTAWA, 21st November, 1892.

SIR,—With reference to the mail service between Murray Bay and St. Paul's Bay the future arrangements for which have been the subject of some correspondence, the Postmaster General desires that Mr. Jean Bouchard be informed that unless he accepts the terms offered to him by Mr. A. Bouchard, the former contractor, the contract will be awarded to the latter exclusively.

I have, &c.,

WM. SMITH,
for Superintendent.

A. BOLDUC, Esq.,
P. O. Inspector,
Quebec.

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POST OFFICE DEPARTMENT,
QUEBEC, 7th December, 1892.

No. 298.

SIR,—In reply to your letter No. 115 B of the 21st November, directing me to inform Mr. Jean Bouchard that unless he accepts the terms offered him by Mr. A. Bouchard, the former contractor, the contract will be awarded to the latter exclusively, I beg herewith to inclose a copy of a letter from Mr. Jean Bouchard in which he states he is willing to agree to the arrangement concluded between himself and Mr. A. Bouchard in the presence of Mr. Henry Simard, M.P. for Charlevoix.

I have, &c.,

A. BOLDUC,
P. O. Inspector.

The Honourable
The Postmaster General.

(*Inclosure.*)

LES EBOULEMENTS, 4 déc. 1892.

M. BOLDUC,
Inspecteur des Postes,
Québec.

MONSIEUR,—En réponse à votre lettre du 2 décembre courant, j'ai l'honneur de vous dire que j'accepte les offres que m'a faites M. Alex. Bouchard en présence de M. Simard, notre député.

Votre très humble serviteur,
JEAN BOUCHARD.

No. 221B.

OTTAWA, 14th December, 1892.

SIR,—Referring to your report No. 298 of the 7th inst., respecting the arrangements for the mail service between Murray Bay and St. Paul's Bay, in which you state that Mr. Jean Bouchard is prepared to accept the terms offered by Mr. A. Bouchard regarding the holding of the contract between them, I am to instruct you to arrange a contract for the service in accordance with those terms.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

A. BOLDUC, Esq.,
P. O. Inspector, Quebec,

The contract which was the subject of this correspondence terminated on the 31st December, 1896. On the 30th January, 1894, instructions issued for the renewal of this contract for a further period of four years from the 1st January, 1897, with Mr. Alexis Bouchard at the same rate of compensation, viz., \$1,170 per annum.

CORRESPONDENCE.

BAIE ST. PAUL, 16 janvier 1896.

MON CHER MINISTRE,—M. Alexis Bouchard, l'entrepreneur des malles entre la Baie St-Paul et Murray Bay, voudrait faire renouveler son contrat pour quatre ans, il t'expliquera la chose. Fais donc tout ce que tu pourras pour lui être utile. Il te parlera aussi de Théophile Dufour (de Baie St.-Paul) un autre entrepreneur des

malles entre St-Tite et la Baie St-Paul. La chose s'est déjà faite, il y a des précédents.

Bien à toi,

SIMON CIMON.

This letter bears the two following endorsements :—

Il serait absolument important que ceci soit fait de suite et qu'ils aient les nouvelles immédiatement. Une lettre au moins.

L. P. P.

Après avoir pris communication de la lettre de Cimon, je la corrobore en tous points. Cette continuation de contrat serait de nature à nous procurer un grand nombre de voteurs aux Eboulements et ici. Tu pourrais peut-être conseiller à Sir A. P. de faire ce renouvellement durant l'élection, ou du moins d'écrire à l'Inspecteur Bolduc que telle est son intention. Ces gens en seront informés à temps et l'affaire sera dans le sac.

A. H. SIMARD.

(Translation.)

ST. PAUL'S BAY, 16th January, 1896.

MY DEAR MINISTER,—Mr. Alexis Bouchard, mail contractor between St. Paul's Bay and Murray Bay, would like to have his contract renewed for four years; he will explain the matter to you. Do all you can to be useful to him. He will speak to you about Theophile Dufour, of St. Paul's Bay, another mail contractor between St. Tite and St. Paul's Bay. The thing has already been done; there are precedents.

Yours faithfully,

SIMON CIMON.

Endorsements on this Letter.

It is highly important that this matter should be done at once, and that he should be informed of it immediately. A letter at least.

L. P. P.

Having been made acquainted with the terms of Cimon's letter, I corroborate it on all points. The continuation of this contract would be calculated to secure for us a large number of voters at Les Eboulements and here. You might, perhaps, advise Sir A. P. to make this renewal during the election, or at least to write to Inspector Bolduc that such is his intention. These people will be informed of it in time and the matter will be all right.

A. H. SIMARD.

St. Anicet and White's Railway Station.

This contract was let without tender at \$300 per annum, while there was in the Department a tender for \$183.50 per annum. The loss resulting from the action of the Department was, therefore, \$116.50 per annum, or \$466 for the contract term.

The service was let by tender from the 1st February, 1890, the contract having been awarded to the lowest tenderer, Mr. Stanislaus Dupuis, at the rate of his tender, \$300 per annum.

Prior to the termination of this contract on the 31st December, 1893, tenders were invited due to be opened on the 6th October. The tenders received were not considered, as Mr. Dupuis's contract was renewed for a further term at the same rate, viz., \$300 per annum, instructions to that effect having issued on the 10th October.

Tenders received :—

A. Caza.....	\$ 183 50
L. N. Fortin.....	249 00

Contracts for Mail Service.

CORRESPONDENCE.

SAINT-ANICET, 10 juillet 1893.

Le Maître Général des Postes.

MONSIEUR,—Comme mon contrat achève, je désirerais le renouveler pour quatre ans, au même prix, car je suis préparé maintenant. J'ai les chevaux, et voitures; ainsi je pense qu'il n'y a pas eu de plainte et tous les gens veulent que je continue ainsi. C'est la malle entre Saint-Anicet et White's-Station. Si vous désirez que je renouvelle mon contrat, je donnerai des cautions suffisantes comme par le passé; ainsi je compte sur une réponse au plus vite.

Votre serviteur,
S. DUPUIS.

(Translation.)

ST. ANICET, 10th July, 1893.

SIR,—As my contract is coming to an end, I wish to renew it for four years at the same price, as I am prepared now. I have horses and carriages, also I think there has been no complaint and everybody wishes me to go on. It is the mail I carry between St. Anicet and White's Station. If you wish me to renew my contract, I will give sufficient sureties as in the past. I count on a reply as soon as possible.

Your servant,
S. DUPUIS.

The Postmaster General.

(Private.)

OTTAWA, 22nd July, 1893.

MY DEAR MR. WALSH,—The Postmaster General wishes me to ask you whether you have any objection to the renewal, for a further term of four years, of the contract for the mail service between St. Anicet and White's Station. The present contractor is Mr. S. Dupuis, whose application for renewal the Inspector recommends.

Yours faithfully,
WM. WHITE.

R. W. WALSH, Esq.,
Ormistown, Que.

OTTAWA, 27th September, 1893.

MY DEAR MR. WALSH,—On the 22nd July last I wrote asking you whether you had any objection to the renewal of Mr. S. Dupuis's contract for the mail service between St. Anicet and White's station, but so far have not heard from you. Will you please let me have your reply as soon as practicable, as the time for dealing with the tenders is approaching?

Yours faithfully,
WM. WHITE.

R. W. WALSH, Esq.,
Ormistown, Que.

MONTREAL, 2nd October, 1893.

SIR,—Mr. Stanislas Dupuis is going to make application to the Post Office Department to renew his contract for carrying the mail from White's Station to St. Anicet, and I have much pleasure in endorsing his application.

I was in the county of Huntingdon last week, in the vicinity where he resides, and heard that he has hitherto given the best of satisfaction.

I am the party who opposed Mr. Scriver in the election of 1891.

I have the honour to remain,
Yours sincerely,

DUNCAN McCORMICK.

Sir ADOLPHE CARON, K.C.M.G.,
Postmaster General,
Ottawa.

OTTAWA, 11th October, 1893.

MY DEAR MR. McCORMICK,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 2nd instant I have authorized the renewal of Mr. S. Dupuis's contract for the mail service between St. Anicet and White's Station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

D. McCORMICK, Esq.,
Montreal.

ORMSTOWN, 4th October, 1893.

MY DEAR SIR,—Yours of the 29th September to hand, and in answer would say that I think Mr. S. Dupuis is likely to give satisfaction in the future as he has in the past as mail carrier, and if satisfactory to Mail Inspector at Montreal, I think Mr. Dupuis should get a renewal of his contract.

I am yours very truly,

R. WALSH.

The Postmaster General,
Ottawa.

OTTAWA, 11th October, 1893.

MY DEAR MR. WALSH,—I have much pleasure in informing you that in accordance with your recommendation I have authorized the renewal of Mr. Dupuis's contract for the mail service between St. Anicet and White's Station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

R. W. WALSH, Esq.,
Ormstown, Que.

Contracts for Mail Service.

Ste. Anne de la Péraie and St. Prosper.

This contract was let without tender at \$125 per annum, while there was in the Department a tender for \$100, a loss resulting which amounts to \$100 for the contract term.

The contract having been cancelled by the present Government on three months' notice, and tenders invited, the service has been obtained at the rate of \$93 per annum, and a saving effected which amounts to \$128 for the term.

The service fell into the hands of the present contractor, Mr. Joseph Courtois, on the 1st July, 1891, by transfer from the previous contractor. As the contract which was transferred to Mr. Courtois expired on the 30th September, 1891, it was renewed with him for four years at \$125 per annum. A further renewal on the same terms took place from the 1st October, 1895.

Prior to the awarding of the contract to Mr. Courtois in 1895, tenders were invited for the service, due to be opened on the 9th August. On the 17th July instructions issued for the withdrawal of the notices and the renewal of Mr. Courtois's contract.

The following tenders were received but not considered:—

A. Fisette.....	\$100 00
P. Cloutier.....	112 00

CORRESPONDENCE.

OTTAWA, 15 juillet 1895.

MON CHER SIR ADOLPHE,—Dans l'affaire du contrat pour transport des malles entre Ste-Anne de la Péraie et St-Prosper, Hon. M. Montplaisir vous a parlé aujourd'hui. Je vous prie de donner instructions de retirer les demandes de soumissions aussitôt que possible tel que promis.

Je puis vous assurer d'ailleurs que le prix du contrat n'est pas même raisonnable tant il est bas.

Croyez moi,
JOHN J. ROSS.

Hon. Sir A. P. CARON,
P.M.G.

(Translation.)

OTTAWA, 15th July, 1895.

MY DEAR SIR ADOLPHE,—With reference to the contract for the mail service between Ste. Anne de la Péraie and St. Prosper, the Hon. Mr. Montplaisir has spoken to you about it to-day. Pray issue instructions to withdraw the notices inviting tenders as soon as possible, in accordance with your promise.

I can assure you besides that the contract price is not even reasonable, so low is it.

Believe me, &c.,
JOHN J. ROSS.

Hon. Sir. A. P. CARON,
Postmaster General.

OTTAWA, 15 juillet 1895.

MONSIEUR LE MINISTRE,—Permettez-moi de vous demander de bien vouloir renouveler le contrat de Joseph Courtois de la paroisse de St-Prosper, dans le comté de Champlain, pour transporter la malle entre St-Prosper et Ste-Anne de la Péraie.

Il y a quelque temps passé, c'est-à-dire vers le commencement de juin, il avait été convenu que son contrat serait renouvelé et depuis des soumissions ont été demandées.

Veuillez donc les faire retirer et donner ordre à l'Inspecteur de renouveler son contrat tel que demandé.

Ce faisant vous obligerez votre bien dévoué,

H. MONTPLAISIR.

L'Hon. SIR A. P. CARON,
Maître Général des Postes.

(Translation.)

OTTAWA, 15th July, 1895.

SIR,—Permit me to ask you to be good enough to renew the contract of Mr. Joseph Courtois, of the parish of St. Prosper in the county of Champlain, for the conveyance of mails between St. Prosper and Ste. Anne de la Péraide.

It was some time ago, that is to say, about the beginning of June, that it was agreed to renew his contract, and since that time tenders have been invited.

Please have them withdrawn, and instruct the Inspector to renew his contract as applied for.

By so doing you will oblige.

Yours very faithfully,

H. MONTPLAISIR.

Hon. Sir A. P. CARON,
Postmaster General.

OTTAWA, le 17 juillet 1895.

MON CHER MONSIEUR ROSS.—Je suis en possession de votre lettre du 15 courant au sujet de votre recommandation que le contrat pour le transport des malles entre Sainte-Anne de la Péraide et Saint-Prosper soit renouvelé. En réponse je dois vous informer que je me ferai un plaisir de faire droit à votre recommandation.

Bien à vous,

ADOLPHE P. CARON.

L'honorable JOHN J. ROSS,
Orateur du Sénat,
Ottawa.

(Translation.)

OTTAWA, 17th July, 1895.

MY DEAR MR. ROSS,—I am in receipt of your letter of the 15th instant, regarding your recommendation that the mail service between Ste. Anne de la Péraide and St. Prosper may be renewed. In reply I beg to inform you that it will give me much pleasure to accede to your request.

Yours faithfully,

ADOLPHE P. CARON.

Hon. JOHN J. ROSS,
Speaker of the Senate,
Ottawa.

OTTAWA, 17 juillet 1895.

MON CHER MONSIEUR MONTPLAISIR,

Je suis en possession de votre lettre du 15 courant au sujet de votre recommandation que le contrat pour le transport des malles entre Saint-Anne de la Péraide et Saint-Prosper soit renouvelé. En réponse je dois vous informer que je me ferai un plaisir de faire droit à votre recommandation.

Bien à vous,

ADOLPHE P. CARON.

L'Honorable H. Montplaisir,
Sénateur, le Sénat, Ottawa.

Contracts for Mail Service.

(Translation.)

OTTAWA, 17th July, 1895.

MY DEAR MR. MONTPLAISIR,—I am in receipt of your letter of the 15th inst., respecting your recommendation that the contract for the mail service between Ste. Anne de la Péraie and St. Prosper may be renewed. In reply I beg to inform you that it will give me pleasure to accede to your recommendation.

Yours faithfully,

ADOLPHE P. CARON.

HON. H. MONTPLAISIR,
Senator, the Senate, Ottawa.

St. Eustache and St. Joseph du Lac.

This contract was renewed without tender at \$300 per annum, while there was in the Department a tender for \$225 per annum, a loss resulting of \$75 per annum, or \$300 for the contract term.

The service has been in the hands of the present contractor, Mr. J. B. Laurin, since the 1st July, 1880, and has not been let by tender since that time. Until the 1st June, 1892, the rate of pay was \$150 per annum, the service being tri-weekly. The service having been made daily on that date the rate was increased to \$300 per annum.

Prior to the termination of the contract which expired on the 31st March, 1895, tenders were invited due to be opened on the 11th January.

The tenders received were not considered, and the contract of Mr. Laurin was renewed for a further period of four years on instructions issued on the 19th February.

Tenders received :—

C. Lefebvre	\$225
J. Legault	275

CORRESPONDENCE.

SAINT-EUSTACHE, 15 décembre 1894.

HONORABLE SIR,—Je me fais un plaisir de déclarer que depuis que M. J. Bte Laurin a le contrat pour transporter les malles entre Saint-Eustache et Saint-Joseph du Lac, lui ou ses employés ont toujours pris les malles d'ici et rapporté ici d'une manière très régulière et sans aucun reproche.

P. GAUTHIER,
Maître de Poste, Saint-Eustache.

(Translation.)

ST. EUSTACHE, 15th December, 1894.

HON. SIR,—It gives me pleasure to testify that since Mr. J. Bte. Laurin has had the contract for the mail service between St. Eustache and St. Joseph du Lac, he or his employees have always taken the mails from here and brought them back very regularly and without any fault to be found.

P. GAUTHIER,
Postmaster, St. Eustache.

OKA, 17 décembre 1894.

M. LE MINISTRE,—Je vois par un affichage qui a été faite à Saint-Joseph du Lac (comté des Deux Montagnes) que vous demandez des soumissions pour le transport de la malle entre cette paroisse et Saint-Eustache.

Veillez me permettre de vous observer que je crois savoir qu'il a déjà été fait des démarches pour m'enlever ce contrat. Je fais ce service depuis 16 à 17 ans, et je ne sache qu'on a eu occasion de porter les plaintes contre moi.

Je vous prie de bien vouloir m'accorder la faveur de me continuer ce contrat. Je vous écris d'Oka, parce que je réside maintenant dans cette dernière paroisse, mais mon fils occupe mon ancienne résidence de Saint-Joseph du Lac, ce qui me permettra de faire le service aussi régulièrement que de coutume.

Je demeure M. le ministre, etc.,

J. BTE. LAURIN.

(Translation.)

OTTAWA, 17th December, 1894.

SIR,—I see by the posting of notices which has taken place at St. Joseph du Lac (county of Two Mountains), that you are inviting tenders for the mail service between this parish and St. Eustache.

Please allow me to observe that I have reason to know that steps have already been taken to take the contract away from me. I have performed this service for 16 or 17 years, and I do not know that any person has had reason to make complaint against me.

I beg that you will be good enough to grant me the favour of a continuance of this contract. I write you from Oka, because I reside now in this parish, but my son occupies my old home at St. Joseph du Lac, which will permit me to carry on the service as regularly as usual.

I remain, &c.,

J. BTE. LAURIN.

OTTAWA, 7 janvier 1895.

MON CHER M. GIROUARD,—Le Ministre des Postes me prie de vous demander si vous n'avez aucune objection au renouvellement du contrat de M. J. B. Laurin pour le transport des malles entre Saint-Eustache et Saint-Joseph du Lac., recommandé par l'inspecteur lui-même. Vous m'obligerez beaucoup en me faisant connaître vos intentions à cet effet aussitôt qu'il vous sera possible.

Bien à vous,

WM. WHITE,

J. GIROUARD, écr, M.P.,
St-Benoit, Québec.

(Translation.)

OTTAWA, 7th January, 1895.

MY DEAR MR. GIROUARD,—The Postmaster General wishes me to ask you whether you have any objection to the renewal of Mr. J. B. Laurin's contract for the mail service between St. Eustache and St. Joseph du Lac, which is recommended by the Inspector.

You will oblige me greatly in letting me know your wishes in the matter as soon as possible.

Yours faithfully,

WM. WHITE,

OTTAWA, le 14 février 1895.

MON CHER M. GIROUARD,—Le 7 du mois dernier je vous ai écrit demandant si vous n'avez aucune objection au renouvellement du contrat pour le transport des malles entre Saint-Eustache et Saint-Joseph du Lac, mais jusqu'à présent je n'ai pas reçu votre réponse.

Veuillez bien répondre à ce sujet aussitôt qu'il vous sera possible.

Bien à vous,

WM. WHITE.

J. GIROUARD, écr, M.P.,
Saint-Benoit, Québec.

Contracts for Mail Service.

(Translation.)

OTTAWA, 14th February, 1895.

MY DEAR MR. GIROUARD,—On the 7th ulto. I wrote asking you whether you had any objection to the renewal of the contract for the mail service between St. Eustache and St. Joseph du Lac, but so far I have received no reply.

Please be good enough to answer as soon as possible.

Yours faithfully,

WM. WHITE.

SAINT-BENOIT, 16 février 1895.

CHEZ MONSIEUR,—Au sujet du renouvellement du contrat de M. J. B. Laurin pour le transport des malles entre St-Eustache et St-Joseph du Lac, je dois vous dire que si vous n'avez reçu aucune plainte à son sujet, je n'ai aucune objection à ce que vous renouveliez son contrat.

JOS. GIROUARD.

Col. WM. WHITE.

(Translation.)

ST. BENOIT, 16th February, 1895.

DEAR SIR,—With reference to the renewal of the contract of Mr. J. B. Laurin for the mail service between St. Eustache and St. Joseph du Lac, I beg to say that if you have had no complaints in the matter, I have no objection to your renewing his contract.

JOSEPH GIROUARD.

Col. WM. WHITE.

OTTAWA, 19 février 1895.

MON CHER M. GIROUARD,—J'ai le plaisir de vous informer que conformément à votre recommandation j'ai donné les ordres nécessaires à l'effet de pourvoir au renouvellement du contrat pour le transport des malles entre Saint-Eustache et Saint-Joseph du Lac.

Bien à vous,

ADOLPHE P. CARON.

J. GIROUARD, écr., M.P.,
Saint-Benoit, Québec.

(Translation.)

OTTAWA, 19th February, 1895.

MY DEAR MR. GIROUARD,—It gives me pleasure to inform you that in accordance with your recommendation, I have issued instructions for the renewal of the contract for the mail service between St. Eustache and St. Joseph du Lac.

Yours faithfully,

ADOLPHE P. CARON.

J. GIROUARD, Esq., M.P.,
St. Benoit, Quebec.

St. Gervais and St. Nérée.

This contract was renewed without tender at \$200, while there was in the Department a tender for \$124 per annum, a loss resulting of \$76 per annum or \$304 for the contract term. The contract having been cancelled by the present Government in consideration of these facts, and tenders invited, the service has been obtained at the rate of \$95 per annum and a saving effected of \$420 for the term.

The rate of pay for this service was fixed by a private agreement with Mr. Joseph Goulet, which went into operation on the 1st April, 1890. This rate was \$100 per annum, until the 1st May, 1894, when it was increased to \$200 per annum, the frequency of the service having been increased from tri-weekly to daily.

Prior to the termination of the contract on the 31st March, 1895, tenders were invited due to be opened on the 28th December, 1894. On the 7th December, instructions issued to withdraw the notices, to transfer the contract to Mr. D. Lamontagne, and to renew it with him for four years at the same rate, viz., \$200 per annum.

The following tenders were received but not considered :—

A. Fortier	\$124 00
J. Godbout	134 00
L. Godbout	140 00

CORRESPONDENCE.

QUÉBEC, 23 novembre 1894.

MON CHER AMI,—J'ai écrit au département au sujet de M. Lamontagne, qui demande que le contrat, que son gendre va abandonner, lui soit octroyé. C'est toujours lui du reste qui l'a rempli pour son gendre qui n'en veut plus.

Je vous recommande tout spécialement. C'est important.

A vous

G. AYMOT.

(Translation.)

QUEBEC, 23rd November, 1894.

MY DEAR FRIEND,—I have written to the Department regarding Mr. Lamontagne, who asks that the contract which his son-in-law is about to relinquish be given to him. For that matter it is he who has always fulfilled the contract for his son-in-law, who does not want it any longer.

I recommend it to you very specially. It is important.

Yours,

G. AMYOT.

QUÉBEC, 23 novembre 1894.

MON CHER SIR ADOLPHE,—Je vous ai écrit avant hier au sujet de la malle entre Saint-Nérée et Saint-Gervais. Je vous ai demandé de transporter le contrat de Joseph Goulet à son beau-frère, Dominique Lamontagne. Je ne saurais trop vous recommander la chose, et de la faire faire immédiatement.

Bien à vous

G. AMYOT.

(Translation.)

QUEBEC, 23rd November, 1894.

MY DEAR SIR ADOLPHE,—I wrote to you the day before yesterday regarding the mail contract between St. Nérée and St. Gervais. I asked you to transfer the contract of Joseph Goulet to his brother-in-law, Dominique Lamontagne. I cannot recommend the renewal too strongly, and to have it done immediately.

Yours faithfully,

G. AMYOT.

Contracts for Mail Service.

Au Maître Général des Postes.

MONSIEUR,—Je suis l'un des soumissionnaires pour le service de la malle entre Saint-Nérée et Saint-Gervais, et ayant oublié de mettre mon certificat dans ma soumission, je vous l'envoie à présent.

Je suis,

ANTOINE FORTIER.

Saint-Nérée, Co. Bellechasse.

SAINT-NÉRÉE, Co. BELLECHASSE, 6 décembre 1894.

Je, soussigné, certifie que sieur Antoine Fortier, mon paroissien, est un homme sobre et honnête

GEO. PELLETIER, *Ptre.*

(*Translation.*)

SIR,—I am one of the tenderers for the mail service between St. Nérée and St. Gervais, and, having forgotten to inclose my testimonial with my tender, I send it herewith.

I am yours truly,

ANTOINE FORTIER.

ST. NÉRÉE, COUNTY BELLECHASSE, 6th December, 1894.

To the Postmaster General.

I, the undersigned, certify that Mr. Antoine Fortier, my parishioner, is a sober, honest man.

GEORGE PELLETIER,
Priest.

SAINT-PIERRE, COMTÉ DE BELLECHASSE, 13 décembre 1894.

Requête au Maître Général des Postes :

Nous, soumissionnaires, Antoine Fortier, Joseph Godbout et Louis Godbout, de la paroisse de Saint Nérée, nous demandons, humblement à votre Majesté de nous informer pour quelle raison que les soumissions n'ont pas pris leurs cours, comme étant tous électeurs de cette paroisse, nous vous demandons cela à Votre Honneur et Votre Majesté.

Nous, Louis Fortier, Joseph Godbout, certifions que c'est bien les noms et leurs marques qu'ils ont signé cette requête.

(This petition was signed by 25 persons.)

(*Translation.*)

ST. PIERRE, COUNTY BELLECHASSE, 13th December, 1894.

Petition to the Postmaster General:—

We, the tenderers, Antoine Fortier, Joseph Godbout and Louis Godbout, of the parish of St. Nérée, humbly beg your Majesty to inform us why the tenders have not taken their course. Being all electors of this parish, we ask this of your Honour and your Majesty.

We, Louis Fortier, Joseph Godbout, certify that these are the signatures of those who signed the petition.

(There are 25 names attached to this petition.)

OTTAWA, le 15 décembre 1894.

MESSIEURS,—J'ai l'honneur d'accuser réception de votre pétition du 13 courant, demandant pourquoi les soumissions pour le transport des malles entre Saint-Gervais et Saint-Nérée n'ont pas été ouvertes.

En réponse, je dois vous informer que le Ministre des Postes, sous l'autorité de la loi, a autorisé le renouvellement du contrat actuel pour ce service.

J'ai l'honneur, etc.,

ARTHUR LINDSAY,
Surintendant.

MM. R. EMARD,
W. BOYER,
et autres,
Saint-Nérée, Qué.

(Translation.)

OTTAWA, 15th December, 1894.

GENTLEMEN,—I have the honour to acknowledge the receipt of your petition of the 13th inst., asking why the tenders for the conveyance of the mails between St. Gervais and St. Nérée were not opened. In reply, I have to inform you that the Postmaster General, acting under the statute, has authorized the renewal of the present contract for this service.

I have the honour, &c.,

ARTHUR LINDSAY,
Superintendent.

Ste. Philomène and Station.

This contract was let without tenders at \$145 per annum, while there was in the Department a tender for \$90 per annum, a loss resulting of \$55 per annum, or \$220 for the contract term. The contract terminating on the 31st December, 1896, tenders were invited and a contract has been made at the rate of \$90 per annum.

The service was let by tender from the 1st May, 1884, the contract having been awarded to the lowest tenderer, Mr. J. B. D'Amour, at the rate of his tender, \$145 per annum. This contract was renewed for a further period of four years from the 1st January, 1889.

Prior to the termination of the latter contract on the 31st December, 1892, tenders were invited due to be opened on the 4th November. The tenders received were not considered, as instructions were issued on the 9th November for the renewal of Mr. D'Amour's contract for a further period of four years at the same rate, viz., \$145 per annum.

Tenders received :—

J. Boursier	\$ 90 00
J. B. D'Amour	95 00
A. Arcelle	130 00
I. Thebert	140 00
J. B. Loisel	145 00

MONTRÉAL, 3 novembre 1892.

L'honorable Sir A. P. CARON,
Ministre des Postes.

HONORABLE MINISTRE,—Des soumissions ont été demandées pour le transport des malles de la station Sainte-Philomène, au village du même nom. C'est mon beau-frère, J. B. D'Amour, qui a eu le contrat depuis plusieurs années. Je sais qu'on fait de grands efforts pour lui ôter tel qu'on a fait pour le faire destituer comme maître de poste. D'après l'enquête qu'on lui a fait subir, rien n'a été prouvé, cependant il a été destitué.

* * * * *

Contracts for Mail Service

La dernière fois que je vous ai vu, vous m'avez montré, comme toujours, beaucoup de sympathie, et promis de m'aider. Ce qui vous lui ferez je le considérerez comme à moi, même plus. Je compte sur vous pour lui accorder de nouveau ce contrat.

Votre tout dévoué serviteur,
J. LESSARD.

(Translation.)

MONTREAL, 3rd November, 1892.

HONOURABLE SIR,—Tenders have been invited for the conveyance of mails from St. Philomene station to the village of the same name. My brother-in-law, J. B. D'Amour, has had the contract for several years. I know that great efforts are being made to take it away from him, as was done to deprive him of the post office. In the inquiry he was obliged to submit to, nothing was proven, yet he was dismissed.

* * * * *

The last time I saw you, you showed, as usual, much sympathy for me, and promised to help me; what you may do for him I would consider as done for myself, and even more. I count on your awarding this contract to him again.

I have, &c.,
J. LESSARD,

Honourable Sir A. P. CARON,
Postmaster General.

SAINTE-PHILOMÈNE, 8 novembre 1892.

HONORABLE MONSIEUR,—Comme le gouvernement est pour donner le contrat de transport de la malle, je crois rencontrer l'opinion générale en vous recommandant M. J. B. Loisel qui est déjà maître de poste. De plus, je crois que parmi les soumissions celle de M. Loisel n'est pas plus chère que celle des autres. C'est pourquoi je vous prie de favoriser le dit monsieur.

Daignez me croire, honorable monsieur,
Votre très humble serviteur,
J. E. DUPRAT, *Curé.*

(Translation.)

STE. PHILOMENE, 8th November, 1892.

HONOURABLE SIR,—As the Government is about to award the contract for the mail service, I believe I meet the general opinion in recommending to you Mr. J. B. Loisel who is already postmaster. Besides I believe that among the tenders that of Mr. Loisel is not higher than those of the others. That is why I ask you to favour this gentleman.

Deign to believe me, honourable sir,
Your very humble servant,
J. E. DUPRAT, *Curé.*

OTTAWA, 11 novembre 1892.

MON CHER M. LESSARD,—Je suis en possession de votre lettre du 3 courant, demandant le renouvellement du contrat pour le transport des malles entre Sainte-Philomène et la gare, et dois en réponse vous informer que je me suis fait un plaisir de donner les instructions nécessaires à l'effet de pourvoir au renouvellement du contrat.

Bien à vous,
ADOLPHE P. CARON.

J. LESSARD, ecr,
Boîte 957, Montréal.

(Translation.)

OTTAWA, 11th November, 1892.

MY DEAR MR. LESSARD,—I am in receipt of your letter of the 3rd inst., applying for the renewal of the contract for the mail service between Ste. Philomène and the station, and, in reply, beg to say that it has given me pleasure to issue the instructions necessary to provide for the renewal of the contract.

Yours faithfully,

ADOLPHE P. CARON.

J. LESSARD, Esq.,
Box 957, Montreal.

MONTRÉAL, 12 novembre 1892.

Sir A. P. CARON,
Ottawa.

CHER SIR ADOLPHE,—Un nommé Joseph Boursier, de Sainte-Philomène, a envoyé une soumission demandant le contrat de la malle des chars au village. C'est un bon conservateur, tandis que l'ancien postillon est un libéral. Si la soumission de M. Boursier est la plus basse, je crois que vous feriez bien en l'acceptant.

Votre, etc.,

D. GIROUARD.

(Translation.)

OTTAWA, 12th November, 1892.

DEAR SIR ADOLPHE,—A man named Joseph Boursier, of Ste. Philomène, has sent a tender for the contract for the mail service from the cars to the village. He is a good Conservative, while the former courier is a Liberal. If Mr. Boursier's tender is the lowest, I believe you would do well to accept it.

Yours, &c.,

D. GIROUARD.

Sir A. P. CARON,
Ottawa.

OTTAWA, 24 nov. 1892.

MON CHER M. GIROUARD,—Je suis en possession de votre lettre du 12 courant, recommandant la soumission de M. Joseph Boursier pour le transport des malles entre Sainte-Philomène et la gare, et dois, en réponse, vous informer que le contrat pour ce service ayant été renouvelé le 9 courant, les soumissions pour ce service ne seront pas depouillées.

Je regrette vivement que votre lettre ne me soit parvenue qu'après le renouvellement de ce contrat.

Bien à vous,

ADOLPHE P. CARON.

D. GIROUARD, écrivain, M.P.,
Montréal.

(Translation.)

OTTAWA, 24th November, 1892.

MY DEAR MR. GIROUARD,—I am in receipt of your letter of the 12th inst., recommending the tender of Mr. Joseph Boursier for the mail service between Ste. Philomène and the station, and, in reply, beg to inform you that the contract for

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this service having been renewed on the 9th inst., the tenders for this service will not be opened. I regret extremely that your letter did not reach me until after the renewal of the contract.

Yours faithfully,
ADOLPHE P. CARON.

D. GIROUARD, Esq., M.P.,
Montreal,

SAINTE-PHILOMÈNE, 29 novembre 1892.

M. GIROUARD,—J'ai reçu hier votre lettre venant d'Ottawa en date du 24, et je suis bien peiné de voir que je n'ai pas été accepté pour transporter les malles entre le bureau de postes de Sainte-Philomène et la station, auquel j'avais envoyé une soumission, et le montant était de 55 piastres de moins que celui qui a été accepté.

Je dois vous dire, M. Girouard, que je vous remercie de la peine que vous vous êtes donné pour moi.

Je suis votre serviteur, etc.,
JOSEPH BOURSIER.

(Translation.)

STE. PHILOMÈNE, 29th November, 1892.

MR. GIROUARD,—I received yesterday your letter from Ottawa, of the 24th inst., and I am very sorry to see that I have not been accepted for the mail service between Ste. Philomène post office and the station, for which I sent a tender, and the amount was \$55 less than that which has been accepted. I beg to say, Mr. Girouard, that I thank you for the trouble you have taken for me.

I am, &c.,
JOSEPH BOURSIER.

Ste. Théodosie and Verchères.

This service has been in the hands of the present contractor, Mr. L. N. Handfield for a great number of years without tenders. On the 1st October, 1882, the frequency of the service, which until that time had been semi-weekly, was made tri-weekly, and the rate fixed at \$78 per annum. This has been the rate at which the service has been paid since that date.

Prior to the termination of the contract which expired on the 30th June, 1893, tenders were invited due to be opened on the 12th May. On the 20th April, instructions issued for the withdrawal of the notices inviting tenders and the renewal of Mr. Handfield's contract for a further period of four years at the same rate, viz., \$78 per annum.

The following tender was received but not considered :—

S. Archambault..... \$70 00

SAINTE-THÉODOSIE, CO. VERCHÈRES, QUÉ.,
30 mars 1893.

Sir A. P. CARON, K.C.M.G.,
Ministre des Postes,
Ottawa.

M. le MINISTRE,—Une lettre que j'ai recue de M. King, l'inspecteur des postes pour Montréal, me dit que mon contrat de la malle entre Sainte-Théodosie et Verchères expirera le 30 juin prochain, et que si je veux le renouveler aux mêmes conditions que celles existant déjà, j'ai à en faire la demande à l'honorable Maître Général des Postes.

Voilà pourquoi, M. le ministre, je prends la liberté de vous demander le renouvellement de mon contrat aux mêmes conditions que le précédent.

Osant espérer voir ma demande accueillie favorablement.

J'ai l'honneur, etc.,
L. N. HANDFIELD,
Maître de Poste.

(Translation.)

STE. THÉODOSIE, COUNTY VERCHÈRES, 30th March, 1893.

SIR,—I am informed by a letter which I have received from Mr. King, Post Office Inspector for Montreal, that my contract between Ste. Théodosie and Verchères will expire on the 30th June next, and that if I wish to renew on the existing conditions I will have to make application to the Postmaster General.

That, sir, is why I take the liberty of asking from you the renewal of my contract on the same conditions as those of the preceding contract.

Venturing to hope that my request will be received favourably,

I have the honour to be, &c.,

L. N. HANDFIELD, P.M.

Hon. Sir A. P. CARON, K.C.M.G.,
Postmaster General,
Ottawa.

OTTAWA, 8th April, 1893.

MY DEAR MR. PELLETIER,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years, of the contract for the mail service between Ste. Théodosie and Verchères. The present contractor is Mr. L. N. Handfield, whose application for renewal the Inspector recommends.

An early reply will greatly oblige.

Yours faithfully,

WM. WHITE.

L. C. PELLETIER, Esq., M.P.,
Montreal.

MONTREAL, 18 avril 1893.

Honorable Sir A. P. CARON,
Maître Général des Postes,
Ottawa.

HONORABLE MONSIEUR,—J'ai l'honneur de recommander le renouvellement du contrat de transport de la malle à M. Handfield de Ste-Théodosie à Verchères. Je joins aux présentes une lettre du curé de Sainte-Théodosie, sollicitant une malle quotidienne et je vous prie d'y donner votre bienveillante considération.

J'ai l'honneur, etc.,

L. C. PELLETIER.

(Translation.)

MONTREAL, 18th April, 1893.

HONOURABLE SIR,—I have the honour to recommend the renewal of the mail contract of Mr. Handfield, from Ste. Théodosie to Verchères. I inclose herewith a letter from the curé of Ste. Théodosie, asking for a daily mail. I beg that you will give it your kind consideration.

I have, &c.,

L. C. PELLETIER.

The Honourable Sir A. P. CARON,
Postmaster General,
Canada.

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OTTAWA, 20 avril 1893.

MON CHER M. PELLETIER,—J'ai le plaisir de vous informer que conformément à votre recommandation, j'ai donné les ordres nécessaires à l'effet de pourvoir au renouvellement du contrat pour le transport des malles entre Sainte-Théodosie et Verchères.

Bien à vous,

ADOLPHE P. CARON.

L. C. PELLETIER, écor, M.P.,
Montréal.

(Translation.)

OTTAWA, 20th April, 1893.

MY DEAR MR. PELLETIER,—It gives me great pleasure to inform you that in accordance with your recommendation, I have given the instructions necessary to provide for the renewal of the contract for the mail service between Ste. Théodosie and Verchères.

Faithfully yours,

A. P. CARON.

SAINTE-THÉODOSIE, 7 mai 1893.

MONSIEUR LE MINISTRE,—J'ai l'honneur de vous prier de prendre en considération toute particulière la soumission de M. S. Archambault, pour conduire la malle de Sainte-Théodosie à Verchères. Il est en état de remplir fidèlement ses engagements à ce sujet. Comme il n'est pas riche cela lui aiderait à faire vivre sa nombreuse famille.

Espérant que les circonstances vous permettront d'acquiescer à sa demande.

J'ai l'honneur d'être, etc.,

J. G. CASAUBON, *Ptre, Curé.*

Sir A. P. CARON,
Maître des Postes.

(Translation.)

STE. THÉODOSIE, 7th May, 1893.

SIR,—I have the honour to beg you to take into very special consideration the tender of Mr. S. Archambault for the conveyance of the mails from Ste. Théodosie to Verchères. He is in a position to fulfil faithfully his obligations in the matter. As he is not rich it would help him to maintain his numerous family.

Hoping that the circumstances will permit you to accede to his request.

I have the honour, &c.,

J. G. CASAUBON, *Priest.*

Sir A. P. CARON.

OTTAWA, 13 mai 1893.

MONSIEUR,—J'ai l'honneur d'accuser réception de votre lettre du 7 courant recommandant à mon attention M. S. Archambault qui a soumissionné pour le transport des malles entre Ste-Théodosie et Verchères. En réponse je dois vous informer que lors du dépouillement des soumissions pour ce service, celle de M. Archambault recevra l'attention du Ministre des Postes.

J'ai l'honneur d'être, etc.,

ARTHUR LINDSAY.

Revd. J. G. CASAUBON,
Ste-Théodosie.

(Translation.)

OTTAWA, 13th May, 1893.

SIR,—I have the honour to acknowledge the receipt of your letter of the 7th inst., recommending to my attention Mr. S. Archambault, who has tendered for the mail service between Ste. Théodosie and Verchères. In reply I am to inform you that when the tenders for this service are opened, that made by Mr. Archambault will have the attention of the Postmaster General.

I have the honour, &c.,

ARTHUR LINDSAY,
Superintendent.

Barachois de Malbaie and Point St. Peter, Grand Pabos and Ste. Adelaide, Newport and Steamer Landing, Port Daniel East and Port Daniel West.

These four services are required to carry the mails between the post offices mentioned and the steamer "Admiral," which exchanges mails during the season of navigation at the several ports on the Baie des Chaleurs between Dalhousie and Gaspé Basin. The contract with the steamer owners provided not only for the conveyance of the mails by the steamer, but also for the exchanges between a number of the post offices and the landing places of the steamer. It was observed, after the contract was signed, that no specific provision had been made for the four services mentioned, and the Inspector reported towards the close of the season of 1894 that, as the manager of the steamer desired to perform these services, he had made an arrangement with him at the following rates:—

Port Daniel East and Port Daniel West.....	\$1 50 per trip.
Grand Pabos and Ste. Adelaide.....	0 50 do
Newport and steamer landing.....	0 50 do
Barachois de Malbaie and Point St. Peter.....	0 55 do

Under this arrangement the cost of these services would have been \$3.05 for each single trip of the steamer, or \$6.10 for each round trip.

At the end of the season the manager of the steamer presented an account for these services, which amounted to \$12 for each round trip of the steamer. The Department at first demurred to paying the account at these rates, but as it appeared that the Inspector had not been able to get the steamer authorities to put the agreement he had made with them in writing, and that the person with whom he had arranged had no authority to make such an arrangement, the Department decided that the account should be paid as presented. As the rates quoted by the Inspector were those the Department had paid for years prior to 1893, and as he could have obtained the services at those rates since that year, the loss to the Department was \$348.10. The same rate per steamer day has been paid for the years 1895 and 1896, though the rates per trip have been differently distributed. In 1895 sixty round trips were made, so that the loss for that season was \$354. In 1896 the steamer made sixty round trips, the loss for that season also being \$354.

CORRESPONDENCE.

No. 121.

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 7th September, 1894.

SIR,—I have the honour to report with regard to the mail service performed by the steamer "Admiral," between Dalhousie, N.B., and Gaspé Basin that the owner of the vessel, Mr. Patrick Kelly, having expressed the desire to perform the side services which are not provided for by his contract and which have therefore to

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be paid for by your Department, I arranged with him, subject to your approval, to carry on the same at the prices paid our contractors in previous years, *i.e.* :—

Name.	Distance in Miles.	Frequency per week.	Cost.
Port Daniel East and Port Daniel West.....	3 miles.	4 times per week.	\$1 50 per trip.
Grand Pabos and Ste. Adelaide de Pabos.....	3 miles.	4 times per week.	0 50 per trip.
Newport and steamer landing.....	2 miles.	4 times per week.	0 50 per trip.
Barachois de Malbaie and Point St. Peter.....	4 miles.	4 times per week.	0 55 per trip.

Mr. Kelly has been performing these services since the opening of navigation.

I have the honour, &c.,

A. BOLDUC,
Post Office Inspector.

The Honourable
The Postmaster General,
Ottawa.

APPROVAL OF ARRANGEMENTS FOR MAIL SERVICE.

No. 963B.

POST OFFICE DEPARTMENT, MAIL SERVICE BRANCH,
OTTAWA, 12th September, 1894.

MEMORANDUM for the Post Office Inspector at Quebec.

The Postmaster General having had under his consideration the Inspector's report, No. 121, of the 7th instant, approves of the arrangements made by him for the following services, *viz.* :—

Name of Service.	Name of Contractor.	Price per annum.
Port Daniel East and Port Daniel West, 4 times per week, 3 miles.	Patrick Kelly.	\$1 50 per trip.
Grand Pabos and Ste. Adelaide de Pabos, 4 times per week, 3 miles.	Patrick Kelly.	0 50 per trip.
Newport and steamer landing, 4 times per week, 2 miles.....	Patrick Kelly.	0 50 per trip.
Barachois de Malbaie and *Point St. Peter, 4 times per week, 4 miles.	Patrick Kelly.	0 55 per trip.

* Belle Anse post office lies on this route, and under former arrangements its mails were exchanged without cost.

ARTHUR LINDSAY,
Superintendent.

QUEBEC, 7th December, 1894.

Lieut.-Col. WM. WHITE,
Deputy Postmaster General,
Ottawa.

DEAR SIR,—Herewith I take the liberty of inclosing to you my account for the delivery of mails by the steamer "Admiral," on the Baie de Chaleurs during the past season. Trusting you will kindly look the matter over, and send me a cheque for the amount.

I have, &c.,

PATRICK KELLY.

(Inclosure.)

QUEBEC, 7th December, 1894.

POST OFFICE DEPARTMENT, OTTAWA, CANADA.

To S. S. "ADMIRAL."

For transportation of mails between steamer's landing and the following offices during season of 1894:

Post office at Port Daniel west and steamer's landing, 59 trips each way—118 trips at \$1 per trip.....	\$118 00
Post office at Newport Point and steamer's landing, 59 trips each way—118 trips at \$1 per trip.....	118 00
Post office at Grand Pabos and steamer's landing, 59 trips each way—118 trips at \$1 per trip.....	118 00
Post office at Malbaie and steamer's landing, 59 trips each way—118 trips at \$1.50 per trip.....	177 00
Post office at Belle Ance and steamer's landing, 59 trips each way—118 trips at \$1.50 per trip.....	177 00
	<hr/>
	\$708 00

OTTAWA, 10th December, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter of the 7th inst, inclosing the account of the steamer "Admiral," for side service in connection with the service on the Bay of Chaleur amounting to \$708.

In reply, I beg to say that the matter will be laid before the Postmaster General.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. J. P. KELLY,
Quebec, Que.

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 13th December, 1894.

No. 214.

SIR.—In returning the within reference of a letter from P. Kelly, inclosing the account of the steamer "Admiral," for side service with the service on the Bay of Chaleur amounting to \$708, I beg to say that I verbally arranged in the spring with Mr. Martin P. Connolly, manager for Mr. P. Kelly, proprietor of the steamer "Admiral" that they would perform the side services, which they have done, not

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already mentioned in their contract, in connection with the service performed by the "Admiral" between Dalhousie, N.B., and Gaspé Basin, and that the Department would pay them what has heretofore been paid to the other contractors for the following services as already mentioned in my Report No. 121 of the 7th September last:

Name.	Distance in Miles.	Freq. per week.	Cost.
Port Daniel East and Port Daniel West.....	3	4	\$1.50 per trip.
Grand Pabos and Ste. Adelaide de Pabos ...	3	4	0.50 "
Newport and S. S. Landing.....	2	4	0.50 "
Barachois de Malbaie and Point St. Peter....	4	4	0.55 "

The "Admiral" having performed 59 round trips the amount due Mr. Kelly would according to above calculations be thus:—

Port Daniel East and Port Daniel West,	118 trips at \$1.50 per trip.....	\$177 00
Newport and Newport Point	118 " 0.50 "	59 00
Grand Pabos and St. Adelaide de Pabos,	118 " 0.50 "	59 00
Barachois de Malbaie and Point St. Peter,	118 " 0.55 "	64 90
		\$359 90

I have the honour to be, &c.,

A. BOLDUC,
Post Office Inspector.

The Honourable
The Postmaster General,
Ottawa.

APPROVAL OF ARRANGEMENTS FOR MAIL SERVICE.

No. 550B.

POST OFFICE DEPARTMENT, CANADA,
MAIL SERVICE BRANCH, OTTAWA, 28th December, 1894.

Memorandum for the Post Office Inspector at Quebec.

The Postmaster General having had under his consideration the Inspector's Report No. 121 and 214 of the 7th September and 13th instant, respectively, on the arrangements made by him for the following services, viz. :—

Name of Service.	Name of Contractor.	Price per annum.	Remarks.
		\$ cts.	
Barachois de Malbaie and Point St. Peter..	P. Kelly..	64 90	Being payment for 118 trips performed during the season.
Grand Pabos and Ste. Adelaide de Pabos ..	"	59 00	" "
Newport and Newport Point.....	"	59 00	" "
Port Daniel East and Port Daniel West....	"	177 00	" "

The Inspector will call upon Mr. P. Kelly to make out his account in duplicate in accordance with the above.

ARTHUR LINDSAY,
Superintendent.

RICHELIEU & ONTARIO NAVIGATION CO. AGENCY, 24th Jan., 1895.

MY DEAR SIR ADOLPHE,—I regret to have to trouble you again about the payment of the Baie de Chaleurs mail service to Mr. Kelly on account of the steamer "Admiral."

Some of the post office clerks have taken it on themselves to send Kelly vouchers for about half the sum paid last year, \$333, and yet a longer service was given in '94, and the mail delivered at a greater number of places, so Kelly very naturally assumed that the amount of his bill would be paid as he only charged the same sum that the Department allowed him the previous year—some \$600. I will feel deeply grateful if you can arrange this matter for Mr. Kelly.

Yours faithfully,

M. CONNOLLY,
40 Dalhousie St., Quebec.

Hon. Sir A. P. CARON,
Postmaster General,
Ottawa.

RICHELIEU & ONTARIO NAVIGATION COMPANY,
MONTREAL, Jan. 30, 1895.

Sir A. P. CARON, K.C.M.G.,
Postmaster General,
Ottawa.

DEAR SIR,—I beg to inclose you some accounts for the side services performed by Mr. Kelly on the Baie des Chaleurs.

Mr. Kelly informs me that this account amounts to far less than the account rendered by him.

Can you have this matter looked into as he is anxious to have his accounts closed for the season?

I have the honour,

Your obedient servant,

M. CONNOLLY.

OTTAWA, 31st January, 1895.

MY DEAR MR. CONNOLLY,—I am in receipt of your letter of the 24th inst., calling attention to the fact that the amount this Department proposes to pay for side service on the mail route between Dalhousie and Gaspé Basin, is very much less than the amount of the account rendered by the management of the steamer "Admiral," who performed the service.

In reply, I beg to state that the Inspector at Quebec reports that he arranged with the management of the steamer "Admiral" for the side services not included in the general agreement at the rates which were formerly paid by the Department for the same services, that is to say for the services between

Port Daniel East and Port Daniel West, at.....	\$. 1.50 p. trip.
Grand Pabos and Ste. Adelaide de Pabos, at.....	.50 "
Newport and Steamer Landing, at.....	.50 "
Barachois de Malbaie and Point St. Peter, at.....	.55 "

At these figures the amount due for the services mentioned is \$359.90, which amount the Department is prepared to pay.

Yours faithfully,

ADOLPHE P. CARON.

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POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, April 6, 1895.

ARTHUR LINDSAY, Esq.,
Supt. M.C.B.,
Ottawa.

MY DEAR MR. LINDSAY,—Who is to perform the four different side services in connection with the steamer "Admiral" this coming season? You will no doubt remember that the "Admiral" authorities performed the same last year, and after giving me to understand that they would accept our price, have since objected to it, and have not as yet been paid.

The services referred to are:—

Port Daniel Centre and Port Daniel East.
Grand Pabos and Ste. Adelaide de Pabos.
Newport Point and Steamer Landing.
Barachois de Malbaie and Point St. Peter.

Yours faithfully,

A. BOLDUC,
P.O. Inspector.

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 9th April, 1895.

MY DEAR COLONEL,—With reference to yours of the 8th inst., touching the side services in connection with the mails by steamer "Admiral," I have told Mr. Martin P. Connolly this morning that unless he furnishes me with an acceptance in writing from the company that they are ready to perform the four side services already referred to, I will arrange with other parties to perform the services in question. Is this correct?

An early answer will oblige, as the "Admiral" is expected to perform her first trip on the 23rd instant.

I may mention in regard to the difficulty of last year that there was no misunderstanding about the prices to be paid the company for the side services, and Mr. Martin P. Connolly informed me this a.m. that he is ready to put this in writing if necessary.

Faithfully yours,

A. BOLDUC,
Post Office Inspector.

Lieut.-Col. WM. WHITE,
Deputy Postmaster General,
Ottawa.

QUEBEC, 15th April, 1895.

DEAR SIR,—Referring to the matter of the mail subsidy due the steamer "Admiral," I am sorry to say that no cheque has arrived from the Department yet. You will remember when I met you in Ottawa, Col. White promised me the cheque would be forwarded at once. Would you kindly look into the matter and have it sent on immediately, as the party is very much in need of funds.

Yours very truly,

M. CONNOLLY.

Sir A. P. CARON,
Postmaster General,
Ottawa, Can.

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 22nd April, 1895.

MY DEAR COLONEL,—With reference to yours of yesterday, I have written to Mr. Martin P. Connolly for the statement in writing you desire, but pending his reply will you kindly say who is to perform the side services referred to this coming season?

I am sure the Messrs. Connolly won't sign anything.

Faithfully yours,

A. BOLDOC,
Post Office Inspector.

Lieut.-Col. WHITE,
Deputy Postmaster General,
Ottawa.

POST OFFICE INSPECTOR'S OFFICE.
QUEBEC, 13th April, 1895.

MY DEAR COLONEL,—*Re* the question of side services in connection with the steamer "Admiral," I shall try and make myself clear, for if you have found apparent contradiction in my previous letters, none has been meant, and what I wanted to state is that when I went to see Mr. Martin P. Connolly and left with him a memo. in writing of the four side services to be performed with the prices to be paid therefor by the Department, Mr. Connolly stated that he would of course have to submit the matter to the president for approval, but that meanwhile he would have the services performed and that he felt sure it was all right.

* * * * *

Now what I meant to ask in my last letter was: What am I to do if the Messrs. Connolly do not give me any writing that they are willing to perform the four side services referred to at our prices this season?

I feel almost sure they will not do it and we are therefore in face of the same difficulty as last year.

Pray tell me how to settle it.

Are they in the meanwhile to get the services? This is a pressing question.

Yours very truly,

A. BOLDOC,
P. O. Inspector.

COL. WM. WHITE,
Deputy Postmaster General,
Ottawa.

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 15th May, 1895.

No. 342.

SIR,—With reference to my report No. 121, of the 7th September, 1894, on the subject of the side services performed in connection with the steamer "Admiral" between Port Daniel East and Port Daniel West, Grand Pabos and Ste. Adelaide de Pabos, Newport and SS. Landing, Barachois de Malbaie and Point St. Peter, I beg to say I find Mr. Martin F. Connolly, with whom I had arranged for the performance of the services in question, was not, contrary to my expectations, authorized to accept the offer made by me and cited in my report above quoted, and I therefore respectfully beg to submit the matter to your consideration.

I have, &c.,

A. BOLDOC,
Post Office Inspector.

The Honourable
The Postmaster General.
Ottawa.

Contracts for Mail Service.

No. 282B.

POST OFFICE DEPARTMENT, CANADA,
MAIL SERVICE BRANCH,
OTTAWA, 25th May, 1895.

SIR,—Referring to your report No. 342, of the 15th inst., respecting the arrangements made by you for the side services between Port Daniel East and Port Daniel West, Grand Pabos and Ste. Adelaide de Pabos, Newport and SS. Landing, and Barachois de Malbaie and Point St. Peter, in which you state that you have ascertained that, in your negotiations with the Richelieu and Ontario Navigation Company regarding these services, you were dealing with a person not entitled to represent them, I am to say that in that case payment must be made to the company at the rates paid in 1893 for these services.

You will, therefore, please prepare a pay sheet and vouchers for these services, and forward them to the department as soon as practicable.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

A. BOLDUC, Esq.,
Post Office Inspector,
Quebec, Que.

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 5th June, 1895.

MY DEAR COLONEL,—On the 15th ulto. I wrote to Mr. Patrick Kelly, the supposed owner of the "Admiral," and who has signed the contract for the carrying of the mails on the "Admiral," whether he would be willing to accept the terms heretofore paid to our different contractors for the four different side services: Port Daniel East, Grand Pabos, Newport and Barachois de Malbaie.

The reply given me on the 23rd ulto., was that my letter had been received and that it would be placed before the board of directors at their first meeting.

Yesterday Mr. Michael Connolly called and stated that he would not be ready to give an answer to my letter before about three weeks.

Now, is it necessary for me to make a report meanwhile, or should I wait the three weeks, as asked for before reporting on the subject?

Faithfully yours,

A. BOLDUC,
Post Office Inspector.

Lt.-Col. WHITE,
Deputy Postmaster General,
Ottawa.

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 20th September, 1895.

N. 449.

SIR,—With reference to your telegram of the 26th April last, directing me to place the side services in connection with the steamer "Admiral" in the same hands as last year, viz., those of Mr. Patrick Kelly, I beg to say that I accordingly did so, and I am just now in receipt of a communication, herewith inclosed, from Mr. Kelly, stating that he is prepared to accept the following prices for the four side services referred to, viz.:—

Port Daniel East and Port Daniel West, 4 trips per week, 3 miles distant, \$2.00 per trip.

Grand Pabos and Ste. Adelaide de Pabos, 4 trips per week, 3 miles distant \$1.00 per trip.

Newport and Newport Point, half mile distant, \$1.00 per trip.

Barachois de Malbaie and Point St. Peter, 4 miles distant, \$2.00 per trip.

I therefore beg to submit the matter for your consideration.

I have the honour, &c.,

A. BOLDUC.

P. O. Inspector.

The Honourable the Postmaster General,
&c., &c., &c.

(Inclosure.)

QUEBEC, 16th Sept., 1895.

DEAR SIR,—Referring to your favour *re* the side service on the Baie des Chaleurs in connection with the steamer "Admiral," I beg to state that it would be impossible for me to perform such service at the figures quoted by you, and do the same satisfactorily.

You will readily understand that it is very much to the advantage of the Department to have the service performed at each port, by our agent, as it facilitates the delivery of the mails and does away with any conflict of duty that might arise between a stranger and agent of the vessel, besides, the extra compensation is an incentive to the agent to look after these duties in a thorough manner. In view of these facts I cannot see my way clear to perform the service at any reduction on the price I have charged the Department for the last two seasons.

I have the honour, &c.,

P. KELLY.

A. BOLDUC, Esq.,
Post Office Inspector,
Quebec.

Memorandum.

26th September, 1895.

To the Post Office Inspector,
Quebec.

In his report, No. 449, of the 20th inst., on the prices asked for side services in connection with the steamer "Admiral," the Inspector has not stated how the rates now proposed by Mr. Kelly, in payment for these services, compare with those paid last year. Has he not asked more than he was paid last year? If so, has the Inspector pointed out this fact to Mr. Kelly?

ARTHUR LINDSAY,
Superintendent.

(Memorandum.)

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 27th September, 1895.

In reply to your memo. of the 26th inst., in which—referring to my report No. 449 of the 20th inst., on the prices asked for side services in connection with the steamer "Admiral"—you wish to know how the rates now proposed by Mr. Kelly in payment for these services compare with those paid last year, I beg to say that the total amount now asked by Mr. Kelly is exactly the same as that which was paid him last year. There is, though, a difference in the prices paid respectively for

Contracts for Mail Service.

"Barachois de Malbaie and Point St. Peter," which now is \$2 per trip instead of \$3 paid last year, and "Port Daniel East and Port Daniel Centre," which now is \$2 instead of \$1 paid last season.

ARTHUR LINDSAY, Esq.,
Superintendent Mail Service Branch,
Ottawa.

A. BOLDUC,
P. O. Inspector.

No. 648.

POST OFFICE INSPECTOR'S OFFICE,
QUEBEC, 20th April, 1896.

SIR,—In connection with the service performed between Dalhousie, N.B., and Gaspé Basin, Quebec, by steamer "Admiral," will you kindly authorize me to arrange with the North American Transportation Company, which has recently been formed, and now owns the "Admiral," to have the four side services between Barachois de Malbaie and Point St. Peter (via Belle Anse and Malbaie post offices), Grand Pabos and Ste. Adelaide de Pabos, Newport and Newport Point, Port Daniel east and Port Daniel West, performed four times per week, each way, at \$2 per trip for the first and last, and \$1 for the second and third named services, which are the same prices that were paid during last season.

I have, &c.,

A. BOLDUC,
Post Office Inspector.

The Honourable
The Postmaster General.

OTTAWA, 7th May, 1896.

MY DEAR MR. JONCAS,—With reference to the summer service in the Bay of Chaleurs by the steamer "Admiral," have you any objection to the continuance for the coming season of the arrangement with the "Admiral" which has been in force for several years for the conveyance of the mails between the steamer and the post offices at the places where she touches.

An early reply will oblige very much.

Yours faithfully,

WILLIAM WHITE.

L. Z. JONCAS, Esq.,
Quebec, Que.

Authorizing Arrangement for Mail Service.

No. 483B.

POST OFFICE DEPARTMENT, CANADA,
MAIL SERVICE BRANCH,
OTTAWA, 20th May, 1896.

(Memorandum for the Post Office Inspector at Quebec.)

The Postmaster General, having had under consideration the Inspector's report No. 648, of the 20th ultimo, upon the subject of the service by the steamer "Admiral," authorizes the following arrangement:—

The entering into a temporary agreement with the North American Transportation Company, for the performance during the summer season of 1896 of the following services four times a week each way, viz.:—

Grand Pabos and Ste. Adelaide de Pabos, Newport and Newport Point, at the rate of \$1 per trip.

Barachois de Malbaie and Point St. Peter (via Belle Anse and Malbaie), Port Daniel East and Port Daniel West, at the rate of \$2 per trip.

The Inspector will please be so good as to arrange accordingly.

ARTHUR LINDSAY,
Superintendent.

NOVA SCOTIA.

Avonport and Avonport Station.

This contract was let without tender at \$100 per annum, while there was in the Department a tender for \$80 per annum, the loss being \$80 for the term. As the contract will expire on the 30th June, 1897, tenders have been invited and a contract obtained at \$60 per annum. The saving effected will amount to \$160 for the term.

This service was let by tender last from the 1st of April, 1880, the contract having been awarded to the lowest tenderer, Mr. J. B. Newcomb at the rate of his tender \$100 per annum. The contract has remained in Mr. Newcomb's hands since that date, on the same terms and conditions by successive renewals.

Prior to the termination of the contract which expired on the 30th June, 1893, tenders were invited due to be opened on the 21st April. On the 11th April, instructions issued to withdraw the notices inviting tenders and to renew Mr. Newcomb's contract at the same rate, viz., \$100 per annum.

The following tender was received--

R. Shaw..... \$80 00

CORRESPONDENCE.

AVONPORT STATION, 20th March, 1893.

DEAR SIR,—I received your printed notice in reference to carrying Her Majesty's mail between Avonport and Avonport Station, and duly posted in our office. I beg leave to state that I am willing to enter into contract for four years, at the same rate, \$100 per annum, that I have taken it in the past. Please advise me if I shall put in my tender, or whether you will accept as in the past without my sending a printed tender.

Your obedient servant,

J. B. NEWCOMB, P.M.,
Avonport Station.

Post Office Inspector, Halifax.

BILLTOWN, KING'S CO., N.S., 23rd March, 1893.

MY DEAR SIR,—Would you be kind enough to give directions for the renewal for a further term of four years of Mr. Judah B. Newcomb's contract for conveyance of mails between Avonport and Avonport station. Mr. Newcomb is the postmaster there and has given universal satisfaction as a public official, and all our friends would be pleased to see Mr. Newcomb's contract renewed.

I am, dear sir,

Yours respectfully.
C. R. BILL.

Sir A. P. CARON,
Postmaster General,
Ottawa.

Contracts for Mail Service.

OTTAWA, 11th April, 1893.

MY DEAR MR. BILL,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 23rd ulto., I have authorized the renewal of Mr. J. B. Newcomb's contract for the mail service between Avonport and Avonport station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

C. R. BILL, Esq.,
Billtown, N.S.

Baddeck and Upper Settlement, Middle River.

This contract was let without tender at \$151.89 per annum, while there was in the Department a tender for \$83 per annum, a loss resulting which amounts to \$275.56 for the term. The service having been increased from twice to three times per week, the price was advanced proportionately to \$227.83 per annum.

With these facts before it, the present Government cancelled the contract and invited tenders, and a contract has been obtained by which a saving of over \$200 for the term will have been effected.

The service was let by tender from the 1st October, 1891, the contract having been awarded to the lowest tenderer, Mr. W. A. Robertson, at the rate of his tender, \$151.89.

Prior to the termination of this contract on the 30th September, 1895, tenders were invited due to be opened on the 2nd August. On the 19th July authority issued for the withdrawal of the notices inviting tenders and the renewal of Mr. Robertson's contract at the rate then paid, viz. : \$151.89.

Tenders received :—

M. McInnis.....	\$ 83 00
D. D. McLeod.....	145 00
D. P. McRae.....	156 00

CORRESPONDENCE.

OTTAWA, 10th July, 1895.

MY DEAR SIR,—I wrote Sir Adolphe this a.m., asking him to renew mail contract between Baddeck and Middle River. As these are troublesome times, he may forget it. Please see that this is done.

I am yours truly,

JNO. A. McDONALD.

Wm. WHITE, Esq.,
Deputy Postmaster General,
Ottawa.

OTTAWA, 20th July, 1895.

MY DEAR MR. McDONALD,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 10th instant, I have authorized the renewal of Mr. W. A. Robertson's contract for the mail service between Baddeck and Upper Settlement, Middle River, for a further period of four years.

Yours faithfully,

ADOLPHE P CARON.

J. A. McDONALD, Esq., M.P.,
House of Commons,
Ottawa.

Battery Hill and New Gairloch.

This contract was let without tender at \$120 per annum, while there was in the Department a tender for \$89 per annum, a loss resulting which amounts to \$124 for the term.

The service was let by tender last from the 1st March, 1883, the contract having been awarded to the lowest tender, Mr. Robert McLeod, at the rate of his tender, \$70 per annum. By increases in the frequency of the service and in the length of the route, the price was raised to \$120 per annum. The service has remained steadily in Mr. McLeod's hands since he first secured it by means of successive renewals.

Prior to the awarding of the contract which went into operation on the 1st January, 1895, tenders were invited for it due to be opened on the 19th October, 1894. On the 17th October instructions issued for the withdrawal of the notices inviting tenders and for the renewal of Mr. McLeod's contract at the existing rate of \$120 per annum.

The following tenders were received but not considered :—

J. Barclay	\$ 89 00
W. Murray	100 00
W. H. Sutherland	108 00
R. McLeod	120 00
F. H. Matheson	156 00

CORRESPONDENCE.

WESTVILLE, N.S., 26th Sept., 1894.

DEAR SIR CHARLES,—Mr. Robert McLeod, of New Lairg, Pictou Co., N.S., wishes that his contract for carrying the mails between Battery Hill and New Gairloch, N.S., be renewed for a further term of four years.

I will be pleased if this can be done as the work is performed satisfactorily and the price is reasonable.

Yours faithfully,

JOHN McDOUGALD.

MY DEAR COL. WHITE,—I have much pleasure in endorsing this recommendation.

Yours faithfully,

CHARLES HIBBERT TUPPER,

At New Glasgow, 28th September, 1894.

OTTAWA, 17th October, 1894.

MY DEAR SIR CHARLES,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 28th ulto., I have authorized the renewal of Mr. E. McLeod's contract for the mail service between Battery Hill and New Gairloch for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

Hon. Sir CHARLES HIBBERT TUPPER, K.C.M.G.,
Minister of Marine and Fisheries,
Ottawa.

Contracts for Mail Service.

Bay St. Lawrence and Englishtown.

This contract was let without tender at \$1,625 per annum, while there was in the Department a tender for \$1,373 per annum, a loss resulting which amounted to \$252 per annum or \$1,008 for the term. The contract having been cancelled and tenders invited, a contract has been obtained at \$1,198 per annum, and a saving effected of \$427 per annum or \$1,708 for the term.

The service was let by tender from the 1st November, 1891, the contract having been awarded to the lowest tenderer, Mr. Thomas D. Curtis, at the rate of his tender, \$1,625 per annum.

Prior to the termination of this contract on the 30th September, 1895, tenders for a new contract were invited, due to be opened on the 2nd August, of that year. On the 10th July, instructions were issued to withdraw the notices inviting tenders, and to renew Mr. Curtis' contract for a further period of four years at the same rate.

The following tenders were received, but not considered :—

D. N. McInnes.....	\$1,373 00
Henry Cann.....	1,450 00

CORRESPONDENCE.

OTTAWA, 8th July, 1895.

MY DEAR SIR,—I would recommend that the mail contract between Englishtown and Bay St. Lawrence be renewed with the present contractor for the next four years.

Mr. Curtis has given every satisfaction to the public, and I think it would be a pity to tender again as it might fall into the hands of some poor contractor.

I am, yours truly,

JNO. A. McDONALD.

Sir A. P. CARON, K.C.M.G., M.P.,
Postmaster General.

OTTAWA, 10th July, 1895.

MY DEAR MR. McDONALD,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 8th inst., I have authorized the renewal of Mr. T. D. Curtis's contract for the mail service between Bay St. Lawrence, Ingonish and Englishtown for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

J. A. McDONALD, Esq., M.P.,
House of Commons,
Ottawa.

Blanche and Cape Negro.

This contract was let without tender at \$140, while there was in the Department a tender for \$98 per annum, the loss being \$168 for the term. The contract having been cancelled by the present Government and tenders invited, a contract has been obtained at \$65 per annum, and a saving effected which will amount to \$300 for the term.

The service was let by tender from the 1st July, 1894, the contract having been awarded to the lowest tenderer, Mr. John Smith, at the rate of his tender, \$140 per annum. As this rate was considered by the Postmaster General to be a very high one, the contract was made for two years only.

Prior to the termination of this contract on the 30th June, 1896, tenders for a new contract were invited, due to be opened on the 17th April. On the 31st March instructions issued for the withdrawal of the notices inviting tenders and the renewal of Mr. Smith's contract for a further period of four years at the existing rate of \$140 per annum.

The following tenders were received but not considered :—

Heman Swain.....	\$ 98 00
A. O. Thomas.....	100 00

CORRESPONDENCE.

OTTAWA, 25th March, 1896.

DEAR SIR,—I would recommend that in the interest of the public service the contract for carriage of the mail at Cape Negro and Blanche, county of Shelburne, Nova Scotia, should be renewed to John Smith, the present courier, for four years. Advertisements for tenders have been issued.

Yours truly,

N. W. WHITE.

Sir ADOLPHE CARON,
Postmaster General.

OTTAWA, 31st March, 1896.

MY DEAR MR. WHITE,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 25th inst., I have authorized the renewal of Mr. J. Smith's contract for the mail service between Blanche and Cape Negro for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

N. W. WHITE, Esq., M.P.,
House of Commons,
Ottawa.

Brookfield and Upper Stewiacke.

From the 1st April, 1895, until the 31st October, 1889, this service was performed without tender at \$524.75. For the term which ended on the 30th September, 1892, a tender was received at \$399 per annum, a loss having been sustained by disregarding it which amounted to \$503 for the term. For the succeeding term a tender was received at \$344, so that the loss of this term was \$723.00. For the term, which began on the 1st October, 1896, tenders were invited by the present Government and a contract made at \$439, the saving effected being \$343 for the term.

The service was let by tender last on the 1st April, 1881, the contract having been let to the lowest tenderer, Mr. H. Dickie, at the rate of his tender, \$524.75. On the 1st April, 1883, the contract passed into the hands of Mr. J. J. Brenton, by transfer from Mr. Dickie, and has remained in Mr. Brenton's hands ever since at the same rate \$524.75.

Tenders were invited in 1888, for a contract from the 1st October, in that year, the tenders being due to be opened on the 3rd August. The tenders were opened on the 13th September, 1888, the following being the list :—

H. H. Ogilvie.....	\$ 399 00
Thomas Cox.....	400 00
J. J. Brenton.....	515 00
W. C. Kennedy.....	649 00
W. A. Hamilton.....	675 00
W. S. Hamilton.....	800 00

The lowest tender was accepted, but no further steps were taken in the matter, as an agreement was made with Mr. Brenton, at the figure at which he had been performing the service, viz., 524.75 per annum.

This agreement terminating on the 30th September, 1892, tenders were invited, the tenders being due to be opened on the 29th July, of that year. On the 26th July, instructions issued to renew Mr. Brenton's contract at the same rate and to withdraw the notices inviting tenders. The following tenders were received, but not considered :—

W. Ellis.....	\$ 344 00
J. Taylor.....	385 00
T. Cox.....	400 00
S. Hamilton.....	499 00
J. J. Brenton.....	500 00
E. Cox.....	550 00

Contracts for Mail Service.

CORRESPONDENCE.

TATAMAGOUCHE, 11th July, 1892.

DEAR SIR,—I beg leave to recommend that the mail contract from Brookfield to Upper Stewiacke, be again given to Mr. J. J. Brenton, at his old rate.

Yours truly,

W. A. PATTERSON.

Sir ADOLPHE CARON,
Postmaster General.

OTTAWA, 27th July, 1892.

MY DEAR MR. PATTERSON,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 11th July last, I have authorized the renewal of Mr. J. J. Brenton's contract for the mail service between Brookfield and Upper Stewiacke, for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

W. A. PATTERSON, Esq., M.P.,
Tatamagouche, N. S.

Collingwood Corner and Farmington.

This contract was renewed without tender for the term which expired on the 30th June, 1896 at \$150, while there was a tender in the Department for \$97 per annum, the result being a loss which for the term amounted to \$212.

This service was let by tender from the 1st August, 1884, the contract having been awarded to Mr. Michael Chapman at the rate of his tender, \$150 per annum. This contract was renewed with Mr. Chapman from the 1st July, 1888, on the same terms and conditions.

Prior to the termination of the latter contract on the 30th June, 1892, tenders were invited for a new contract, due to be opened on the 22nd April, 1892. On the 22nd March, the notices inviting tenders were withdrawn, and instructions issued for the renewal of Mr. Chapman's contract on the same terms, viz., \$150 per annum.

The following tender was received but not considered :—

Alexander Colburn..... \$97 00

CORRESPONDENCE.

COLLINGWOOD CORNER, 18th Feb., 1892.

DEAR SIR,—As my contract for the Farmington mail will expire the last of June next, I thought I would write you in time to say that I am willing to renew the contract for four years longer at the same price.

Please let me know soon if this will be satisfactory to you.

I remain your obedient servant,

MICHAEL CHAPMAN,

Mail Contractor.

C. J. McDONALD, Esq.,
P. O. Inspector,
Halifax.

OTTAWA, 18th March, 1892.

MY DEAR SIR,—I have to particularly request that the contract for carriage of mails from River Philip to Farmington, Cumberland, N.S., be renewed for a further period of four years. It was originally obtained by public tender.

Yours faithfully,

A. R. DICKEY.

Hon. A. P. CARON.

OTTAWA, 23rd March, 1892.

MY DEAR SIR,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 18th inst., I have authorized the renewal of Mr. M. Chapman's contract for the mail service between Collingwood Corner and Farmington for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

A. R. DICKEY, Esq., M.P.,
House of Commons, Ottawa.

COLLINGWOOD CORNER, 25th November, 1895.

DEAR SIR,—My contract for the mail from here to Farmington expires June 30th, 1896. I would kindly ask you to renew it for me for another four years at same figures.

Thanking you for all past favours.

I remain, &c.,

MICHAEL CHAPMAN.

CHAS. J. MACDONALD,
Post Office, Halifax, N.S.

OTTAWA, 2nd December, 1895.

MY DEAR SIR ADOLPHE,—I have to request that the contract of Michael Chapman for the carriage of mails from Collingwood Corner to Farmington, which expires on the 30th June next, be renewed for a further period of four years.

I am yours faithfully,

A. R. DICKEY.

The Honourable Sir ADOLPHE P. CARON,
Postmaster General.

OTTAWA, 13th December, 1895.

MY DEAR MR. DICKEY,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 2nd inst., I have authorized the renewal of Mr. Chapman's contract for the mail service between Collingwood Corner and Farmington for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. A. R. DICKEY,
Minister of Militia and Defence,
Ottawa.

Eastern Harbour and Port Hastings Mail Service.

In this case a determined and, as it proved, successful effort appears to have been made to give the contract to the then contractor with a considerable advance in the amount paid. There were three services included under the contract, the routes of which, in length 101, 60 and 18 miles, had nothing in common which would justify combining them under one arrangement. The late member of Parliament for Victoria County, N.S., brought this fact to the attention of the Department while tenders for the present contract were being invited, but, beyond acknowledging it, no attention was paid to his letter. The scheme involved, first, the retention of the three services under one contract; second, the opening of the tenders at a date so close to the date on which the contract was to commence that anybody but the contractor would have great difficulty in entering upon the service on such short

Contracts for Mail Service.

notice ; and, third, that the surety bond should be raised from \$7,000 to \$13,000, an amount higher by some thousands of dollars than is required in any other case, although there are contracts of double the annual value of the one in question.

When the tenders were opened, the contractor was found to be the fourth on the list, and accordingly the four lowest were sent to the Inspector with instructions to him to ascertain how far the sureties offered satisfied the requirement of the \$13,000 bond. The Inspector reported that the two lowest tenderers were fully qualified to enter upon the service, but that they and the third tenderer all wished to withdraw. No effort was made to hold the tenderers to the obligations they had incurred, and the contract was awarded to the old contractor at the rate of his tender.

The present Government had inquiry instituted as to how the service could be rearranged, having regard to both efficiency and economy, and a plan has been adopted which will be a great improvement on the former arrangement, and which, according to careful estimates, will make a reduction in the cost of over \$4,000 per annum.

No. 974.

POST OFFICE INSPECTOR'S OFFICE,
HALIFAX, 16th August, 1895.

SIR,—I have the honour to submit a complete list of all mail contracts in this division, about to expire on the 31st December next.

* * * * *

EASTERN HARBOUR AND PORT HASTINGS.*

* * * * *

H. A. Archibald, contractor ; length of routes, 101, 60 and 18 miles ; service, daily over each of these routes ; cost, \$7,475.88.

I have no changes to suggest in the mode of performing any of these services, and beg to submit herewith, for your approval, copies of the notices I would propose to issue inviting tenders for new contracts for them, to commence 1st January, 1896.

I have, &c.,
CHARLES J. MACDONALD,
Post Office Inspector.

APPROVAL OF NOTICES.

POST OFFICE DEPARTMENT,
MAIL SERVICE BRANCH,
OTTAWA, 22nd August, 1895.

No. 831B.

Memorandum for the Post Office Inspector at Halifax :

The Postmaster General having had under his consideration the Inspector's report No. 974 of the 16th August, 1895, has approved of the notices inclosed therein inviting tenders for the mail services hereafter mentioned.

Date of notices, 13th September, 1895.

Date for the reception of tenders, 1st November, 1895.

Date of new contracts, 1st January, 1896.

Names of services : Eastern Harbour and Port Hastings.

The Inspector will please be so good as to issue these notices accordingly.

WM. SMITH,
For Superintendent.

* Though described on the books of the Department as the Eastern Harbour and Port Hastings mail service, this service includes the conveyance of the mails over three routes, viz. : between Port Hastings and Eastern Harbour, a distance of 101 miles ; between Port Hastings and Baddeck, a distance of 60 miles ; and between Mabou and Whycomagh, a distance of 18 miles.

OTTAWA, 7th September, 1895.

MY DEAR COL. WHITE,—In the matter of H. A. Archibald's contract for carrying mails in Cape Breton, I should feel obliged, if you will not advertise for tenders until I have an opportunity of speaking to you on the subject. Please make a note of this, and oblige.

Yours faithfully,
CHARLES HIBBERT TUPPER.

OTTAWA, 13th Sept., 1895.

MY DEAR SIR CHARLES,—In accordance with the recommendation you make in your letter of the 7th inst., I have authorized that the notices advertising the Eastern Harbour and Port Hastings mail service be withdrawn.

Yours faithfully,
ADOLPHE P. CARON.

The Honourable
Sir CHARLES HIBBERT TUPPER, K.C.M.G.,
Minister of Justice,
Ottawa.

OTTAWA, 17th September, 1895.

MY DEAR COL. WHITE,—Will you kindly bring to the favourable attention of the Postmaster General the following proposition in regard to the contract for carrying the mails in Cape Breton, at present performed by H. A. Archibald, of Port Hastings.

1st. That the Department advertise contract as a whole. This is the manner in which it was formerly put up to tender.

2nd. That your Department do not call for tenders sooner than six weeks before the contract is to be awarded, or six weeks before the expiration of the present contract.

3rd. That four days be allowed to parties to whom the contract may be awarded, to complete arrangements and furnish securities. This was the time allowed Mr. Finn the late contractor.

4th. That the amount of security to be given should be made \$13,000. This will prevent irresponsible persons from tendering.

I am told that all previous contractors on this route have failed to give satisfaction to the public, and were involved, having heavy judgments rolled up against them, finally having to abandon the business on account of the small consideration paid.

Will you kindly let me know whether my wishes in this respect can be met?

Yours faithfully,
CHARLES HIBBERT TUPPER.

OTTAWA, 19th September, 1895.

MY DEAR SIR CHARLES,—With reference to your letter of the 17th inst., respecting the mode of advertising the contract held by Mr. H. A. Archibald for the conveyance of mails between Eastern Harbour and Port Hastings, I beg to say that I will have much pleasure in carrying out your wishes, and tenders will be invited in the manner you suggest.

Yours faithfully,
ADOLPHE P. CARON.

The Honourable Sir CHARLES TUPPER, K.C.M.G.,
Minister of Justice,
Ottawa.

Contracts for Mail Service.

OTTAWA, 19th September, 1895.

No. 18B.

SIR,—With reference to Departmental letter No. 831B of the 22nd ulto., conveying to you the Postmaster General's approval of the notices submitted in your report No. 974 of the 10th ulto., for the mail service between Eastern Harbour and Port Hastings, and to a subsequent letter No. 974B of the 13th inst., instructing you to withdraw these notices, I am now to instruct you to invite tenders for this service, so as to include the whole service performed by Mr. Archibald in one contract. That the tenders be issued either six weeks before the contract is awarded or six weeks before the expiration of the present contract, allowing four days to complete arrangements and furnish securities, and that the penalty of the bond be not less than \$13,000. You will be so good as to prepare notices in this sense and submit them for the approval of the Postmaster General.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

C. J. MACDONALD, Esq.,
P. O. Inspector,
Halifax, N.S.

HALIFAX, 24th September, 1895.

No. 11.

SIR,—In accordance with the instructions contained in your letter of the 19th inst., No. 18B I have the honour to submit herewith for your approval, a copy of the advertisement to be issued for the mail service between Eastern Harbour and Port Hastings.

As it is not clearly understood from your letter how you wish these notices dated, I have left all dates blank.

I shall be glad to have your further instructions in the matter.

I have the honour, &c.,

CHAS. J. MACDONALD,
P. O. Inspector.

The Honourable,
The Postmaster General,
Ottawa.

APPROVAL OF NOTICES.

POST OFFICE DEPARTMENT,
MAIL SERVICE BRANCH,
OTTAWA, 28th September, 1895.

Memorandum for the Post Office Inspector at Halifax :

The Postmaster General having had under his consideration the Inspector's Report No. 11 of the 24th inst., has approved of the notice inclosed therein inviting tenders for the mail service hereafter mentioned.

Date of notice, 1st October, 1895; date of reception of tenders, 15th November, 1895; date of new contract, 1st January, 1896; name of service, Eastern Harbour and Port Hastings.

The Inspector will please be so good as to issue these notices accordingly.

ARTHUR LINDSAY,
Superintendent.

POST OFFICE INSPECTOR'S OFFICE,
HALIFAX, 8th October, 1895.

No. 23.

SIR,—I have the honour to report that your letter No. 62B, dated 28th September, conveying to me your approval of the notices inviting tenders for the Eastern Harbour and Port Hastings mail contract, did not reach me in time for the notices to be dated 1st October. I have accordingly, in issuing, dated them "7th October," and made the date for reception of tenders "22nd November."

I inclose a copy herein for your information.

I have the honour, &c.,

CHAS. J. MACDONALD,
Post Office Inspector.

The Honourable

The Postmaster General, &c., &c., &c.,
Ottawa.

BADDECK, N.S., 14th October, 1895.

MY DEAR SIR,—I noticed in the post office to-day a notice calling for tenders for the conveyance of Her Majesty's mail between Hawkesbury and Grand Etang, and Baddeck and Whyecomagh and Mabou. I am not going to say anything about the necessity of a daily mail between all these places as they have been established for a number of years, but what I sincerely and honestly protest against is having all those contracts joined in one. What connection is there between them or what reason is there for joining them all in one? I have looked into it and carefully considered it and find none whatever. I reside in the county of Victoria in the town of Baddeck, and the route between Baddeck and Hawkesbury runs through a portion of the county, and I would ask that it be separated from the others. I see no reason why it and the Grand Etang route should be joined in one contract as they go in different directions. A little reflection will convince you that few people down here can afford to run and operate so long a distance as 190 miles on short notice, only a few can do so. I also think that upon consideration of this matter you will find that money can be saved by putting up the tenders separately.

I have no interest in this matter save that of the public, and to give a fair chance to competition.

I hope you will reconsider the decision arrived at and put up the Baddeck and Hawkesbury tender separately.

I am, yours truly,

JNO. A. McDONALD.

Sir A. P. CARON, K.C.M.G., P.C.,
Postmaster General.

OTTAWA, 19th October, 1895.

MY DEAR MR. McDONALD,—I am in receipt of your of the 14th inst., asking that the various mail routes comprehended under the contract known as the Eastern Harbour and Port Hastings contract be put up to tender separately. In reply I beg to say that the matter will have the attention of the Department.

Yours faithfully,

ADOLPHE P. CARON.

J. A. McDONALD, Esq., M.P.,
Baddeck, N.S.

Contracts for Mail Service.

OTTAWA, 16th October, 1895.

MY DEAR COL. WHITE,—With this I send you a letter and inclosure which I have just received from Mr. H. A. Archibald, of Port Hastings. I am sorry to observe that your Halifax office does not seem to have followed the instructions which you intimated to me would be given as regards the length of time for advertising, and also the time allowed after the tenders are opened to prepare for the service. Please return inclosures.

Yours faithfully,

CHARLES HIBBERT TUPPER.

Lt. Col. WM. WHITE,
Deputy Postmaster General.

(Inclosure.)

PORT HASTINGS, October 15th, 1895.

MY DEAR SIR.—I see my contracts are advertised, 12 weeks and 1 day before the new service begins, and giving a new beginner 39 days to prepare. I did expect that the Government would only advertise 6 weeks and give 4 or 5 days to the new beginner to get ready, but as it is now, every advantage will be taken by Grits to have it in their hands before the elections come on.

There is only one good thing, and that is the \$13,000 security. This may bother some men of straw; and I will face the affair as best I possibly can. About the time the tenders are opened I will go to Ottawa or send some person. On the 19th November, our municipal elections come off in this district. I will not likely have opposition, but I am interested in adjoining districts, and if the fight will be looking serious, it will be hard for me to leave. In any case I will write you as regards the tender later on.

Yours very truly,

H. A. ARCHIBALD.

Sir CHARLES HIBBERT TUPPER.

P.S.—I send a copy of the notices.

OTTAWA, 25th October, 1895.

MY DEAR SIR CHARLES,—I am in receipt of your letter of the 16th instant, respecting the dates of advertising and receiving of tenders for the mail service between Eastern Harbour and Port Hastings.

In reply, I beg to state that the Inspector has evidently followed the terms of the statute, which requires that six weeks notice be given of the advertising of all contracts for amounts exceeding \$200 per annum. When the tenders come in I will take care that no time is lost in closing the matter.

Yours faithfully,

WM. WHITE.

The Honourable Sir CHARLES H. TUPPER, K.C.M.G.,
Minister of Justice, Ottawa.

MEMORANDUM of tenders received at the Post Office Department, Ottawa, up to 12 o'clock, noon, on Friday, the 22nd November, instant, under an advertisement issued by the Post Office Inspector for the Nova Scotia division, and dated the 1st October, ultimo, for the conveyance of the mail, six times per week, between Eastern Harbour and Port Hastings, and Baddeck and Port Hastings, and Mabou and Whycoomagh, distance 101, 60, and 18 miles, on and from the 1st January next. Present cost of service, \$7,475.88. Name of present contractor, H. A. Archibald.

Name of Party Tendering.	Rate of Tender.
	\$ cts.
Hector McKinnon.....	8,474 00
John J. McNeill.....	8,750 00
John W. Reynolds.....	9,474 00
H. A. Archibald.....	10,099 00
Roy McNeill.....	10,100 00
Neill McMillan.....	10,550 00
Laughlin McNeill.....	11,100 00
Hugh McMillan.....	11,150 00

POST OFFICE DEPARTMENT, CANADA, MAIL SERVICE BRANCH.

The above-mentioned tenders, eight in number, were opened at the Post Office Department, Ottawa, the 23rd November, 1895.

Certified,

ARTHUR LINSDAY,
Superintendent.

OTTAWA, 23rd November, 1895.

MY DEAR COL. WHITE,—I have your letter of this date in regard to the list of tenders which you have received for the mail service now in Mr. H. A. Archibald's hands, and will be glad if you make the inquiries you suggest of your Halifax Inspector.

Yours faithfully,

CHARLES HIBBERT TUPPER.

Col. WM. WHITE,
Deputy Postmaster General.

(*Tenders Inclosed.*)

POST OFFICE DEPARTMENT, CANADA,
MAIL SERVICE BRANCH,

OTTAWA, 26th November, 1895.

Memorandum for the Post Office Inspector at Halifax :

Eastern Harbour and Port Hastings:—

Hector McKinnon.....	\$ 8,474 00
John J. McNeill.....	8,750 00
John W. Reynolds.....	9,474 00
H. A. Archibald.....	10,099 00

Before awarding the contract, the Inspector will please make strict inquiry as to the financial standing of the sureties in each case, and as to whether the party tendering is of full age and legally capable of entering into a contract and of carrying on the service in a satisfactory manner.

ARTHUR LINSDAY,
Superintendent.

Contracts for Mail Service.

No. 106.

POST OFFICE INSPECTOR'S OFFICE,
HALIFAX, 30th December, 1895.

SIR,—With reference to your letter No. 265B of the 26th November, inclosing four tenders for the mail service between Eastern Harbour and Port Hastings, I have the honour to inclose herewith the telegrams from the first and second tenderers, Hector McKinnon and J. J. McNeill, and a letter from the third tenderer, each stating his inability to enter into a contract.

I may say that McKinnon is not himself in a position to perform the service, and the parties who signed his tender are not good for the amount of the bond required. I, however, gave him an opportunity to furnish satisfactory security, and he submitted the names of two parties who were quite good for the amount of security asked. Under these circumstances, I accepted his tender and sent him contracts for signature. These contracts have not been returned, and on Saturday I received his telegram stating his inability to perform the service.

The second tenderer, John J. McNeil, is competent to perform the service, and the sureties submitted by him in his tender are, in my opinion, good for the amount of the bond required. He, however, asks leave to withdraw his offer.

J. W. Reynolds, the third tenderer, who also asks to withdraw, is not, in my opinion, competent to perform the service, nor are the sureties submitted by him good for the amount of the bond required.

The fourth tenderer, H. A. Archibald, who is the present contractor, is well equipped for the service, and the sureties submitted by him are good.

I shall be glad to have your further instructions in the matter.

In the meantime, I will make a temporary arrangement for the service for the month of January.

I have, &c.,

CHAS. J. MACDONALD,
Post Office Inspector.

The Honourable
The Postmaster General,

(Inclosures in above Report.)

PORT HASTINGS, 24th December, 1895.

DEAR SIR,—In reference to my tender for the mail services from Port Hastings to Eastern Harbour, &c., so far I have not heard to whom the contract has been awarded. I find that my figures were entirely too low, and therefore beg leave to state that I must decline the contract should I be so favoured.

I remain, &c.,

J. W. REYNOLDS.

P.S.—I have sent a copy of above to the Postmaster General at Ottawa.

C. J. MACDONALD, Esq.,
Post Office Inspector, Halifax.

MABOU, CAPE BRETON, 25th Dec., 1895.

SIR A. P. CARON,
Postmaster General, Ottawa.

SIR,—I have a tender in for the mail service between Port Hastings and Eastern Harbour and from Port Hastings to Baddeck, which I wish to withdraw owing to my having made a miscalculation. I find that the service cannot be satisfactorily performed for the amount asked by my tender.

I have the honour, &c.,

JOHN J. MCNEILL.

Witness,
EDWARD A. MURRAY.

Telegram.

PORT HASTINGS, C.B., 28th Dec., 1895.

TO CHARLES J. MACDONALD,
P.O. Inspector,
Halifax, N.S.,

Owing to my miscalculation in figuring my tender for mail contract I hereby withdraw it.

JOHN J. McNEILL.

Telegram.

PORT HASTINGS, C.B., 28th Dec., 1895.

TO CHARLES J. MACDONALD,
P.O. Inspector,
Halifax.

I find my tender for mail contract so low that it is impossible to get good security, and I will not be able to go on with the contract.

HECTOR McKINNON.

Telegram.

PORT HASTINGS, C.B., 28th Dec., 1895.

Sir A. P. CARON,
Postmaster General.

My tender being so low, I am not able to get security or go on with the contract.

HECTOR McKINNON.

Clause 2, Section 57, Post Office Act.

If, after the acceptance of a tender and notification thereof to the tenderer, he fails to enter into an obligation within the time prescribed by the Postmaster General, with good and sufficient sureties for the performance of the service, the Postmaster General shall proceed to contract with some other person for the performance of the said service, and may forthwith cause the difference between the amount contained in the tender and the amount for which he has contracted for the performance of the said service, for the whole period thereof, to be charged up against the said tenderer and his surety or sureties, and the same may be immediately recovered in an action of debt, in the name of the Postmaster General, against the tenderer and his sureties, or any of them, and when recovered shall form part of the postal revenue.

OTTAWA, 2nd January, 1896.

MY DEAR COL. WHITE,—Mr. H. A. Archibald wires me the following: "Kindly expedite contract. Inspector wires me continue month of January at former rates."

What may I say?

Yours faithfully,

CHARLES HIBBERT TUPPER.

Lt. Col. WM. WHITE,
Deputy Postmaster General.

Contracts for Mail Service.

OTTAWA, 8th January, 1896.

To the Post Office Inspector
Halifax.

With reference to his Report, No. 106, of the 30th ult., stating the result of his enquiries as to the tenderers for the Eastern Harbour and Port Hastings mail service, and asking approval of a temporary agreement for the month of January with the present contractor at the former rate, the Inspector is requested to say why, since Mr. Archibald's tender has been accepted, a regular contract should not be made at the rate of his tender from the 1st January next.

ARTHUR LINDSAY,
Superintendent.

(Telegram.)

HALIFAX, 10th January, 1896.

Referring to your memo. of eight, no authority received here for acceptance Archibald's tender, Eastern Harbour and Port Hastings. Please advise.

CHARLES J. MACDONALD.

ARTHUR LINDSAY,
Superintendent Mail Service Branch,
Ottawa.

OTTAWA, 11th January, 1896.

To the Post Office Inspector at Halifax :

With reference to his telegram of to-day's date, stating that he has not yet been authorized to accept Mr. H. A. Archibald's tender for the Eastern Harbour and Port Hastings mail service, the Inspector will please follow the usual practice in such cases. If all tenders lower than Mr. Archibald's have been withdrawn, the contract should be put in his hands at the rate of his tender, subject to the approval of the Postmaster General.

ARTHUR LINDSAY,
Superintendent.

POST OFFICE INSPECTOR'S OFFICE,
HALIFAX, 11th January, 1896.

No. 124.

SIR,—I have the honour to report that, in accordance with the instructions contained in your memo. of the 8th inst. and telegram of yesterday's date, I have accepted the tender of Mr. H. A. Archibald for the mail service between Eastern Harbour and Port Hastings, &c., the contract to date from the 1st instant.

I return herewith the tenders of Messrs. Hector McKinnon, John J. McNeill and John W. Reynolds, which were withdrawn.

I have the honour, &c.,

CHAS. J. MACDONALD,
Post Office Inspector.

The Honourable
The Postmaster General,
&c., &c., &c.,
Ottawa.

Enfield and Oldham.

This contract was let without tender at \$100.00 per annum while there was a tender in the Department at \$65.00, a loss resulting from the transaction which amounted to \$140.00 for the term.

The service was let by tender from the 1st July, 1889, the contract having been awarded to the lowest tenderer, Mr. G. H. Dowell, at the rate of his tender, \$100.00 per annum.

Prior to the termination of this contract on the 30th June, 1893, tenders were invited, due to be opened on the 21st April. On the 1st April instructions issued to withdraw the notices inviting tenders and to renew Mr. Dowell's contract for a further term of four years at the same rate, viz., \$100.00 per annum.

The following tender was received but not considered :—

P. Doyle. \$65.00

CORRESPONDENCE.

ENFIELD, February 20th, 1893.

Mr. CHAS. J. MACDONALD.

DEAR SIR,—As it is drawing near the close of my mail contract between Enfield and Oldham, I would like very much to know if you are going to put it up to tender again or will you give me a chance to keep it longer.

Hoping it will not be asking too much for an answer at an early date, and by so doing you will greatly oblige

Yours truly,

G. H. DOWELL.

OTTAWA, 8th March, 1893.

My DEAR MR. STAIRS,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Enfield and Oldham. The present contractor is Mr. G. H. Dowell, whose application for renewal the Inspector recommends.

An early reply will greatly oblige,

Yours faithfully,

WM. WHITE.

J. F. STAIRS, Esq., M.P.

House of Commons, Ottawa.

OTTAWA, 10th March, 1893.

WM. WHITE, Esq.,

Deputy Postmaster General.

DEAR MR. WHITE,—In reply to yours of the 8th I desire to say that I will make inquiries, and let you know our wishes respecting the mail contract between Enfield and Oldham at an early date.

Yours faithfully,

JOHN F. STAIRS.

OTTAWA, 24th March, 1893.

WM. WHITE, Esq.,

Deputy Postmaster General.

DEAR MR. WHITE,—With further reference to your note of the 8th, *re* renewal of mail contract between Enfield and Oldham, I beg to say that as far as I am advised there is no objection to its being renewed with the present contractor, Mr. G. H. Dowell.

Yours faithfully,

JOHN F. STAIRS.

Contracts for Mail Service.

OTTAWA, 1st April, 1893.

MY DEAR MR. STAIRS,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 24th ulto., I have authorized the renewal of Mr. G. H. Dowell's contract for the mail service between Enfield and Oldham for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

J. F. STAIRS, Esq., M.P.,
Halifax, N.S.

Fourchie and Grand River.

This contract was renewed without tender at \$448 per annum, though shortly afterwards an offer was received at the Department at \$400 per annum, the loss being \$192 for the term. The present Government having cancelled the contract and invited tenders, a new contract has been obtained at the rate of \$312 per annum, and a saving effected which will amount to \$544 for the term.

The service was let by tender from the 1st July, 1891, the contract having been let to the lowest tenderer, Mr Donald McLeod, at the rate of his tender, \$448 per annum.

The contract made on this occasion was renewed for a further term with Mr. McLeod at the same rate, from the 1st July, 1895.

CORRESPONDENCE.

St. PETER'S, 2nd February, 1895.

MY DEAR SIR ADOLPHE,—Please see that the mail contract between Fourchie and Grand River be renewed to the present contractor, Mr. Donald McLeod. The service is a good one and satisfactory in every respect.

* * * * *

Yours,

J. A. GILLIES.

Hon. Sir A. P. CARON,
Postmaster General.

OTTAWA, 22nd February, 1895.

MY DEAR MR. GILLIES,—I have much pleasure in informing you that, in accordance with the recommendation contained in your letter of the 2nd inst., I have authorized the renewal of Mr. D. McLeod's contract for the mail service between Fourchie and Grand River for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

J. A. GILLIES, Esq., M.P.,
Sydney, N.S.

FOURCHIE, 11th March, 1895.

DEAR SIR,—Seeing the contract for carrying the mail between Fourchie and Grand River, Cape Breton, is to expire next July, and, as no tenders arrived as yet, I will make an offer to carry the same for \$400 per year. If this offer be accepted, please inform me, and send me the papers to fill out.

Yours truly,

R. A. McASKILL,
Fourchie, C.B., N.S.

The Postmaster General,
Ottawa.

OTTAWA, 18th March, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 11th inst., offering to perform the mail service between Fourchie and Grand River for \$400 per annum.

In reply I am to say that as the Postmaster General has authorized the renewal of the existing contract for this service, he regrets that he is unable to consider your offer.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. R. A. McASKILL,
Fourchie, N.S.

FOURCHIE, 11th March, 1895.

Postmaster General,
Ottawa.

DEAR SIR,—As the tenders will be out soon for the mail route from Grand River to Fourchie tri-weekly, I ran the mail one term, the last term I lost by Donald McLeod. I hear that he offers to run the next term for the same, and no tenders, for \$448. If so I will take it for less, say \$425. If tenders, I will tender for it. Please write me if above will be accepted.

I remain, &c.,

JOHN MORRISON, P.P.
Fourchie.

OTTAWA, 18th March, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 11th inst., offering to undertake the mail service between Fourchie and Grand River for \$425 per annum. In reply I am to say, that as the Postmaster General has authorized the renewal of the existing contract for this service, he regrets that he will be unable to consider your offer.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. J. MORRISON,
Fourchie, N. S.

FOURCHIE, 18th March, 1895.

Post Office Inspector.

DEAR SIR,—Will you please let me know when the tenders will be here for the mail Fourchie and Grand River.

Yours truly,

A. B. HOOPER.

OTTAWA, 25th March, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 18th inst. inquiring when tenders will be received for the mail service between Fourchie and Grand River. In reply I am to say that as the existing contract for this service has been renewed, tenders will not be invited.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. A. B. HOOPER,
Fourchie, N. S.

Contracts for Mail Service.

Gilbert Mountain and Halfway River Station.

This contract was let without tender at \$75 per annum, though there was a tender in the Department for \$46.50, the loss being \$114 for the term.

The service went into operation on the 1st November, 1891, an agreement having been made with Mr. George Rector therefor at the rate of \$75 per annum.

Prior to the expiration of this contract on the 31st March, 1895, tenders were invited, due to be opened on the 11th January. The tenders received were not considered and Mr. Rector's contract was renewed at the existing rate of \$75 per annum by authority which issued on the 18th February, 1895.

Tenders received—

D. Gilbert, jun.....	\$ 46 50
D. Fulton.....	48 00
T. Skidmore.....	51 25
S. S. Brown.....	58 00
W. A. Wotton.....	65 00
George Rector.....	75 00

CORRESPONDENCE.

DEAR SIR,—It is not for me to say who shall drive this mail, but I live within a gun shot of Albert Wotton's post office, I have good substantial sureties living beside me, and should you see proper to let me the contract of course I will attend to it with promptness and fidelity.

DENNIS FULTON,
Gilbert Mountain, Cumb. Co., N.S.

OTTAWA, 31st December, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter, calling attention to your tender for the Gilbert Mountain and Halfway Station mail service.

In reply I am to say that in dealing with the tenders for this service the Postmaster General will give your statements due consideration.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. D. FULTON,
Gilbert Mountain, N.S.

OTTAWA, 30th January, 1895.

MY DEAR SIR,—In the absence of Colonel White who is laid up with a severe cold and unable to attend to business, may I ask you to be good enough to say whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Gilbert Mountain and the Halfway River Station.

The present contractor is Mr. G. Rector whose application the Inspector recommends.

An early reply will greatly oblige.

Yours faithfully,

ARTHUR LINDSAY.

The Hon. A. R. DICKEY,
Secretary of State,
Ottawa.

OTTAWA, 15th February, 1895.

DEAR SIR,—Replying further to your letter of the 30th January last, I beg to say that I shall be glad to have the contract for the mail service between Gilbert Mountain and Halfway River Station renewed for a further period as recommended by the Inspector.

I am, &c.,

A. R. DICKEY.

ARTHUR LINDSAY, Esq.,
Post Office Department.

OTTAWA, 18th February, 1895.

MY DEAR SIR,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. G. Rector's contract for the mail service between Gilbert Mountain and Halfway River Station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. A. R. DICKEY,
Secretary of State,
Ottawa.

Head of Indian Harbour Lake and Sherbrooke.

This contract was let without tender at \$224.65 per annum, though there was in the department a tender for \$200 per annum, the loss being \$98.60 for the term.

The service was let by tender last from the 1st July, 1882. On this occasion the contract was awarded to Mr. Matthew McGrath at the rate of his tender, which was the fourth on the list, the three lower having retired. The rate of pay was \$213.70 per annum, which was increased on the 1st February, 1888, to \$224.65. This rate has been paid since that date, the contract having been maintained by a series of renewals which took place every four years. On the 1st January, 1893, the contract was transferred from Mr. McGrath to Mr. J. S. Cameron, in whose name it now stands.

Prior to the termination of the contract which expired on the 30th June, 1894, tenders for a new contract were invited, due to be opened on the 27th April. On the 4th April instructions were issued for the withdrawal of the notices inviting tenders, and for the renewal of Mr. Cameron's contract for a further period of four years, at the rate then paid, \$224.65 per annum.

The following tenders were received but not considered :—

T. Hollis.....	\$200
A. Cameron.....	249

CORRESPONDENCE.

SHERBROOKE, 12th March, 1894.

DEAR SIR,—I notice the Head Indian Harbour Lake and Sherbrooke up for contract. You will perhaps remember when Mr. McGrath's contract was transferred to Mr. J. S. Cameron that a renewal was promised at the expiration of present contract. Kindly recommend renewal to Mr. J. S. Cameron and very much oblige.

Yours truly,

A. F. CAMERON.

CHAS. J. MACDONALD, Esq.,
Halifax, N.S.

Contracts for Mail Service.

ST. JOHN, N.B., 6th April, 1894.

MY DEAR SIR JOHN,—I am in receipt of your esteemed favour of the 4th inst., and the parties interested in the contract for carrying the mails from Sherbrooke to Indian Harbour are perfectly willing to allow the renewal to issue to the present contractor, J. S. Cameron, who is a brother of our friend A. F. Cameron.

Will you kindly recommend the contract be renewed to Mr. J. S. Cameron for four years, as you have intimated in your favour of the 4th, and greatly oblige.

Yours very truly,
J. G. FORBES.

OTTAWA, 4th April, 1894.

MY DEAR SIR ADOLPHE,—I understand that Mr. A. F. Cameron, of Sherbrooke, N.S., who is contractor for carrying the mail between Sherbrooke and Indian Harbour, is desirous of transferring his contract to Mr. J. S. Cameron, and that they are anxious that the contract should be renewed for a further period.

Yours faithfully,
JNO. S. D. THOMPSON.

The Honourable
Sir ADOLPHE CARON, K.C.M.G.,
Postmaster General.

OTTAWA, 9th April, 1894.

MY DEAR SIR JOHN,—I have much pleasure in informing you that in accordance with your recommendation I have authorized the renewal of Mr. J. S. Cameron's contract for the mail service between Head of Indian Harbour Lake and Sherbrooke for a further period of four years.

Yours faithfully,
ADOLPHE P. CARON.

The Right Honourable
Sir JOHN THOMPSON, K.C.M.G., P.C.,
Minister of Justice, Ottawa.

Lower Canard and Port William Station

This service came into operation on the 1st March, 1893, under a private arrangement with Mr. J. Lovett Bishop at the rate of \$225 per annum. The agreement was merely a temporary one, terminable at the Postmaster General's pleasure. On the 1st April, 1896, a four years' contract was made without tender at \$200 per annum.

The present Government having been informed as to the facts, cancelled the contract and invited tenders due to be opened on the 28th May, 1897.

CORRESPONDENCE.

WOLFVILLE, N.S., 24th January, 1896.

MY DEAR SIR,—Mr. J. Lovett Bishop is the temporary contractor for mail service between Port William Station and Canard in this county of Kings, N.S. I would respectfully urge upon you the authorization of this service for a term of four years, at the same amount per annum as he is at present paid.

Mr. Bishop is a warm friend of the Government and in the possible event of any change of Government within the next few years, any temporary agreement would be cancelled quick. I therefore think that he should have a four years' contract.

Yours respectfully,
C. R. BILL.

The Honourable Sir ADOLPHE P. CARON, K.C.M.G.,
Postmaster General,
Ottawa.

OTTAWA, 30th January, 1896.

MY DEAR MR. BILL,—I am in receipt of your letter of the 24th inst., recommending that a permanent contract be made for the mail service performed by Mr. J. Lovett Bishop between Lower Canard and Port Williams Station. In reply I beg to say that the matter will receive the attention of the department.

Yours faithfully,

ADOLPHE P. CARON.

C. R. BILL, Esq.,
Billtown, N.S.

OTTAWA, 17th February, 1896.

MY DEAR MR. BILL,—Referring to your letter of the 24th ulto., asking that the arrangement with Mr. J. Lovett Bishop for the mail service between Canard and Port Williams Station may be made the subject of a permanent contract, I beg to say that as this arrangement is for a service costing over \$200 per annum, I have no power to make a contract therefor without first inviting tenders.

Yours faithfully,

ADOLPHE P. CARON.

C. R. BILL, Esq.,
Billtown, N.S.

WOLFVILLE, 25th February, 1896.

DEAR SIR,—Referring to your letter of the 17th inst., in which you say that you have no power to make a contract with J. Lovett Bishop for permanent mail service between Canard and Port Williams Station costing over \$200 per annum.

In reply I would say that J. Bishop will undertake the fulfilment of a permanent contract for \$200 in this way. Leave Port Williams Station as at present and proceed to Canard and Lower Canard, as under present agreement, and leave Lower Canard in 45 minutes after arrival there, and not be obliged to remain there two hours as at present, proceed to different offices en route, stopping at Port William 15 minutes and thence to Port Williams Station. This is a sufficient service and will give entire-satisfaction to all excepting to one firm at Port Williams, who do not now amount to anything.

Yours faithfully,

C. R. BILL.

The Honourable Sir ADOLPHE P. CARON,
Postmaster General,
Ottawa.

OTTAWA, 2nd March, 1896.

MY DEAR MR. BILL,—I am in receipt of your letter of the 25th ulto., stating with reference to my letter of the 17th inst., as to the impracticability of making a permanent contract for the Lower Canard and Port William's Station mail service, that Mr. Bishop would be prepared to take the service for \$200 per annum if the details of travel were rearranged.

In reply, I beg to say that while it is impossible for me to make a permanent arrangement for a service costing over \$200 per annum, it is equally inadvisable to make one where the amount is less than that named, as the principle of the Department has always been to reserve permanent arrangements for services in which the price has been fixed by tender.

I regret, therefore, that I cannot do what you recommend in this matter.

Yours faithfully,

ADOLPHE P. CARON.

C. R. BILL, Esq.,
Billtown, N.S.

Contracts for Mail Service.

WOLFVILLE, 3rd September, 1896.

MY DEAR SIR HIBBERT,—Mr. J. Lovett Bishop has a temporary contract for mail service between Lower Canard and Port William's Station, county of King's, for \$225 per annum. He has been under this arrangement for some four years, previous to which he had the larger contracts extending beyond Canard, West Canning, which was abrogated when the Cornwallis Valley Railway Branch took mail contracts. Bishop gets \$225. Postmaster General has no power to make contract above \$200 without tender, therefore, Mr. Bishop's offer to enter into a contract for \$200 for this service. The Postmaster General has the power to make this proposed contract, but you will see by correspondence which I inclose that he does not care to do so. It is a pressing necessity from standpoint of our interests here, and if you will persuade Sir Adolphe to do this I will be particularly obliged and under renewed obligations to him for his many kindnesses.

Yours respectfully,

C. R. BILL.

Sir CHARLES H. TUPPER, M.P.,
Ottawa.

(Private.)

DEAR SIR A. P.—Please reconsider. This county can be won and I am trying to do it.

C. H. TUPPER.

12th March, 1896.

OTTAWA, 20th March, 1896.

MY DEAR SIR CHARLES,—Referring to your letter of the 12th inst., I beg to say that in accordance with your recommendation I have authorized that a four years' contract be made with Mr. J. Lovett Bishop for the mail service between Lower Canard and Port William's Station, at the rate of \$200 per annum from the 1st January last.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable
Sir CHARLES HIBBERT TUPPER, K.C.M.G.,
House of Commons.

Mader's Cove and Mahone Bay.

This contract was let without tender at \$110 per annum, while there was a tender in the Department for \$88 per annum, a loss resulting which amounted to \$88 for the term.

The service was let by tender from the 1st January, 1892, the contract having been awarded to the lowest tenderer, Mr. Abel Lohnes, at the rate of his tender, \$110 per annum.

Prior to the termination of this contract on the 31st December, 1895, tenders for a new contract were invited, due to be opened on the 1st November. The tenders received were not considered and instructions for the renewal of Mr. Lohnes's contract were issued on the 28th November.

Tenders received :—

A. C. Zwicker.....	\$ 88 00
H. A. Strum.....	98 00
A. Lohnes.....	110 00

CORRESPONDENCE.

MAHONE BAY, 4th October, 1895.

DEAR SIR,—I have been driving the mail between Mahone Bay and Mader's Cove for the last four years, and I feel I have done the work satisfactorily, also have heard of no complaints, and ask you to extend it for the coming four years which will soon commence. Please answer and let me know about it.

Yours respectfully,

ABEL LOHNES.

To the Postmaster General.

OTTAWA, 18th October, 1895.

(Private.)

MY DEAR MR. KAULBACH,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Mader's Cove and Mahone Bay.

The present contractor is Mr. A. Lohnes, whose application for renewal the Inspector recommends.

An early reply will greatly oblige.

Yours faithfully,

WM. WHITE.

C. E. KAULBACH, Esq., M.P.,
Lunenburg, N.S.

OTTAWA, 5th November, 1895.

(Private.)

MY DEAR MR. KAULBACH,—On the 18th ulto., I wrote asking whether you had any objection to the renewal of Mr. Abel Lohnes's contract for the mail service between Mader's Cove and Mahone Bay, but so far have had no reply from you.

Will you kindly let me hear from you at your earliest convenience, as it is now time to arrange for a new contract for this service.

Yours faithfully,

WM. WHITE.

C. E. KAULBACH, Esq., M.P.,
Lunenburg, N.S.

LUNENBURG, 18th November, 1895.

SIR,—Yours of the 5th inst., re the renewal of Mr. Abel Lohnes's contract for mail service between Mader's Cove and Mahone Bay received, and in reply would say I have no objections to the renewal of said contract.

I have, &c.,

C. E. KAULBACH.

Hon. Sir A. P. CARON,
Postmaster General,
Ottawa.

OTTAWA, 30th November, 1895.

MY DEAR MR. KAULBACH,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 18th inst., I have authorized the renewal of Mr. A. Lohnes's contract for the mail service between Mader's Cove and Mahone Bay for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

C. E. KAULBACH, Esq., M.P.,
Lunenburg, N.S.

Contracts for Mail Service.

Meteghan and Railway Station.

At the time the Department renewed the contract for this service without tender at \$200 per annum, it had before it an offer at the rate of \$72 per annum, the loss from the transaction amounting to \$512 for the term. The present Government, on becoming aware of the facts, cancelled the contract and put it up to tender in combination with the service between Meteghan Station and railway station. The result is that the two services which cost \$240 per annum are now had for \$95 per annum, a saving of \$580 for the term.

The service has been in the hands of the present contractor, Mr. E. E. Sheehan, since it went into operation on the 1st June, 1883, and has not been let by tender during that time.

The following correspondence appears in connection with the letting of the last contract for the service :—

CORRESPONDENCE.

METEGHAN, N.S., 4th December, 1893.

DEAR SIR,—Not knowing the name of the Postmaster General, and your name being handed to me by a friend saying you were Deputy Postmaster General, I take the liberty of asking you if the tenders for mail contract are coming out soon for the conveyance of mails from Meteghan to Meteghan Station. Four years ago the tenders came out about this time. If you are not going to call for tenders, I will carry the mail from Meteghan to Meteghan Station for seventy-two dollars a year, if you will allow me the same privilege as you allow the contractor that carries it now.

Hoping to hear from you at an early date in regard to tenders coming out, or if you will accept my offer.

I remain, &c.,

WILLIAM GERMAN.

WM. WHITE, Esq.

OTTAWA, 9th December, 1893.

SIR,—I have the honour to acknowledge the receipt of your letter of the 4th inst., asking whether tenders are to be invited for the mail service between Meteghan and Meteghan railway station, and offering to undertake the service for \$72 per annum. In reply I am to say that the contract for this service does not expire until the 31st March, 1895, and that the Postmaster General is not in a position at this date to state what arrangements will be made after the present contract expires.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. W. GERMAN,
Meteghan, N.S.

WEYMOUTH, N.S., 17th October, 1894.

DEAR SIR,—I wish to drop you a line in reference to the contract for carrying the mail between Meteghan Station and Meteghan. The distance is six miles and the mails are carried out and back twice a day, making twenty-four miles.

Mr. Sheehan, the present carrier, offers to take it again for the same rate, \$200, which I think you will find is low enough; but Mr. S. keeps a hotel and goes to train and this helps him out. He has good teams and is all ready for the work, and I would recommend you to continue the present contractor another term. His rival will be a bitter Grit if up at tender, and I much prefer Mr. Sheehan, who voted for me twice to the rival who is one of the most active Grits in Clare.

The terms are low and you better continue them again.

I am yours sincerely,

H. L. JONES.

The Honourable
Sir A. P. CARON, K.C.M.G.,

METEGHAN, N.S., 18th October, 1894.

DEAR SIR,—I will be pleased [to renew my contract for mail service between Meteghan and railway station, which expires 31st March, 1895.

I have the honour, &c.,

E. E. SHEEHAN.

The Honourable
The Postmaster General,
Ottawa.

OTTAWA, 30th October, 1894.

MY DEAR MR. JONES,—I have much pleasure in informing you that, in accordance with the recommendation contained in your letter of the 17th inst., I have authorized the renewal of Mr. E. E. Sheehan's contract for the mail service between Meteghan and Meteghan railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

H. L. JONES, Esq.,
Weymouth, N.S.

METEGHAN, N.S., 12th November, 1894.

DEAR SIR,—Do you propose to invite tenders for mail service between Meteghan post office, via Meteghan River, and railway station; if you are, please let me know if you do not intend to invite tenders. I am in a position to do it as low if not cheaper than any one else, as I have a team that goes to meet express trains every day, and would do it for \$72 a year. You would do me a favour by letting me know if you have given out contract or intend to invite tenders.

I remain yours truly,

WILLIAM GERMAN.

Postmaster General.

OTTAWA, 15th November, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter of the 12th inst, offering to perform the mail service between Meteghan and Meteghan railway station for \$72 per annum. In reply, I am to say that the matter will be laid before the Postmaster General.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. W. GERMAN,
Meteghan, N.S.

(Telegram.)

HALIFAX, N.S., 15th November, 1894.

Sheehan notified of renewal of contract on second instant.

CHARLES J. MACDONALD.

To Superintendent Mail Contract Branch,
Post Office Department.

Contracts fo Mail Service.

METEGHAN, N.S., 10th September, 1895.

DEAR SIR,—Some time ago I wrote to Mr. Bowers, M.P.P., asking him to find out for what reason my offer was not accepted for carrying mails from Meteghan post office to Meteghan railway station, via Meteghan River post office, and he wrote me that my letter had been overlooked, and it having been brought to your notice you gave an order for cancellation of contract to the contractor. Will you please let me know if there are going to be any tenders, and when will they be issued? and if there are not any tenders will my offer of \$72 per year be accepted? Hoping to hear from you soon on this subject.

I remain yours truly,

WILLIAM GERMAN.

The Postmaster General.

METEGHAN, N.S., 2nd December, 1895.

DEAR SIR,—As it is nearly time to hear whether you have cancelled the contract given Mr. Sheehan for renewal service between Meteghan post office, via Meteghan River, and railway station, these are the following questions laid before you in June 24, 1895. If you would give me an answer to them, stating what you are going to do, I will not trouble you again. You might get Mr. Sheehan to make a new contract, and, provided he will take it as low as I will, I am quite satisfied that he get it.

Questions:—

1. What is the amount paid by the Government for carrying the mails between Meteghan and Meteghan station, via Meteghan River, Digby County, N.S.? Answer—\$200.
2. At what time was the last contract made? Answer—8th November, 1894.
3. Was it let by public tender, or was it a renewal of the old contract? Answer—It was a renewal of the preceding contract.
4. Have the Government had any correspondence with other parties offering to carry the mail for a sum less than that now given? Answer—Yes.
5. If so, with whom, and what was the amount tendered?
6. Was the offer made before the present contract was ratified or renewed?

Answer to 5 and 6—On the 4th December, 1893, the Department received an offer from Mr. William German for the service between Meteghan and railway station, at the rate of \$72 per annum, with an inquiry as to when the service would terminate; but as the contract did not expire until March, 1895, he was told that the Department was not then in a position to deal with the future contract.

7. If so, why was not the lower offer accepted? Answer—When the contract was renewed in November, 1894, Mr. German's offer was overlooked. My attention having been called to this renewal, I gave instructions to give notice to the contractor for the cancellation of the contract.

These are the questions put before the Government by me, with answers. Now as the new year is at our door and not hearing anything from you, and not notifying Mr. Sheehan of the cancellation of the present contract, I thought I would write you a line. Now if you will consider my questions before you and give them a careful look over, and let me know what you are going to do in this matter, you will oblige.

Yours very truly,

WM. GERMAN.

The Postmaster General.

OTTAWA, 6th December, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 2nd inst., calling attention to the contract of Mr. Sheehan for the mail service between Meteghan and railway station, and asking what steps the Department proposes to take in view of your offer to perform this service for \$72.00 per annum. In reply, I am to say that the matter will be laid before the Postmaster General.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. WM. GERMAN,
Meteghan, N.S.

METEGHAN, 4th January, 1896.

SIR,—On December 6th I received a letter from your superintendent saying that the matter *re* carrying mails from Meteghan and railway station for \$72 per year would be laid before you for your approval. Will you consider the matter over? You have letters from me before contract was renewed saying that I would carry the mails for \$72 per year, and the contract was awarded to Mr. Sheehan without notice of tenders. Now if you will give this matter your earliest consideration and let me know whether you are going to cancel the present contract and apply for tenders, by so doing you will oblige.

Yours truly,

WILLIAM GERMAN.

Postmaster General.

OTTAWA, 8th January, 1896.

SIR,—I have the honour to acknowledge the receipt of your letter of the 4th inst., again calling attention to the question of inviting tenders for the mail service between Meteghan and railway station. In reply I am to say that the matter is receiving the Postmaster General's attention.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. WM. GERMAN,
Meteghan, N.S.

OTTAWA, 11th January, 1896.

MY DEAR COL. WHITE,—Herewith I return the letter which you were good enough to send me some weeks ago from Mr. William German of Meteghan River, relative to the mail service in that part of Digby County, N.S. On communicating with our friends in relation to the matter, I have the following:

"I would strongly advise should not at the present time be interfered with, but that Mr. Sheehan should be allowed to continue carrying the mails. German represents the worst Grit element in Meteghan, and it would be very unadvisable to make any change now."

Yours faithfully,

CHARLES HIBBERT TUPPER.

Lt.-Col. WHITE,
Deputy Postmaster General.

Contracts for Mail Service.

OTTAWA, 4th February, 1896.

MY DEAR MR. BOWERS,—With reference to your inquiry as to the contract for the station service at Meteghan, I beg to say that on the 4th December, 1893, the Department received an offer from Mr. Wm. German for this service at \$72 per annum, but as the existing contract did not expire until the 31st March, 1895, there would have been nothing gained in considering the offer at that time. This offer was renewed by letter dated the 12th November, 1894, but as the existing contract had been renewed, the offer could not then be entertained.

As to the question of cancelling the existing contract, I beg to say that as it has been well performed, the Department does not consider that it would be in the interests of the service to make any change until the expiration of the present term on the 31st March, 1899.

Yours faithfully,

ADOLPHE P. CARON.

E. C. BOWERS, Esq., M.P.,
House of Commons, Ottawa.

Minudie River and Hebert (West Side.)

This contract was let without tender at \$315 per annum, while there was a tender in the Department for \$299 per annum, a loss resulting which amounts to \$64 for the term.

This service was let by tender from the 1st July, 1887, the contract having been awarded to the lowest tenderer, Mr. Thomas Mack at the rate of his tender, \$315 per annum. This contract was renewed with Mr. Mack on the same terms and conditions for four years from the 1st July, 1891.

Prior to the termination of the latter contract on the 30th June, 1895, tenders for a new contract were invited, due to be opened on the 19th April of that year. On the 30th March, instructions issued for the withdrawal of the notices inviting tenders and the renewal of Mr. Mack's contract for a further period of four years at the same rate of \$315 per annum.

The following tender was received but not considered:—

Stephen LeBlanc..... \$299 00

CORRESPONDENCE.

OTTAWA, 8th March, 1895.

MY DEAR SIR ADOLPHE,—Will you be so kind as to order the renewal for a further period of four years, of the contract of Thomas Mack, for the carriage of mails between River Hebert and Minudie, in the county of Cumberland.

I am, yours faithfully,

A. R. DICKEY.

Hon. Sir ADOLPHE CARON, K.C.M.G.,
Postmaster General.

OTTAWA, 1st April, 1895.

MY DEAR MR. DICKEY,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 8th ulto., I have authorized the renewal of Mr. T. Mack's contract for the mail service between Minudie and River Hebert (West Side), for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable A. R. DICKEY,
Secretary of State,
Ottawa.

Newport and Newport Station.

This contract was let without tender at \$250 per annum, while there was in the Department a tender for \$227.50, the transaction showing a loss of \$90 for the term.

The service was let by tender from the 1st October, 1890, the contract having been awarded to the lowest tenderer, Mr. Joseph F. Rathbun, at the rate of his tender, \$250 per annum.

Prior to the termination of this contract on the 30th September, 1894, tenders for a new contract were invited, due to be opened on the 3rd August. On the 5th July instructions were issued to withdraw the notices inviting tenders, and to renew Mr. Rathbun's contract for a further period of four years at the same rate of \$250 per annum.

The following tender was received but not considered :—

R. Greenough..... \$227 50

CORRESPONDENCE.

NEWPORT STATION, June 9th, 1894.

DEAR SIR,—Will you renew my contract for carrying the mail between Newport and Newport Station on same terms.

Yours respectfully,

J. F. RATHBUN.

The Postmaster General,
Ottawa.

OTTAWA, 26th June, 1894.

MY DEAR MR. PUTNAM,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Newport and Newport Station.

The present contractor is Mr. J. F. Rathbun, whose application the Inspector recommends.

An early reply will greatly oblige

Yours faithfully,

WM. WHITE.

A. PUTNAM, Esq., M.P.,
House of Commons,
Ottawa.

DEAR MR. WHITE,—Kindly have this contract renewed. I believe the service has been satisfactory.

Yours very truly,

ALF. PUTNAM.

OTTAWA, 6th July, 1894.

MY DEAR MR. PUTNAM,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. J. F. Rathbun's contract for the mail service between Newport and Newport Station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

A. PUTNAM, Esq., M.P.,
House of Commons,
Ottawa.

Contracts for Mail Service.

BROOKLYN, 12th July, 1894.

DEAR SIR,—I understand the mail from Brooklyn to Newport Station asking for tenders has been continued and the present contractor is to still continue. If such be the case, as a supporter of the present Government, I, for one, with others, will have to make a change in politics. If the mail was carried by one of our own party I would not say one word, but as it is carried by a man that has done his uttermost to injure the party in every way at election time, the Conservative party here think it is not a fair deal.

Hoping to hear from you.

I remain yours respectfully,

RICHARD GREENOUGH,
Brooklyn, Hants County.

Postmaster General,
Ottawa.

POST OFFICE DEPARTMENT,
MAIL SERVICE BRANCH, OTTAWA, 16th July, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter of the 12th inst., stating that the contract for the mail service between Newport and Newport Station ought not to be renewed with the present contractor.

In reply, I am to say that the matter will be laid before the Postmaster General.

I am, sir, your obedient servant,

ARTHUR LINDSAY,
Superintendent.

Mr. R. GREENOUGH,
Brooklyn, N.S.

BROOKLYN, 16th July, 1894.

DEAR SIR,—Yours of the 16th to hand. I was surprised when the word came that the mail was to be continued. I, for one, with others, felt annoyed to think that it should be given to the same contractor for three terms, and especially to a man who has done so much against the Conservative party. There are others who would like to tender for the mail, but are prevented from doing so by its being continued. I, for one, with others, do not feel like working for the party while things are as they are at present.

Yours respectfully,

RICHARD GREENOUGH,
Brooklyn, Hants County.

Postmaster General.

MAITLAND, 21st July, 1894.

DEAR SIR,—Shortly before leaving Ottawa, you asked if I would advise the renewal of mail service between Newport and Newport Station. The contract is in the hands of Rathbun. Not having heard any word of complaint, I advised the renewal. Since coming home I find that Wm. Gibson is and has been the courier for years. Now, I am sorry to trouble you, but would take it as a great favour if you will allow this to go to tender. Kindly do so and oblige.

Yours respectfully,

ALF. PUTNAM.

Col. WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 25th July, 1894.

MY DEAR MR. PUTNAM,—I am in receipt of your letter of the 21st inst., asking that the authority issued a short time ago at your instance for the renewal of the contract for the Newport and Newport Station mail service be cancelled, and that the service be put up to tender.

In reply, I regret very much that it is now too late to give effect to your wishes, as the instructions were issued three weeks ago and have since been acted upon. I trust this will not be occasion of inconvenience to you, but the Department could not now reverse its action in the matter, as from a departmental standpoint every-thing was favourable to renewal.

Yours faithfully,

ADOLPHE P. CARON.

A. PUTNAM, Esq., M.P.,
Maitland, N.S.

Pugwash and Railway Station.

This contract was put in the hands of the present contractor without tender at \$100 per annum from the 1st April, 1892, while there was a tender in the Department at \$50 per annum, the loss for the period terminating on the 30th September, 1898, when the contract would have expired in due course was \$325.

The service went into operation on the 1st December, 1891, in connection with the employment of the Oxford and New Glasgow Branch of the International Railway for the conveyance of mails. A temporary arrangement was made with Mrs. Chapman for the service at \$100 per annum, and tenders for a regular contract were invited due to be opened on the 1st January, 1892.

TENDER LIST.

H. Hollis	\$ 50 00
John McPhie.....	55 00
F. Tuttle.....	60 00
J. Henry Black.....	100 00
George Reid	156 00

Telegram.

AMHERST, 10th Dec., 1891.

Hon. JOHN HAGGART,
Postmaster General.

Chapman now doing service between Pugwash and Railway station at one hundred dollars which is Inspector's estimate, please telegraph to Inspector authority to close this permanently without advertisement; also Betts at Wallace as recommended in Inspector's report of 8th inst.

A. R. DICKEY.

OTTAWA, 22nd December, 1891.

MY DEAR MR. DICKEY,—Referring to your telegram of the 10th inst., I beg to inform you that in accordance with your wishes, I have authorized that a regular contract be made with Mrs. Chapman for the station services at Pugwash.

Yours faithfully,

JOHN HAGGART.

A. R. DICKEY, Esq., M.P.,
Amherst, N.S.

Contracts for Mail Service.

Telegram.

HALIFAX, N.S., 12th Jan., 1892.

Please instruct notices to be withdrawn in Pugwash and railway station and given to Mrs. Chapman, her tender is low as it can be done for. Of greatest importance.

ALEX. MACFARLANE.

COL. WHITE, Deputy Postmaster General,
Ottawa.

Telegram.

OTTAWA, 12th Jan., 1892.

Mrs. Chapman's contract has been renewed.

WM. WHITE.

To Hon. Senator MACFARLANE,
Halifax.

AMHERST, N.S., August 14th, 1894.

DEAR SIR,—I am particularly anxious that the contract for the carriage of the mails between Pugwash station and post office, should be renewed without advertising. I am not sure whether it is held in the name of Mrs. Chapman or one of her sons probably Rupert, but I want it renewed at the old figure without advertising.

Yours truly,

A. R. DICKEY.

Col. WHITE, Deputy Postmaster General,
Ottawa.

OTTAWA, 24th August, 1894.

MY DEAR MR. DICKEY,—I beg to say that in accordance with your recommendation, the Postmaster General has authorized that a contract be made with Mrs. E. Chapman for the mail service between Pugwash and railway station.

Yours faithfully,

WM. WHITE.

A. R. DICKEY, Esq., M.P.,
Amherst, N.S.

Tusket Wedge and Yarmouth.

This contract was let without tender at \$200, while there was in the Department a tender for \$165 per annum, the loss being \$140 for the term.

The service, which has been daily since the 1st June, 1888, has never been let by tender. When it was decided to increase the frequency of the service from tri-weekly to daily, the pay of the contractor was increased from \$187.50 to \$200 per annum. The contract, which expired on the 31st March, 1890, was renewed for a further period of four years at the same rate.

Prior to the termination of the latter contract on the 31st March, 1894, tenders for a new contract were invited, due to be opened on the 19th January. On the 20th December, 1893, instructions issued to withdraw the notices inviting tenders and to renew with Mr. LeBlanc at the existing rate of \$200 per annum.

The following tenders were received but not considered :—

J. J. LeBlanc	\$ 165 00
E. LeBlanc	175 00

CORRESPONDENCE.

YARMOUTH, N. S., 10th November, 1893.

SIR,—My contract for carrying Her Majesty's mails between Tusket Wedge and Yarmouth six times per week, distance twelve miles, rate \$200, from 1st April, 1890, to 31st March, 1894, will expire on the last date. I now offer to continue this contract for four years from 31st March, 1894, at same rate of pay, and shall be glad to have the Department confirm my offer.

I am, &c.,

BENJ. LEBLANC.

The Postmaster General,
Ottawa.

OTTAWA, 1st December, 1893.

MY DEAR SIR CHARLES,—The Postmaster General wishes me to ask you whether you have any objection to the renewal, for a further period of four years, of the mail service between Tusket Wedge and Yarmouth. The present contractor is Mr. LeBlanc, whose application for renewal the Inspector recommends.

Yours faithfully,

WM. WHITE.

The Honourable
Sir C. H. TUPPER, K.C.M.G.,
Minister of Marine and Fisheries.

MINISTER OF MARINE AND FISHERIES,
OTTAWA, December 14th, 1893.

MY DEAR CARON,—Touching the mail service between Tusket Wedge and Yarmouth, Nova Scotia, I am of opinion that the present contractor, Mr. LeBlanc, should be granted a renewal.

Yours faithfully,

CHARLES HIBBERT TUPPER.

Honourable Sir A. P. CARON,
K.C.M.G.

OTTAWA, 21st December, 1893.

MY DEAR SIR CHARLES,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 14th inst., I have authorized the renewal of Mr. LeBlanc's contract for the mail service between Tusket Wedge and Yarmouth, for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable
C. H. TUPPER, K.C.M.G.,
Minister of Marine and Fisheries,
Ottawa.

Contracts for Mail Service

Wallace and Wallace Bridge.

This contract was let without tender from the 1st April, 1892, at \$100 per annum, while there was in the Department a tender for \$74.50 per annum, the loss for the period covered by the contract, that is, until the 31st March, 1900, being \$204.

The service went into operation on the 1st December, 1891, a private temporary arrangement having been made therefor with Mr. Benjamin Betts at \$100 per annum. Tenders for a four years' contract were invited due to be opened on the 22nd January, 1892. The tenders received were not considered and the temporary agreement was allowed to run on until the 31st March, 1892, when it was converted into a four years' contract from the 1st of April, 1892.

Tender List.

Edward Betts.....	\$74 50
W. H. Peers.....	76 00

This contract was renewed with Mr. B. Betts for another period of four years from the 1st April, 1896, at the former rate of \$100 per annum.

CORRESPONDENCE.

OTTAWA, 1st November, 1895.

MY DEAR SIR ADOLPHE,—Will you be good enough to renew the contracts of Benjamin Betts without putting them up for tender for the carriage of the following mails:—

From Wallace post office to Wallace Station and from Wallace to Wallace Bridge, which expires on the 31st March next.

Mr. Betts has spent his life in driving mails, and has always given the greatest satisfaction, and these renewals would, I believe, be in the public interest.

Yours faithfully,

A. R. DICKEY.

The Hon. Sir A. P. CARON,
Postmaster General.

OTTAWA, 9th November, 1895.

MY DEAR MR. DICKEY,—In accordance with the recommendation contained in your letter of the 1st inst., I beg to inform you that I have authorized the renewal of Mr. Benjamin Betts' contract for the mail service between Wallace and Wallace Bridge for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. A. R. DICKEY,
Minister of Militia and Defence,
Ottawa.

NEW BRUNSWICK.

Albert and Elgin.

This contract was renewed without tender at \$208 per annum for the term which expired on the 30th September, 1896, while there was a tender in the Department for \$190, the loss for the term being \$72. A renewal of this contract for the succeeding term was also authorized, but was cancelled by the present Government, and tenders were invited. The result is that a contract has been obtained for \$145 per annum, and a saving effected of \$252 for the term.

On the 10th February, 1888, a private arrangement was made with Mr. John Garland for this service at the rate of \$4 per trip or \$208 per annum, and this arrangement was converted into a four years' contract, on the same terms and conditions, from the 1st October, 1888.

Prior to the termination of this contract on the 30th September, 1892, tenders were invited, due to be opened on the 29th July. On the 5th July instructions issued for the withdrawal of the notices inviting tenders and the renewal of Mr. Garland's contract at \$208 per annum.

The following tender was received but was not considered :—

George E. Robinson..... \$190 00

CORRESPONDENCE.

OTTAWA, 4th March, 1896.

DEAR SIR ADOLPHE,—I have to ask that the contract for the carriage of mails between Elgin and Albert, now held by John Garland, be cancelled. Garland has left the country and is now in the United States.

I have to recommend that a new contract for the term of four years be entered into with Thomas W. Church, Esq., Elgin, N.B., for the carrying of mails between Elgin and Albert, on the terms named in the Garland contract. I shall appreciate your courtesy if this matter be dealt with as promptly as possible. I have further to recommend that the contract for the carriage of the side mail between Kerry and New Ireland Road be given to John Tehan, postmaster of Kerry, on the terms named in the Garland contract.

I am, &c.,

R. C. WELDON.

Sir ADOLPHE CARON,
Postmaster General

OTTAWA, 11th March, 1896.

MY DEAR DR. WELDON,—I am in receipt of your letter of the 4th inst., stating that Mr. John Garland, contractor for the Albert and Elgin mail service, is now residing out of the country, and asking that his contract be cancelled, and that a new contract for this service, on the same terms and conditions, be made with Mr. Thomas W. Church. In reply, I regret very much that, without Mr. Garland's consent, I cannot carry out your recommendation. His residing out of the country does not debar him of the right to hold his contract, so long as he makes proper provision for its performance. With Mr. Garland's consent there would be no difficulty.

Even if there were grounds for my terminating Mr. Garland's contract, I could not now award a new contract for the same service without first submitting the service to public competition.

Yours faithfully,

ADOLPHE P. CARON.

R. C. WELDON, Esq., M.P.,
Halifax, N.S.

Contracts for Mail Service.

ELGIN, A. Co., 8th May, 1896.

DEAR SIR,—I have arranged to remain in the United States, and am not in a position to carry the mail from Elgin to Albert, via New Ireland, in this county. My contract expires by lapse of time soon, and I hereby respectfully request that I be relieved of my contract and that the contract be awarded, without tender, to Thomas W. Church, who is now carrying the mail on this route.

JOHN GARLAND.

To the Honourable the Postmaster General.

OTTAWA, 2nd July, 1896.

MY DEAR DR. WELDON,—Referring to your letter of the 24th ulto., stating that Mr. John Garland desires to relinquish his contract for the mail service between Albert and Elgin and Kerry and New Ireland Road, and recommending that the former contract be given to Mr. T. W. Church and the latter to Mr. J. E. Tehan, in each case under four years' contract on the existing terms and conditions, I beg to say, as regards the latter contract, that the Postmaster General regrets that he is unable to carry out your wishes.

While he can renew a contract with the same person on the existing terms and conditions, he cannot make a contract with another person until tenders have been invited. The former contract, which already stands in the name of Mr. T. W. Church, has been renewed as you recommended.

Yours faithfully,
WM. WHITE.

R. C. WELDON, Esq., Ph. D.,
Halifax, N.S.

Armstrong's Corner and Round Hill.

This contract was let without tender at \$168 per annum, while there was a tender in the Department for \$155 per annum, the loss being \$52 for the term. The contract having expired on the 31st March, 1897, tenders were invited by the present Government and a contract has been obtained for \$160 per annum. As the price prior to the expiration of the last contract had been advanced to \$180.60 per annum on account of increase in the distance, the saving amounts to \$82.40 for the term.

The service was let by tender from 1st April, 1889, the contract having been awarded to the lowest tenderer, Mr. Andrew Graham, at the rate of his tender, \$168 per annum.

Prior to the termination of this contract on the 31st March, 1893, tenders were invited due to be opened on the 27th January. Tenders received were not considered, as instructions issued on the 27th January for the renewal of Mr. Graham's contract at existing rate of \$168 per annum. On the 1st September, 1896, the amount was increased to \$180.60 per annum on account of an increase of 1½ miles in the route.

Tenders received :—

J. D. Armstrong.....	\$155 00
T. L. Graham.....	158 00

CORRESPONDENCE.

ST. JOHN, 14th Jan.

DEAR SIR,—I would have much pleasure in recommending a renewal of Mr. Graham's contract if satisfactory to Department. His service has been very satisfactory and I am advised his contract is a very low one at present rate.

Yours respectfully,
GEO. F. BAIRD.

Hon. P.M.G.,

(Inclosure.)

OLINVILLE, 13th Jan., 1893.

DEAR SIR,—My contract for carrying from Armstrong Corner to Round Hill expires 31st March, and I would like to renew it for another term if it should meet your approval; will furnish certificates of having given good satisfaction to the people if required.

Yours respectfully,

ANDREW GRAHAM.

Hon. Postmaster General,
Ottawa.

OTTAWA, 24th January, 1893.

MY DEAR MR. BAIRD,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 14th inst., I have authorized the renewal of Mr. A. Graham's contract for the mail service between Armstrong Corners and Round Hill for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON

G. F. BAIRD, Esq., M.P.,
House of Commons, Ottawa.

Back Bay and St. George.

This contract was let without tender for the term commencing on the 1st July, 1892, at \$274.88, while there was a tender in the Department for \$153, the loss being \$487.52 for the term. It was renewed for the succeeding term without tender at the same rate, but the present Government cancelled the renewal and invited tenders. A contract having been obtained for \$140 per annum, the saving for the term will be \$539.52

The service came into operation on the 1st July, 1880, the route being an extension of the one between L'Etête and St. George. It has not been let by tender since it came into operation. The contract made on the 1st July, 1880, with Mr. A. Judson Seelye, at the rate of \$224 per annum, has been preserved by renewals in 1884 and 1888, 1892 and 1896, the only change being an addition of \$50 per annum from the 1st June, 1892, when the post office of L'Etang was added to the route, and the length of the route was increased from 11 miles to 13½ miles.

Tenders were invited in 1888 and 1892. Those received in 1888 have not been preserved, but the following is the list of those received in 1892:—

A. Dewar.....	\$153 00
Gartley McGee.....	175 00
M. Parks.....	219 00

CORRESPONDENCE.

ST. GEORGE, 13th January, 1896.

DEAR SIR,—I desire the renewal of my mail contract between St. George and Back Bay upon the same terms and conditions as now held. The present contract terminates 1st July, 1896.

Praying that you will kindly assent to my wishes, and grant a renewal for a period of four years from 1st July next.

I am, &c.,

A. J. SEELYE.

Hon. Sir A. P. CARON, K.C.M.G.,
Postmaster General.

Contracts for Mail Service.

OTTAWA, 23rd January, 1896.

MY DEAR MR. FOSTER,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Back Bay and St. George. The present contractor is Mr. A. J. Seelye, whose application for renewal the Inspector recommends. An early reply will greatly oblige.

Yours faithfully,

WILLIAM WHITE.

Hon. G. E. FOSTER,
Minister of Finance.

OTTAWA, 12th February, 1896.

MY DEAR MR. FOSTER,—I have much pleasure in informing you that, in accordance with your recommendation, I have authorized the renewal of Mr. J. A. Seelye's contract for the mail service between Back Bay and St. George for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

Hon. G. E. FOSTER,
Minister of Finance,
Ottawa.

OTTAWA, 25th February, 1896.

DEAR SIR ADOLPHE,—Mr. A. J. Seelye, of St. George, N.B., has made application for the renewal of his contract for carrying the mails between Back Bay and St. George, N.B.

I will be glad if you can meet Mr. Seelye's wishes in this matter.

Yours truly,

GEORGE E. FOSTER.

Hon. Sir ADOLPHE CARON, K.C.M.G., P.M.G.

OTTAWA, 29th February, 1896.

MY DEAR MR. FOSTER,—Referring to your letter of the 25th inst., recommending the renewal of Mr. A. J. Seelye's contract for the mail service between Back Bay and St. George, I beg to say that, on your recommendation, this contract was renewed on the 10th inst. My letter of the 12th inst. informed you of the fact.

Yours faithfully,

ADOLPHE P. CARON.

Hon. G. E. FOSTER,
Minister of Finance,
Ottawa.

Beaver Harbour and Pennfield Ridge.

This contract was renewed without tender at \$175 per annum, while there was in the Department a tender at \$128 per annum. When the facts were brought to the attention of the present Government, the contract was cancelled, and a new contract made with the lowest tenderer at the rate of his tender, a saving having been effected which was equal to \$188 for the term.

The service was let by tender from the 1st January, 1892, the contract having been awarded to the lowest tenderer, Mr. F. Eldridge, at the rate of his tender, \$175.

Prior to the termination of this contract on the 31st December, 1895, tenders were invited, due to be opened on the 1st November. The tenders received were not considered as the renewal of Mr. Eldridge's contract at \$175 was authorized on the 16th November.

Tenders received :—

G. W. McKay	\$ 128 00
H. J. Eldridge	130 00
G. S. Best	138 00
D. Eldridge	149 50
E. Cross	170 00

CORRESPONDENCE.

BEAVER HARBOUR, CHARLOTTE Co., 30th Sept., 1895.

DEAR SIR,—I will continue my service between Beaver Harbour and Pennfield for another term for (\$175), one hundred and seventy-five dollars per year.

Your obedient servant,

FREDERICK ELDRIDGE.

Postmaster General,
Ottawa.

OTTAWA, 9th October, 1895.

Private.

MY DEAR MR. FOSTER,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Beaver Harbour and Pennfield. The present contractor is Mr. F. Eldridge, whose application for renewal the Inspector recommends. An early reply will greatly oblige,

Yours faithfully,

WM. WHITE.

The Hon G. E. FOSTER,
Minister of Finance,
Ottawa.

OTTAWA, 5th November, 1895.

MY DEAR MR. FOSTER,—On the 9th ultimo, I wrote asking whether you had any objection to the renewal of Mr. F. Eldridge's contract for the mail service between Beaver Harbour and Pennfield Ridge, but so far have not had your reply.

Will you kindly let me hear from you as soon as convenient, as it is now time to arrange for a new contract for this service ?

Yours faithfully,

WM. WHITE.

The Hon. G. E. FOSTER,
Minister of Finance,
Ottawa.

Contracts for Mail Service.

OTTAWA, 20th November, 1895.

MY DEAR MR. FOSTER,—I have much pleasure in informing you that in accordance with your recommendation I have authorized the renewal of Mr. F. Eldridge's contract for the mail service between Beaver Harbour and Pennfield Ridge for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. G. E. FOSTER,
Minister of Finance,
Ottawa.

Edmundston and Grand Falls.

This contract was let on the 1st July, 1881, at the rate of \$1,395 per annum, while there was before the Department a tender at \$1,114 per annum. In addition to this offer the Inspector reported that he had an offer at the rate of \$1,200 per annum, so that for the last sixteen years the service has been performed at a loss per annum of \$251 if the lowest tender be considered, or of \$195 if that offer be rejected on account of the insufficiency of the tenderer's sureties.

The contract last made has been cancelled by the present Government, and arrangements are in course of completion which it is anticipated will improve the service and make a very large saving in the expense.

The service was last let by tender on the 1st July, 1881, the contract having then been awarded to Mr. Michael Hart, at the rate of \$1,395 per annum. The contract has remained in Mr. Hart's hands since that time and at the same rate of pay, until the 16th August, 1890, when \$100 per annum was added on account of a change made in the hours at which the service was performed.

The transactions which took place in connection with the letting of the original contract in 1881 will be found in the following correspondence.

The tenders called for the contract to begin on the 1st July, 1881, were due to be opened on the 22nd April, 1881. The following is the list:—

H. Nugent and Thomas Emmerson.....	\$1,144 00
P. Lynott.....	1,395 00
M. Hart.....	1,500 00
F. Lynch.....	1,580 00
C. B. Estabrook.....	1,450 00

The rate prior to 1st July, 1881 was \$890 per annum.

CORRESPONDENCE.

POST OFFICE DEPARTMENT, CANADA,

No. 196.

OTTAWA, 23rd April, 1881.

SIR,—The lowest tender received for the Edmundston and Grand Falls service is from Messrs. Hugh Nugent and Thomas Emmerson, at the rate of \$1,144 a year, and is inclosed to you herein.

Before coming to any decision in the matter the Postmaster General desires to know if these persons are in a position to carry out the contract and give proper security for its due performance.

You will please inquire and report without delay.

I am, &c.,

WM. WHITE,
Secretary.

JOHN McMILLAN, Esq.,
Post Office Inspector,
St. John, N.B.

POST OFFICE INSPECTOR'S OFFICE,
ST. JOHN, N.B., 7th May, 1881.

No. 916.

SIR,—Referring to your communication of date 23rd ulto., No. 196, covering a tender from Mr. Hugh Nugent, for the service between Grand Falls and Edmundston (which tender I now return), I beg to make the following report:—

Immediately on the receipt of your communication I wrote to the postmaster at Grand Falls, a most reliable man, for information, and I now inclose you his reply. The whole thing is got up in the interest of Mr. Hart, the present contractor. It appears that there are several tenders put in to the Department in his interest; the sureties offered are quite good, and Mr. Hart, the real man, is a very good mail contractor.

Yours respectfully,

JOHN McMILLAN.

The Honourable
The Postmaster General.

(Inclosure.)

GRAND FALLS, 5th May, 1881.

DEAR SIR,—The information that I have received about tenders for mail service between Edmundston and Grand Falls is Hugh Nugent and Thomas Emmerson's. The tender is Hugh Nugent's. T. Emmerson and Patrick Lynott are the bondsmen. The bondsmen are good.

The tender is for Hart, there are three more, one for Lynott, Hart, and Lynch, they are all intended for Hart.

I received my information from P. Lynott and Mr. Hart, the parties most interested, and I think the information is correct.

I am, &c.,

P. McMILLAN.

The Hon. J. McMILLAN.

No. 217.

OTTAWA, 12th May, 1881.

SIR,—Referring to your report of the 7th inst., No. 916, in which you state that the sureties offered by Mr. Hugh Nugent, in connection with his tender for the Edmundston and Grand Falls service are perfectly satisfactory, I am directed to return to you herewith the tender in question, which has been accepted by the Postmaster General.

I am, &c.,

WM. WHITE,
Secretary.

JOHN McMILLAN, Esq.,
Post Office Inspector,
St. John, N.B.

POST OFFICE INSPECTOR'S OFFICE,
ST. JOHN, N.B., 25th May, 1881.

No. 947.

SIR,—Herewith please receive a note from Mr. Hugh Nugent who made the lowest tender for the conveyance of mail between Edmundston and Grand Falls declining to enter into a contract. I expected this, as I believe the whole is a scheme of the Harts, the present contractor and his family, to get a large amount for carrying this mail. This Mr. Nugent and several others having tendered in their

Contracts for Mail Service.

interest, as explained in the letter received from the postmaster at the Grand Falls I inclosed to you in my official report, No. 916, of date the 7th May, I think it would be well to see what arrangements could be made with others before that game is allowed to go too far.

Yours respectfully,

JOHN McMILLAN.

The Honourable the Postmaster General.

(*Inclosure.*)

EDMUNDSTON, 19th May, 1881.

DEAR SIR,—I wish to notify that I decline to take the contract of drawing the mail between Grand Falls and Edmundston. My reason for refusing is one of my sureties declines to go on my bonds, as he thinks I have taken it at too low a price, as hay and oats has advanced over one hundred per cent in the last three weeks.

I remain yours truly,

HUGH NUGENT.

Mr. JOHN McMILLAN,
Post Office Inspector,
St. John.

No. 234

OTTAWA, 2nd June, 1881.

SIR,—Referring to your report, No. 947, of the 25th May, from which it would appear that the tenders sent in for the Edmundston and Grand Falls have mainly been made in the interest of Mr. M. Hart, the present contractor, I am directed by the Postmaster General to instruct you to see the several parties concerned, and to inform them that if the Postmaster General is forced to recognize the fact that a combination has been made to raise the price of the service, it will be impossible for him to enter into a contract with any of the parties to such a scheme.

Mr. Hart, therefore, if there is a desire on the part of the public that the service should remain in his hands, would do well to accept the contract at the rate of the lowest tender made.

Failing some such arrangement, the Postmaster General may find it necessary to advertise the service anew, and to rule out of the competition, as the law gives him power to do, the parties of the combination.

The three lowest tenders received for the service were as follows:—

Nugent and Emmerson.....	\$1,144 00
Patrick Lynott.....	1,395 00
M. Hart.....	1,500 00

I am, sir,

Your obedient servant,

WM. WHITE,

Secretary.

JOHN McMILLAN, Esq.,
Post Office Inspector,
St. John, N.B.

POST OFFICE INSPECTOR'S OFFICE,
DALHOUSIE, N.B., 8th June, 1881.

DEAR SIR,—It has been represented to the Postmaster General that there has been a combination among certain parties, who tendered for the mail service between Edmundston and Grand Falls, to raise the price mainly in the interest of Mr. Hart,

and I am to inform the parties interested that such combination will make it impossible for the Postmaster General to enter into a contract with any of the parties to such a scheme, and that if Messrs. Nugent and Emmerson will not enter into a contract at their tender, the Postmaster General may find it necessary to advertise the service anew, and to rule out of the competition, as the law gives him power to do, the parties to the combination. The three lowest tenders named for the above above services are as follows:—

Nugent and Emmerson	\$1,144 00
Pat. Lynott.....	1,395 00
M. Hart.....	1,500 00

All in the interest of Mr. Hart. If the first is not accepted the Postmaster General will invite new tenders, and tenders from the above parties will not be received in the light of present combination. Will you please ascertain whether the parties to the lowest tender will accept. I will proceed up the river immediately after I return, but in the meantime please ascertain whether Nugent and Emmerson are prepared to enter into a contract at the rate of their tender. Address me St. John, as I am anxious to be informed before I leave for up the river, as I may make some arrangements for this service without going all the way to the Grand Falls. Your immediate answer is requested.

Yours truly,
JOHN McMILLAN.

The Postmaster at Edmundston.

No. 254.

OTTAWA, 21st June, 1881.

SIR,—Referring to my letter of the 2nd inst. on the subject of the tenders received for the Edmundston and Grand Falls service, I am directed to say that under all the circumstances of the case, it seems desirable that the tender of P. Lynott (No. 2) for the service in question should be accepted.

You will please, therefore, enter into a contract with Mr. Lynott accordingly, or with Mr. Hart at the rate of Mr. Lynott's tender, if the latter desires to transfer his interest in the matter to Mr. Hart.

I am, &c.,
WM. WHITE,
Secretary.

JOHN McMILLAN, Esq.,
Post Office Inspector,
St. John, N.B.

(Telegram.)

GRAND FALLS, N.B., 22nd June, 1881.

Regarding Edmundston and Grand Falls service, I offered Hart, present contractor, twelve hundred dollars, the amount named by himself, subject to his brother's approval. The brother, who is in Edmundston, made no reply, although telegraphed to yesterday. I believe that I can arrange at that amount with other party. What shall I do? I am anxious to get back to St. John. Reply immediately.

Yours truly,
JOHN McMILLAN.

W. H. GRIFFIN, Esq.

(Telegram.)

OTTAWA, 22nd June, 1881.

Arrange with Lynott at his tender, or let him assign to Hart.

W. H. GRIFFIN.

To Hon. JOHN McMILLAN,
Post Office Inspector,
Grand Falls, N.B.

Contracts for Mail Service.

Harvey and Railway Station.

This contract was let without tender for \$130 per annum, while there was in the Department a tender for \$89 per annum, the loss being \$164 for the term.

This service was up for tender in 1888, the tenders being due to be opened on the 2nd November of that year. The tenders being all considered too high, the Inspector was instructed to secure a reduction if possible and an offer was obtained from Mr. L. F. West, at a rate of \$130, \$50 lower than the amount of the lowest tender. A four years' contract was made with Mr. West on these terms.

Prior to the termination of this contract on the 31st December, 1892, tenders were invited due to be opened on the 28th October. On the 15th October instructions issued to withdraw the notices inviting tenders, and to renew Mr. West's contract for a further term at the same rate, viz., \$130 per annum.

The following tenders were received but not considered:—

E. H. Robinson.....	\$ 89 00
A. Mulligan.....	92 50
R. Mulligan.....	95 00
A. T. Brewster.....	110 00

CORRESPONDENCE.

HALIFAX, N.S., 3rd October, 1892.

DEAR SIR ADOLPHE,—I have to ask that the contract with L. F. West to carry mails between Harvey and Harvey Station, Albert N.B., be continued for another term of four years. The service has been entirely satisfactory to the public.

I am, &c.,

R. C. WELDON.

Hon. Sir ADOLPHE CARON, K.C.M.G.

OTTAWA, 15th October, 1892.

MY DEAR MR. WELDON,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 3rd inst., I have authorized the renewal of Mr. L. F. West's contract for the mail service between Harvey and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

R. C. WELDON, Esq., M.P.,
Halifax.

Lincoln and Oromocto.

This contract was let without tender at \$65 per annum, while there was in the Department a tender at \$55 per annum, the loss being \$40 for the term. As the contract expired on the 31st March, 1897, tenders were invited by the present Government, and a contract obtained at \$39.50 per annum, the saving being \$102 for the term.

The contract came into the hands of the present contractor, Mr. A. E. Bulley, by a private arrangement which went into operation on the 1st of April, 1885, at the rate of \$65 per annum. The contract made on that occasion was renewed from the 1st April, 1889, on the same terms and conditions.

Prior to the termination of the latter contract on the 31st March, 1893, tenders were invited due to be opened on the 27th January. The tenders received were not considered as instructions issued on the 27th January, for the renewal of Mr. Bulley's contract for a further term at \$65 per annum.

Tenders received—

R. Brennan.....	\$55 00
J. Malone.....	58 00
A. E. Bulley.....	65 00

CORRESPONDENCE.

OROMOCTO, N.B., 20th January, 1893.

MY DEAR SIR,—I would respectfully advise that the services of Mr. Arthur Bulley, mail contractor for carrying the mails between Oromocto and Lincoln be continued for another term. He has held this contract for eight years, and has given good service.

I am yours faithfully,

R. D. WILMOT.

Hon. Postmaster General.

OTTAWA, 27th January, 1893.

MY DEAR MR. WILMOT,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 20th inst., I have authorized the renewal of Mr. A. E. Bulley's contract for the mail service between Lincoln and Oromocto, a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

R. D. WILMOT, Esq., M.P.,
House of Commons, Ottawa.

Petit Rocher and Railway Station.

This contract was let without tender at \$75 per annum, while there was in the Department a tender for \$60 per annum, the loss for the term being \$60. As the contract expires on the 30th June, 1897, tenders have been invited and a contract obtained at \$47.50. The saving for the term will be \$110.

The service was let by tender from the 1st July, 1885, the contract having been awarded to the lowest tenderer, Mr. Joseph Morrison, at the rate of his tender, \$75 per annum. This contract was renewed with Mr. Morrison from the 1st July, 1889.

Prior to the termination of the latter contract on the 30th June, 1893, tenders were invited, due to be opened on the 28th April. The tender received was not considered as Mr. Morrison's contract was renewed at \$75 by instructions on the 13th May.

Tender received:—

E. C. Boudreau..... \$60 00

CORRESPONDENCE.

PETIT ROCHER, 8th February, 1893.

SIR,—As my contract for carrying the mail between Petit Rocher to I. C. R. station will terminate on the last of June next, I beg leave to state to you that I desire to have it renewed on the same terms and conditions for a further period of four years.

I have, &c.,

JOSEPH MORRISON,
Mail Contractor.

The Postmaster General,
Ottawa.

Contracts for Mail Service.

OTTAWA, 28th February, 1893.

Private.

MY DEAR MR. BURNS,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Petit Rocher and station. The present contractor is Mr. J. Morrison, whose application for renewal the Inspector recommends.

An early reply will greatly oblige.

Yours faithfully,

WM. WHITE.

K. J. BURNS, Esq., M.P.,
House of Commons,
Ottawa.

OTTAWA, 13th May, 1893.

MY DEAR MR. FOSTER,—I have much pleasure in informing you that in accordance with your recommendation I have authorized the renewal of Mr. Morrison's contract for the mail service between Petit Rocher and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. G. E. FOSTER,
Minister of Finance,
Ottawa.

BATHURST, N.B., 22nd May, 1893.

Private.

DEAR MR. WHITE,—Yours of the 28th February was sent to me at Ottawa while I was in England. It has only reached me here now, hence delay in replying. Regarding your inquiry about renewal of contract between Petit Rocher and railway station, please let me know what has been done and greatly oblige.

Yours faithfully,

K. J. BURNS.

WM. WHITE, Esq.,
Deputy Postmaster General,
Ottawa.

OTTAWA, 26th May, 1893.

MY DEAR MR. BURNS,—Replying to your letter of the 22nd inst., I beg to inform you that the contract for the Petit Rocher and station mail service has been renewed by the Postmaster General.

Yours faithfully,

WM. WHITE.

K. J. BURNS, Esq., M.P.,
Bathurst, N.B.

St. John and St. Martin's.

In this case the rate of payment was fixed at \$1,500 per annum without tender, and maintained at that rate in spite of the fact that tenders were in the Department in response to public advertisements, the acceptance of which would have effected large reductions in the cost. Tenders were invited for this service, and another costing \$100 per annum, which was to be combined with it from the 1st October, 1891, and a tender was received at \$1,083 per annum. The loss involved in the omission to accept this tender amounted to \$517 per annum. Two years later tenders were invited for the St. John and St. Martin's service, and a tender was received at \$994, an amount \$506 lower than what was paid. This tender was, also, disregarded.

When the present Government became aware of these facts, the contract was cancelled and tenders invited. The result is that a contract has been obtained for \$894 per annum, and a saving effected of \$606 per annum, or \$2,424 for the term.

Since the 1st June, 1890, this service has been performed by Messrs. Fownes & Tabor, under a temporary agreement terminable at Postmaster General's pleasure, for the sum of \$1,500 per annum.

The circumstances which attended the fixing of this rate are as follows :—

Prior to the termination of the contract for this service which expired on the 31st December, 1889, tenders were invited due to be opened on the 1st November, 1889.

At this time the St. Martin's and Upham Railway, which ran between St. John and St. Martin's was in process of reorganization, and the Inspector reported on the 17th December that the railway might be made use of for the conveyance of mails.

The tenders received were as follows :—

P. H. Nugent, St. Martin's	\$1,200 00
A. W. Fownes and J. A. Tabor, St. Martin's.....	1,385 00

* * * * *

CORRESPONDENCE.

No. 318B.

POST OFFICE DEPARTMENT, CANADA,
OTTAWA, 5th November, 1889.

Memorandum for the Post Office Inspector at St. John :

The following tender being considered by the Postmaster General too high, the Inspector will please make the best arrangement possible for the service, subject to the Postmaster General's approval.

St. John and St. Martin's.

P. H. Nugent..... \$1,200 00

ARTHUR LINDSAY,
For Secretary.

POST OFFICE INSPECTOR'S OFFICE,

No. 226.

ST. JOHN, N.B., 23rd December, 1889.

SIR,—Referring to your letter No. 318B, of the 5th ulto., in reference to the tenders for the Loch Lomond and St. Martin's and St. John and St. Martin's services being considered too high, I beg to report that Messrs. Fownes & Tabor, the sub-contractors for the said services, are willing to undertake the contracts under temporary arrangement, and to waive their right to the usual three months notice at the present rates, in each case, thus enabling the Department to rearrange the services at any time if they deem it advisable, as involved in my report No. 223,* of the 17th instant.

I am, sir, yours, &c.,

S. J. KING,
Post Office Inspector.

* Report 223 is on the question of having the mails for the office on this route carried by the St. Martin's and Upham Railway instead of by stage.

Contracts for Mail Service.

POST OFFICE DEPARTMENT, CANADA,
OTTAWA, 30th December, 1889.

Memorandum for the Post Office Inspector at St. John.

The Postmaster General, having had under consideration the Inspector's Report No. 226 of the 23rd instant, upon the tenders received for the Loch Lomond and St. Martin's, and St. John and St. Martin's mail services, authorizes the following arrangement:—

A temporary arrangement from the 1st January, 1890, to be entered into with Messrs. Fownes and Tabor for each of the following services: Loch Lomond and St. Martin's, St. John and St. Martin's, at a cost not exceeding \$100 and \$1,076.40 respectively.

The Inspector will be so good as to arrange accordingly on the understanding that the contractors will waive their right to the usual three months' notice.

W. D. LESUEUR,
Secretary.

St. JOHN, 5th April, 1890.

DEAR SIR,—As the train is now running between St. John and St. Martin's, and taking all the passengers, I find it necessary that we should have an increase of salary for carrying the mail between the aforesaid places. We will have to have fifteen hundred dollars per year after this month or else give it up. This includes the extra trip on the Upper Road.

Kindly let me know what disposition you take on this matter.

A. W. FOWNES,
FOR FOWNES AND TABOR.

Mr. KING,
Post Office Inspector.

POST OFFICE INSPECTOR'S OFFICE,
ST. JOHN, N.B., 22nd May, 1890.

SIR,—Referring to your memo. of the 10th inst., inclosing a letter from the contractors for the St. John and St. Martin's service, asking that their rate of compensation for this service be increased to \$1,500 per annum, and requesting me to report as to the reasonableness of their demand, and also what the cost of the service would be if performed by railway, &c., I beg to report that I have received offers herewith inclosed from the proprietors of leading livery stables in this city, qualified to undertake the service by stage as at present performed, which are as follows:—

J. B. Hamm.....	\$ 2,000 00 a year
S. T. Golding.....	2,000 00 "
David O'Connell.....	1,475 00 "

2. As to the questions of the cost of forwarding mails to St. Martin's, &c., by railway, I beg to submit the following statement of the cost of the present and the proposed services:

Present Stage Routes.	Present Rates.	At increased Rates asked for.
St. John and St. Martin's.....	\$ 1,076 40	\$1,500 00
Loch Lomond and St. Martin's.....	100 00	
Hardingville and Quaco Road.....	29 00	29 00
	\$ 1,205 40	\$1,529 00
Add Ossekeag and Upperton service... ..		180 00
		\$1,709 00

Proposed services (referred to in my report No. 223 of 17th December, 1889:—

By railway—60 miles a day at 4 cents a mile.....	\$751 20
Side services:—	
St. John and Gardiner's Creek.....	\$175 00
Loch Lomond and Upper Loch Lomond.....	30 00
Loch Lomond and Willow Grove.....	20 00
Hardingville and Upperton	30 00
St. Martin's and West Quaco	100 00
St. Martin's and Ten Mile Creek.....	200 00
St. Martin's and railway station.....	100 00
Route offices between Ossekeag and Upperton...	257 00
	912 00

Total cost of proposed service.....\$1,663 20

As Dr. de Bertram, the manager of the St. Martin's and Upham Railway is absent from the city. I have been unable to learn whether he would be willing to accept any abatement in the rate of 4 cents per mile as given in my report, and I have therefore followed the terms of that report.

In my opinion, the proposed service by rail and by stage, would in every respect be most advantageous and acceptable, leaving entirely out of view its bearing upon the proposed relative railway mail services by the Central and Buctouche roads which, to a certain extent, were involved in my report of the 17th December last.

I am sir, yours, &c.,

S. J. KING,

Post Office Inspector.

The Honourable

The Postmaster General, Ottawa.

On the 14th August, 1891, instructions were issued for the termination of the arrangements with Messrs. Fownes and Tabor, and the issue of notices inviting tenders for a new contract to go into operation on the 1st October of that year. The notices asked for tenders for the services combined, that is for services for which \$1,600 per annum was paid. The notices were withdrawn by instructions issued on the 15th September, and the following tenders which were received for the combined services were not considered:—

J. A. Robinson, Fairfield.....	\$1,083 00
Joseph Kennedy, St. Martin's.....	1,378 00

On the 8th September, 1893, instructions issued to invite tenders for the St. John and St. Martin's service, the tenders to be receivable until the 27th October, 1893. The notices inviting tenders were withdrawn on instructions issued on the 16th October, and a further temporary agreement made with Messrs. Fownes and Tabor, from the 1st of January, at \$1,500 per annum.

Tender List:—

T. Mallory, St. John.....	\$ 994 00
J. Kennedy, St. Martin's.....	1,100 00
P. H. Nugent do	1,240 00
J. A. Robinson, Fairfield.....	1,241 00

No. B.

POST OFFICE DEPARTMENT, CANADA,

OTTAWA, 26th June, 1890.

MEMORANDUM for the Post Office Inspector at St. John.

The Postmaster General having had under consideration the Inspector's Report, No. 371, of the 22nd ultimo, upon an application from the contractors for the St. John and St. Martin's mail service for increased compensation, authorizes the following arrangement:—

A temporary arrangement from the 1st June, 1890, to be entered into with Messrs. Fownes and Tabor for the mail service between St. John and St. Martin's, at the rate of \$1,500 per annum. To supersede the former arrangement with them for the same service.

The Inspector will be so good as to arrange accordingly.

W. D. LESUEUR,

Secretary.

Contracts for Mail Service.

St. JOHN, N.B., 11th October, 1893.

DEAR SIR,—I inclose herewith a petition very largely signed by the residents of St. John County, asking that no change be made in the present arrangement for carrying the mail between St. John and St. Martin's, and that the contract be renewed with the present contractor.

I fully believe that the present arrangement is giving very general satisfaction.

Yours faithfully,

J. DOUGLAS HAZEN.

Lt.-Col. WHITE,
Deputy Postmaster General,
Ottawa.

(Inclosure.)

To the Honourable
JOHN HAGGART,
Postmaster General of Canada.

The petition of the undersigned inhabitants of the city and county of St. John humbly sheweth:

Whereas a notice, dated September 15, 1893, and signed by S. J. King, Post Office Inspector for New Brunswick Division, calling for tenders up to October 27, 1893, for the conveyance of Her Majesty's mails between Saint Martin's and Saint John, in the county of Saint John, New Brunswick, has been posted; and,

Whereas the present contractor is giving the best satisfaction in the conveyance of the said mails on the said route that has obtained for several years, the service being in every way first-class, well equipped with good horses and vehicles, courteous and obliging couriers, and conducted strictly in the public interest; and,

Therefore, your petitioners would humbly pray that instead of the route being put up for competition again, a renewal of the contract of the present contractor be made, and that no change in the present arrangements be effected.

And, as in duty bound, your petitioners will ever pray.
(245 names to this petition.)

OTTAWA, 16th October, 1893.

MY DEAR MR. HAZEN,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 11th instant, I have authorized the renewal of Messrs. Fownes and Tabor's contract for the mail service between St. John and St. Martin's for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

J. DOUGLAS HAZEN, Esq., M.P.,
St. John, N.B.

Sackville and Railway Station.

The contract for this service for the term, which commenced on the 1st October, 1892, was let without tender for \$300.00 per annum, while there was a tender in the Department for \$239.96 per annum, the loss being \$160.16 for the term. The contract was renewed on the same terms and conditions without tender for the succeeding term, but the present government cancelled the renewal and invited tenders. The result was that a contract has been obtained at \$245.00 per annum, and a loss averted which would have amounted to \$220.00 for the term.

This service came into the hands of the present contractor, Mr. J. J. Wheaton, on the 1st October, 1888. The service had been up for tender in August of that year, but the lowest offer was at the rate of \$325.00 per annum, which the Department considered too much to pay, in view of the fact that for the previous term \$179.72 per annum had been paid. The Inspector was instructed to secure a reduction if possible, and he reported that Mr. Wheaton was prepared to undertake the service for \$200.00 per annum. This offer was accepted and a contract made at that rate. On the 1st August, 1889, the amount was raised to \$300.00 on account of the number of trips required being increased from 24 to 36 daily, and that amount has been paid since that time.

Prior to the expiration of the contract on the 30th September, 1892, tenders for a new contract were invited, due to be opened on the 29th July. On the 22nd June instructions were issued to withdraw the notices inviting tenders, and renew Mr. Wheaton's contract at the rate of \$300.00 per annum.

The following tender was received but not considered :—

J. A. Bowes.....\$ 239 96

On the 7th May, 1896, instructions issued for the renewal for four years from the 1st October, 1896, of Mr. Wheaton's contract at the same rate, viz :—\$300.00 per annum.

CORRESPONDENCE.

UPPER SACKVILLE, N.B., April 16, 1896.

DEAR SIR,—I would like contract between Sackville and Railway Station renewed for another period of four years on same terms and conditions if agreeable to the Department, past services being guarantee for future efficiency.

I took the contract low on account of having contract from Upper Sackville to Sackville. Would it be possible to arrange for both contracts so that they would expire at the same time? By so doing you would oblige,

Your obedient servant,

JAMES J. WHEATON.

S. J. KING, Esq.,
P.O. Inspector.

OTTAWA, 1st May, 1896.

MY DEAR MR. POWELL,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Sackville and Railway Station. The name of the contractor is Mr. J. J. Wheaton, whose application for renewal the Inspector recommends.

Yours faithfully,

WM. WHITE.

H. A. POWELL, Esq.,
Sackville, N.B.

SACKVILLE, 4th May, 1896.

DEAR SIR,—I have much pleasure in recommending the renewal for four years of the contract for the mail service between Sackville and railway station.

Yours truly,

H. A. POWELL.

W. WHITE, Esq.,
Deputy Postmaster General,
Ottawa.

OTTAWA, 7th May, 1896.

MY DEAR MR. POWELL,—I beg to inform you that in accordance with the recommendation contained in your letter of the 4th instant, the Postmaster General has authorized the renewal of Mr. J. J. Wheaton's contract for the mail service between Sackville and railway station for a further term.

Yours faithfully,

WM. WHITE.

H. A. POWELL, Esq.,
Sackville, N.B.

Contracts for Mail Service.

PRINCE EDWARD ISLAND.

Georgetown and Murray Harbour North.

This contract was let without tender at \$238 per annum, while there was a tender in the Department for \$224 per annum, the loss being \$56 for the term. The present government having cancelled the contract and invited tenders, a contract has been obtained at \$154 per annum, and a saving effected of \$336 for the term.

This service was let by tender from the 1st July, 1892, the contract having been awarded to the lowest tenderer, Mr. James Phillips, at the rate of his tender, \$238 per annum.

Prior to the termination of this contract on the 30th June, 1896, tenders for a new contract were invited due to be opened on the 15th May. On the 10th April authority issued to withdraw the notices and to renew with Mr. Phillips on the same terms, viz., \$238 per annum.

The following tenders were received but not considered :—

R. A. Thornton	\$ 224 00
Albion O'Connors	230 00

OTTAWA, 8th April, 1896.

DEAR SIR,—The contract for carrying the mail from Georgetown, P.E.I., to Murray Harbour North expires in May. The contractor is James Phillips, and the rate exceedingly low. Be good enough to inform me if, under the circumstances, you can renew the contract with Mr. Phillips and oblige

Yours truly,

A. C. MACDONALD.

Hon. Sir A. P. CARON,
Postmaster General.

OTTAWA, 15th April, 1896.

MY DEAR MR. MACDONALD,—In accordance with the recommendation you make in your letter of the 8th inst., I have authorized the renewal of the contract for the mail service between Georgetown and Murray Harbour North for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

A. C. MACDONALD, Esq., M.P.,
House of Commons, Ottawa.

Mount Stewart and Savage Harbour.

This contract was renewed without tender at \$89.00 per annum while there was in the Department a tender for \$48.00 per annum, the loss being \$164.00 for the term.

This service is an extension of the service between French Village and Mount Stewart, which was let by tender from the 1st July, 1892, the contract having been awarded to the lowest tenderer, Mr. Cornelius McIntyre, at the rate of his tender, \$64.00 per annum. On the 1st December, 1893, the amount was increased to \$89.00 per annum, in consequence of the extension of the route two miles to serve the new post office at Savage Harbour.

Prior to the termination of the contract on the 30th June, 1896, tenders for a new contract were invited, due to be opened on the 15th May of the same year. On the 13th April instructions were issued to withdraw the notices inviting the tenders, and to renew Mr. McIntyre's contract for a further period of four years at the existing rate of \$89.00 per annum.

The following tenders were received but not considered :—

Frederick Pigott	\$48.00
Frederick W. Coffin	57.00

CORRESPONDENCE.

OTTAWA, 8th April, 1896.

MY DEAR COL. WHITE,—I herewith inclose a letter I have received from Cornelius McIntyre, of French Village, P.E.I., asking for a renewal of his contract for carrying the mails between Mount Stewart and French Village. As Mr. McIntyre has given great satisfaction in this service, and the price is reasonable, I recommend that the contract be renewed.

I am yours sincerely,

D. FERGUSON.

WM. WHITE, Esq.,
Deputy Postmaster General.

(Inclosure.)

FRENCH VILLAGE, COUNTY OF QUEENS, P.E.I., 3rd April, 1896.

DEAR SIR,—I want you to use your influence with the Postmaster General for the carrying of the mail between Savage Harbour, French Village and Mount Stewart. Frederick Pigott says he will tender so low that I cannot get it. He says he will have the hauling of the milk to the cheese factory, he can do it quite cheap. There is none clear of Savage Harbour, Conservative or Grit, would tender against me. All the Conservatives of Savage Harbour is three. There is sixteen or seventeen Conservatives getting mail at my office. They say that I never charged them for carrying parcels and passengers going or coming from Mount Stewart. They say if any of the Savage people carries the mail it will be worse for the Government next election. I told Brecken that I would carry the mail for the same as for the last four years. I may do it some less, although I have none too much now. I heard some talk that you were going to run for King's county next election. If so, let me know and I will do all I can for you.

Please write me a few lines as soon as you can.

I remain, your humble servant,

CORNELIUS McINTYRE.

OTTAWA, 15th April, 1896.

MY DEAR SENATOR FERGUSON,—In accordance with the recommendation you make in your letter of the 8th inst., I have authorized the renewal of the contract for the mail service between Mount Stewart and Savage Harbour for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. D. FERGUSON, Senator,
The Senate, Ottawa.

P. E. ISLAND, SAVAGE HARBOUR, April 21, 1896.

DEAR SIR,—A few days ago I noticed notices posted up in Mount Stewart Post Office, also at Savage Harbour, wanting tenders for carrying mail between the two said places. Last week the two said offices got word for to return the tender forms and the notices to Charlottetown. I put in a tender of 55 cents a trip, the tenders were not to be in till the 15th day of May.

Contracts for Mail Service.

I hear it is given to the same man to drive, but not near so low as I have tendered. There were several going to tender for it. Now, sir, if you don't look after and give fair play about it.

McIntyre, who drives it now, was in Charlottetown a few days ago about it. When he came home he told me that it was no use for any one to tender for it, he had the carrying of it for four years. After that the tender forms and the notices had to be returned to Charlottetown. You had better attend to it at once. I am a strong Conservative and wish to have fair play. If not there will be a big change around here.

Yours, &c.,

FREDERICK W. COFFIN.

POST OFFICE DEPARTMENT,
MAIL SERVICE BRANCH,
OTTAWA, 25th April, 1896.

SIR,—I have the honour to acknowledge the receipt of your letter of the 21st inst., with reference to the tenders for the Mount Stewart and Savage Harbour mail service.

In reply, I am to say that as the Postmaster General considered that the interests of the service would be best maintained by renewing the existing contract, the service will not go up to tender.

I have the honour, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. W. F. COFFIN,
Savage Harbour, P.E.I.

MANITOBA AND NORTH-WEST TERRITORIES.

Balgonie and Hednesford.

This contract was let without tender at \$125 per annum, while there was in the Department a tender for \$90 per annum. The loss resulting amounts to \$140 for the contract term.

The agreement by which this service was fixed was made with Mr. Wm. Cockwill from the 1st April, 1895, the rate being \$125 per annum. Shortly after this agreement was entered into, tenders for a contract from the 1st July, 1895, were invited, due to be opened on the 17th May. The tenders received were not considered, as the contract was given to Mr. Cockwill at the rate he was receiving, viz., \$125 per annum.

Tenders received:—

H. Edmonds	\$ 90 00
J. Putz	94 00
H. Richardson	125 00
W. Cockwill	125 00
A. Meier	175 00

CORRESPONDENCE.

OTTAWA, 18th May, 1895.

MY DEAR SIR ADOLPHE,—I have just received the inclosed from a great friend of ours. If you can manage to give Cockwill the carrying of the mail you will do well, I know the lad; he is almost a hero. I have known him bring the mail from Loon Creek in the face of a strong wind and the glass 30 below zero, one of the most extraordinary feats that probably have ever been performed.

Yours truly,

N. F. DAVIN.

The Honourable
Sir A. P. CARON, K.C.M.G.,
Postmaster General,
Ottawa.

(Inclosure.)

BALGONIE, N.W.T., 14th May, 1895.

DEAR SIR,—Tenders are just being sent in for carrying the mail between Balgonie and Hednesford. Cockwill is sending his tender by this mail, and the last day is May 17th. Cockwill has had the contract for the last four years, and the mother is a widow with lots of children, and he has put in lots low enough for it, \$125. I wish you would do your best with the Postmaster General to get him this contract, as it will be quite a help to them. He has always given satisfaction in carrying mails and he should get it.

As soon as you know whether he will get it or not, write me, as I want to pull a string for our cause.

J. R. HAWKES.

N. F. DAVIN, Esq., Q.C., M.P.

Contracts for Mail Service.

OTTAWA, 28th May, 1895.

MY DEAR MR. DAVIN,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 18th inst., I have authorized a four years' contract with Mr. W. Cockwill for the mail service between Balgonie and Hednesford from the 1st July next at the rate of \$125 per annum.

ADOLPHE P. CARON.

N. F. DAVIN, Esq., M.P.,
House of Commons, Ottawa.

Battleford and Onion Lake, Battleford and Saskatoon, Qu'Appelle and Qu'Appelle Station, Qu'Appelle and Wishart, Saskatchewan Landing and Swift Current.

The contracts for these services were awarded without tender to Messrs. Leeson and Scott at the following rates: Battleford and Onion Lake, \$1,762.20 per annum; Battleford and Saskatoon, \$7,049.20 per annum; Qu'Appelle and Qu'Appelle station, \$650 per annum; Qu'Appelle and Wishart, \$1,664 per annum; and Saskatchewan Landing and Swift Current, \$740 per annum. The total amount paid under these contracts is \$11,865.40 per annum.

In the beginning of 1893 an offer was received for the Battleford and Saskatoon service, which cost \$7,049.20 per annum, at the rate of \$5,000, and the Inspector reported that the gentleman making the offer was competent to undertake the service; but, notwithstanding this offer, the contract was not only allowed to run on until its expiration on the 31st October, 1894, but was renewed for a further term of four years from that date.

The contracts were cancelled by the present Government, in view of the facts adduced, and of numerous representations that the cost would be much reduced if the services were thrown open to public competition. As the contracts for some of the services have not yet been entered into, it would be premature to give the exact results of the tendering, but it may be stated that there will be a saving of over \$7,500 per annum, or \$30,000 for the term on these five services.

CORRESPONDENCE. •

PRINCE ALBERT, 22nd February, 1893.

SIR,—Referring to communications from your Department addressed to me, and dated 28th December, 1892, and 20th January, 1893, in which the names of contractors and rate paid for mail service between Battleford and Saskatoon are given, and the statement made that the question of putting the existing service up for tender will receive consideration by the Postmaster General, I beg to submit for the Postmaster General's consideration this proposal with reference to the mail service between Battleford and Saskatoon. I will agree to deliver mails at Battleford within 30 hours after receipt of them at Saskatoon, and will deliver mails from Battleford within 30 hours after receipt there; at Saskatoon, to connect with trains on the Prince Albert branch of the Canadian Pacific Railway twice per week during the summer months, say from 1st April until 1st November; and for balance of year,—winter months—1st November to 18th April, will agree to deliver mails at points named within 48 hours after receipt, or at times and hours to be named by the Postmaster General—for the sum of \$5,000 per year.

By this arrangement, the time occupied between receipt and delivery of mails at these points would be materially lessened, and an annual saving to the Post Office Department of the sum of \$2,049.20 would thereby be effected.

Should this proposal meet with the favourable consideration of the Postmaster General, I am prepared to, and will, deposit any reasonable sum at the Imperial Bank, Prince Albert, as security that I will enter into a contract and fulfil the terms thereof based on the proposal I have made.

I have the honour, &c.,

C. R. STOVEL.

Sir A. P. CARON,
Postmaster General,
Ottawa.

HOUSE OF COMMONS, OTTAWA, 4th March, 1893.

MY DEAR SIR ADOLPHE,—Stovel tells me he has put in an offer to convey the Battleford mails at a price which will effect a saving to the Government of \$2,000 a year.

I hope you may be able to meet his wishes or put up the work to tender.

Yours truly,

A. H. MACDOWALL.

Hon. Sir ADOLPHE CARON, K.C.M.G.

(Inclosure.)

PRINCE ALBERT, 27th February, 1893.

DEAR SIR,—I am writing to advise you that by last mail, I forwarded to the Honourable the Postmaster General, a communication respecting the mail service between Battleford and Saskatoon, and therein submitted a proposal as follows: That I would agree to deliver mails at Battleford from Saskatoon and at Saskatoon from Battleford twice per week, within the space of 30 hours in summer and 48 hours in winter, or within hours named by the Postmaster General for the sum of \$5,000 per year. The rate paid for the same service at present is \$7,049.20 per year. So that were my proposal accepted, a clear saving of the sum of \$2,049.20 would be effected. The present contractors are non-residents of the district in which the service is carried on, and it would seem but just that the residents of the district should have opportunity of enjoying the benefits arising from the expenditures of public moneys in their district. In view of the fact that acceptance of the proposal I have submitted would reduce the cost of this service by over \$2,000 and lessen the time now occupied in the delivery of mails at points named, and believing that with your personal knowledge of the subject you can convince the Postmaster General of the desirability of a change, I take the liberty of asking you to be kind enough to see the Minister and urge his favourable consideration of my offer.

Yours respectfully,

C. R. STOVEL.

D. H. MACDOWALL, M.P.,
House of Commons,
Ottawa.

POST OFFICE INSPECTOR'S OFFICE,
WINNIPEG, Man., 15th April, 1893.

No. 806.

SIR,—I return herewith the letter from C. R. Stovel of Prince Albert in which he offers to perform a semi-weekly service between Battleford and Saskatoon making the trip each way in 30 hours in summer and 48 hours in winter for \$5,000 per annum.

* * * * *

Regarding the standing of Mr. Stovel, the Postmaster of Prince Albert in a letter dated the 10th ulto., informed me as follows:—

"Mr. Stovel is quite capable of conducting such a service, and also there appears to be no doubt as to his responsibility. I think you may safely conclude that he is well qualified in every respect."

As stated in my report alluded to I consider the compensation paid Messrs. Leeson and Scott liberal but they have given a most excellent service over long routes and often under great difficulties.

There is no doubt that other parties would undertake these services at less than is now paid and if it should be decided to terminate the existing contracts I would recommend that tenders should be publicly invited for new contracts.

I have the honour, &c.,

W. W. McLEOD,
Post Office Inspector.

Contracts for Mail Service.

BANFF, ALBERTA, CAN., 27th August, 1894.

MY DEAR COLONEL,—Mr. George Leeson of Calgary, has been here to see me and he says that there is a possibility that the mail contracts at present held by Leeson & Scott, are likely to be thrown open for competition. I hope this is not so. These men have given such perfect satisfaction to the Department for so many years and are so thoroughly reliable, I think it is against the interest of the service and all concerned that any change be made. In my opinion, matters should be allowed to continue as they are, it is my wish they should be, and I hope you will see your way clear to meet my request. I am writing you in the absence of the Postmaster General and because you are aware of my knowledge of these men and their splendid mail service.

Yours faithfully,

T. MAYNE DALY.

Lt.-Col. WHITE,
Deputy Postmaster General.

(Private.)

CALGARY, N.W.T., 4th September, 1894.

MY DEAR COL.,—I write you in the interests of Messrs. Leeson & Scott, who are mail contractors in the North-west, and have had such contracts for some years.

Being a resident of the North-west for a length of time, I have a personal knowledge of the manner in which these gentlemen have performed their contracts, and must say that none of the contractors having contracts with the Government in the Dominion have performed their duties with greater satisfaction to the public than these gentlemen. They are thoroughly reliable in every respect and have, as usual, made their preparations for the continuance of their contracts with the Government for the coming winter by putting up hay for their teams, as well as purchasing other provender. They have also recently expended one thousand dollars in new conveyances, relying upon their contracts being continued as usual.

I would just say that the senior partner, Mr. Leeson, has been one of the strongest supporters of the Government in Alberta, and I am quite positive the Government will not be benefited by a discontinuance of their contracts with Messrs. Leeson & Scott.

Personally, I should very much like to have their contracts continued, and hope you will see your way clear in the interest of the public to continue the service which has given so much satisfaction in the past.

Ever faithfully,

D. W. DAVIS, M.P.

Brandon and Railway Station.

This contract was let without tender at \$538.27 per annum, while there was in the Department a tender for \$361.92 per annum. This transaction involved a loss which amounted to \$176.35 per annum, or \$705.40 for the term. It will be observed that the contractor himself tendered at the rate of \$432 per annum, so that the contract might have been made with him at an amount \$425.08 less than he was allowed.

With these facts before them, the present Government cancelled this contract on three months' notice and put the service up to tender.

As the contract has not yet been let, the exact amount of the saving cannot yet be given, but it will not be less than what the loss would have been if the renewal without tender had been allowed to stand.

This service includes the conveyance of mails from both the Canadian Pacific Railway station and the Northern Pacific Railway station. Tenders were invited for the service between the post office at Brandon and the mail line of the Canadian Pacific Railway 14 trips per week in 1891, and the contract was awarded to the lowest tenderer, Mr. J. C. Kavanagh, at the rate of his tender, \$330 per annum. The services between Brandon post office and the Souris Branch of the Canadian Pacific Railway and the Northern Pacific Railway, were given to Mr. Kavanagh at the same rate which is \$43.13 per trip.

Prior to the termination of this contract on the 31st December, 1895, tenders were invited for the whole station mail service required at Brandon which was 24 times per week. At the existing rate \$538.27 per annum would be paid for this service. The tenders were due to be opened on the 15th of November, 1895. The following tenders were received but not considered, as the contract was renewed with Mr. Kavanagh at \$43.13 per trip, or \$538.27 per annum.

TENDERS.

James S. Hannay.....	\$361 92
W. B. Morrison.....	370 00
J. C. Kavanagh.....	432 00
Charles Newburn.....	500 00
A. F. Hillstrom.....	547 50
James Thornton.....	600 00

CORRESPONDENCE.

BRANDON, 10th Nov., 1895.

DEAR JOSEPH,—Since writing you *re* mail contract, the P. O. Inspector at Winnipeg says that possibly the P. M. General might renew the contract for another four years at my old figures if I could manage it. I should have written you before the tenders were called for. You will not have time to write me before tenders are in.

Yours in haste,
JIM.

OTTAWA, 26th November, 1895.

DEAR COL. WHITE,—I have your note in reference to the renewal of Mr. Kavanagh's contracts for the station mail services at Brandon. I approve of the renewal of these contracts with Mr. Kavanagh.

Yours faithfully,
T. MAYNE DALY.

OTTAWA, 30th November, 1895.

MY DEAR MR. DALY,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 26th instant, I have authorized the renewal of Mr. J. C. Kavanagh's contract for the mail service between Brandon and the Canadian Pacific Railway and Northern Pacific Railway stations for a further period of four years.

Yours faithfully,
ADOLPHE P. CARON.

The Hon. T. MAYNE DALY,
Minister of the Interior,
Ottawa.

(Telegram.)

BRANDON, 26th December, 1895.

Sent tenders on Nov. 9th for carrying mails from station to post office. Noreply yet. Did you receive tender?

JAMES THORNTON.

To Postmaster General,
Ottawa.

Contracts for Mail Service.

POST OFFICE DEPARTMENT,
MAIL SERVICE BRANCH,
OTTAWA, 26th Dec., 1895.

SIR,—I have the honour to acknowledge the receipt of your telegram of to-day's date, inquiring as to whether your tender for the station mail service at Brandon was considered.

In reply I am to say that as the Postmaster General considered it would be better to renew the existing contract, he did not deal with the tenders for this service.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. J. THORNTON,
Brandon, Man.

OTTAWA, 10th January, 1896.

DEAR COL. WHITE,—Please read Mr. James Thornton's letter, and drop me a line upon which I can base a suitable reply.

Yours faithfully,

T. MAYNE DALY.

Lt.-Col. WHITE,
Deputy Postmaster General,
Ottawa.

(Inclosure)

BRANDON, 3rd January, 1896.

SIR,—A short time since I saw notices asking for tenders for carrying the mails from Brandon station to the post office. I received a form and sent in a tender for \$600, which I hear was \$100 less than Mr. Kavanagh had for it. I received a reply from Ottawa stating that they thought it better to give it to him again. I think this is not fair. I was prepared to give the necessary bond.

I and my brother have always supported your Government.

I remain, &c.,

JAMES THORNTON.

Hon. T. MAYNE DALY, M.P.

OTTAWA, 17th January, 1896.

MY DEAR MR. DALY,—Replying to the inclosed letter from Mr. James Thornton, representing that his tender for the station service at Brandon was considerably lower than the rate of Mr. Kavanagh's new contract, I am to say that as Mr. Kavanagh's contract was, at your instance, renewed for a further term, the Department has no knowledge of Mr. Thornton's offer, as the tenders were not dealt with.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. T. MAYNE DALY,
Minister of the Interior,
Ottawa.

Calgary and Railway Station.

This contract was let without tender at \$500 per annum, while there was in the Department a tender for \$400 per annum, a loss resulting which amounted to \$100 per annum or \$400 for the term.

The contract includes three services, viz.: Between Calgary post office and the trains on the main line of the Canadian Pacific Railway, the trains on the Edmonton Branch, and the trains on the McLeod Branch. The contract for the service in connection with the main line was let by tender from the 1st April, 1891, the contract having been let to the lowest tenderer, Mr. Wm. Slingsby, at the rate of his tender, \$300. Private arrangements were made with Mr. Slingsby for the other two services at the rate of \$100 for each, so that the amount he was receiving when his contract expired on the 31st March, 1895, was \$500 per annum. His contract was renewed from the 1st April, 1895, at the rate of \$500 per annum.

Prior to the renewal of Mr. Slingsby's contract tenders for the contract were invited, due to be opened on the 15th February, 1895. The notices inviting tenders were withdrawn by directions issued on the 4th February, 1895, the day on which the renewal was authorized.

The following tenders were received but not considered:—

The Alberta Transfer Co.....	\$400 00
W. Slingsby	500 00
F. J. Hamilton	629 20

CORRESPONDENCE.

CALGARY, 10th January, 1895.

SIR,—I beg most respectfully to ask you if you will kindly renew my present contract for carrying the mails from post office to C.P.R. depot here.

The present contract expires on 31st March, and as I have been to considerable expense with horses and drays to carry out the contract as faithfully as I could, I shall indeed be deeply grateful if you will renew the contract again for another term of four years on the present terms, and for which I shall indeed feel deeply indebted to you.

I have the honour, &c.,

WILLIAM SLINGSBY.

The Postmaster General,
Ottawa.

MACLEOD, 15th January, 1895.

MY DEAR SIR,—The present contractor, Mr. Wm. Slingsby, of Calgary, who carries the mail from the station to post office in Calgary, wishes to renew his contract, which expires on the 31st of March, at the same rate as at present, viz., \$500, for a new term of four years. If you can do so you will oblige.

Yours truly,

D. W. DAVIS.

The Honourable
The Postmaster General.

CALGARY, ALTA., 15th January, 1895.

MY DEAR SIR ADOLPHE,—Mr. William Slingsby, of Calgary, is tendering for the contract of carrying the mails between the C.P.R. Station and the Post Office in the City of Calgary, for the ensuing four years. Mr. Slingsby has had the contract for the last four years, expiring next month, and for the four years previous to that carried the same mails under Postmaster King. He has the confidence of the community here, and possesses the best qualifications for such a service. I am sure the Postmaster here, as well as Inspector McLeod, will speak well of the manner in which he has performed his duties.

Contracts for Mail Service.

Hoping you may see your way clear to assist him in securing the contract for the ensuing four years.

Believe me, yours truly,

JAMES A. LOUGHEED.

Sir ADOLPHE CARON, K.C.M.G.,
Postmaster General,
Ottawa, Ont.

OTTAWA, 4th February, 1895.

MY DEAR MR. DAVIS,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 15th ult., I have authorized the renewal of Mr. Slingsby's contract for the mail service between Calgary and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

D. W. DAVIS, Esq., M.P.,
Fort Macleod, N.W.T.

OTTAWA, 4th February, 1895.

MY DEAR SENATOR LOUGHEED,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 15th ult., I have authorized the renewal of Mr. Slingsby's contract for the mail service between Calgary and railway station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Hon. J. A. LOUGHEED,
Senator, Calgary, N.W.T.

Edmonton and Fort Saskatchewan.

In this case the contract was let without tender at \$684 per annum, while there was a tender in the Department for \$476 per annum, the loss being \$208 per annum, or \$832 for the term.

The service has never been let by tender. It went into operation on the 17th August, 1891, in connection with the arrangements for carrying mails by the Edmonton branch of the Canadian Pacific Railway, and an agreement was made with Mr. F. G. Stewart at the rate of \$728 per annum. On the 1st of October, 1893, this rate was increased to \$884 on account of the lengthening of the route from 20 miles to 28 miles, and on the 1st November, 1893, the agreement was transferred to Mr. C. F. Stewart.

Prior to the termination of this agreement on the 30th September, 1895, tenders for a new contract were invited, due to be opened on the 16th August. The tenders received were not considered as on the 21st of August the contract was awarded to Mr. Stewart, at the rate of his tender \$684 per annum.

Tender list :—

W. R. Brereton.....	\$476 00
W. Barry.....	590 00
J. E. Graham.....	600 00
G. M. Ross.....	600 00
T. W. Grindley.....	620 00
J. B. Ross.....	624 00
F. H. Braine.....	676 00
C. F. Stewart.....	684 00

CORRESPONDENCE.

OTTAWA, 18th July, 1895.

DEAR SIR,—I would like to have you renew the contract for carrying mails from Edmonton to Fort Saskatchewan with Mr. C. F. Stewart, the present contractor, at present price, viz., \$884 per annum, certainly a very reasonable price. Will consider it a personal favour if you can do this.

Yours truly,

D. W. DAVIS.

Sir ADOLPHE CARON,
Ottawa.

TORONTO, 23rd July, 1895.

DEAR SIR ADOLPHE,—A man named C. F. Stewart, in whom I am interested, writes me from Edmonton with reference to a contract he holds for carrying the mail between that place and Fort Saskatchewan. Stewart has held it, he says, for eleven (11) years with satisfaction to all concerned, and desires to retain the contract. If you will be so good as to see that Stewart, who is a good Conservative, as his father, an old Quebecer and Hudson Bay factor, was before him, gets a fair show, I am sure he will be very grateful and I will be much pleased.

Believe me, &c.,

H. J. GRASSETT.

FORT SASKATCHEWAN, 7th August, 1895.

DEAR SIR,—I have this day put in a tender for mail service at two hundred dollars less per annum than the present amount, as I informed you in Winnipeg I would do, but I am still expecting a renewal, but in event of my not getting it I hope you will recommend me for the service. I could not expect to get security for less than I have offered.

Yours truly,

C. F. STEWART.

W. W. McLEOD, Esq.,
Winnipeg.

OTTAWA, 21st August, 1895.

MY DEAR MR. DAVIS,—With reference to your letter of the 18th ulto., recommending the renewal of Mr. C. F. Stewart's contract for the mail service between Edmonton and Fort Saskatchewan, I beg to say that I have accepted an offer from Mr. Stewart for this service at the rate of \$684 per annum.

Yours faithfully,

ADOLPHE P. CARON.

D. W. DAVIS, Esq., M.P.,
Fort Macleod, N.W.T.

Contracts for Mail Service.

Fort Saskatchewan and Pakan.

This contract was let without tender at \$325 per annum while there was in the Department a tender for \$260 per annum, the loss being \$260 for the term. The contract having been cancelled by the present Government and tenders invited, a contract has been obtained at \$195, and a saving effected which will amount to \$520 for the term.

The service was let by tender from the 1st July, 1891, the contract having been awarded to the lowest tenderer, Mr. W. R. Brereton at the rate of his tender, \$300 per annum. On the 1st June, 1894, the amount was increased to \$325 per annum in consequence of an increase in the distance to be travelled from 55 miles to 64 miles.

Prior to the termination of this contract on the 30th June, 1895, tenders for a new contract were invited due to be opened on the 17th May. The tenders received were not considered as instructions to renew Mr. Brereton's contract at the rate of \$325 were issued on the 18th May.

List of tenders :—

W. Buchanan.....	\$ 260 00
E. P. Newell.....	274 00
J. C. Gordon and S. Whitford.....	280 00
W. R. Brereton.....	325 00
J. Borwick.....	325 00
W. Bibbee.....	468 00
J. E. Graham.....	500 00

CORRESPONDENCE.

PAKAN, 22nd April, 1895.

SIR,—I beg to inform you that a memorial signed by all the leading men on my mail route has been forwarded to the Postmaster General, Ottawa, praying that my contract which is now about expired be renewed for another term. Will you be so very kind as to use your great influence on my behalf. I will forward you by next mail a certified copy of expenses in running the mail between Fort Saskatchewan and Pakan.

Would you be so kind as write me whether it is likely my contract will be renewed or not.

I have the honour, &c.,

WM. R. BRERETON.

W. W. McLEOD, Esq.,
P. O. Inspector, Winnipeg.

References:

Sir D. A. SMITH,
Hon. E. DEWDNEY.
Please forward the inclosed to Ottawa.

(Inclosure.)

March, 1895.

The following memorial is respectfully submitted to the Honourable the Postmaster General for his favourable consideration.

That we, the undersigned residents of the postal district, comprising the route from Fort Saskatchewan to Victoria, in the Provisional District of Alberta, and embracing the post offices of Edna, Manawan, Pakan and the outlying office at Saddle Lake, desire to give expression to the entire satisfaction given to us by the present mail contractor, Mr. W. R. Brereton, for the route above referred to, by his prompt delivery of the mails and for his unvarying courtesy and kindness.

It is well known to the undersigned that Mr. Brereton, in order to be always on official time, travels long hours and late into the night, when bad roads and stormy weather make prairie travelling difficult, and that seldom, if ever, is the official time overdue.

And this memorial in view of the efforts made by Mr. Brereton to keep the mail service of this district in that state of efficiency which is the wish of the Department should be maintained, and to the undersigned of no little interest and importance, prays that the contract awarded to him and now about to expire, be renewed to Mr. Brereton, in order that its present admirable service be not suffered to deteriorate, if placed under the control of less capable applicants.

And your memorialists will ever pray, &c.
(This petition is signed by 61 persons.)

EDMONTON, ALBERTA, 9th May, 1895.

SIR,—I have this day tendered for mail contract from Pakan to Fort Saskatchewan, and trust to hear favourably from you. I herewith inclose recommendation from leading members of the Edmonton Conservative Association. If required, an official recommendation will be forwarded immediately.

I have the honour, &c.,

WILLIAM R. BRERETON.

(Inclosure).

EDMONTON, ALBERTA, 9th May, 1895.

We, the undersigned, consider that Mr. W. R. Brereton is a fit and proper person to carry mails between Fort Saskatchewan and Pakan post offices, and that he has given satisfaction in the carrying out of that duty.

NEIL L. EDMISTON,
C. GALLAGHER,
A. M. NICOL,
T. W. LINES.
JAS. GIBBONS.

The Honourable
The Postmaster General,
Ottawa.

OTTAWA, 14th May, 1895.

MY DEAR MR. DAVIS,—The Postmaster General wishes me to ask you whether you have any objection to the renewal for a further period of four years of the contract for the mail service between Fort Saskatchewan and Pakan. The present contractor is Mr. W. R. Brereton, whose application for renewal the Inspector recommends.

An early reply will greatly oblige.

Yours faithfully,

WILLIAM WHITE.

D. W. DAVIS, Esq., M.P.,
House of Commons,
Ottawa.

The foregoing letter bears on its face the words :—

16th May, 1895.

Recommend a renewal of contract with Mr. Brereton.

D. W. DAVIS.

Contracts for Mail Service.

Private.

15th May, 1895.

DEAR SIR ADOLPHE,—Will you kindly do what you can for Buchanan, whom I remember as a capable man, and oblige.

Yours faithfully,

T. MAYNE DALY.

OTTAWA, 18th May, 1895.

MY DEAR MR. DAVIS,—I have much pleasure in informing you that, in accordance with your recommendation, I have authorized the renewal of Mr. W. R. Brereton's contract for the mail service between Fort Saskatchewan and Pakan for further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

D. W. DAVIS, Esq., M.P.,
House of Commons, Ottawa.

OTTAWA, 18th May, 1895.

MY DEAR MR. DALY,—I am in receipt of a letter addressed to you by Mr. William Buchanan, respecting his tender for the Fort Saskatchewan and Pakan service. In reply, I beg to say that, as the existing contract for this service was on the recommendation of Mr. D. W. Davis, M.P., renewed for a further term, I regret that I shall not have an opportunity of considering Mr. Buchanan's tender.

Yours faithfully,

ADOLPHE P. CARON.

HON. T. MAYNE DALY,
Minister of the Interior, Ottawa.

Ile des Chênes and St. Boniface.

This contract was let without tender at \$130 per annum, while there was a tender in the Department for \$96 per annum, the loss amounting to \$136 for the term. The contract having been cancelled and tenders invited, a new contract has been obtained at \$74, and a saving effected of \$224 for the term.

The service was put in the hands of the present contractor, Mr. Raphael St. Pierre, on the 1st of February, 1892, by private arrangement at the rate of \$130 per annum. Prior to the termination of this agreement, which took place on the 31st December, 1895, tenders for a new contract were invited, due to be opened on the 15th November. On the 11th November, authority issued for the withdrawal of the notices inviting tenders, as the contract of Mr. St. Pierre was renewed at \$130 per annum.

The following tenders were received but not considered:—

L. Beauchemin.....	\$ 96 00
A. McDougall.....	125 00

CORRESPONDENCE.

ST-BONIFACE, 27 septembre 1895.

MONSIEUR LE MINISTRE,—M. Raphael St-Pierre a le contrat pour le transport de la malle entre Saint-Boniface et l'Île de Chêne, et est prêt à en accepter un nouveau à l'expiration de celui-ci aux mêmes prix et conditions.

J'ai l'honneur de vous recommander particulièrement cette demande, et de faire en sorte qu'il n'y ait pas de soumission demandée.

Veillez me croire,

Votre bien dévouée,

A. A. LA RIVIÈRE.

Sir ADOLPHE P. CARON, K.C.M.G.,
Postmaster General, Ottawa.

(Translation.)

ST. BONIFACE, 27th September, 1895.

SIR,—Mr. Raphael St. Pierre has the contract for the mail service between St. Boniface and Ile de Chênes, and is prepared to accept a new one on the same terms and conditions, on the expiration of the present contract.

I have the honour to recommend this request to you particularly, and that you may arrange that tenders may not be invited.

Believe me,
Yours faithfully,

A. A. LARIVIÈRE.

Sir ADOLPHE P. CARON, K.C.M.G.,
Postmaster General,
Ottawa.

ILE DES CHÊNES (OAK ISLAND), 30 septembre 1895.

MONSIEUR LE MINISTRE,—Je soussigné désire être continué dans la charge de courrier entre St-Boniface et l'Île des Chênes. Comme le premier pionnier de cet arrondissement, il me semble que la position m'en revient tout naturellement. Durant les quatre dernières années Mr. l'Inspecteur n'a jamais reçu de plainte et ne m'a jamais fait de reproche.

En m'accordant la faveur d'une nouvel engagement vous m'obligerez beaucoup et on ne peut plus.

Votre humble serviteur,

RAPHAEL ST. PIERRE.

Sir ADOLPHE P. CARON, K.C.M.G.,
Maître Général des postes.

(Translation.)

ILE DES CHÊNES (OAK ISLAND), 30th September, 1895.

SIR,—I, the undersigned, wish to be continued in the position of courier between St. Boniface and Ile des Chênes.

As the first pioneer of this district, it seems to me that the position should come to me naturally. During the last four years the Inspector has never received a complaint, and has never made a reproach. In granting me the favour of a new engagement you would oblige me greatly.

Your humble servant,

RAPHAEL ST. PIERRE.

Sir ADOLPHE P. CARON, K.C.M.G.,
Postmaster General, Ottawa.

ST. BONIFACE, 8 novembre 1895.

MON CHER M. LE MINISTRE,—Comment se fait-il qu'en dépit de ma recommandation de continuer l'ancien contrat pour le transport des malles entre St-Boniface, la Grande Pointe, et l'Île des Chênes, l'on persiste à demander des soumissions ?

J'ai eu assez d'ennui déjà au sujet du choix d'un courrier entre Winnipeg et St. Malo, où on a laissé de côté un ami, un employé fidèle, pour le remplacer par tout le contraire, et ce, malgré une recommandation formelle de ma part.

Votre bien dévoué,

A. A. C. LARIVIÈRE.

Sir ADOLPHE P. CARON, K.C.M.G.,
Directeur Général des Postes, Ottawa.

Contracts for Mail Service.

(Translation.)

ST. BONIFACE, 8th November, 1895.

MY DEAR SIR,—How does it happen that in spite of my recommendation to continue the former contract for the mail service between St. Boniface and Grande Point and Ile des Chênes, they persist in asking for tenders.

I have had enough worry already regarding the selection of a courier between Winnipeg and St. Malo where they set aside a friend and faithful employe to replace him by one who is quite the contrary, and this in spite of a formal recommendation on my part.

Yours faithfully,

A. A. C. LARIVIÈRE.

Sir ADOLPHE P. CARON, K.C.M.G.,
Postmaster General, Ottawa.

OTTAWA, 18 novembre, 1895.

MON CHER M. LARIVIÈRE,—J'ai le plaisir de vous informer que conformément à votre recommandation, j'ai donné les ordres nécessaires à l'effet de pourvoir au renouvellement du contrat pour le transport des malles entre Isle des Chênes et St. Boniface.

Bien à vous,

ADOLPHE P. CARON.

A. A. C. LARIVIÈRE, écr., M.P.,
St. Boniface, Man.

(Translation.)

OTTAWA, 18th November, 1895.

MY DEAR MR. LARIVIÈRE,—It gives me much pleasure to inform you that according to your recommendation, I have issued the instructions necessary to provide for the renewal of the contract for the conveyance of mails between Ile des Chênes and St. Boniface.

Yours faithfully,

ADOLPHE P. CARON.

A. A. C. LARIVIÈRE, Esq., M.P.,
St. Boniface, Man.

Lumsden and Marieton.

This contract was renewed without tender at \$260 per annum, while there was a tender in the Department for \$180 per annum, the loss amounting to \$320 for the term.

The service was let by tender from the 1st July, 1891, the contract having been awarded to the lowest tenderer, Mr. H. W. Jamieson, at the rate of his tender, \$260 per annum. This contract was renewed with Mr. Jamieson from the 1st July, 1895, on the same terms and conditions.

Prior to the termination of the contract, on the 30th June, 1895, tenders for a new contract were invited due to be opened on the 17th May. On the 19th April instructions issued for the withdrawal of the notices inviting tenders, and for the renewal of Mr. Jamieson's contract on the same terms, viz., \$260 per annum.

The following tender was received but not considered :—

C. A. Maxam..... \$180 00 per annum.

CORRESPONDENCE.

LUMSDEN, ASSA., N.W.T., 25th February, 1895.

DEAR SIR,—My contract for carrying the mails between Lumsden and Marieton expires on the 30th June next, and I beg respectfully to apply for a renewal of it on the same terms as at present.

The contract is now cut down to the very lowest rate and since the alteration last fall in the time of the arrival of the mail train from the east, making it much later in the day before I can leave Lumsden, and consequently not being able at all times to complete the round trip in the day, additional expense has been incurred. The failure of the grain crop has also increased my expenses, and I have also been at some cost for horses, from which I am not yet quite clear.

The altered location of the Longlaketon post office about two months ago entails additional two miles' travel for each service.

I believe I can say that the people of the districts served are quite satisfied with me and I shall be happy to furnish their testimony as to my efficiency and regularity if desired, as well as to furnish any further information you may wish.

Hoping for a favourable consideration of my petition.

I am, dear sir,
Your obedient servant,

A. N. JAMIESON,
Mail Contractor.

To the Post Office Inspector,
Winnipeg.

We, the undersigned, approve of the present contractor carrying the mail between Lumsden and Marieton, Mr. A. N. Jamieson.

(55 names to this petition.)

LUMSDEN, ASSA., N.W.T., 4th March, 1895.

Application for Renewal of Contract.

DEAR SIR,—I have received your letter of the 27th ulto., in reply to my application for renewal of my contract for carrying the mails between Lumsden and Marieton.

Your reply reached me on Saturday, the 2nd inst., and I have the honour to submit you herewith the signatures of all the people I met with on my journey of that date, including those of the postmasters, in support of my application. I found every one most willing to testify in my favour.

I am, sir,
Your obedient servant,

A. N. JAMIESON.

The Post Office Inspector,
Winnipeg.

Private.

OTTAWA, 23rd March, 1895.

MY DEAR MR. DAVIN,—The Postmaster General wishes me to ask you whether you have any objections to the renewal for a further period of four years of the contract for the mail service between Lumsden and Marieton. The present contractor is Mr. A. N. Jamieson, whose application for renewal the Inspector recommends.

An early reply will oblige.

Yours faithfully,

N. F. DAVIN, Esq., M.P.,
Regina, N.W.T.

WM. WHITE.

Contracts for Mail Service.

OTTAWA, 19th April, 1895.

MY DEAR MR. DAVIN,—I have much pleasure in informing you that in accordance with your recommendation, I have authorized the renewal of Mr. A. N. Jamieson's contract for the mail service between Lumsden and Marieton for a further period of four years.

Yours faithfully,

N. F. DAVIN, Esq., M.P.,
House of Commons, Ottawa.

ADOLPHE P. CARON.

LUMSDEN, N. W. T., April 22nd, 1895.

(*Re* Mail Service between Lumsden and Marieton.)

DEAR SIR,—A short time ago I applied, through the Inspector at Winnipeg, for a renewal of my contract for this service, and forwarded signatures of the people on the route approving my application. As I see the advertisements are out inviting tenders for the service, I am afraid my request has not been granted, and I beg, therefore, respectfully to submit my case for your favourable consideration.

I have performed the duties of the service for the past five years under all emergencies without complaint, and, I believe, to the satisfaction of the Department. The little money I have is laid out in horses and vehicles, and I have had, to some extent, to neglect my farming, and am now more mail carrier than farmer.

The remuneration is already very low, and especially so under the failure of the crops, as I have had to purchase all the feed for my horses, but if it is considered that new tenders are necessary because the charge for the service is too high, I shall be most pleased to renew my contract under such terms as you may consider just. Requesting the favour of an early reply.

I have the honour to be,
Your humble servant,

ARTHUR N. JAMIESON,
Mail Carrier.

The Honourable,
The Postmaster General.

OTTAWA, 27th April, 1895.

SIR,—I have the honour to acknowledge the receipt of your letter of the 22nd inst. respecting your application for the renewal of your contract for the mail service between Lumsden and Marieton. In reply I am to say that the matter will be laid before the Postmaster General.

I am, &c.,

ARTHUR LINDSAY,
Superintendent.

Mr. A. N. JAMIESON,
Lumsden, Assa.

Olds and Red Lodge.

In this case the service was taken out of the hands of a contractor who was performing it to the satisfaction of the Department for \$120 per annum and given to another contractor at \$200 per annum. When the present Government was made aware of the facts, the contract at \$200 per annum was cancelled and tenders invited. A contract was obtained at \$135 per annum, and a saving effected of \$260 for the contract term.

The service went into operation on the 1st April, 1896, to provide for the exchange of mails for the newly established post office at Red Lodge. From the 1st April until the 15th May the service was performed by Mr. Wesley Bame at the rate of \$120 per annum, after that date the service was performed by Mr. T. O. Critchley at the rate of \$200 per annum.

Extract from a letter received at the Department in September, 1896.

“Inclosed is letter of Mr. Wesley Bame's dismissal from the mail service between Old and Red Deer Lodge. Mr. Bame is anxious to learn a reason for his being let out of this position when he is reliably informed that the party now carrying the mail is getting \$200 per annum for doing no more. He was not only discommoded financially by losing the job, but it happened just at a time when he also was compelled to put in a late crop, which of course suffered from this cause. Now Mr. Bame feels that if some just reason cannot be given for his dismissal, the job should be given out to the lowest bidder for the balance of the year.”

(Inclosure.)

POST OFFICE INSPECTOR'S OFFICE,
WINNIPEG, MAN., 15th April, 1896.

(Registered.)

DEAR SIR,—I beg to inform you that your contract for the Olds and Red Lodge —11 miles, twice per week, at \$120 per annum—mail service will be terminated by the Postmaster General on the 15th May proximo, one month from this date, of which please take notice and govern yourself accordingly.

Yours truly,

W. W. McLEOD,
Post Office Inspector.

Mr. WESLEY BAME,
Mail Contractor,
Olds, Alta.

POST OFFICE INSPECTOR'S OFFICE,
WINNIPEG, 26th October, 1896.

SIR,—With reference to your letter of the 21st inst., requesting me to explain why I terminated a temporary arrangement made with Mr. Wesley Bame for the mail service between Olds and Red Lodge, 11 miles, twice a week, at \$120 per annum, and entered into a new agreement with Mr. Thomas O. Critchley for the same service at the rate of \$200 per annum, and calling upon me to send to you any instructions or authority from the Department on the subject, I beg respectfully to inform you that the change was made under instruction, and to inclose herewith the letters from the Department bearing on the question. DPTG

I might add that tenders are being invited for a new contract for this service from 1st January next.

I have, &c.,

W. W. McLEOD,
Post Office Inspector.

The Honourable
The Postmaster General,
&c., &c., &c.,
Ottawa.

Contracts for Mail Service.

Private and Confidential.

(Inclosure.)

OTTAWA, 7th April, 1896.

MY DEAR INSPECTOR,—With reference to the inclosed, which please return, the Minister promised the service to Mr. Critchley at \$200 a year, and Mr. Critchley left Ottawa with that understanding. I am afraid that you will have to terminate the agreement you have already made and place the service in Mr. Critchley's hands at \$200 a year. It is a little awkward, but the Postmaster General cannot break faith with Mr. Critchley. Please return his letter.

Yours faithfully,

WM. WHITE.

W. W. McLEOD, Esq.,
Post Office Inspector,
Winnipeg, Man.

Pigeon Lake and Winnipeg.

This contract was awarded without tender at \$465 per annum, while there was in the Department a tender at \$390 per annum, the loss being \$300 for the term.

The service was let by tender from the 1st July, 1889, the contract having been awarded to the lowest tenderer, Mr. Thomas Foulds, at the rate of his tender, \$465 per annum. Prior to the termination of his contract on the 30th June, 1893, tenders were invited for a new contract, due to be opened on the 12th May. On the 5th May authority issued for the withdrawal of the notices inviting tenders and the renewal of Mr. Foulds' contract.

The following tenders were received but not considered :—

D. Todd	\$ 390 00	per annum.
W. F. Ross	412 00	“
W. Pruden	416 00	“
M. Peebles	425 00	“
J. Little	425 00	“
W. P. Sinclair	429 00	“
T. Breeland	440 00	“
W. F. Lane	450 00	“
A. McDougall	450 00	“
J. H. Braden	450 00	“
W. J. Buxton	460 00	“
T. Foulds	465 00	“
A. Gauvrin	484 00	“
P. Charette	600 00	“

CORRESPONDENCE.

WINNIPEG, MAN., 22nd April, 1893.

DEAR SIR ADOLPHE,—Mr. Thomas Foulds, who for the last four years has had the contract for carrying the mail between Winnipeg and Pigeon Lake, is applying to have his contract, which expires on the 1st of July next, renewed, and I hope you will be able to see your way to consider his application favourably. He has, I am told, performed his duties well and to the satisfaction of the Post Office Inspector, and as he is both a good fellow, a strong Conservative and a very energetic supporter of mine, I should like to see him receive generous treatment.

Please do what you can for him and by so doing oblige,

Yours very truly,

HUGH J. MACDONALD.

The Hon. Sir ADOLPHE CARON,
Postmaster General,
Ottawa, Ontario.

OTTAWA, 6th May, 1893.

MY DEAR MR. MACDONALD,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 22nd ult., I have authorized the renewal of Mr. Thomas Foulds' contract for the mail service between Pigeon Lake and Winnipeg for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

H. J. MACDONALD, Esq., M.P.,
Winnipeg, Man.

WINNIPEG, 6th May, 1893.

DEAR SIR,—As my time is about to expire with the Winnipeg and Pigeon Lake mail contract, and as I am putting in another tender I hope you will favourably consider it, as I have served the public and the Government with perfect satisfaction, and if you see fit to let me have it for another term I will do in the future as I have done in the past. As I am not raising my tender any and the mails are accumulating every year, and the distance to travel per day, I am not able to lower my tender any, but all I ask is a favourable consideration.

Your obedient servant,

THOMAS FOULDS,

Mail Carrier.

To the Postmaster General.

Wolseley and Railway Station.

This contract was let without tenders at \$200 per annum, while there was in the Department a tender at \$120, the loss being \$320 for the term.

The service was let by tender from the 1st April, 1891, the contract having been awarded to the lowest tenderer, Mr. James P. Dill, at the rate of his tender, \$200 per annum.

Prior to the termination of this contract, on the 31st March, 1895, tenders were invited, due to be opened on the 15th February. On the 4th February instructions issued for the withdrawal of the notices inviting tenders, and for the renewal of Mr. Dill's contract for a further term at the same rate.

The following tenders were received but not considered :—

A. McAlouen.....	\$120 00
James P. Dill.....	200 00

CORRESPONDENCE.

WOLSELEY, 18th January, 1895.

MY DEAR SIR,—I saw a notice to-day calling for tenders to convey the mail from the Wolseley post office to the train. To-day was the first time I saw the notice. I at once called upon Mr. Dill, who always has had the contract, and asked him if he was going to give it up. He said "No," but you had called for tenders. The trains both pass in the night, and it is most important that this duty be performed by a most reliable person, and as Mr. Dill is willing to continue the service at the same price that he has heretofore done the work for, I would like for you to continue him in that position. This is an important post office, and as we have no bank in the town, you can understand that the mail matter is often valuable, and we do not want only reliable and trustworthy people in charge of it, and as the office and mail have been well looked after so far, which is of more importance to the people than a few dollars,

Contracts for Mail Service.

even if some person could be found to do the work for less, which is doubtful, as it is all to be done between 9.20 o'clock p.m. and 5 o'clock a.m.

I trust, therefore, you will continue Mr. Dill in this duty, and oblige.

Yours faithfully,

W. D. PERLEY.

Col. WHITE,
Deputy Postmaster General,
Ottawa.

OTTAWA, 4th January, 1895.

MY DEAR SENATOR PERLEY,—I have much pleasure in informing you that in accordance with the recommendation contained in your letter of the 18th ultimo, I have authorized the renewal of Mr. J. P. Dill's contract for the mail service between Wolseley and station for a further period of four years.

Yours faithfully,

ADOLPHE P. CARON.

The Honourable
W. D. PERLEY, Senator,
Wolseley, N.W.T.

CONTRACTS.

LIST containing all the Contracts for Mail Service made during the year, which ended in July, 1896, distinguishing those let without tender from those let by tender.

All the contracts are for four year terms, except those marked with an *, which are for one year, and those marked **, which are terminable at the Postmaster General's pleasure. As these were by the practice of the Department allowed to run for four years, they have been considered as such. The amounts set opposite the names of the contracts are for the full terms.

ONTARIO.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Addison and Bell's Crossing.....		1,440 00
Adolphustown and Napanee.....	1,900 00	
Albury and Rednersville.....		300 00
Alexandria and Railway Station.....		450 72
Alfred and Montebello.....	800 00	
Allanburg and Railway Station.....	384 00	
Allan Park and Lamlash.....	420 00	
Allenford and French Bay.....		480 00
Allensville and Changing Post.....	626 00	
Almonte and Clayton.....	720 00	
Almonte and Carleton Place Station.....		760 00
Almonte and Railway Station.....	801 28	
Alport and Bracebridge.....	461 76	
Althorpe and Maberly.....	279 00	
Alton and Railway Station.....	475 76	
Amaranth Station and Railway Station.....		160 00
Angus and Baxter.....		675 00
Angus and Railway Station.....		480 00
Anson and Railway Station.....	180 00	
Ansonia and Thessalon.....	196 00	
Anten Mills and Railway Station.....		440 00
Antioch and Grassmere.....	260 00	
Appin and Glen Willow.....		380 00
Appin and Mayfair.....		360 00
Apto and Phelpsston Railway Station.....	538 36	
Arden and Elm Tree.....	135 20	
Arden and Railway Station.....	140 00	
Arden and Tamworth.....		500 00
Ardtree and Orillia.....	440 00	
Arthur and Metz.....	340 00	
Arthur and Railway Station.....		500 00
Ashdown and Bear Cave.....	160 00	
Athens and Brockville.....	1,396 00	
Athens and Oak Leaf.....	788 00	
Athens and Railway Station.....	196 00	
Atkinson and Washburn.....	240 00	
Auburn, Blyth and St. Augustine.....		1,500 00
Aultsville and Bush Glen.....	400 00	
Aultsville and East Williamsburg.....		300 00

Contracts for Mail Service.

ONTARIO—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Avening and Railway Station.....	560 00	
Avon, Putnam and Railway Station.....		1,400 00
Aylmer West and Dunboyme.....		2,000 00
Baden and Wellesly.....		1,400 00
Bala and Sahanatien.....	208 00	
Balaclava and Owen Sound.....	776 00	
Balderson and Preston Vale.....	280 00	
Baldwin and Railway Station.....	250 40	
Ballinafad and Georgetown.....		1,000 00
Balsam Lake and Victoria Road.....		288 00
Bancroft and Wood.....	144 00	
Banda and Railway Station.....		840 00
Banner and Putnam.....	180 00	
Barclay and Railway Station.....	200 00	
**Bark Lake and Barry's Bay.....		600 00
Barrie and Hillsdale.....	1,500 00	
Barrie and Midhurst.....		640 00
Barrie Island and Gore Bay.....		400 00
**Barry's Bay and Railway Station.....		250 40
Bath and Stella.....	1,402 24	
Bayfield and Seaforth.....		1,260 00
Bayham and Ingersoll.....	1,580 00	
Bearbrook and Canaan.....		680 00
Bearbrook and Railway Crossing.....		420 00
Bearbrook and Sarsfield.....		560 00
Becher and Terminus.....	240 00	
Beckstead and Dunbar.....	464 60	
Bedford Park and Toronto.....	1,080 00	
Bedford Mills and Newboro'.....	300 00	
Belfast and Lanes.....		400 00
Belfountain and Railway Station.....	800 00	
Belgrave and Railway Station.....		528 00
Belgrave and Sunshine.....		280 00
Belle River and Byrnedale.....		220 00
Belleville and Albert College.....		100 00
Belleville and Belleville Station Post Office.....		300 00
Belleville and Midland Railway Station.....		1,565 00
Belleville and Street Letter Boxes.....		1,000 00
Bellingham and Iron Bridge.....	520 00	
Berkley and Railway Station.....		320 00
Berlin and Cross Hill.....		1,440 00
Berlin and Railway Station.....		300 48
Big Point and Dover South.....	276 00	
Blackburn and Orleans.....	220 00	
Black River Bridge and Picton.....	556 00	
Blackwater and Railway Station.....	250 40	
Blandford and Railway Station.....	144 00	
Blenheim and Morpeth.....	1,639 16	
Bloomsburg and Waterford.....	288 00	
Bluevale and Railway Station.....		556 00
Bobcaygeon and Lindsay.....	1,800 00	
Bothwell and Florence.....		948 00
Bowmanville and Railway Station.....	140 00	
Bracebridge and Point Kaye.....	304 00	
Bracebridge and Railway Station.....		447 00
Bracebridge and Wharf.....	187 80	
Brackenrig and Port Carling.....	156 00	
Bracondale and Bloor Street Branch.....	560 30	
Bradford and Railway Station.....		300 00
Bradshaw and Bridgen.....	392 00	
Brae Lake and Uplands.....	128 00	
Braeside and Railway Station.....	200 00	
Brantford and Harley.....		1,440 00
Brantford and Railway Station (T. H. & B.).....	150 24	
Breadalbane and Vankleek Hill.....	300 00	
Brechin and Udney.....	520 00	
Brewster and Parkhill.....	1,276 00	
Brockville and Railway Station (C. P. R.).....		563 40

ONTARIO—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Brockville and Railway Station (B. & W. R.).....	344 00	
Brockville and Street Letter Boxes.....		600 00
Brodie and Glen Robertson.....	760 00	
Brooke and Wemyss.....		280 00
Brougham and Whitby.....		1,600 00
Brussels and Seaforth.....	700 00	
Brussels and Wroxeter.....	1,000 00	
Burgessville and Oriel.....	560 00	
Burgessville and Railway Station.....	200 00	
Burketon Station and Railway Station.....	300 00	
Burk's Falls and Dunchurch.....	960 00	
Burritt's Rapids and North Montague.....	208 00	
Byng Inlet and French River.....	880 00	
Byng Inlet and Parry Sound.....	1,600 00	
Cache Bay and Railway Station.....	300 00	
Caintown and Mallorytown.....	1,160 00	
Calabogie and High Falls.....	240 00	
Caldwell and Caledon.....		832 00
Caledonia and Six Nations.....	320 00	
Calvin and Mattawa.....	360 00	
Camilla and Granger.....	272 00	
Canfield, Darling Road and Warner.....	780 00	
Carleton West and Railway Station.....	480 00	
Cargill and Railway Station.....		500 00
Cashtown and Cremore.....	400 00	
Casselman and Crysler.....		1,176 00
Castlemore and Kleinburg Station.....		1,000 00
Cayuga and Gypsum Mines.....	396 00	
Cayuga and Kohler.....		300 00
Chantry and Delta Station.....	984 00	
Chapleau and Railway Station.....	340 00	
Chard and Pendleton.....	240 00	
Chatham and Louisville.....	480 00	
Chatham and Railway Station.....	960 00	
Chatsworth and Railway Station.....	450 72	
Chelmsford and Railway Station.....	400 00	
Cheltenham, Railway Station and Campbell's Cross.....		1,196 00
Chiswick and Nosbonsing.....	240 00	
Christy's Lake and Elliott.....		200 00
Churchill and Lefroy Station.....		880 00
Clarendon Station and Plevna.....		1,330 00
Clayton and Rosetta.....		500 00
Clayton and Tatlock.....		672 00
Clear Creek and Cultus.....		800 00
Clifford and Huntingfield.....		300 00
Clinton and Summerhill.....	280 00	
Cobourg and Railway Station.....		187 20
Cobourg and Roseneath.....	1,596 00	
Colborne and Dundonald.....	588 00	
Colborne and Lakeport.....		720 00
Colborne and Warkworth.....		1,600 00
Colwell and Railway Station.....	250 40	
Combermere and Eganville.....		5,600 00
Commanda and Trout Creek.....	980 00	
Conn and Mount Forest.....		400 00
Copper Cliff and Sudbury.....	680 00	
**Cornwall and Street Letter Boxes.....		1,126 80
**Cornwall and Street Letter Boxes.....		1,126 80
Cornwall Centre and Mille Roches.....	272 00	
Cotswold and Elora.....		1,796 00
Courtwright and Railway Station.....	300 00	
Cowal and Iona Station.....	360 00	
Cranbrook and Moncrieff.....	120 00	
Cranworth and Portland.....	140 00	
Cremore and Railway Station.....		630 40
Croton and Dawn Mills.....	300 00	
Dacre and Esmonde.....		240 00
Dacre and Renfrew.....		1,120 00

Contracts for Mail Service.

ONTARIO—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Dashwood and Railway Station.....		1,156 00
Davenport and Railway Station.....	260 00	
Denville and Berriedale Changing Post.....	792 00	
**Deseronto and Street Letter Boxes.....		664 00
Desert and Stobie Railway Station.....	523 00	
Desert Lake and Hartington.....	416 00	
Dexter and Sparta.....		500 00
Diamond and Kinburn.....	380 00	
Dixon's Corners and Dundela.....		300 00
Douglas and Grattan.....	348 00	
Dorking and Newton.....		1,180 00
Drayton and Hollen.....	700 00	
Dresden and Railway Station.....	801 23	
Drew and Railway Station.....		363 08
Drumbo and Railway Station.....	380 00	
Dublin and Railway Station.....	360 00	
Dumblane and Paisley.....		360 00
Dunbar and Grantley.....		280 00
Duncan and Heathcote.....		320 00
Dundalk and Hopeville.....		1,152 00
Dundalk and Railway Station.....	500 80	
Dunnville and Wellandport.....	1,200 00	
Dunsford and Lindsay.....	294 00	
Dunroon and Railway Station.....		1,252 00
Dyer's Bay and Lion's Head.....	800 00	
Eagle River Station and Railway Station.....	100 00	
Ealing and The Gore.....	240 00	
Eastman's Springs and Piperville.....	186 40	
Eastman's Springs and Railway Station.....	220 00	
Ebert's and Railway Station.....	84 00	
Edgar's Mills and Railway Station.....	100 00	
Eddy's Mills and Oil Springs.....	400 00	
Eganville and Perrault.....	200 00	
Egbert and Catching Post.....	360 00	
Elgin and Railway Station.....	420 00	
Elia and Railway Station.....	280 00	
Elliott and Manion.....		200 00
Elmira and Glen Allan.....	996 00	
Elmira and Railway Station.....		400 64
Ennismore and Frankhill.....	264 00	
Erin and Guelph.....		1,800 00
Erinsville and Napanee.....		1,900 00
Ethel and Railway Station.....	680 00	
Falding and Railway Station.....	250 40	
Felton and Russell.....		200 00
Fermoy and Westport.....	500 00	
Fern Glen and Railway Station.....	187 20	
Fetherston and Parry Harbour.....		400 00
Fleetwood and Franklin.....	356 00	
Flesherton and Vandeleur.....	268 00	
Fonthill and North Pelham.....	1,136 00	
Foot's Bay and Glen Orchard.....	192 00	
Fordwich and Railway Station.....		450 72
Fordyce and Whitechurch.....		300 00
Fort William West and Railway Station.....	480 00	
Fowler's Corners and Best Station.....	280 00	
Franktown and Railway Station.....		600 00
Frankville and Railway Station.....		1,455 20
Freeman and Railway Stations.....	500 80	
Fuller and Thomasburg.....	200 00	
Fulton's Mills and Railway Siding.....	160 00	
Fyfield and Teeswater.....	240 00	
Galt and Street Letter Boxes.....		640 00
Gananoque and Wilstead.....	340 00	
Garry Owen and Owen Sound.....	672 00	
Germania and Uffington Road.....	340 00	
Georgetown and Railway Station.....	561 60	
Gladstone and Harrietsville.....	320 00	

ONTARIO—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	§ cts.	§ cts.
Glandine and Railway Station.....	312 00	
Glanford Station and Railway Station.....	275 44	
Glanmire and Millbridge.....	136 00	
Glastonbury and Northbrook.....	156 00	
Glenburnie and The Corners.....	360 00	
Glencoe and Kilmartin.....	380 00	
Glencoe and Strathburn.....	480 00	
Glen Major and Myrtle.....		896 00
Glenmore and Maitland.....	550 00	
Glen Robertson and North Lancaster.....	1,180 00	
Glen Robertson and Railway Station.....	364 00	
Glenvale and Sharpton.....	240 00	
Godfrey and Sangster.....	200 00	
Goldfield and South Finch.....	260 00	
Goldstone and Railway Station.....	500 80	
Goring and Rocklyn.....	280 00	
Gormley and Unionville.....	1,176 00	
Goulais Bay and Sault Ste. Marie.....		936 00
Gowanstown and Railway Station.....		232 00
Granthurst and St. Mary's.....	240 00	
*Gravenhurst and Glen Orchard.....		208 62
Gravenhurst and Walker's Point.....	580 00	
Greenbank and Blackwater Junction.....	600 00	
Green Bay and Sheguindah.....	280 00	
Green Point and Picton.....	312 00	
Green Valley and St. Raphael West.....	756 00	
Grenfel and Railway Station.....	312 00	
Griffith and Matawatchan.....	520 00	
Grimsby and Smithville.....	2,100 00	
Guthrie and Oro Station.....	500 00	
Haldane Hill and Novar.....		740 00
Haliburton and Wicksteed.....	220 00	
Hall's Glen and Warsaw.....	260 00	
Harley and New Durham.....		528 00
Harriston and Railway Station.....	1,101 76	
Hazeldean and Stittsville.....	600 00	
Hepworth and Railway Station.....		600 96
Highgate and Railway Station.....	1,051 68	
Hillier and Rosehall.....	312 00	
Holland Centre and Railway Station.....	596 00	
**Hopefield and Wilno.....		400 00
Hopetown and Lanark.....	296 00	
Hubrey and Railway Station.....	312 00	
Huntsville and Railway Station.....	225 36	
Innholmes and Orrville.....	800 00	
Islington and Railway Station.....	375 60	
Ivy Lea and Lansdowne.....	480 00	
Jeannette's Creek and Railway Station.....	160 00	
Jellyby and Railway Station.....	200 00	
Jocelyn and Marksville.....	240 00	
Johnston's Mills and Zurich.....		196 00
Katrine and Orange Valley.....	160 00	
Kearney and Elmsdale.....		400 00
Keene and Railway Station.....		476 00
Kemptville and Merrickville.....		2,291 68
Kemptville and Railway Station.....		1,089 24
Kenilworth and Railway Station.....	320 00	
Keswick and Roach's Point.....		520 00
Killalea and Leslie Railway Station.....	375 60	
Killyleagh and Thornton.....		200 00
Kilmarnock and Smith's Falls.....	388 00	
Kincardine and Port Elgin.....	2,468 00	
Kincardine and Railway Station.....		1,200 00
Kingsmill and Mapleton.....		680 00
Kingston, Barriefield and Portsmouth.....		1,240 00
Kingston and Newboro'.....	3,136 00	
Kippen and Railway Station.....	500 80	
Kirkwall and Rockton.....	592 00	

Contracts for Mail Service.

ONTARIO—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Knapdale and Newbury.....	220 00	
Lakefield and Railway Station.....		561 60
Lake Talon and Ruther Glen Station.....	240 00	
Lanark and Middleville.....	628 00	
Lanark and Perth.....		256 00
Lansdowne and Sand Bay.....		844 20
Lavant Station and Ompah.....	680 00	
Lawrence Station and Railway Station.....	488 28	
Layton and Blackwater Station.....		390 00
Leinster and Roblin.....	192 00	
Lemonville and Stouffville.....	536 00	
Leskard and Newcastle.....		1,200 00
Leskard and New Park.....		190 00
Lisbon and Wellesley.....		240 00
Lisgar and Trafalgar Station.....	340 00	
Lockton and Railway Station.....		340 00
London and London East.....		576 00
London and Lucan.....		1,596 00
Longwood and Osman.....		309 84
Loring and Stopping Place.....	1,300 00	
Lowville and Milton.....		800 00
Luskville and Railway Station.....	260 00	
Lyn and Railway Station (G. T. Stn.).....	220 00	
Lyn and Railway Station (B. & W. Stn.).....	240 00	
Lyndhurst and Railway Station.....	320 00	
Madoc and Eldorado Railway Station.....		1,600 00
Mallorytown and Poole's Resort.....	318 00	
Mallorytown and Sherwood Springs.....	327 00	
Malta and Severn Bridge.....	240 00	
Mansewood and Railway Station.....		200 00
Maple Lodge and Railway Station.....	240 00	
Markdale and Railway Station.....	196 00	
Marksville and Tenby Bay.....	215 00	
Massey Station and Railway Station.....	300 48	
Maxville and Railway Station.....	300 00	
Merrickville and Railway Station.....	340 00	
Merritt and Varney.....		320 00
Midland and Railway Station.....	628 00	
Midland and Vasey.....		576 00
Millbank and Railway Station.....		400 64
Millbridge and Railway Station.....	320 00	
Minesing and Railway Station.....	287 96	
Mohawk and Railway Station.....	200 32	
Moira and Railway Station.....		700 00
Mono Centre and Orangeville.....		1,781 60
Montrose and Port Robinson.....	416 00	
Moore and Railway Station.....	200 00	
McCorefield and Treacastle.....	400 00	
Moose Creek and Railway Station.....		400 00
Morewood and South Indian Station.....		1,872 00
Morrisburg and Waddington, N.Y.....	300 00	
Mountain and Vancamp.....		560 00
Mount Forest and Railway Station.....	540 00	
Mount Horeb and Reaboro'.....		400 00
Mull and Railway Station.....	320 00	
Napier and Rokeby.....	240 00	
Newboro' and Railway Station.....	199 00	
Newboro' and Smith's Falls.....	1,876 00	
Newcastle and Orono.....		620 00
New Dublin and Railway Station.....		300 00
Niagara and Niagara Falls.....	1,760 00	
Nipissing and Powassan.....		920 00
Nipissing Junction and Railway Station.....	250 40	
North Augusta and Prescott.....	596 00	
North Bay and Railway Station.....	1,166 88	
Norwich and Railway Station.....	480 00	
Norwood and Stony Lake.....	500 00	
Norwood, Warkworth and Railway Station.....	1,840 00	

ONTARIO—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	§ cts.	§ cts.
Nottawa and Railway Station.....	400 64	
Novar and Swindon.....	260 00	
Oakdale and Rutherford.....	520 00	
Oil City and Railway Station.....		375 60
Oil City and Wheeler.....		416 00
Orillia and Railway Station.....	964 04	
Orillia and Street Letter Boxes.....	660 00	
Oshawa and Railway Station.....	160 00	
Ottawa and Ottawa East.....	300 09	
Overton and Roblin.....	192 00	
Owen Sound and Tara.....	1,340 00	
Paris and Street Letter Boxes.....	294 00	
Parry Sound and Railway Station.....	1,001 60	
Parry Sound and Shebeshekong.....	400 00	
Pembroke and Stafford.....		800 00
Penetanguishene and Railway Station.....	299 44	
Perth and Playfair.....		1,600 00
Perth and Railway Station.....		973 44
Perth and Tennyson.....		230 00
Phelpston and Railway Station.....	169 0)	
Phillipston and Plainfield.....		300 00
Picton and Port Milford.....	996 00	
Picton and Solmesville.....		1,192 00
Picton, West Point and West Lake.....		660 00
Pine Grove and Woodbridge.....		220 00
Poplar Dale and Rydal Bank.....	416 00	
Port Cockburn and Trout Lake.....	160 00	
Port Credit and Railway Station.....	313 00	
Port Dalhousie and Railway Station.....	500 00	
Port Franks and Thedford.....		358 00
Port Hope and Railway Station.....		100 00
Port Hope and Street Letter Boxes.....		800 00
Portland and Crosby Station.....	536 00	
Port Lock and Stoble Station.....	160 00	
Port Perry and Shirley.....	320 00	
Pottersburg and Railway Station.....	200 32	
Ravenshoe and Railway Station.....		600 00
Renton and Tyrrell.....		208 00
Renwick and Romney.....	200 00	
Richard's Landing and Sea Gull.....	204 00	
Richmond West and Stapledon.....		320 00
Ridgetown and Railway Station.....	1,001 60	
Ripley and Railway Station.....	701 12	
Roach's Point and Lefroy Station.....	294 00	
Rockford and Railway Station.....		580 00
Rock Hill and Seguin Falls.....	300 00	
Rosseau and Stanley House.....	120 00	
Rosspport and Railway Station.....	96 00	
Ruscom Station and Railway Station.....	160 00	
Russell and Bearbrook Crossing.....		548 00
St. Jacob's and Railway Station.....		200 00
St. Joachim and Railway Station.....	492 00	
St. Thomas and Sparta.....	556 00	
Sadowa and Sebright.....	96 00	
Sarnia and Railway Station.....	596 00	
Seaforth and Railway Station.....		751 20
Sebringville and Railway Station.....		360 00
Seyern Bridge and Railway Station.....	480 00	
Shamrock and Whelan Lake.....	280 00	
**Sheedy and Ashdad Station.....		600 00
Sherkston and Railway Station.....	300 00	
Siloam and Uxbridge.....	536 00	
Skye and Greenfield Station.....	772 00	
Smithdale and Railway Station.....	200 32	
Smith's Falls and Railway Station.....	700 00	
Snake River and Railway Station.....	440 00	
Snelgrove and Railway Station.....	280 00	
Snyder and Stevensville Railway Station.....		500 00

Contracts for Mail Service.

ONTARIO--Concluded.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Sombra and Thornyhurst.....	162 24	
Soperton and Railway Station.....	250 40	
Southampton and Railway Station.....		640 00
South Bay Mouth and Tehkummah.....		600 00
South Indian and Railway Station.....	292 60	
Spencerville and Railway Station.....		320 00
Stanleydale and Yearleys.....	154 00	
Stratford and Street Letter Boxes.....		1,765 00
Strathburn and Wood Green.....	156 00	
Sunderland and Railway Station.....		376 00
Sundridge and Vavasour.....	376 00	
Tara and Railway Station.....		625 76
Tavistock and Railway Station.....	200 00	
Teeswater and Railway Station.....	480 00	
Teeterville and Windham Centre.....	420 00	
Thamesville and Railway Station.....		238 00
The Brook and South Indian Station.....	700 00	
Thessalon and Railway Station.....	400 64	
Thompson and Railway Station.....	120 00	
Thompsonville and Railway Station.....	440 00	
Thornhill and Toronto.....		996 00
Thornton and Railway Station.....		476 00
Townsend Centre and Waterford.....	260 00	
Trenton and Wooler.....		640 00
Trout Creek and Stopping Place.....		1,380 00
Turnerville and Railway Station.....	120 00	
Uthoff and Railway Station.....	575 60	
Utopia and Railway Station.....	325 52	
Uxbridge and Railway Station.....	400 64	
Vandecar and Woodstock.....	560 00	
Vanessa and Railway Station.....	540 00	
Vars and Railway Crossing.....	88 00	
Ventnor and Railway Station.....		360 00
Villiers and Railway Station.....	299 52	
Waterford and Railway Station.....	162 76	
Waterloo and Berlin Railway Station.....		1,400 00
Waterloo and Railway Station.....		368 00
Waverley and Railway Station.....		1,040 00
Welland and Street Letter Boxes.....	280 00	
Welland and Wellandport.....	1,357 96	
Wendover and Railway Station.....	680 00	
Weston Letter Box and Railway Station.....	160 00	
Westport and Railway Station.....	276 00	
Whitby and Railway Station.....	240 00	
White River and Railway Station.....	200 00	
**Wilno and Railway Station.....		600 00
Windham Centre and Railway Station.....	119 60	
Windsor and Canada Southern Railway Station.....		1,123 20
Wolverton and Railway Station.....	356 00	
Woodbridge and Railway Station.....		380 00
Worthington and Railway Station.....	250 40	
Wyebridge and Railway Station.....	696 00	
Wyevale and Railway Station.....	118 92	
Zimmerman and Railway Station.....	1,248 00	
Total.....	\$155,126 84	\$130,717 42

QUEBEC.

Abbotsford and Pauline.....	272 00	
Abercorn and Railway Station.....	320 00	
Acton Vale (C. P. & G. T. Stations).....	480 00	
Adamsville and Railway Station.....		296 00
Agnes and Three Lakes.....		176 00
Albanel and Normandin.....	120 00	

QUEBEC—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Allan's Mills and Railway Station.....	124 80	
Arthabaskaville and North Ham.....	1,294 92	
Arthabaskaville and Railway Station.....	352 00	
Arundel and Lost River.....		420 00
Arundel and St. Jovite.....		800 00
Baldwin's Mills and Corliss.....		360 00
Baillargeon and Craig's Road Station.....	240 00	
*Barachois de Malbaie and Point St. Peter (1895).....		240 00
*Barachois de Malbaie and Point St. Peter (1896).....		240 00
Beaubien and Cap St. Ignace.....	100 00	
Beauharnois and St. Etienne.....		748 00
Beaurivage and Parkhurst.....	260 00	
Bedford and Pearceston.....	1,000 00	
Beech Grove and Quyon.....	360 00	
Belair and Railway Station.....	240 00	
*Bersimis anr Moisie.....		1,160 00
Bic and Railway Station.....	144 00	
Billerica and Railway Station.....	140 00	
Birchton and Railway Station.....		200 00
Blanchet and St. Lambert de Lévis.....		140 00
*Bolton Centre, Knowlton and Tuck's Landing.....		700 00
Bonaventure Island and Percé.....	316 00	
Brigham and Railway Station.....		192 00
Bristol and Glengyle.....		800 00
Britonville and Morin Flats.....		192 00
Brome Centre, Gilman and West Brome.....	608 00	
Bryson and Portage du Fort.....		800 00
Bryson and Railway Station.....		780 00
Cacouna and Railway Station (Cacouna).....		596 00
Cacouna and Railway Station (St. Arsène).....		1,000 00
Caldwell and Glengyle.....		200 00
Caldwell and Weirstead.....		140 00
Caldwell's Mills and Railway Station.....	240 00	
Calumet Island and Dunraven.....	236 00	
Cantley and Lucerne.....	500 00	
**Caplin River and Musselyville.....		240 00
Cap St. Ignace and St. Apolline.....	416 00	
Cascades and Railway Station.....	240 00	
Castlebar and Danville.....		700 00
Cedars and Railway Station.....	388 00	
Champigny and Railway Station.....	400 00	
**Chapeau and Waltham.....		1,200 00
Charlemagne and Montreal.....	2,200 00	
Chartierville and La Patrie.....	360 00	
Chelsea and Railway Station.....	160 00	
Chicoutimi and Tremblay.....	340 00	
Clapham and Inverness.....		624 00
Coaticook and North Coaticook.....	340 00	
Coaticook and Rock Island.....	1,800 00	
Collfield and Railway Station.....	200 00	
Compton and Martinville.....	720 00	
Compton and Railway Station.....	76 00	
Corliss and Railway Station.....	100 00	
Coteau du Lac, Coteau Landing and Station.....	360 00	
Craig's Road Station and Station.....	96 00	
Cranbourne and Frampton.....		840 00
Dalesville and Lachute.....	720 00	
Danby and St. Christine.....	480 00	
Danville and St. George de Windsor.....	1,080 00	
Denison's Mills and St. Cyr.....	320 00	
Dewittville and Railway Station.....	400 00	
Dixville and Railway Station.....		240 00
Dunboro and Sweetsburg Railway Station.....	560 00	
Dundee and Railway Station.....	400 00	
Eardley and Railway Station.....	384 00	
East Templeton and Railway Station.....	520 00	
*Egg Island and Pointe aux Anglais.....		50 00
Egypte and St. Ephrem d'Upton.....	600 00	

Contracts for Mail Service.

QUEBEC—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Elmside and Railway Station.....		500 00
*Esquimaux Point and Moisie.....		475 00
*Esquimaux Point and Natashquan.....		200 00
Farnham and Railway Stations.....		520 00
Fontenelle and Gaspé Basin.....	160 00	
Fort Coulonge and Railway Station.....		280 00
Fortin and Matane.....		440 00
Frampton and St. Hénédine.....	1,200 00	
Freighsburg and St. Armand Railway Station.....		1,348 00
Frost Village and Waterloo.....	384 00	
Fulford and Laroche.....	196 00	
Gaspé Basin and Grande Grève.....		1,792 00
Girard and Railway Station.....		96 00
Glengyle and Railway Station.....	80 00	
Gould and Red Mountain.....		160 00
Granby and Railway Station.....	400 00	
Grand Baie and L'Anse St. Jean.....		920 00
*Grand Pabos and Ste. Adelaide de Pabos (1895).....		120 00
*Grand Pabos and Ste. Adelaide de Pabos (1896).....		120 00
Greenshields and St. Cyr.....	220 00	
Heyworth and Railway Station.....		320 00
High Rock and Notre Dame du Laus.....	640 00	
Holland's Mills and Chalfoux Point.....	208 00	
Howick and St. Chrysostôme.....	1,200 00	
Huberdeau and Rockaway Valley.....		240 00
Hull and Street Letter Boxes.....	422 00	
Huntingdon and Railway Station.....		576 00
Iberville and Railway Station.....	600 00	
Inverness and Ste. Julie Station.....	880 00	
Iron Hill and West Shefford.....		760 00
Ironsides and Railway Station.....	160 00	
Isle aux Coudres and St. Paul's Bay.....		800 00
Isle Perrot and Ste. Anne.....		740 00
Isle Verte and St. Paul de la Croix.....	520 00	
Kelso and Trout River Station.....	476 00	
Kirk's Ferry and Railway Station.....	120 00	
Kiskisink and Railway Station.....	80 00	
L'Acadie and Railway Station.....	360 00	
Lachevrotière and Railway Station.....	120 00	
Lachine Locks and Railway Station.....	300 00	
Lachute and Shrewsbury.....	561 60	
La Conception and Railway Station.....	216 00	
Lac Rond and Ste. Emile de Suffolk.....	160 00	
Lake Beauport and Quebec.....		600 00
Lake Etchemin and Langevin.....		1,160 00
Lake Etchemin and Standon.....		1,080 00
Lamartine and Railway Station.....	240 00	
Lambton and St. Samuel de Gayhurst.....	1,492 00	
Lambton and Stornoway.....	1,000 00	
Landvilla and Railway Station.....	240 00	
L'Anse au Foin and Tremblay.....	600 00	
La Patrie and Notre Dame des Bois.....		720 00
La Petite Rivière and St. Cassien des Caps.....		880 00
Laval and Quebec.....	320 00	
Lennoxville (C. P. R. & G. T. R. Stations).....	120 00	
Lennoxville and Milby.....	600 00	
Lennoxville and Spring Road.....	208 00	
Leopold and Shrewsbury.....		240 00
Lime Ridge and Marbleton.....		200 00
L'Islet and Railway Station.....		500 00
Lorette and Railway Station.....	168 00	
*Lourdes de Blanc Sablon and Natashquan.....		350 00
Low and Railway Station.....		640 00
Mabel and Staynerville.....	120 00	
Mailhoit and Ste. Sophie de Mégantic.....	208 00	
Malvina and Railway Station.....	192 00	
Maniwaki and Gracefield Railway Station.....		8,680 00
Maria and Maria East.....		300 00

QUEBEC—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Matane and Ste. Anne des Monts.....	2,592 00	
Melbourne and Richmond Station.....	920 00	
Melbourne and Upper Melbourne.....		400 00
Miguasha and St. Jean l'Evangeliste.....	152 00	
Mille Isles and St. Jérôme.....		510 00
Montaubon and Railway Station.....	240 00	
Montmagny and Railway Station.....	288 00	
Montmagny and Railway Station.....		400 00
Montmorenci Falls and Montmorenci Village.....	140 00	
Montreal and Mount Royal Vale.....	1,200 00	
Montreal and St. Leonard de Port Maurice.....		1,224 00
Montreal South and Railway Station.....	160 00	
Montreal West and Railway Station.....	240 00	
Moore's Station and Railway Station.....	96 00	
Morehead and Railway Station.....	40 00	
Morigeau and St. François.....	160 00	
Mount Carmel and Railway Station.....	388 00	
Mount Johnston and Versailles.....	600 00	
Murray Bay and St. Agnes.....		560 00
Murray Bay and Steamer Landing.....		988 00
Napierville and Stottville.....	1,080 00	
*Newport and Newport Point (1895).....		120 00
*Newport and Newport Point (1896).....		120 00
North Hatley and Railway Station.....	280 00	
North Onslow and O'Connell.....		320 00
North Onslow and Quyon.....		440 00
North Onslow and Rutledge.....	148 00	
Notre Dame du Portage and Railway Station.....	476 00	
Notre Dame de Lévis and Villemay.....		240 00
Notre Dame de Rimouski and Railway Station.....	300 00	
Ormstown and Railway Station.....		576 00
Paquette and Railway Station.....	400 00	
Parc Laval and Railway Station.....	60 00	
Parkman and Portage du Fort.....	140 00	
Pointe aux Trembles and Quebec.....		1,976 00
Pointe Bleue and Roberval.....	340 00	
Pointe Gatineau and Quinnville.....	220 00	
Pointe Gatineau and Railway Station.....	420 00	
Pont du Sault and Pont Viau.....	200 00	
Portage du Fort and Haley Station.....		1,248 00
Portage du Fort and Ross.....	260 00	
*Port Daniel East and Port Daniel West (1895).....		240 00
*Port Daniel East and Port Daniel West (1896).....		240 00
Price and St. Octave Station.....	280 00	
Rapides des Joachim and Rowanton.....	1,400 00	
Rimouski and Railway Station.....		736 00
Ripon and St. André Avellin.....		700 00
Risborough and St. Samuel de Gayhurst.....	200 00	
Rivière au Doré and St. Félicien.....	288 00	
Rivière du Loup and Railway Station.....		3,117 12
Rivière du Loup and Steamer Landing.....		340 80
Rivière du Loup and Street Letter Boxes.....		520 40
Robertson Station and Railway Station.....	160 00	
Robertson Station and Sacre Cœur de Marie.....		744 00
Robinson and Railway Station.....		280 00
Roxton East and Roxton Falls.....		240 00
Roxton Falls and Railway Station.....	160 00	
Ste. Agathe des Monts and Ste. Lucie.....	592 00	
St. Alexandre and Railway Station.....	220 00	
St. Alexandre de Kamouraska and Railway Station.....	240 00	
St. Alphonse and Ste. Beatrix.....	280 00	
St. Barthélemi and St. Edmond.....	196 00	
Ste. Claire and St. Malachie.....		1,072 00
Ste. Cyrille de l'Islet and Railway Station.....		600 00
St. Dominique and St. Hyacinthe.....	1,100 00	
Ste. Emélie de l'Energie and St. Jean de Matha.....	700 00	
Ste. Emélie de l'Energie and St. Michel des Saints.....	1,600 00	
St. Evariste de Forsyth and St. Hilaire.....		180 00

Contracts for Mail Service.

QUEBEC—*Concluded.*

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
St. François, Montmagny and Railway Station.....	448 00	
St. Gabriel de Rimouski and Ste. Luce Station.....		592 00
St. Gedéon and Railway Station.....	162 24	
St. Gervais and St. Lazare.....		716 00
St. Hilaire Station and St. Jean Baptiste de Rouville	472 00	
St. Hugues and St. Marcell.....	480 00	
St. Isidore and Railway Station.....		432 00
St. Jacques le Mineur and St. Philippe.....	712 00	
St. Jean Port Joli and Railway Station.....		640 00
St. Johns and Railway Station.....	933 92	
St. Lambert and Railway Station.....	144 00	
St. Louis le Bon and Railway Station.....		160 00
Ste. Louise and Railway Station.....	192 00	
Ste. Luce and Railway Station.....	560 00	
St. Malachie and Standon.....	900 00	
Ste. Martine and Railway Station.....		420 00
St. Mathieu and Railway Station.....		632 00
St. Modeste and Railway Station.....		460 00
St. Pacôme and Railway Station.....	500 00	
St. Paul's Bay and Steamer Landing.....	384 00	
St. Philippe and Railway Station.....	288 00	
St. Pierre, Montmagny and Railway Station.....	300 00	
St. Placide and St. Scholastique.....		1,200 00
St. Rémi de Tingwick and Warwick.....	1,100 00	
*St. Robert and Railway Station.....		120 00
St. Roch de Québec and Stadacona.....	200 00	
St. Scholastique and Railway Station.....		320 00
Ste. Sophie, Somerset and Maple Grove.....		1,400 00
St. Stanislas and Valleyfield.....		880 00
St. Thècle and Railway Station.....	190 00	
St. Valier and Railway Station.....		400 00
Shawville and Railway Station.....		300 00
Somerset and Street Letter Boxes.....	100 00	
**Sorel and Railway Station.....		320 00
South Stukely and Railway Station.....		240 00
Stornoway and Tolsta.....		220 00
Sutton and Railway Station.....		192 00
Tadousac and Steamer Landing.....	231 60	
Témiscouata and Railway (Side Services).....		7,600 00
Titus Station and Railway Station.....	200 00	
Vaudreuil and Railway Station.....		120 00
Vinton and Railway Station.....	580 00	
Wakefield and Railway Station.....	200 00	
**Waltham and Railway Station.....		626 00
Waterloo and Railway Station.....	640 00	
West Shefford and Railway Station.....	200 00	
Total.....	\$65,452 48	\$75,953 32

NOVA SCOTIA.

Alder River and Main Post Road.....	100 00	
Alton and Railway Station.....	125 20	
Annapolis and Granville Ferry.....		1,000 00
Annapolis and Railway Station.....		783 36
Anthony's Line and Scotch Village.....		220 00
Antigonish and Sherbrooke.....		4,477 20
Arcadia and East Chebogue.....	132 00	
Ardoise Hill and Newport Station.....		540 00
Arichat and Robins.....	280 00	
Athol and Railway Station.....	400 64	
Baccaro and Port La Tour.....		156 00
Baddeck Bay and Rear Baddeck Bay.....		100 00
Baddeck and Upper Settlement Baddeck River.....	316 00	
Baddeck and Upper Settlement Middle River.....		607 56

NOVA SCOTIA—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Baker Settlement and Greenfield.....		460 00
Banks Broad Cove and Sight Point.....		80 00
Barrington Passage and Cape Sable Island.....	1,200 00	
Barss' Corners and S. Moore's.....		159 00
Battery Hill and Railway Station.....	216 00	
Baxter's Harbour and Sheffield Mills.....		236 68
Bay St. Lawrence and Englishtown.....		6,500 00
Beaulx and St. Andrews.....	120 00	
Bear River (W. S.) and Lansdowne.....	312 00	
Beatonville and Cape Mabou.....	96 00	
Beaver River Corner and Cedar Lake.....		160 00
Bedford Basin and Railway Station.....	613 48	
Beech Hill and Chester Basin.....		200 00
Berwick and Railway Station.....		200 00
Big Intervale, Cape North and Cape North.....	280 00	
Big Island and Merigomische.....	236 00	
Big Lorraine and Sydney.....	2,400 00	
Big Tracadie and Mattie.....	280 00	
Black Branch and Meadowvale Station.....	280 90	
Black Rock and Parrsboro'.....		260 00
Blanche and Cape Negro.....		560 00
Blandford and Hubbard's Cove.....		1,300 00
Blockhouse and Maitland Forks.....		128 00
Blockhouse and Railway Station.....		400 00
Blomidon and Lower Blomidon.....	120 00	
Blue Mountain and New Glasgow.....		4,370 28
Boularderie and Point Clear.....	295 44	
Boylston and Milford Haven Bridge.....	276 00	
Brickton and Lawrencetown.....		100 00
Bridgetown and Granville Ferry.....		1,248 00
Bridgetown and Lawrencetown.....		260 00
Bridgetown and Parker's Cove.....		576 00
Bridgewater and Railway Station.....	500 00	
Bridgewater and Shelburne.....		22,902 08
Bridgewater and Stanley Section.....	396 00	
Briley's Brook and Railway Station.....	313 00	
Broad Cove Mines and Lock Leven.....		180 00
Brookfield and Forest Glen.....	300 00	
Brookfield and Green's Creek.....		360 00
Brook Village and Centreville East.....		80 00
Brook Village and Mull River.....		160 00
Brule and Denmark Road.....	288 00	
Buckley's and Kentville.....		1,672 00
Burnt Coat and Noel.....		200 00
Caledonia Corners and Whiteburn Mines.....	384 00	
Canso and Guysboro'.....		6,400 00
Cape August and Robins.....	180 00	
Cape Mabou and North Cape Mabou.....		104 00
Carriboo Island and Lower Carriboo.....	160 00	
Catlone and Catalone Road.....	80 00	
Catalone and Little Lorraine.....	588 00	
Centennial and Long Point.....	178 00	
Central Clarence and Mount Rose.....	120 00	
Chesley's Corners and Hemford.....	151 84	
Chesley's Corners and Meiszer's.....		300 00
Chesley's Corners and Railway Station.....		360 00
Chesley's Corners and Veinots.....		104 00
Chester and Kentville.....		2,600 00
Churchville and Mountville.....		92 00
Clark's Harbour and The Hawk.....	200 00	
Clark's Road and Louisburg.....	116 00	
Clementsport and Railway Station.....	232 00	
Coldbrook Station and Railway Station.....	156 48	
Collingwood Corner and Farmington.....		600 00
Conn's Mills and Railway Station.....		140 00
Culloden and Digby.....		256 00
Dalhousie Road and Lakeview.....		120 00
Dalhousie Road and Springfield.....	256 00	

Contracts for Mail Service.

NOVA SCOTIA—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Dalhousie Settlement and Scotsburn Station.....	568 00	
Dartmouth and Montague Gold Mines.....		480 00
Debert Station and Folly Mountain.....	624 00	
Deep Brook and Railway Station.....		240 00
Denmark Road and Railway Station...	200 32	
Denmark Road and Truro.....		2,200 00
Digby and Westport.....	4,596 00	
Loherty Creek and Hartford.....	184 00	
Doherty Creek and Pugwash Junction.....	60 84	
Earltown and West Earltown.....	208 00	
East Bay and McAdam's Lake.....	200 00	
Eastern Harbour and Little River Cheticamp.....	94 00	
East Mapleton and East Southampton.....		416 00
East Margaree and Main Post Road.....		260 00
East Mountain and Valley Station.....	128 00	
East River, St. Mary's and Green Brook.....	80 00	
East Side Public Harbour and Forbes' Point.....		732 00
East Wentworth and Wentworth Station.....		360 00
Economy Point and Main Post Road.....		320 00
Ellershouse and Newport.....	400 00	
Elmsdale Station and Railway Station.....	250 40	
Emerald and Main Post Road.....		80 00
Fairview Station and Railway Station.....	262 92	
Fauxburg and Lunenburg.....		260 00
Forbes' Settlement and New Ross.....		360 00
Fort Lawrence and Upper Fort Lawrence.....	240 00	
Fort Louisburg and Louisburg.....	140 00	
Foster's and Newburn.....		156 00
Framboise and North Framboise.....		63 92
Fraser's Grant and New France.....		48 00
Frenchvale and North West Arm.....	192 00	
Gaberouse and Sydney.....	1,760 00	
Georgeville and Glebe Road.....		140 00
Glassburn and Main Post Road.....	96 00	
Glendyer and Mabou.....	320 00	
Gleneig and Sherbrooke.....		400 00
Goshen and North End Lochaber.....		514 28
Granton and Westville.....	436 80	
Great Village and Londonferry Station.....	496 00	
Great Village and Lower Five Islands.....		3,596 00
Greenheld and Middlefield.....	192 00	
Green Hill and Westville.....		360 00
Greenville Station and Henderson Settlement.....	196 00	
Greenville Station and Middleboro'.....	328 00	
Gunning Cove and McNutt's Island.....	80 00	
Guysboro' and Tor Bay.....	872 00	
Halifax and Lower Prospect.....		336 00
Halifax and Railway Station.....	3,316 40	
Halifax and West River Sheet Harbour.....		5,550 44
Hansford and Main's Road.....	180 00	
Harbourville and Railway Station.....		600 00
Hay River and Mount Young.....		120 00
Head of Wallace Bay and Pugwash Junction.....		400 00
Heatherbell and Scotsburn Station.....	320 00	
Hectanooga and Railway Station.....	160 00	
Hodson and River John.....		496 00
Indian Point and Mahone Bay.....		120 00
Iron Ore and Sunnybrae.....		104 00
Isaac's Harbour and Isaac's Harbour (E. S.).....		496 00
James River Station and Railway Station.....		288 00
Jauvrin's Harbour and West Arichat.....	360 00	
Joggin's Mines and Lower Cove.....		796 00
Joggin's Mines and Railway Station.....	325 52	
Kennetcook Corner and Noel.....		320 00
Kewstoke and Whyoccomagh.....	200 00	
Lake Ramsay and New Ross.....		160 00
Lakelands and Railway Station.....	400 64	
Langilles and Lower Northfield.....		140 00

NOVA SCOTIA—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Langilles and Railway Station.....		140 00
Larry's River and Whitehead.....	760 00	
Lewis Bay and Marion Bridge.....	804 96	
Liscomb Mills and West Liscomb.....	320 00	
Liverpool and Port Medway.....	3,200 00	
Loch Broom and Railway Station.....	120 00	
Lourdes and Railway Station.....		200 00
Lovat and West River.....	300 00	
Lower Canard and Port William Station.....		800 00
Lower Five Islands and Lynn.....	320 00	
Lower Greenville and Westchester Station.....		80 00
Lower Onalow and Truro.....		800 00
Lower Stewiacke and Railway Station.....	620 00	
Lower West Jeddore and West Jeddore.....		80 00
Lunenburg and Railway Station.....		800 00
McCallum Settlement and Upper North River.....	232 00	
Mabou and Mabou Coal Mines.....	400 00	
Mader's Cove and Mahone Bay.....		440 00
Mahone Bay and Oakland.....		40 00
Mahone Bay and Railway Station.....		448 32
Mahone Bay and Upper New Cornwall.....		358 00
Maitland and Noel.....	1,191 00	
Maitland and Shubenacadie.....	3,000 00	
Main à Dieu and Scatarie Island.....	498 00	
Manganese Mines and Valley Station.....	192 00	
Marble Mountain and Railway Station.....	2,188 00	
Marion Bridge and Trout Brook.....		100 00
Meadow's Road and Sydney Forks.....	224 00	
Meadowville Station and Railway Station.....	250 40	
Meteghan Station and Railway Station.....		160 00
Middleboro' and North Middleboro'.....		100 00
Middle Musquodoboit and South Branch.....	192 00	
Middleton and Port George.....		500 00
Middleton and Railway Station.....		449 28
Mill Road and New Ross.....		160 00
Monk's Head and Pomquet Chapel.....	220 00	
Moser's River and West River Sheet Harbour.....		2,400 00
Mossman's Grant and Northfield.....		120 00
Mossman's Grant and Railway Station.....		80 00
Mount Thom Settlement and Salt Springs.....	264 00	
Musquodoboit Harbour and Pleasant Point.....		440 00
New Albany and Railway Station.....	124 80	
New Harbour and Main Post Road.....	400 00	
Newport and Newport Landing.....		868 00
Newport and South Rawdon.....	260 00	
Newport and Upper Newport.....	112 00	
New Ross and Vaughan.....		540 00
Noel and Shubenacadie.....	460 00	
Noel and Walton.....		1,524 00
North Ainslie and Main Post Road.....	80 00	
Nyanza and W. S. Middle River.....		140 00
Oxford and Oxford Junction Station.....	1,000 00	
Oxford and Railway Station.....	375 60	
Oxford and Rockly.....		356 00
Parrsboro' and Two Islands.....		260 00
Pennant and Sambro.....	128 00	
Princeport and Truro.....	1,536 00	
Pugwash and Pugwash River.....	368 00	
River John and Railway Station.....		400 00
Riversdale and Weymouth Bridge.....	196 00	
Roseburn and Whyccomagh.....	160 00	
St. Andrews and Upper Springfield.....	240 00	
Sandford and Yarmouth.....		420 00
Scotsburn Station and Railway Station.....	250 40	
Scotsburn and W. B. River John.....	1,180 00	
Shelburne and Yarmouth.....		13,900 00
Shubenacadie and Railway Station.....	720 00	
Six Mile Road and Wallace Station.....	150 24	

Contracts for Mail Service

NOVA SCOTIA—*Concluded.*

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Skye Mountain and Whyccomagh.....	136 00	
Somerset and Railway Station.....		210 00
South Farmington and Torbrook Mines.....	360 00	
South Harbour and White Point.....		330 00
Springfield and Railway Station.....		266 00
Springhill and Railway Station.....	861 23	
Springhill Junction and Railway Station.....	120 00	
Street's Ridge and Thomson Station.....		1,152 28
Stoddart's and Railway Station.....	140 00	
Tatamagouche and Railway Station.....		300 00
Tatamagouche and The Falls.....		746 64
Tatamagouche and Tatamagouche Mountain.....		700 00
Tatamagouche and West New Annan.....		400 00
Thomson's Station and Westchester.....		600 00
Torbrook and Torbrook Mines.....		240 00
Truro and Railway Station.....		1,600 00
Tupperville and Railway Station.....		200 00
Upper Clement and Railway Station.....	260 00	
Upper Newport and Woodville.....	70 00	
Valley Station and Railway Station.....	250 40	
Wallace and Railway Station.....		720 00
Wallace and Wallace Bridge.....		400 00
Wallace Station and Railway Station.....		120 00
Westville and Railway Station.....	449 72	
Windsor and Railway Station.....		1,248 00
Yarmouth and Railway Station.....		596 00
Total.....	\$56,710 72	\$119,551 32

NEW BRUNSWICK.

Albert and Elgin.....		832 00
Alexandrina and Notre Dame.....	71 00	
Alexander Point and Lameque.....		244 00
Allandale and Poquolock.....	112 00	
Anderson and Midgic Station.....		357 00
Apohaqui and Case Settlement.....		340 00
Apohaqui and Railway Station.....		250 40
Aristook Portage and California.....	128 00	
Back Bay and St. George.....		1,099 52
Barnaby River and Semiwagan Bridge.....	160 00	
Bathurst Village and Youghall.....		200 00
Beaver Harbour and Pennfield Ridge.....		700 00
Belliveau Village and St. Joseph.....	280 00	
Beresford and Railway Station.....		140 00
Black Point and Railway Station.....		150 00
Blackville and Coughlin.....	120 00	
Blakely and Enniskillen Station.....		180 00
Bloomfield Ridge and Boiestown.....		266 00
Bonny River Station, Elmscroft and Station.....	356 00	
Brownsville and Stewarton.....	62 40	
Buctouche and Richibucto.....		800 00
Buctouche and Shediac.....		1,976 00
Buctouche and St. Jean Baptiste.....	260 00	
Burnt Church and Church Point.....	368 00	
Burt's Corners, Dorn Ridge and Railway Station.....		244 00
Campbellton and Railway Station.....		1,000 00
Canaan Station and Sweeneyville.....		356 00
Canobie and Clifton.....	98 00	
Carleton and St. John.....	616 00	
Central Hampstead and Hibernia.....	144 00	
Centreville and Railway Station.....		939 00
Centreville, Tracey's Mills and Greenfield.....		520 00
Chambord and Grand Falls.....		352 00
Chatnam and Kouchibouguac.....		572 00

NEW BRUNSWICK—Continued.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Chatham and Tracadie.....	4,396 00	
Chipman and Harcourt.....		768 00
Church Hill and Riverview.....		160 00
Clifton and Grey's Mills.....		976 00
Clover Hill and Sussexvale.....	580 00	
Cocagne and Cocagne Cape.....		100 00
Cocagne and Cormierville.....		180 00
Cole's Island and New Canaan.....		400 00
Cormier Cove and St. Joseph Railway Station.....	368 00	
Corn Hill and Petitcodiac.....		160 00
Cumming's Cove and Fairhaven.....		120 00
Derby and Railway Station.....	240 00	
Dorchester and Middleton.....		220 00
Dorchester and Woodhurst.....		100 00
Douglas and Railway Station.....		120 00
Dover and Moncton.....	520 00	
Downeyville, Hatfield Point and Springfield.....		407 28
Downeyville and Tootleton.....		284 00
Elgin and Prosser Brook.....	384 00	
Ellenstown and Millerton.....	100 00	
Ennishore and Grand Falls.....		120 00
Enniskillen Station and Railway Station.....		112 00
Exmore and Red Bank.....		120 00
Ferguson's Point and Main Post Road.....		160 00
Ferndale and Hillside.....	80 00	
Flume Ridge, Harvey Station and Magaguadavic.....		624 00
Foley Brook and Salmonhurst.....		200 00
Four Falls and Ortonville.....		300 00
Fox River and Moncton.....	420 00	
Fredericton and Lower St. Mary's.....		360 00
Fredericton and Tay Mills.....		880 00
Fredericton and Wisely.....		240 00
Gagetown and Upper Gageown.....		450 00
Gagetown and Welsford.....		1,600 00
Gaspereaux Station and Railway Station.....		240 00
Gouldville and Memramcook.....	180 00	
Grand Harbour and Whitehead.....	500 00	
Grand Manan and Seal Cove.....		392 00
Green Point and Petit Rocher.....	112 00	
Halcomb, Lyttleton and Red Bank.....		552 00
Hammondvale and Shepody Road.....	416 00	
Hartland and Knowlesville.....	1,056 00	
Harvey Station and Railway Station.....		160 00
Hatfield Point and West Scotch Settlement.....		88 00
Heron Island and New Mills.....		144 00
Hillsborough and Railway Station.....		320 00
Hopewell, Hopewell Station and Railway Station.....	440 00	
Hoyt Station and Juvenile Settlement.....	280 00	
Hoyt Station and Railway Station.....		280 00
Keats and Petitcodiac.....	436 00	
Kingsclear and Newmarket.....	112 00	
Kingston and Rothsay.....		1,796 00
Kouchibouguac and Richibucto.....	1,216 00	
Lepreaux and Pocologan.....		400 00
Lewis Mountain and Petitcodiac.....	371 20	
Long Point and Springfield.....		315 20
Lower Nappan and Point au Car.....		209 28
Maple Ridge, Millville and Railway Station.....	240 00	
Meadows and Railway Station.....	80 00	
Milford, Railway Station and Pleasant Point.....	700 00	
Milledgeville and St. John.....		780 00
Milltown and Upper Mills.....	192 00	
Mispec and St. John.....		239 00
Mouth of Keswick and Railway Station.....		240 00
Mount View and Upper Sackville.....		80 00
Narrows, Norton Station and Springfield.....	1,840 00	
Narrows and Wickham.....		1,588 00
Nauwigewauk and Railway Station.....		144 00

Contracts for Mail Service.

NEW BRUNSWICK—*Concluded.*

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Nictau and Riley Brook.....		112 00
Notre Dame and Poirier.....		88 00
Oakham and Thornetown.....	280 00	
Oromocto and Shirley Settlement.....		80 00
Ossekeag and Upperton.....		672 00
Petersville and Welsford.....		320 00
Pisarinco and Spruce Lake Station.....	380 00	
Point du Chêne and Railway Station.....		128 00
Pollett River and Railway Station.....	112 00	
Prince William Station and York Mills.....		236 00
Rolling Dam Station and Sorrel Ridge.....	680 00	
Rosedale and Upper Woodstock.....		360 00
Salisbury and Railway Station.....		900 00
Salt Springs and Titusville.....	176 00	
Seaside and Railway Station.....		80 00
St. Charles and Railway Station.....	120 00	
St. John and Railway Station (C. P.).....		2,118 16
St. John and Railway Station (I. C.).....		2,561 76
St. Martin's and Salmon River.....	1,192 00	
St. Martin's and Wood Lake.....		140 00
Sussexvale and Railway Station.....		720 00
The Range and Wiggins.....		64 00
Tracy Station and Tracyville.....		96 00
Upper Keswick and Railway Station.....		120 00
Woodstock and Railway Station.....		300 00
Woodstock and Street Letter Boxes.....		620 00
Total.....	\$20,972 60	\$38,662 60

MANITOBA AND NORTH-WEST TERRITORIES.

**Argyle and Woodlands.....		400 00
Aseissippi and Russell.....	880 00	
**Balcarras and Indian Head.....		1,820 00
**Balgonie and Kronan.....		500 00
Balmoral and Pleasant Home.....	384 00	
Balmoral and Stonewall.....	392 00	
Beulah and Elkhorn.....	1,600 00	
Binscarth and Seeburn.....		400 00
Birtle and Warleigh.....	240 00	
Blythfield and Lasalle.....	580 00	
Boissevain and Desford.....	500 00	
Boissevain and Heaslip.....	996 00	
Boissevain and Sheppardville.....	686 40	
Boucher and Duck Lake.....		621 92
Boucher and Halcro.....	296 00	
Brandon and Railway Station.....		2,153 88
**Brandon and Shrubland.....		740 00
Brookdale and Carberry.....	500 00	
Brookside and Wapella.....	516 00	
Calf Mountain and Thornhill.....	520 00	
Cardstown and Lethbridge.....	1,560 00	
**Carnoustie and Wapella.....		470 00
Churchbridge and Thingvall.....	128 00	
**Coalfields and Railway Station.....		416 00
Cook's Creek and Winnipeg.....	1,180 00	
Creeford and Douglas Station.....	1,040 00	
Daly and Virden.....	256 00	
Dempsey and Souris.....	360 00	
Dominion City and Emerson.....		2,340 00
Douglas Station and Railway Station.....	320 00	
**Duck Lake Mistawasis.....		1,260 00
Dunara and Selkirk.....	732 00	
Edmonton and Fort Saskatchewan.....		2,736 00
Edmonton and Railway Station.....	748 80	

MANITOBA AND NORTH-WEST TERRITORIES—*Concluded.*

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Elkhorn and Railway Station.....	730 00	
Emerson and Railway Station.....	250 40	
Emerson and Stuartburn.....	536 00	
Fernton and Winnipeg.....	400 00	
**Fletwode and Whitewood.....		936 00
**Fort à la Corne and Le Pas.....		2,400 00
Fort à la Corne and Prince Albert.....		2,756 00
**Gainsborough and Railway Station.....		208 00
Gartmore and Neepawa.....		4,000 00
Gladstone and Railway Station.....	360 00	
Glendale and Neepawa.....	592 00	
Greenlaw and Red Deer.....	208 03	
Grenfell and Railway Station.....	317 80	
Harrowby and Railway Station.....	124 80	
Hartney and Melgund.....	620 00	
Hayward and Qu'Appelle.....	176 00	
Hazel Cliffe and Kaposvar.....	163 00	
High River and Pekisko.....		700 00
Hochstadt and Steinbach.....	680 06	
Hollbrooke and Railway Station.....	728 00	
Hun's Valley and Minnedosa.....	380 00	
Icelandic River and Selkirk.....	2,056 03	
Ile des Chènes and St Boniface.....		520 00
Killarney and Wakopa.....	960 00	
Kingsley and Larivière.....	416 00	
Langenburg and Railway Station.....	100 00	
Lennox and Montefiore.....	600 00	
Letellier, St. Joseph and St. Pie.....	600 00	
Lethbridge and Custom House.....	120 00	
Logberg and Saltcoats.....	340 00	
**Lumsden and Railway Station.....		120 00
MacLeod and Pincher Creek.....		3,300 00
Marleton and Strassburg.....		620 00
Marquette and Woodlands.....	584 00	
Meadow Creek and Railway Station.....		760 00
Miami and Opawaka.....	340 00	
Minnedosa and Scandinavia.....	359 20	
Moline and Rapid City.....	400 00	
Moosomin and Railway Station.....	592 00	
Morris and Railway Station (C. P. R.).....		548 96
Morris and Railway Station (N. P. R.).....		360 00
Neepawa and Railway Station.....	374 40	
Oak River and Totonka.....	296 00	
**Olds and Red Lodge.....		800 00
Pheasant Forks and Woilsely.....	1,196 00	
Pilot Mount and Roseberry.....	968 00	
Plum Coulee and Railway Station.....	230 00	
Prince Albert and Shell Brook.....		800 00
Qu'Appelle and Railway Station.....	730 00	
Queen's Valley and Richland.....	132 00	
Richland and Winnipeg.....	1,560 00	
Routledge and Railway Station.....	250 40	
Ste. Anne des Chènes and Winnipeg, and Ste. Anne des Chènes and Steinbach.....		2,296 00
St. Léon and Somerset.....	416 00	
St. Norbert and Railway Station.....	240 00	
St. Vital and Winnipeg.....		240 00
Solsgrith and Railway Station.....	240 00	
Stockton Station and Thoresby.....	416 00	
Virden and Railway Station.....		1,460 00
Wapella and Railway Station.....	600 00	
Westbourne and Railway Station.....	488 28	
Whitewood and Railway Station.....		730 00
Winnipeg and Street Letter Boxes.....	2,900 00	
Yorkton and Railway Station.....	152 00	
Total.....	\$40,132 28	\$37,412 76

Contracts for Mail Service.

BRITISH COLUMBIA.

Nature of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Abbotsford and Railway Station.....		160 00
Agassiz and Railway Station.....		240 00
Alberni and Beaver Creek.....		272 00
**Arrowhead and Trout Lake.....		1,456 00
*Ashcroft Station and Barkerville, &c.		24,000 00
Ashcroft Station and Railway Station.....		720 00
Banff and Railway Station.....	876 00	
**Bella Coola and Wharf.....		180 00
Cedar and Nanaimo.....		536 00
Chemainus and Kuper Island.....		416 00
Chilliwack and Sardis.....		600 00
Clayton and Railway Station.....		480 00
Cobble Hill and Railway Station.....		160 00
Deroche and Catching Post.....		160 00
Dewdney and Catching Post.....		624 00
**Dog Creek and Gang Ranch.....		1,000 00
**Duck and Pringle's and Catching Post.....		400 00
Enderby and Railway Station.....		400 00
*French Creek and Revelstoke.....		100 00
**Grand Forks and Marcus.....		1,040 00
Grand Forks and Penticton.....	11,088 00	
**Greenwood and Main Post Road.....		172 00
Hall's Prairie and Railway Station.....		480 00
Hatzic and McConnell Creek.....	450 00	
Hope and Railway Station.....	626 00	
Hornby Island and Mail Steamer.....		104 00
Horsefly and 108 Mile House.....	2,180 00	
Huntingdon and Railway Station.....		300 00
Huntingdon and Upper Sumas.....		480 00
**Illicillewaet and Railway Station.....		200 00
Kamloops and Railway Station.....	680 00	
Kananaskis and Catching Post.....		180 00
Keithley Creek and 150 Mile House.....	3,200 00	
**Kelowna and Wharf.....		240 00
Langley and Railway Station.....		1,560 00
Lillooet and Pemberton Meadows.....	1,380 00	
Lower Nicola and Princeton.....	2,880 00	
Lytton and Railway Station.....		700 00
**Mara and Railway Station.....		200 00
Millstream and Railway Station.....		400 00
Mission City and Mount Lehman.....	460 00	
**Mittord and Catching Post.....		1,230 00
Mount Pleasant, Street Letter Boxes and Vancouver		2,678 00
Nanaimo and Vancouver Steamer Wharf.....		720 00
Nanoose Bay and Main Post Road.....		300 00
**Nelson Railway Station and Steamer Wharf.....		360 00
**Nicola Lake and Main Post Road.....		600 00
Pender Island and Mail Steamer.....		200 00
Penticton and Steamer Wharf.....		480 00
Plumper Pass and Mail Steamer.....		800 00
Port Haney and Webster's Corners.....		300 00
Port Moody and Catching Post.....		240 00
Revelstoke and Railway Station.....	1,095 00	
Revelstoke and Steamer Landing.....	353 20	
Revelstoke Station and Railway Station.....		160 00
Rogers Pass and Railway Station.....		220 00
Salmon Arm and Railway Station.....		320 00
Silverdale and Catching Post.....		200 00
Steveston and Vancouver.....	1,876 00	
Thompson's Landing and Steamer Landing.....		200 00
Three Forks and Railway Station.....		730 00
Union and Railway Station.....	400 00	
Vancouver and Railway Station.....	1,401 60	
Vancouver and Victoria Steamer Wharf.....	480 00	
Victoria and Railway Station (E. & N.).....		940 00
Victoria and Steamer Wharf.....		416 00
Wellington and Railway Station.....		288 00
Yale and Railway Station.....		240 00
Total.....	\$29,455 80	\$49,350 00

PRINCE EDWARD ISLAND.

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Abram's Village and Cape Egmont.....	220 00	
Alberton and Lot 6.....	191 00	
Alberton and Railway Station.....	225 33	
Alma and Railway Station.....	104 00	
Argyle Shore and Bonshaw.....	95 00	
Armadale and Railway Station.....	80 00	
Bangor and Morell Station.....	200 00	
Bayfield and Glencorradale.....	118 40	
Bay Fortune and Souris East.....	424 32	
Bear River and Railway Station.....	81 12	
Belfast and Charlottetown.....	2,736 00	
Belfast and High Bank.....	1,460 00	
Belfast and Point Prim.....	240 00	
Bloomfield and Bloomfield Station.....	112 00	
Bloomfield Station and Mimingash.....	153 04	
Brackley Point and Oyster Bed Bridge.....	238 00	
Breadalbane and New London.....	1,360 00	
Caledonia and Orwell.....	926 48	
Caledonia and Rona.....	124 00	
Cape Traverse Boat House and Railway Terminus.....	376 00	
Cape Traverse and Summerside.....	266 56	
Cape Wolfe and Lot 4.....	280 00	
Cardigan Bridge and Lot 56.....	1,240 00	
Cardigan Bridge and Railway Station.....	198 00	
Cavendish and Hunter's River.....	760 00	
Charlottetown and Marshfield.....	200 00	
Clear Spring and New Zealand Station.....	165 92	
Coleman and West Point.....	630 00	
Commercial Road and Peter's Road.....	168 00	
Darlington and Princetown Road.....	120 00	
Darlington and Railway Station.....	480 00	
Darlington and Rose Valley.....	660 00	
Darnley and Kensington.....	990 00	
East Point and Souris East.....	772 00	
Elliott's Mills and Railway Station.....	62 40	
Elmira and South Lake.....	104 00	
Emerald and Found's Mills.....	372 00	
Emerald and Railway Station.....		224 00
Emerald and Shamrock.....	128 00	
Farmington and Head St. Peter's Bay.....	118 40	
Fitzgerald and Lot 14.....	240 00	
Fitzgerald Station and Richmond Station.....	104 00	
Flat River and Selkirk Road.....	280 00	
Fredericton Station and Railway Station.....	100 00	
Freetown and Lower Freetown.....	256 00	
Freetown and Railway Station.....	360 00	
Georgetown and Murray Harbour North.....		952 00
Georgetown and Railway Station.....	375 60	
Georgetown and Steamer "Stanley".....	48 80	
Head of St. Peter's Bay and Monticello.....	200 00	
Head of St. Peter's Bay and Railway Station.....		480 00
Heatherdale and Whim Road Cross.....	140 00	
Higgins Road and Wellington Station.....	424 00	
Hunter's River and North Rustico.....	1,236 00	
Hunter's River and Railway Station.....		305 04
Inverness and Railway Station.....	141 44	
Johnston's River and Southport.....	300 00	
Kensington and Princetown.....	500 00	
Kensington and Railway Station.....	360 00	
Kinkora and Middleton.....	160 00	
Lansdowne Hotel and Railway Station.....		375 60
Lansdowne Hotel and Searleton.....	372 00	
Little Tignish and Tignish.....	80 00	
Little York and Pleasant Grove.....	432 00	
Little York and Railway Station.....	216 00	
Lot 4 and Railway Station.....	305 44	
Lot 11 and Railway Station.....	249 60	
Lot 12 and Railway Station.....	199 20	

Contracts for Mail Service.

PRINCE EDWARD ISLAND—*Concluded.*

Name of Service.	Let by Tender.	Let without Tender.
	\$ cts.	\$ cts.
Lot 35 and Railway Station.....		160 00
Lot 40 and Railway Station.....	225 36	
Lot 56 and Sailor's Hope.....		340 40
Marie Bridge and Marie Railway Station.....	112 00	
Marie Bridge and Milburn.....	160 00	
Midgell and Midgell Station.....	72 00	
Mill Cove and Railway Station.....		76 00
Mill View and Vernon River.....		340 00
Miscouche and Muddy Creek.....		155 52
Miscouche and Railway Station.....	152 00	
Miscouche and South-west Lot 16.....		304 00
Montague Bridge and Railway Station.....		600 00
Montague Bridge and Valleyfield.....	192 00	
Montague Bridge and Victoria Cross.....	172 00	
Montague Cross and Orwell.....		240 00
Morell Station and Railway Station.....	60 00	
Morell Station and Sinnott's Road.....	178 00	
Mount Herbert and Southport.....	198 00	
Mount Pleasant and Railway Station.....	114 00	
Mount Stewart and Railway Station.....	160 00	
Mount Stewart and Savage Harbour.....		356 00
Murray Harbour South and White Sands.....	152 00	
New Annan and Railway Station.....	312 00	
New Annan and Wilmot Valley.....	208 00	
New Perth and Poole's Road.....	260 00	
New Zealand and Railway Station.....	118 56	
Northam and Railway Station.....	160 00	
North St. Eleanor's and Summerside.....	360 00	
O'Leary Station and West Cape.....		310 00
Orwell and Orwell Cove.....		172 00
Peake's Station and Railway Station.....	160 00	
Peake's Station and Ruskin.....	216 00	
Pisquid and Railway Station.....	144 00	
Pisquid and Webster's Corners.....	186 80	
Pisquid Road and Vernon River.....	184 00	
Port Hill and Railway Station.....		450 72
St. Andrew's and Railway Station.....		100 00
St. Margaret's and Bear River Station.....	192 00	
St. Mary's Road and St. Mary's Road East.....	56 00	
St. Teresa and Railway Station.....		156 00
Scotchport and Railway Station.....	62 40	
Sea Cow Pond and Tignish.....	140 00	
Souris East and Railway Station.....	240 00	
Suffolk Station and Railway Station.....	120 00	
Summerside and Railway Station.....	638 52	
Summerside and Street Letter Boxes.....	120 00	
Summerville and Vernon River.....		208 00
Tracadie Cross and Railway Station.....	120 00	
Travellers' Rest and Railway Station.....	156 00	
Union Road and Union Road Railway Station.....	180 00	
Wellington and Wellington Station.....	80 00	
Wellington Station and Railway Station.....	128 00	
West St. Peter's and Railway Station.....	160 00	
Total.....	\$31,149 72	\$6,305 28

The following contracts for mail service were renewed without tender by the late Administration, although they would not go into operation until some months after the change of Government :—

Name of Service.	Amount of Contract.	Date of Commencement.
	\$ cts.	
Abingdon and Canfield.....	1,100 0	October 1, 1896.
Advocate Harbour and Apple River.....	1,380 00	do
Advocate Harbour, Eatonville and Parrsboro'.....	4,148 08	do
Albert and Elgin.....	832 00	do
Annapolis and Liverpool.....	13,980 00	do
Antigonish and Lower West River.....	208 00	do
Askilton and West Bay Road Station.....	240 00	do
Aylmer East and Railway Station.....	834 64	do
Barney's River and Railway Station.....	632 00	do
Barss Corner and Chesley's Corner.....	626 00	do
Barss Corner and Foster's.....	468 00	do
Bayfield and Railway Station.....	300 00	do
Beauce Junction and Jersey Mills.....	3,168 00	do
Beauharnois and Railway Station.....	500 00	do
Beechmont and North-west Arm.....	99 00	do
Beechwood, Mineral and Railway Station.....	280 00	do
Bethel and The Corners.....	160 00	do
Big Brook and River Dennis.....	180 00	do
Blue Mountain, New Glasgow and Newtown.....	4,370 28	January 1, 1897.
Boisdale, Barachois and Boisdale Railway Station.....	196 00	October 1, 1896.
Bradford and Newton Robinson.....	1,600 00	do
Bridgetown and Dalhousie West.....	260 00	do
Broadway and Thorburn.....	1,242 80	do
Buckland and St. Lazare.....	1,600 00	January 1, 1897.
Buctouche and St. Edouard.....	140 00	October 1, 1896.
Caledon and Railway Station.....	420 00	do
Cameron Settlement and Pictou Road.....	392 40	do
Canning and Railway Station.....	300 00	January 1, 1897.
Cannington and Railway Station.....	240 00	October 1, 1896.
Cannington and Sutton West.....	2,400 00	do
Cheapside, Jarvis and Railway Station.....	2,196 00	do
Cherryfield and Railway Station.....	60 00	do
Cheviot and Riversdale.....	260 00	do
Chignecto and Maccan.....	560 00	January 1, 1897.
College Bridge and Railway Station.....	300 00	do
Courtland and Rosanna.....	192 00	October 1, 1896.
Cross Roads, Leitche's Creek and North-west Arm.....	160 00	do
Cross Roads, Leitche's Creek and Railway Station.....	120 00	do
Cross Roads, Ohio and Ireland.....	200 00	do
Cross Roads, Ohio and James River Station.....	1,154 00	do
Dalhousie and Railway Station.....	1,001 60	do
Dashwood and Parkhill.....	1,756 00	do
Dean and Shubenacadie.....	4,400 00	do
Debec and Railway Station.....	144 00	do
Dennistown and Judique.....	240 00	do
Drew and Railway Station.....	320 00	do
Estmere and Boom Platform.....	400 00	do
Florenceville and Railway Station.....	740 00	do
Fox Harbour and Pugwash.....	540 00	do
Glasgow and Shunacadie.....	140 00	do
Glendale and Mabou.....	1,572 00	do
Glen Margaret and Peggy's Cove.....	1,112 0	do
Grand Falls and Woodstock.....	10,800 00	do
Grand Valley and Peepabun.....	150 00	do
Great Shemogue and Shediac.....	2,192 00	do
Grenville and Lost River.....	960 00	do
Holt and Mount Albert.....	500 00	January 1, 1897.
Honeywood and Horning's Mills.....	824 0	October 1, 1896.
Indiantown and St. John.....	864 00	do
Iona and Railway Station.....	200 00	do

Contracts for Mail Service.

Name of Service.	Amount of Contract.	Date of Commencement.
	\$ cts.	
Ivy and Thornton.....	600 00	October 1, 1896.
Ivry and Notre Dame du Lac Railway Station.....	400 00	do
Jacksonville and North Sydney.....	400 00	do
James River Station and Morvan.....	630 00	January 1, 1897.
Jollicure, Westmoreland and Railway Station.....	900 00	October 1, 1896.
Kempt Head and Upper Kempt Head.....	168 00	January 1, 1897.
Kenilworth and Petherton.....	500 00	October 1, 1896.
Kingsbury and Lunenburg.....	1,362 08	January 1, 1897.
Kingsport and Railway Station.....	240 00	do
Kingston and Richbucto Village.....	176 00	October 1, 1896.
Kinkora and Sebringville.....	640 00	do
Maplehurst and Upper Kent Railway Station.....	480 00	do
Marmora and Stirling.....	1,600 00	January 1, 1897.
Meigund and Minto Railway Station.....	262 08	do
Mildmay and Railway Station.....	530 00	October 1, 1896.
Monckland Station and Railway Station.....	240 00	do
Mount Albert and Railway Station.....	296 00	January 1, 1897.
Munro's Bridge and Orangedale.....	109 00	October 1, 1896.
Murray Bay and St. Paul's Bay.....	4,630 00	January 1, 1897.
Napier and Strathroy.....	1,372 00	do
Nixon and Railway Station.....	250 40	October 1, 1896.
Northcote and Renfrew.....	1,000 00	do
Orangeville and Railway Station.....	796 00	do
Pakenham and Panmure.....	1,260 00	do
Pont Chateau and St. Clet.....	336 00	do
Pontypool and Railway Station.....	417 32	January 1, 1897.
Port Hastings and The Long Stretch.....	160 00	October 1, 1896.
Renfrew and C. P. Railway Station.....	1,560 00	do
River Dennis and Railway Station.....	369 00	do
Rivière Ste. Marguerite and Tadousac.....	376 00	do
Sackville and Railway Station.....	1,200 00	do
Shediac and Railway Station.....	1,171 60	do
Shunacadie and Railway Station.....	120 00	do
St. Alexandre and St. Eleuthère.....	400 00	do
St. Andrew's and Railway Station.....	275 44	do
St. Aubert and Ste. Pamphile.....	1,060 00	do
St. Casimir and St. Ubalde.....	1,080 00	January 1, 1897.
St. Clet and St. Marthe.....	800 00	October 1, 1896.
St. Paul's Bay and St. Tite des Caps.....	3,040 00	do
St. Paul's Bay and St. Urbain.....	600 00	do
Valcartier and Railway Station.....	740 00	do
Village des Aulnaies and Railway Station.....	720 00	do
Whycocomagh and Orangedale Station.....	1,200 00	do
Woodstock and Railway Station.....	901 44	do
Woodstock and Railway Station.....	769 00	do

SUMMARY OF CONTRACTS LET DURING THE YEAR ENDED
IN JULY, 1896.

	NUMBER OF CONTRACTS.		TOTAL AMOUNT OF CONTRACTS LET.	
	With Tender.	Without Tender.	With Tender.	Without Tender.
			\$ cts.	\$ cts.
Ontario	321	180	155,126 84	130,717 42
Quebec.....	148	108	65,452 48	75,953 32
Nova Scotia.....	120	124	56,710 72	119,551 32
New Brunswick.....	45	83	20,972 60	38,662 60
Manitoba and North-west Territories . . .	67	31	40,132 28	37,412 76
British Columbia.....	16	52	29,455 80	49,350 00
Prince Edward Island.....	101	20	31,149 72	6,305 28
Total.....	818	598	399,000 44	457,952 70